City of Phoenix

Agenda
City Council Formal Meeting

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

Wednesday, September 7, 2022 **2:30 PM** **phoenix.gov**

*****REVISED Sept. 6, 2022*****
*****Items Revised: 1, 35; Item Requested to be Continued: 63**

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=e38ec43857ae73125947820c3a2e22391

- 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 2555 342 2857# (for English) or 2556 861 2246# (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 2556 861 2246#. 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 2556 861 2246#). 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

BOARDS AND COMMISSIONS

*1	**Mayor and Council Appointments to Boards and Commissions ***REVISED***	Page 11

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

2	**Liquor License - Special Event - St. Luke Roman Catholic Parish Phoenix**	District 2 - Page 14
3	**Liquor License - Special Event - Cancer Support Community Arizona**	District 4 - Page 15
4	**Liquor License - Little Anita's Mexican Food**	District 4 - Page 16
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7	**Liquor License - Legends at Arizona Federal**	District 7 - Page 27
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10	**Liquor License - Metaverse Ghost Kitchens**	District 8 - Page 38
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12	**Tempe Camera Repair, Incorporated**
13	**Federal Highway Administration**

14	**Arizona Municipal Water Users Association - Annual Payment Authorization**	
15	**Settlement of Claim(s) Fox 10 v. City of Phoenix**	
16	**Settlement of Claim(s) Saucedo v. City of Phoenix**	

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17	**Acceptance and Dedication of an Easement for Public Utility Purposes (Ordinance S-48974)**	District 3 - Page 45
18	**Grant of a Public Utility Easement on City-owned Property Near Tatum Boulevard and Deer Valley Drive (Ordinance S-48968)**	District 2 - Page 46
19	**IT Research, Advisory and Consulting Services Qualified Vendor List Extensions (Ordinance S-48977)**	Citywide - Page 49
20	**Citywide Public Records Request System Indemnification and Liability Exemption Request (Ordinance S-48989)**	Citywide - Page 52
21	**Ak-Chin Indian Community Gaming Grants (Ordinance S-48986)**	Citywide - Page 54

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22	**Request to Enter into an Agreement for Consulting Services to Develop the Housing Department's Five-Year Strategic Plan (Ordinance S-48988)**	Citywide - Page 56
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24	**Request to Extend Contract with United States Veteran Initiative for COVID-19 Related Essential Services and Shelter Operations for At-Risk Veterans and their Families (Ordinance S-48978)**	Citywide - Page 60
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27	**Aircraft Rescue Mobile Prop Training Contract RFP 22-F01- Request for Award (Ordinance S-48965)**	District 7 - Page 67 District 8
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33	**Heating, Ventilation, and Air Conditioning Maintenance, Repair, and Replacement Services Agreement (Ordinance S-48971)**	Citywide - Page 78
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40	**91st Avenue Wastewater Treatment Plant, Plant 2B Rehabilitation - Construction Manager at Risk Construction Services - WS90100112 (Ordinance S-48969)**	District 7 - Page 187
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43	**Salt River Project Construction and Service Agreements for Deer Valley Water Treatment Plant Cortez Substation (Ordinance S-48303) - Amendment (Ordinance S-48980)**	District 1 - Page 192
44	**Third Party Lab Audit/Assessments Contract - RFP 2122-WES-334 - Request for Award (Ordinance S-48983)**	Citywide - Page 194

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52	**Amend City Code - Ordinance Adoption - Rezoning Application Z-63-21-3- Approximately 220 Feet West of the Northwest Corner of 19th Avenue and Greenway Road (Ordinance G-7022)**	District 3 - Page 218
53	**Amend City Code - Ordinance Adoption - Rezoning Application Z-SP-2-22-3 - Approximately 175 Feet East of the Northeast Corner of 17th Avenue and Hatcher Road (Ordinance G-7025)**	District 3 - Page 225
54	**Amend City Code - Ordinance Adoption - Rezoning Application Z-36-22-4 - Southwest Corner of 31st Avenue and McDowell Road (Ordinance G-7018)**	District 4 - Page 232
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56	**Amend City Code - Ordinance Adoption - Rezoning Application Z-20-22-7 - Approximately 535 Feet North of the Northeast Corner of 47th Avenue and Polk Street (Ordinance G-7017)**	District 7 - Page 246
57	**Amend City Code - Ordinance Adoption - Rezoning Application Z-22-22-8 - Approximately 220 Feet North of the Northeast Corner of 59th Avenue and Elliot Road (Ordinance G-7026)**	District 8 - Page 253
58	**Amend City Code - Ordinance Adoption - Rezoning Application Z-23-22-8 - Northwest Corner of 35th Street and Culver Street (Ordinance G-7024)**	District 8 - Page 260
59	**Amend City Code - Ordinance Adoption - Rezoning Application Z-SP-3-22-8 - Approximately 420 Feet North of the Northeast Corner of 59th Avenue and Elliot Road (Ordinance G-7027)**	District 8 - Page 267
60	**Amend City Code - Ordinance Adoption - Rezoning Application Z-19-21-8 - Southwest Corner of 24th Street and the Loop 202 Freeway (Ordinance G-7019)**	District 8 - Page 275
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62	**Amend City Code - Ordinance Adoption - Rezoning Application Z-18-22-1 - Northeast Corner of 19th Avenue and Yearling Road (Ordinance G-7020)**	District 1 - Page 295
*63	**(CONTINUED FROM MARCH 2, APRIL 6 AND JUNE 1, 2022) - Public Hearing and Ordinance Adoption - Rezoning Application Z-20-21-4 - Approximately 1,300 Feet North of the Northeast Corner of Central Avenue and Indian School Road (Ordinance G-6964) ***REQUEST TO CONTINUE***	District 4 - Page 302

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65	**Public Hearing and Ordinance Adoption - Rezoning Application Z-30-22-1 - Approximately 330 Feet South of the Southwest Corner of the I-17 Freeway and Pinnacle Peak Road (Ordinance G-7012)**	District 1 - Page 333
66	**Public Hearing - Amend City Code - Ordinance Adoption - Text Amendment Case Z-TA-2-22-6 - (Ordinance G-7013)**	District 6 - Page 376
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68	**Public Hearing and Ordinance Adoption - Rezoning Application Z-31-22-7 - Northeast Corner of 67th Avenue and the Roeser Road Alignment (Ordinance G-7011)**	District 7 - Page 406
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70	**Public Hearing and Ordinance Adoption - Rezoning Application Z-64-21-8 (Banyan Residential 48th & Washington PUD) - Southwest Corner of 48th Street and Washington Street (Ordinance G-7014)**	District 8 - Page 458
71	**Public Hearing and Resolution Adoption - General Plan Amendment GPA-LV-1-22-8 - Southwest Corner of 43rd Avenue and Baseline Road (Resolution 22068)**	District 8 - Page 540
72	**Public Hearing and Ordinance Adoption - Rezoning Application Z-25-22-8 (Laveen Veterinary Hospital & Clinic PUD) - Southwest Corner of 43rd Avenue and Baseline Road (Ordinance G-7015)**	District 8 - Page 558

REPORTS FROM CITY MANAGER, COMMITTEES OR CITY OFFICIALS

000 CITIZEN COMMENTS

ADJOURN

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** *1

ITEM REVISED (SEE ATTACHED MEMO) 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:** September 7, 2022

From: Mayor Kate Gallego

Subject: REVISED* FOR ADD-ON BOARDS AND COMMISSIONS – APPOINTEES

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

Environmental Quality and Sustainability Commission

I recommend the following for reappointment:

Sarah Porter
Ms. Porter is serving her third term to expire August 31, 2024.

***Laveen Village Planning Committee**

Councilmember Carlos Garcia recommends the following for appointment:

Dean Chiarelli
Mr. Chiarelli is a Clinical Associate Professor at Arizona State University and a resident of District 8. He fills a vacancy for a term to expire November 19, 2023.

Mayor's Human Trafficking Task Force

I recommend the following for appointment:

Rick Leyvas
Lieutenant Leyvas is an Investigations Lieutenant with the City of Phoenix Police Department. He replaces Lieutenant Dave Saflar in the ex-officio position.

Phoenix Women's Commission

I recommend the following for appointment:

Christina Spicer
Ms. Spicer is the Co-Chief Executive Officer at Girl Scouts–Arizona Cactus-Pine Council and a resident of District 2. She fills a vacancy for a term to expire September 7, 2025.

Elizabeth Wood
Ms. Wood is the Executive Director at Matrescence and a resident of District 6. She fills a vacancy for a term to expire September 7, 2025.

South Mountain Village Planning Committee

Councilmember Carlos Garcia recommends the following for appointment:

Darlene Jackson
Ms. Jackson is life coach and a resident of District 8. She fills a vacancy for a partial term to expire November 19, 2022.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 2

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

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

Summary

Applicant
Jonathan Leithmann

Location
19644 N. 7th Ave.
Council District: 2

Function
Festival

Date(s) - Time(s) / Expected Attendance
Oct. 21, 2022 - 4 p.m. to 11 p.m. / 350 attendees
Oct. 22, 2022 - 4 p.m. to 11 p.m. / 400 attendees
Oct. 23, 2022 - 4 p.m. to 11 p.m. / 250 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: 9/7/2022, **Item No.** 3

Liquor License - Special Event - Cancer Support Community Arizona

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

Summary

Applicant
Deborah DiCarlo

Location
360 E. Palm Lane
Council District: 4

Function
Dinner

Date(s) - Time(s) / Expected Attendance
Oct. 22, 2022 - 5 p.m. to 10 p.m. / 300 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: 9/7/2022, **Item No.** 4

Liquor License - Little Anita's Mexican Food

Request for a liquor license. Arizona State License Application 201928.

Summary

Applicant
Andrea Lewkowitz, Agent

License Type
Series 12 - Restaurant

Location
1516 E. Thomas Road
Zoning Classification: C-2
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 Sept. 11, 2022.

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:
"Applicant is committed to upholding the highest standards to for business and maintaining compliance with applicable laws. Managers and staff will be trained in the techniques of legal and responsible alcohol sales and service."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"Little Anita's Mexican Food is a family-friendly, casual New Mexican restaurant. The restaurant serves breakfast, lunch and dinner, including enchiladas, huevos rancheros, green chile cheeseburgers and their famous sopapillas. Applicant would like to offer alcoholic beverages to guests 21 and over as an incident to the dishes served."

Staff Recommendation
Staff recommends approval of this application.

Attachments
Liquor License Data - Little Anita's Mexican Food
Liquor License Map - Little Anita's Mexican Food

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

Liquor License Data: LITTLE ANITA'S MEXICAN FOOD

Liquor License

Description	Series	1 Mile	1/2 Mile
Bar	6	8	4
Beer and Wine Bar	7	1	1
Liquor Store	9	4	1
Beer and Wine Store	10	14	6
Restaurant	12	6	3

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	54.11	107.48	132.69
Violent Crimes	10.22	22.10	29.83

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

Property Violation Data

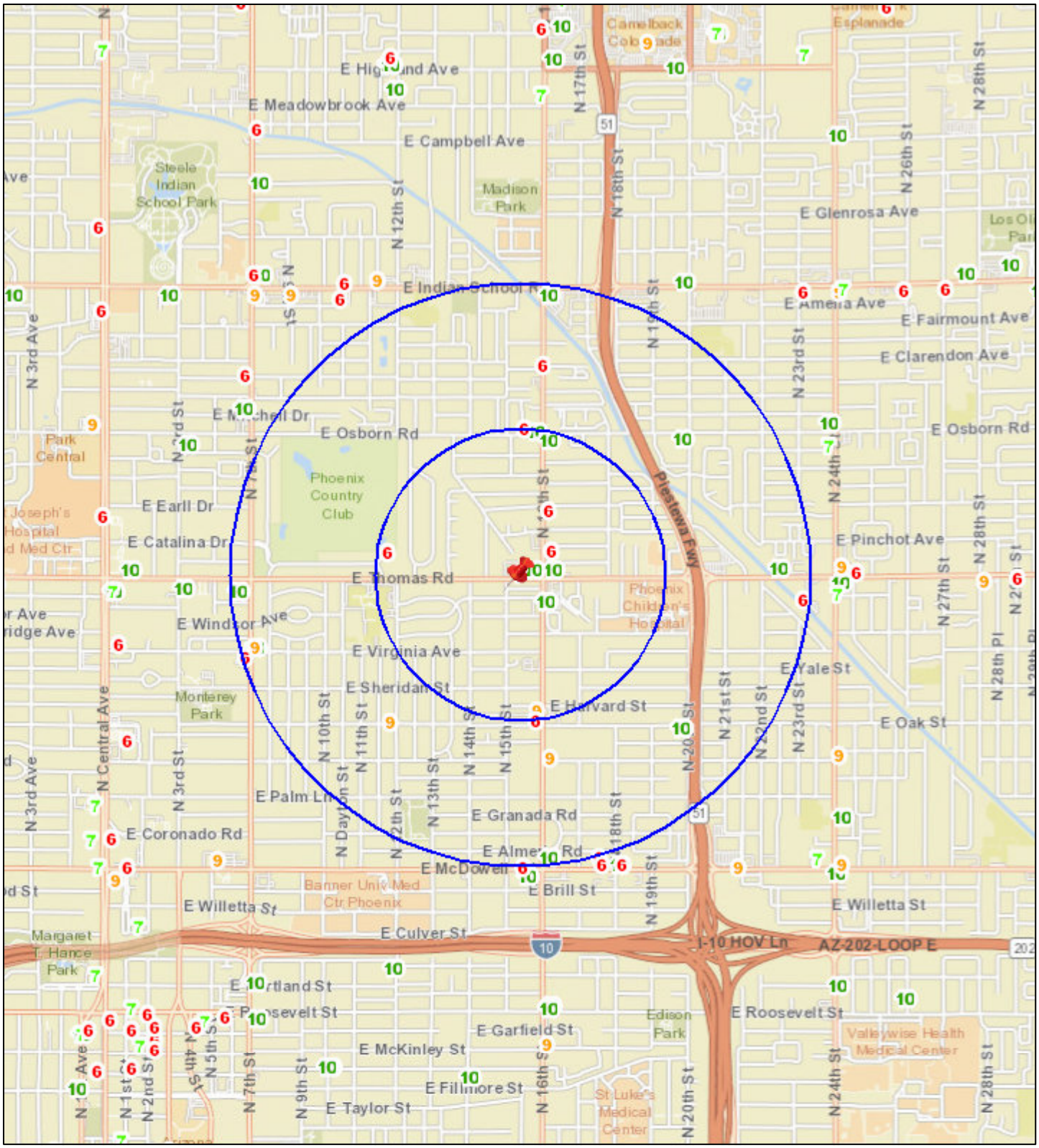
Description	Average	1/2 Mile Average
Parcels w/Violations	53	106
Total Violations	93	164

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1106002	1339	64 %	17 %	24 %
1106004	1456	47 %	27 %	3 %
1107011	887	13 %	17 %	33 %
1107012	1519	40 %	19 %	29 %
1116021	814	0 %	42 %	73 %
1116023	1963	21 %	19 %	82 %
1117001	1792	45 %	32 %	41 %
1117004	1227	75 %	20 %	21 %
Average		61 %	13 %	19 %

Liquor License Map: LITTLE ANITA'S MEXICAN FOOD

1516 E THOMAS ROAD



N

Date: 7/14/2022

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 5

Liquor License - Fuku Sushi

Request for a liquor license. Arizona State License Application 202338.

Summary

Applicant
Matthew Serventi, Agent

License Type
Series 12 - Restaurant

Location
5538 N. 7th St., Ste. 110
Zoning Classification: C-2
Council District: 6

This request is for a new liquor license for a restaurant. 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 Sept. 20, 2022.

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.

Fuku Sushi & Teppan (Series 12)
940 E. University Blvd., Tucson
Calls for police service: N/A - not in Phoenix
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 have other restaurants in Tucson, Tempe and San Diego that have liquor licenses. I comply with all rules and regulations pertaining to liquor and having a business. All of my employees go through extensive liquor training to understand the importance of liquor safety. I understand this license is a privilege to have and must be upheld to the highest standard of safety, training and knowledge."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"I believe in stimulating the local 7th street community. We will create a fun, safe, welcoming environment for the community. We hope to create multiple jobs within this area by offering high paying stable jobs. I would like to give back to the local area as well by sponsoring any of the local schools, sports teams and anyone else in between."

Staff Recommendation
Staff recommends approval of this application.

Attachments
Liquor License Data - Fuku Sushi
Liquor License Map - Fuku Sushi

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

Liquor License Data: FUKU SUSHI

Liquor License

Description	Series	1 Mile	1/2 Mile
Microbrewery	3	1	0
Bar	6	8	3
Beer and Wine Bar	7	11	0
Liquor Store	9	6	3
Beer and Wine Store	10	9	1
Restaurant	12	53	19

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	54.11	98.93	103.71
Violent Crimes	10.22	11.83	11.35

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

Property Violation Data

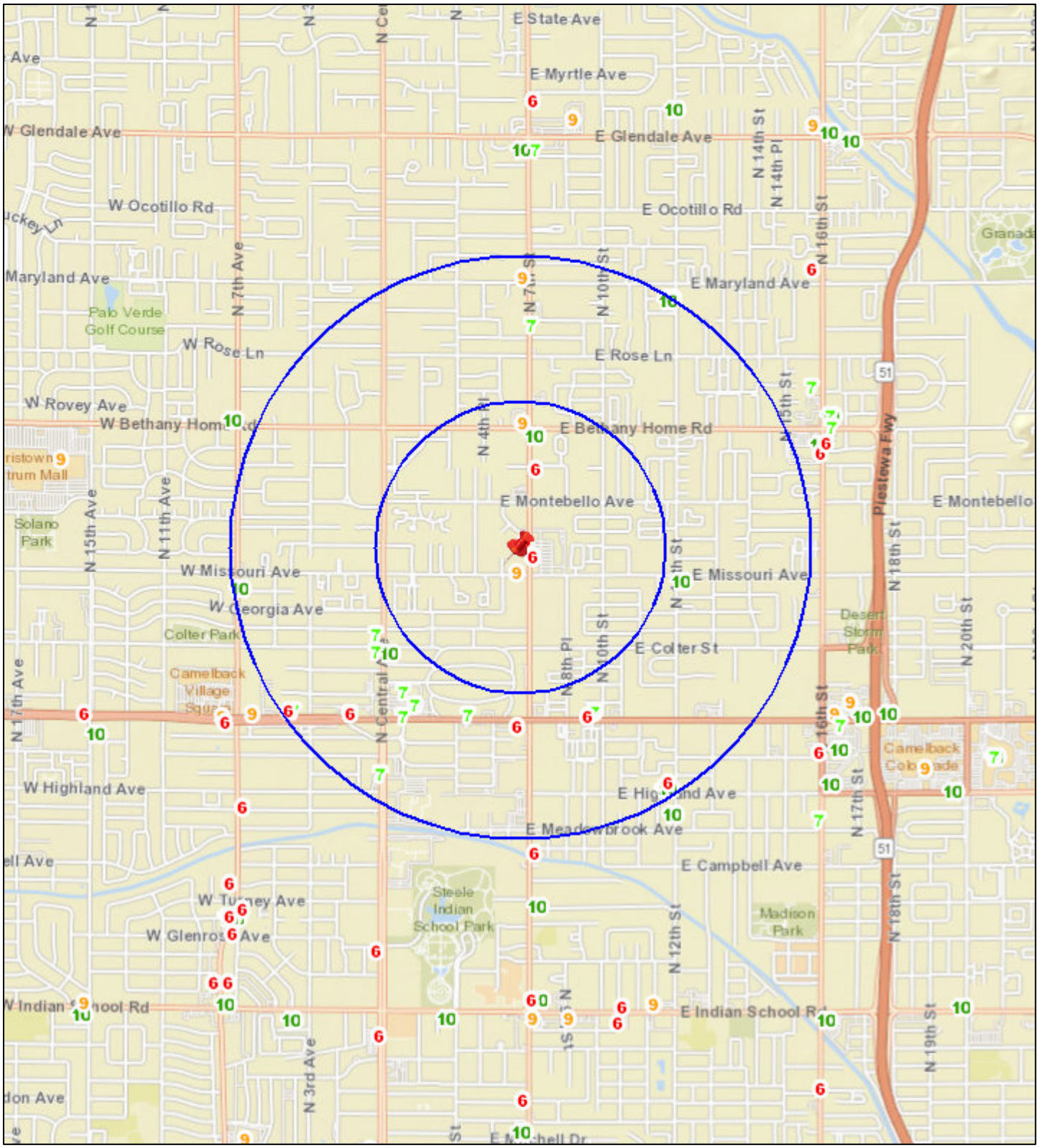
Description	Average	1/2 Mile Average
Parcels w/Violations	53	44
Total Violations	93	66

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 %
1075003	1599	46 %	15 %	14 %
1076011	319	65 %	16 %	46 %
1076012	904	38 %	24 %	23 %
1076013	1748	38 %	8 %	17 %
Average		61 %	13 %	19 %

Liquor License Map: FUKU SUSHI

5538 N 7TH ST



N

Date: 7/26/2022

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 6

Liquor License - Special Event - Local First Arizona Foundation

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

Summary

Applicant
Kimber Lanning

Location
67 W. Culver St.
Council District: 7

Function
Festival

Date(s) - Time(s) / Expected Attendance
Nov. 5, 2022 - 10 a.m. to 4 p.m. / 10,000 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: 9/7/2022, **Item No.** 7

Liquor License - Legends at Arizona Federal

Request for a liquor license. Arizona State License Application 06070254.

Summary

Applicant
Jeffrey Miller, Agent

License Type
Series 6 - Bar

Location
400 W. Washington St.
Zoning Classification: DTC-Business Core
Council District: 7

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 Sept. 24, 2022.

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.

Ak-Chin Pavilion (Series 6)
2121 N. 83rd Ave., Phoenix
Calls for police service: 55
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:
"We currently own and operate other establishments in the Valley. We will continue to ensure our employees are trained in the Title 4 liquor law."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"The event venue has operated successfully with a liquor license. We would like to continue to offer our guests an alcoholic beverage of their choice while attending their event."

Staff Recommendation
Staff recommends approval of this application.

Attachments
Liquor License Data - Legends at Arizona Federal
Liquor License Map - Legends at Arizona Federal

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

Liquor License Data: LEGENDS AT ARIZONA FEDERAL

Liquor License

Description	Series	1 Mile	1/2 Mile
Microbrewery	3	4	1
Wholesaler	4	1	0
Government	5	8	0
Bar	6	46	24
Beer and Wine Bar	7	13	5
Liquor Store	9	3	2
Beer and Wine Store	10	10	3
Hotel	11	7	3
Restaurant	12	93	35
Club	14	3	1

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	54.11	174.07	206.68
Violent Crimes	10.22	57.48	87.04

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

Property Violation Data

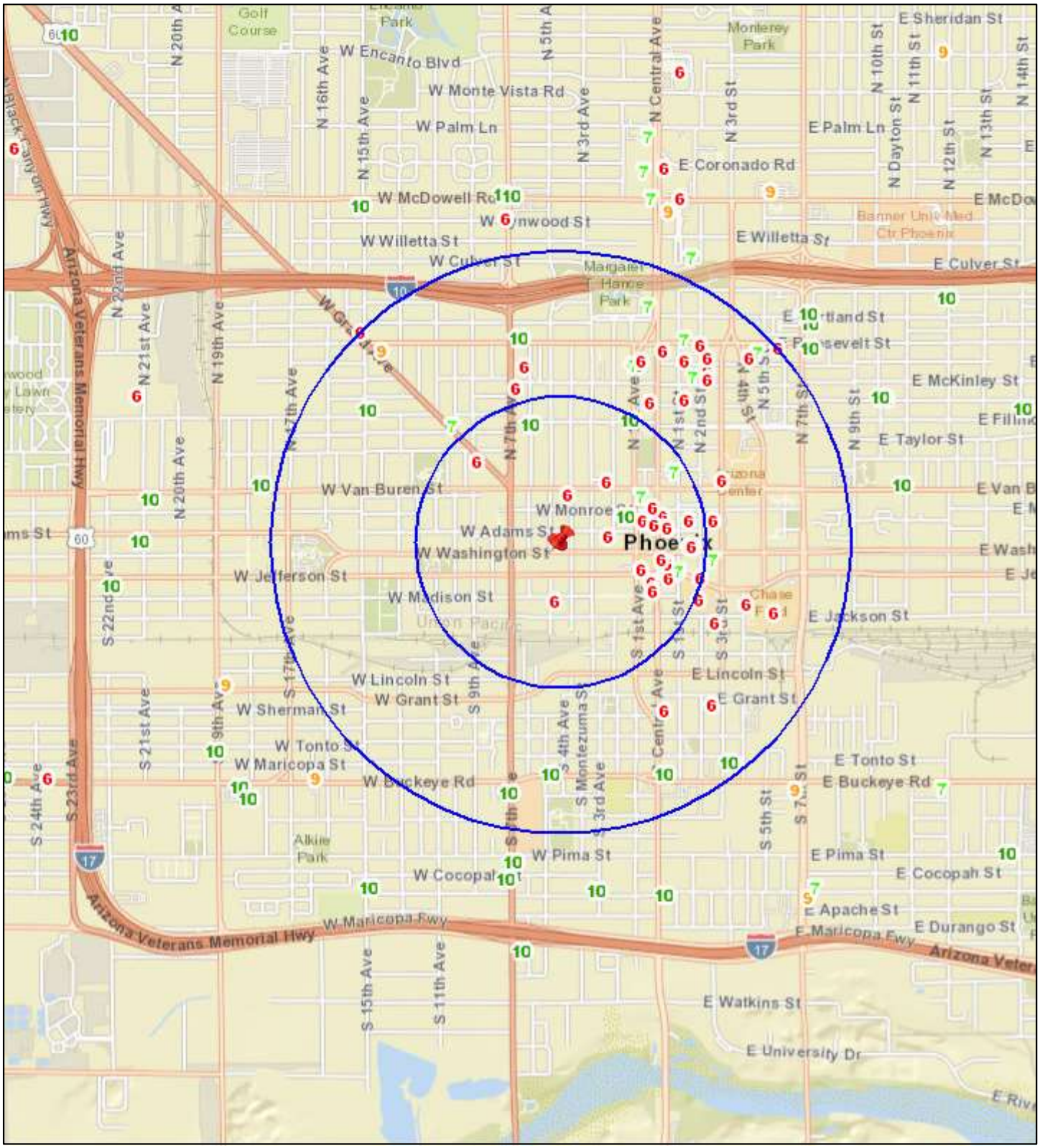
Description	Average	1/2 Mile Average
Parcels w/Violations	0	0
Total Violations		

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 %
1143022	1689	9 %	31 %	48 %
Average		61 %	13 %	19 %

Liquor License Map: LEGENDS AT ARIZONA FEDERAL

400 W WASHINGTON ST



N

Date: 7/28/2022

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 8

Liquor License - Special Event - Girl Scouts - Arizona Cactus-Pine Council, Inc.

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

Summary

Applicant
Alycia Elfstrom

Location
1611 E. Dobbins Road
Council District: 8

Function
Networking Event

Date(s) - Time(s) / Expected Attendance
Nov. 5, 2022 - 6 p.m. to 11 p.m. / 600 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: 9/7/2022, **Item No.** 9

Liquor License - Gary's Smoke Shop

Request for a liquor license. Arizona State License Application 202955.

Summary

Applicant
Ayman Shorees, Agent

License Type
Series 10 - Beer and Wine Store

Location
2843 N. 24th St.
Zoning Classification: C-2
Council District: 8

This request is for a new liquor license for a smoke shop. 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 Sept. 9, 2022.

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 hold a certificate for 'The Basic Liquor Law Training'. This training provided me the opportunity of learning the importance and significance of obtaining a beer and wine license. I am assured to uphold the laws and regulations about beer and wine 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 beer and wine. The location will be convenient for the people in 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 a safe, secure and convenience place for the customers to purchase quality liquor."

Staff Recommendation
Staff recommends approval of this application.

Attachments
Liquor License Data - Gary's Smoke Shop
Liquor License Map - Gary's Smoke Shop

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

Liquor License Data: GARY'S SMOKE SHOP

Liquor License

Description	Series	1 Mile	1/2 Mile
Microbrewery	3	1	0
Bar	6	3	2
Beer and Wine Bar	7	3	2
Liquor Store	9	6	2
Beer and Wine Store	10	10	2
Restaurant	12	11	4

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	54.11	120.96	135.45
Violent Crimes	10.22	27.17	25.90

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

Property Violation Data

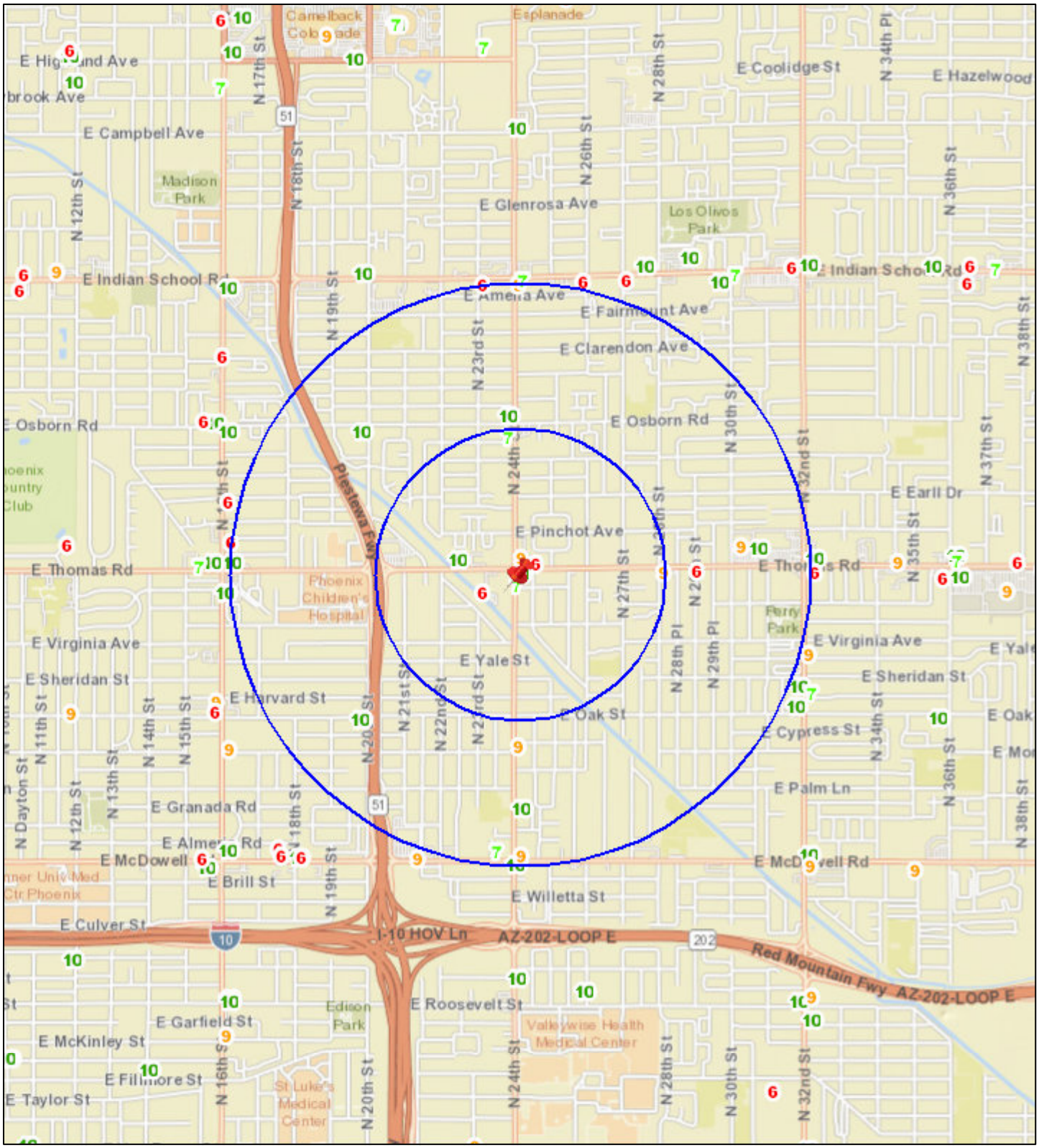
Description	Average	1/2 Mile Average
Parcels w/Violations	53	88
Total Violations	93	140

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1107022	2172	32 %	20 %	32 %
1108022	1168	33 %	16 %	7 %
1115011	2020	44 %	16 %	43 %
1115021	1414	46 %	21 %	34 %
1115022	2109	42 %	7 %	17 %
1116011	1492	55 %	13 %	39 %
1116012	1200	65 %	11 %	40 %
Average		61 %	13 %	19 %

Liquor License Map: GARY'S SMOKE SHOP

2843 N 24TH ST



N

Date: 7/13/2022

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 10

Liquor License - Metaverse Ghost Kitchens

Request for a liquor license. Arizona State License Application 203375.

Summary

Applicant
Theresa Morse, Agent

License Type
Series 12 - Restaurant

Location
2145 E. Van Buren St.
Zoning Classification: C-3
Council District: 8

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. This location requires a Use Permit to allow outdoor alcohol consumption and outdoor dining as accessory uses to a restaurant. This business has plans to open in October 2022.

The 60-day limit for processing this application is Sept. 19, 2022.

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 interest 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 am currently part owner on six restaurants throughout the valley. As a owner I have never had any liquor law violations against any of the licenses. I will be attending current liquor law training to ensure that I and my staff are familiar with all new liquor laws to avoid sales to underage, recognizing obviously intoxicated customers as well as the valid types of identification in order to sell alcoholic beverages. Additionally, I will apply for a Use Permit to be able to serve food and alcoholic beverages on the patio."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:
"My establishment will be an asset to the downtown Phoenix renovation. I will be providing food and alcoholic beverages to customers while they watch digital art on screens within the restaurant. This is a unique atmosphere that will draw customers from various parts of the valley to enjoy the ambience while enjoying their meal. The food and art is the primary purpose of this business. Many local residents do not have access to this type of venue. Therefore, a liquor license will be in the best interest of the community albeit food is primary."

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 - Metaverse Ghost Kitchens
Liquor License Map - Metaverse Ghost Kitchens

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

Liquor License Data: METAVERSE GHOST KITCHENS

Liquor License

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

Crime Data

Description	Average *	1 Mile Average **	1/2 Mile Average***
Property Crimes	54.11	94.42	126.53
Violent Crimes	10.22	44.13	77.70

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

Property Violation Data

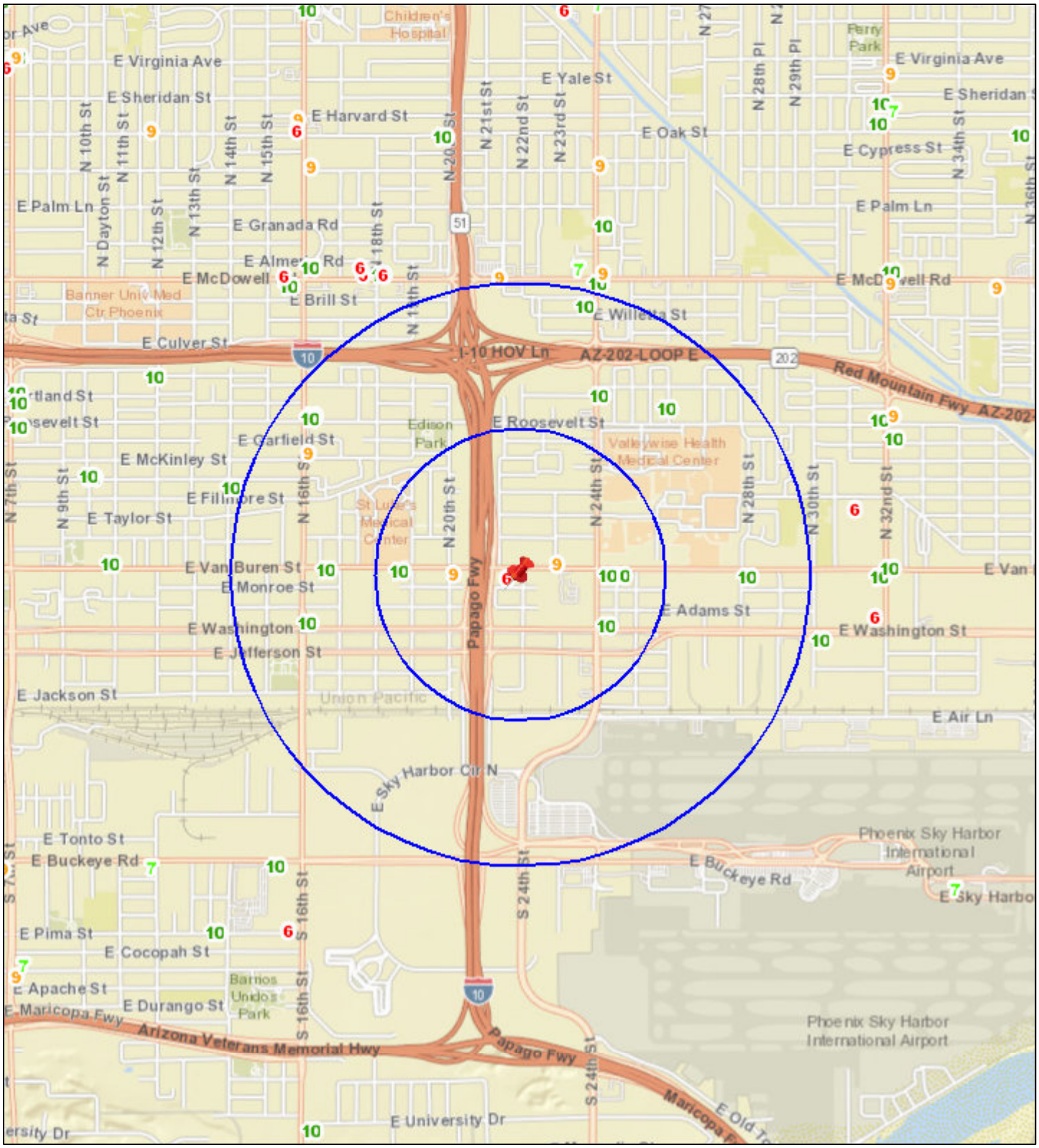
Description	Average	1/2 Mile Average
Parcels w/Violations	53	220
Total Violations	93	467

Census 2010 Data 1/2 Mile Radius

BlockGroup	2010 Population	Owner Occupied	Residential Vacancy	Persons in Poverty
1133002	1119	0 %	11 %	91 %
1133003	901	22 %	23 %	72 %
1134001	589	0 %	0 %	100 %
1138012	834	21 %	19 %	47 %
1139001	1126	20 %	18 %	81 %
Average		61 %	13 %	19 %

Liquor License Map: METAVERSE GHOST KITCHENS

2145 E VAN BUREN ST



N

Date: 7/25/2022

0 0.2 0.4 0.8 1.2 1.6 mi

City Clerk Department

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 11

Bingo License - Friendly Village of Orangewood Social Club Bingo

Request for a Class A Bingo License.

Summary
State law requires City Council approval before a State Bingo License can be issued.

Bingo License Types
Class A - gross receipts shall not exceed $15,600 per year
Class B - gross receipts shall not exceed $300,000 per year
Class C - anticipated gross receipts may exceed $300,000 per year

Applicant
Peggy Royster

Location
2650 W. Union Hills Drive, Clubhouse
Zoning Classification: R1-6
Council District: 1

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.

PAYMENT ORDINANCE (Ordinance S-48964) (Items 12-16)

Ordinance S-48964 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.

12 **Tempe Camera Repair, Incorporated**

For $20,000.00 in payment authority for a new contract, entered on or about Sept. 1, 2022, for a term of five years for photofinishing services for the Phoenix Fire Department. The contract supports the Phoenix Strategic Plan, under the study area of Social Services Delivery, specifically, building healthy, caring communities; develop new and innovative mechanisms to improve the alignment and efficiency of local and citywide social services resources to meet neighborhood needs.

13 **Federal Highway Administration**

For $16,000.00 in payment authority to the Federal Highway Administration for the Street Transportation Department. The funds will be used for the City's participation in a nationwide pooled-fund study that will investigate the newly published guidelines regarding traffic signal change and clearance intervals. A payment of $4,000.00 will be made annually for the next four years.

14 **Arizona Municipal Water Users Association - Annual Payment Authorization**

For $432,429.00 in payment authority for membership renewal to the Arizona Municipal Water Users Association for the Water Services Department. The Arizona Municipal Water Users Association supports the

development of urban water policy and works collaboratively with water stakeholders to devise practical solutions to water problems to ensure sustainable growth for Arizona.

15 **Settlement of Claim(s) Fox 10 v. City of Phoenix**

To make payment of up to $36,000.00 in settlement of claims(s) in *Fox 10 v. City of Phoenix*, 20-1097-001, GL, PD, for the Finance Department pursuant to Phoenix City Code Chapter 42. This is a property damage claim presented by Fox 10 arising from a water main break that occurred on May 19, 2021.

16 **Settlement of Claim(s) Saucedo v. City of Phoenix**

To make payment of up to $28,127.78 in settlement of claim(s) in *Salvador Marin Saucedo v. City of Phoenix*, 21-0091-002, GL, PD, for the Finance Department pursuant to Phoenix City Code Chapter 42. This is a settlement for a water main break claim that occurred on July 26, 2021, presented by Salvador Marin Saucedo.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 17

Acceptance and Dedication of an Easement for Public Utility Purposes (Ordinance S-48974)

Request for the City Council to accept and dedicate an easement for 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: Sandra Trejo and Bruno Vazquez, its successor and assigns
Purpose: Public Utility
Location: 1707 and 1715 E. Kelton Lane
File: FN 220067
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: 9/7/2022, **Item No.** 18

Grant of a Public Utility Easement on City-owned Property Near Tatum Boulevard and Deer Valley Drive (Ordinance S-48968)

Request the City Council to grant a public utility easement for consideration of $1 and/or other valuable consideration, for installation of an underground distribution electrical line to Well 308 on City-owned property in the Arizona Public Service Company service area, and further ordering the Ordinance recorded.

Summary

This public utility easement is more fully described in the legal description ("Easement Premises") recorded with the ordinance and will be granted to all public service corporations and telecommunication corporations (collectively "Grantee") providing utility service to the property located near Tatum Boulevard and Deer Valley Drive in perpetuity, so long as the Grantee uses the Easement Premises for the purposes herein specified, subject to the following terms and conditions:

A. Grantee is hereby granted the right to construct, reconstruct, replace, repair, operate and maintain utility facilities together with appurtenant fixtures for use in connection therewith (collectively "Grantee Facilities") to, through, across and beyond Grantor's property within the Easement Premises. Subject to the notice requirements provided in paragraph "I," Grantee shall at all times have the right of full and free ingress and egress to and along the Easement Premises for the purposes herein specified. Grantee acknowledges and accepts that Grantee shall share the Easement Premises with other Grantees and shall use such Easement Premises with other Grantees in accordance with and consistent with industry standards and customs for shared use. Grantor agrees to coordinate the location of Grantee's Facilities within the Easement Premises and to pay costs for relocation of Grantee's Facilities as provided in paragraph "F."
B. Grantor shall not locate, erect or construct, or permit to be located or erected or constructed, any building or structure within the limits of the Easement Premises. However, Grantor reserves all other rights, interests, and uses of the Easement Premises that are not inconsistent with Grantee's easement rights herein conveyed and which do not interfere with or endanger any of the Grantee Facilities. Notwithstanding the foregoing, Grantor shall not have the right to lower by more than one foot or raise by more than two feet the surface grade of Easement

Premises without the prior written consent by the Grantee whose facilities will be affected by the change of elevation.

C. Grantee shall not have the right to use the Easement Premises to store gasoline or petroleum products, hazardous or toxic substances, or flammable materials; provided however, that this prohibition shall not apply to any material, equipment or substance contained in, or a part of, the Grantee Facilities, provided that Grantee must comply with all applicable federal, state and local laws and regulations in connection therewith. Additionally, the Easement Premises may not be used for the storage of construction-related materials or to park or store construction-related vehicles or equipment except on a temporary basis to construct, reconstruct, replace, repair, operate or maintain the Grantee Facilities.
D. Grantor shall maintain an appropriate three-foot clear area around all edges of all equipment pads for Grantee Facilities in addition to a clear operational area that extends 12 feet immediately in front of all transformer or switching cabinet openings, within the Easement Premises. No obstruction, trees, shrubs, fixtures or permanent structures shall be placed or permitted by Grantor within said areas. Grantee is hereby granted the right to trim, prune, cut, and clear away trees, brush, shrubs or other obstruction within said areas.
E. Grantee shall exercise reasonable care to avoid damage to the Easement Premises and all improvements thereon and agrees that following any work or use by Grantee within the Easement Premises, the affected area, including without limitation, all pavement, landscaping, concrete and other improvements permitted within the Easement Premises pursuant to this easement will be restored by Grantee to as close to original condition as is reasonably possible, at the expense of Grantee.
F. Grantor reserves the right to require the relocation of Grantee Facilities to a new location within Grantor's property; provided however, that: 1) Grantor pays the entire cost of redesigning and relocating existing Grantee Facilities to the new location; and 2) Grantor provides Grantee with a new and substantially similar public utility easement at no cost to Grantee. After relocation of Grantee Facilities to the new easement area, Grantee shall abandon its rights to use the Easement Premises granted in this easement without cost or consequence to Grantor.
G. Each public service corporation and telecommunication services corporation as a Grantee shall coordinate and work with other Grantees in the use of the Easement Premises. In the event that a third party or other Grantee requests the relocation of existing Grantee Facilities to a new location (whether or not) within the Easement Premises, the requesting party shall pay the entire cost of redesigning and relocating the existing Grantee Facilities.
H. Grantee shall not have the right to transfer, convey or assign its interests in this easement to any individual, corporation or other entity without the prior written consent of Grantor, which consent shall not be unreasonably withheld. Grantee shall notify Grantor of any proposed transfer, conveyance or assignment of any

rights granted herein at address listed below.

I. Except in emergencies or exigent circumstances such as service restoration, Grantee agrees to contact Grantor at least one business day prior to Grantee's entrance onto the Easement Premises where the Easement Premises are located: 1) on a site that includes Aviation Department facilities; 2) water and wastewater treatment facilities; 3) Police Department headquarters located at 620 W Washington St.; 4) Fire Department headquarters located at 150 S 12th St.; 5) City Hall located at 200 W Washington St.; 6) City Court Building located at 300 W Washington St.; 7) Calvin C. Goode Building located at 251 W Washington St.; 8) Transit Operations Center located at 320 N 1st Ave. or West Transit Facility located at 405 N 79th Ave.; or 9) in a secured or fenced area.

Location
Near Tatum Boulevard and Deer Valley Drive.
Council District: 2

Responsible Department
This item is submitted by City Manager Jeffrey Barton, Deputy City Manager Karen Peters and the Water Services and Finance departments.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 19

IT Research, Advisory and Consulting Services Qualified Vendor List Extensions (Ordinance S-48977)

Request to authorize the City Manager, or his designee, to extend the term of the existing qualified vendor list for professional Information Technology (IT) research, advisory, and consulting services; authorize contracts or contract extensions with the current list of vendors; and authorize additional expenditures on an as-needed basis for the Information Technology Services (ITS) Department in support of multiple City departments. The additional expenditures will not exceed $5 million. Remaining funds previously authorized by the City Council will be applied to the extended term. Further request to authorize the City Controller to disburse all funds related to this item.

Summary

The City has a large and diverse technology environment, requiring continuous projects and initiatives to maintain operations and implement new technology solutions. The IT Research, Advisory and Consulting Services Qualified Vendor List (QVL) allows the City to engage with the qualified firms to provide the most current industry research, develop strategy, perform fit-gap and similar analysis, recommend process improvements, assist with industry-driven requirement development for new technologies, assist in the development of IT solicitations, and perform pre-project planning and quality assurance.

Recent advisory and consulting services have provided critical support to IT projects and initiatives Citywide, including ShapePHX, phoenix.gov, firewall replacements, disaster recovery requirements, and the Fire Department's projects for modernization of the Computer-Aided Dispatch system and Records Management System. Current initiatives underway include the Police Department's Records Management System and assessment of the City's Time and Labor system and time-capturing methods. Authorizing the extension and additional funds would also allow the Planning and Development Department to continue to utilize services to provide project oversight, quality assurance support services, and project management support related to ShapePHX.

Procurement

The current qualified vendor list was developed through a competitive procurement

and was approved by the City Council in February 2018. No changes are being made to the approved list of vendors. Approved vendors are:

Qualified for Small Engagements:

- Cadenza, LLC;
- CISOSHARE;
- Dimension Systems, Inc.;
- Education, Leadership and Analytics, LLC;
- Gaea Global Technologies, Inc.;
- ISOutsource;
- Mission Critical Partners;
- OZ Engineering;
- Paradigm Solutions, LLC;
- Paramount Software Solutions, Inc.;
- Rishaank, LLC;
- Securance LLC;
- SeNet International Corporation;
- Sensi Project Solutions, Inc.;
- ServiceTec International, Inc.; and
- The Evolvers Group, L. P.

Qualified for Any Engagement:

- Arcadis U.S., Inc.;
- Ernst & Young;
- Gartner, Inc.;
- IDC Research, Inc.;
- Public Consulting Group, Inc.;
- Slalom LLC;
- Timmons Group, Inc.; and
- Zolon Tech, Inc.

Contract Term
The term of this qualified vendor list would be extended through Feb. 7, 2024.

Financial Impact
This amendment will increase the authorization for these contracts by an additional $5 million for a new total aggregate not to exceed $12.5 million. Funding is available in various departments' budgets.

Concurrence/Previous Council Action

The IT Research, Advisory and Consulting Services QVL was originally approved by City Council on Feb. 7, 2018, Ordinance S-44256.

Responsible Department

This item is submitted by Deputy City Manager Inger Erickson and the Information Technology Services Department.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 20

Citywide Public Records Request System Indemnification and Liability Exemption Request (Ordinance S-48989)

Request to authorize the City Manager, or his designee, to grant an exemption from the indemnification and liability provisions of section 42-18 of the City Code and allow inclusion of indemnification and limitation of liability provisions in the agreement with GovQA, LLC as previously authorized by Ordinance S-48022 for a Public Records Request System. No additional funds are needed.

Summary

GovQA, LLC (GovQA) was selected to provide the City a cloud-based Software as a Services (SaaS) solution for a Public Records Request System ensuring security, transparency and flexibility. The solution will be used Citywide excluding the Police, Fire and Municipal Court departments. The City's current in-house public records request solution does not meet the business needs and security standards for the growing number of public records requests in the City. The GovQA solution is modern enterprise solution which will allow the public to securely submit public records requests, and provides secure end-to-end workflows and user-based roles for staff fulfilling the requests. The new solution reduces risk, improves efficiency, and provides robust reporting.

Information technology companies such as GovQA provide increasingly complex products and services and will not agree to fully indemnify the City nor accept unlimited liability. Granting an exception would authorize the City to negotiate indemnification and assumption of liability provisions that best protect the City while still being aligned to IT industry standards and acceptable to GovQA.

Contract Term

This contract is for a five-year term.

Financial Impact

There is no financial impact related to this request; funding for this agreement was approved as part of Ordinance S-48022. This request is only for authorization to grant an exception from the indemnification and liability provisions of City Code section 42-18.

Concurrence/Previous Council Action

This contract was originally approved by City Council on Oct. 27, 2021, Ordinance S-48022.

Responsible Department

This item is submitted by Deputy City Manager Inger Erickson and the Information Technology Services Department.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 21

Ak-Chin Indian Community Gaming Grants (Ordinance S-48986)

Request to authorize the City Manager, or his designee, to apply, accept, and if awarded, enter into related agreements for up to $130,000 in new funding from the Ak-Chin Indian Community under the 2022 funding cycle. Further request authorization for the City Treasurer to accept and the City Controller to disburse funds as directed by the Ak-Chin Indian Community in connection with these grants.

Summary

If awarded, these monies would be applied, as directed by the Ak-Chin Indian Community, towards the following:

Non-Profit Applications

- Arizona Burn Foundation: $25,000 for the Milo and Moxie: Wildfire Prevention program, which will introduce children to the importance of wildfire preparation, while giving real-life strategies on how to help prevent wildfire disasters. The goal is to reach and educate approximately 25,000 K-5 Arizona children, in order to reduce the number of human-caused wildfire disasters in Arizona.
- Arizona Foundation for Women: $10,000 for the SHE Leads!, a women-focused leadership development program, designed by women, for women, with the mission of advancing more women into leadership positions. It is a nine-month commitment, including program orientation and networking sessions (beginning in October), a fundraising workshop (December) and six months of scheduled curriculum (January to June) that develops women personally, professionally, and philanthropically.
- Chicanos Por La Causa, Inc.: $35,000 for the CPLC Workforce Solutions Youth Refugee Program, which will defray driver's education costs for youth/young adult refugees served by CPLC Workforce Solutions, Youth Refugee Program during 2023.
- Heard Museum: $10,000 for the Youth Art Show and Sale, which will support the Heard Museum's Youth Art Show and Sale, serving 7th through 12th grade students and teachers across Arizona, held in conjunction with the Heard Museum Guild Indian Fair and Market. The grant funding will directly benefit young American Indian artists as they develop important skills, their family, and broader community while celebrating Indigenous traditions with a diverse audience.

- Native American Connections: $50,000 for the Homeless Youth Services program, which will support delivery of Homeless Youth Services to address the needs of homeless transition-age youth (ages 18-26) in the Greater Phoenix region.

The gaming compact entered into by the State of Arizona and various tribes calls for 12 percent of gaming revenue to be contributed to cities, towns, and counties for government services that benefit the general public including public safety, mitigation of impacts of gaming, and promotion of commerce and economic development. The Ak -Chin Indian Community will notify the City, by resolution of the Tribal Council, if it desires to convey to the City a portion of its annual 12 percent local revenue-sharing contribution.

Financial Impact

There is no budgetary impact to the City and no general purpose funds are required. Entities that receive gaming grants are responsible for the management of those funds.

Responsible Department

This item is submitted by City Manager Jeffrey Barton and the Office of Government Relations.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 22

Request to Enter into an Agreement for Consulting Services to Develop the Housing Department's Five-Year Strategic Plan (Ordinance S-48988)

Request to authorize the City Manager, or his designee, to enter into an agreement with CVR Associates, Inc. to develop the Housing Department's Five-Year Strategic Plan in accordance with the specifications and provisions contained in the agreement and U.S. Department of Housing and Urban Development (HUD) programs. Further request to authorize the City Controller to disburse all funds related to this item over the life of the contract in an amount not to exceed $45,000.

Summary

The Housing Department will utilize this Strategic Plan to successfully analyze and assess market conditions and the environment, optimize strategies, and guide efforts to align with current and future opportunities, including HUD programs for affordable housing, public housing, Section 8 vouchers and homeownership programs including special populations inclusive of those experiencing homelessness, homeless/disabled Veterans, human trafficking survivors and their families.

The Housing Department's previous Five-Year Strategic Plan was developed in late 2015, and has since expired. To better serve residents in the City of Phoenix, the Housing Department is requesting this contract.

Procurement Information

RFQ FY22-086-1 for Consulting Services to Develop the Housing Department's Five-Year Strategic Plan was conducted in accordance with Administrative Regulation 3.10. The solicitation was sent to six qualified potential vendors to provide these services. Four quotes were received by the Housing Department by July 28, 2022.

- CVR Associates, Inc.: $41,915
- Rounds Consulting: $48,425
- CSG Advisors, Inc.: $62,895
- Bronner Group, LLC: $64,325

In accordance with A.R. 3.10 and the requirement to select the lowest quote that is

responsive and responsible, staff recommends that the quote from CVR Associates, Inc. be awarded the contract.

Contract Term
The contract term will begin Oct. 1, 2022, until completion of the deliverables in the contract.

Financial Impact
The aggregate contract value will not exceed $45,000 (including applicable taxes).

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

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 23

Request to Extend Contracts for COVID-19 Related Homeless Services (Ordinance S-48975)

Request to authorize the City Manager, or his designee, to amend the following contracts: 154922 (A New Leaf, Inc.- Rapid Rehousing); 154923 (A New Leaf, Inc - Emergency Shelter); 155179 (Central Arizona Shelter Services, Inc.); 154921 (Child Crisis Arizona); 154939 (Community Bridges, Inc - Emergency Shelter); 154940 (Community Bridges, Inc. - Street Outreach), 154968 (Homeward Bound), 154969 (Homeward Bound); 154962 (Southwest Behavioral Health Services, Inc.); and 154896 (UMOM New Day Centers) to extend the term of the contracts through Sept. 30, 2023. The aggregate value of the contracts will remain unchanged and will not exceed $10.6 million. Further request to authorize the City Controller to disburse all funds related to this item. Funding is Emergency Solutions Grant (ESG)- CV2 monies from the U.S. Department of Housing and Urban Development (HUD). There is no impact to the General Fund.

Summary

The City of Phoenix contracted with various nonprofit organizations to provide homeless services in the following categories: Emergency Shelter, Street Outreach, Rapid Rehousing, Homelessness Prevention, Data Collection, and/or Administration under the ESG expenditure guidelines. In doing so, the City of Phoenix seeks to end an individual’s homelessness through outreach and case management services, housing stabilization, and the eventual provision of a pathway to permanent housing while simultaneously adhering to Center for Disease Control recommendations to prioritize efforts for vulnerable individuals due to the COVID-19 pandemic.

Funding is used to prevent, prepare for, and mitigate the effects of the COVID-19 pandemic among individuals and/or families experiencing homelessness who are at greater risk of exposure and susceptibility, and to support additional homeless assistance and prevention activities to alleviate the impacts of COVID-19 within the community.

HUD has extended the expenditure deadline for ESG-CV2 funds. As such, staff is requesting to extend the following contracts to align the expiration dates with that of HUD. Contract amounts are as follows:

- A New Leaf (Contract 154922) - $1,169,963;
- A New Leaf (Contract 154923) - $129,129;
- Central Arizona Shelter Services, Inc. (Contract 155179) - $1,035,254;
- Child Crisis Arizona (Contract 154921) - $1,196,459;
- Community Bridges, Inc. (Contract 154939) - $371,223;
- Community Bridges, Inc. (Contract 154940) - $2,285,979;
- Homeward Bound (Contract 154968) - $ 1,471,301;
- Homeward Bound (Contract 154969) - $827,494;
- Southwest Behavioral Health Services (Contract 154962) - $584,198; and
- UMOM New Day Centers (Contract 154896) - $1,529,000.

Total: $10.6 million

Contract Term
The term of the extension period for each contract will be from on or about Oct. 1, 2022, through Sept. 30, 2023.

Financial Impact
Funding is available from the Emergency Solutions Grant - CV2 monies from the U.S. Department of Housing and Urban Development (HUD). There is no impact to the General Fund.

Concurrence/Previous Council Action
The City Council approved Contracts 154922, 154923, 154921, 155179, 154939, 154940, 154968, 154969, 154962, and 154896 (Ordinance S-47793) on July 1, 2021.

The City Council approved additional funding for Community Bridges, Inc. 154940 (Ordinance S-48547) on April 20, 2022.

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

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 24

Request to Extend Contract with United States Veteran Initiative for COVID-19 Related Essential Services and Shelter Operations for At-Risk Veterans and their Families (Ordinance S-48978)

Request to authorize the City Manager, or his designee, to amend Contract 156909 with the United States Veteran Initiative (U.S. Vets) for COVID-19 related essential services and shelter operations for at-risk Veterans and their families through Sept. 30, 2023. The initial term of the contract was July 1, 2022, to Sept. 30, 2022. The total value of the contract will remain unchanged and will not exceed $500,000 over the life of the contract. Further request to authorize the City Controller to disburse all funds related to this item. Funding is Emergency Solutions Grant- CV (ESG-CV) monies from the U.S. Department of Housing and Urban Development (HUD). There is no impact to the General Fund.

Summary
U.S. Vets provides COVID-19 related essential services and shelter operations for Veterans who are at-risk of experiencing homelessness. U.S. Vets is exclusively focused on providing life-sustaining resources, services, and homeless prevention support to at-risk Veterans on their path back to housing and supportive services to help prevent a return to homelessness.

HUD has extended the expenditure deadline for ESG-CV funds. As such, staff is requesting to extend the contract to align the expiration dates with that of HUD.

Contract Term
The extension period will begin on or about Oct. 1, 2022, and run through Sept. 30, 2023.

Financial Impact
The total contract value will remain unchanged and will not exceed $500,000. Funding is available from ESG-CV. There is no impact to the General Fund.

Concurrence/Previous Council Action
The City Council approved Contract 156909 (Ordinance S-47175) on Dec. 16, 2020.

Responsible Department

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

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 25

Request to Extend Contract with Central Arizona Shelter Services, Inc. for COVID-19 Related Essential Public Facility Improvements for the Human Services Campus (Ordinance S-48985)

Request to authorize the City Manager, or his designee, to extend Contract 155456 with Central Arizona Shelter Services, Inc. (CASS) for COVID-19 related essential public facility improvements for the Human Services Campus, to June 30, 2023. Further request to authorize the City Controller to disburse all funds related to this item. Funding is available from Community Development Block Grant Coronavirus Aid, Relief, and Economic Security Act (CDBG-CV) funding from the U.S. Department of Housing and Urban Development (HUD). There is no impact to the General Fund.

Summary

On April 7, 2021, the City Council approved entering into contract with CASS to utilize CDBG-CV funds for public facility improvements at the Human Resources Campus. Of the $2.4 million of CDBG-CV funds allocated to CASS, $1,275,187 was for public facility improvements to remodel interior spaces at the Single Adult Shelter. The remodel was intended to support the creation of 130 new shelter beds, bringing the total shelter beds to 600.

The contract is set to expire Sept. 30, 2022, and an extension through June 30, 2023, is necessary to allow CASS additional time to complete the scope of the contract. The value of the contract will remain unchanged and will not exceed $1,275,187.

Contract Term

The term of the contract extension period will be from Oct. 1, 2022, through June 30, 2023.

Financial Impact

The total contract value will remain unchanged and will not exceed $1,275,187. Funding is available from Community Development Block Grant CARES Act funds. There is no impact to the General Fund.

Concurrence/Previous Council Action

On Feb. 17, 2021, the City Council approved Ordinance S-47330, a Substantial

Amendment to the 2015-20 Consolidated Plan's 2019-20 Annual Action Plan.

On April 7, 2021, the City Council approved Ordinance S-47463 to enter into contracts with CASS and the Human Services Campus to fund COVID-19 related essential services, facility improvements, operations and homelessness support activities.

Location
210 S. 12th Ave.
Council District: 7

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Neighborhood Services Department.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 26

Gated Alley Program Implementation (Ordinance S-48990)

Request City Council approval to implement the Gated Alley Program and authorize the City Manager or designee to enter into all necessary agreements associated with the installation of gates in an aggregate amount not to exceed $500,000. Further request to authorize the City Controller to disburse all funds related to this item.

Summary

As a result of the overwhelming demand and success of the Gated Alley Program Pilot, funding was approved in the FY 2022-23 program budget for an ongoing Gated Alley Program (GAP). This action included creating a new project manager position in the Neighborhood Services Department and allocating $500,000 in general funds to install gates for approximately 45 alley segments.

With the implementation of this new program, the gate installations will become a City function rather than a neighborhood grant program. Interested residents will be able to request gating their alleys by meeting eligibility requirements and completing the process noted below. Due to limited funding, neighborhoods may choose to gate their alleys, if eligible, at their own expense or submit a Request Form for the City to install gates.

Eligibility Criteria (Regardless of neighborhood or City installation)

- Submit a completed Request Form;
- Contiguous fencing exists along sides of alley (minimum 5 feet);
- Limited current vehicle access and use;
- Limited conflicts with existing obstacles (irrigation lines/power poles, utilities, etc.);
- Signed petition from 50 percent plus one property owners along alley segment;
- Public Works Department must be able to provide refuse service via the street and not alley; and
- Must be alley right of way (not private property or just public utility easement).

Additional Eligibility Requirements for City Installations

- Must be part of a Neighborhood Association; and
- A minimum of 50 percent of the adjacent properties must be single family.

Process for City Installations

Neighborhood Services staff will work with neighborhoods to educate residents about the program, the request form, how to determine property ownership, how to connect with an existing neighborhood association, or create a new one, and provide language interpreters for multilingual neighborhoods as necessary.

The general process will be as follows:

- Resident submits completed Request Form;
- Staff reviews Request Form and verifies alley requirements met;
- Staff verifies signatures;
- Staff notifies applicant (approval/does not meet);
- Staff meets with residents to confirm location;
- Staff obtains licensed contractor bids;
- Staff relocates trash collection from alley to curbside;
- Staff will complete a one-time clean-up of the alley (alley maintenance remains a responsibility of adjacent property owners in accordance with City Code); and
- Licensed contractor obtains necessary permits and installs gates.

Equitable Access for City Installations

To ensure neighborhoods with barriers have access to the program, additional options will be provided. For example, in high rental areas where it may be difficult to locate property owners or obtain signatures, staff and volunteers will provide additional support. Additionally, if the residents along the alley segment find that participating in a neighborhood association creates a barrier, the requirement may be waived on a case-by-case basis after all other alternatives are explored. Finally, 20 percent of the funds available, or $100,000, will be set aside to ensure low-and moderate-income neighborhoods have access to the program. These funds will be released in the third quarter of the fiscal year to all available applicants if no eligible Request Forms remain unfunded at that time.

Process for Neighborhood Installations

Community members who fund their own alley gate installation will take greater ownership of the installation process. This includes responsibility for paying all costs and fees totaling an estimated $11,000 for one alley segment with two gates. This includes permits from the Planning and Development Department ($300 each gate) and Street Transportation Department ($100). Residents will also need to purchase a fire access Knox Rapid Entry System (lock box) for emergency access ($80). Neighborhood installed gates must meet city design standards.

The general process will be as follows:

- Resident submits completed Request Form;
- Staff reviews Request Form and verifies alley requirements met;
- Staff verifies signatures;
- Staff notifies applicant (approval/does not meet);
- Resident is responsible for meeting with residents and the licensed contractor along the alley segment to confirm location;
- Resident is responsible for obtaining licensed contractor bids;
- Staff relocates trash collection from alley to curbside (verified at time of eligibility determination);
- Resident is responsible for cleaning the alley; and
- Resident or residents' licensed contractor is responsible for obtaining necessary permits and installation of the gates.

Responsible Department
This item is submitted by Deputy City Manager Alan Stephenson and the Neighborhood Services Department.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 27

Aircraft Rescue Mobile Prop Training Contract RFP 22-F01- Request for Award (Ordinance S-48965)

Request to authorize the City Manager, or his designee, to enter into a contract with 139 Fire, LLC to provide Aircraft Rescue Firefighter Training at the Phoenix Fire Department Training Academy and Phoenix Sky Harbor International Airport. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the contract will not exceed $170,550.

Summary

This contract will provide training and certification to Phoenix Fire Department (PFD) firefighters for service at Aviation Department facilities, including Phoenix Sky Harbor International Airport. The airport has Aircraft Rescue Firefighting (ARFF) capabilities with an extensive apparatus and personnel to provide fire and medical response to an aircraft emergency. In order to maintain these capabilities, PFD firefighters stationed at Phoenix Sky Harbor International Airport must train in accordance with Federal Aviation Administration (FAA) standards. These standards mandate that PFD firefighters train with live burn exercises annually. For the first two years and final two years of the five-year agreement, a mobile prop may be utilized for the training. During the third year, a more extensive training requires use of a staged, full-scale, simultaneously burning aircraft. This contract serves only for the mobile prop exercises.

Procurement Information

A Request for Proposal (RFP) procurement was processed in accordance with City of Phoenix Administrative Regulation 3.10. One proposal was received by the Fire Department on July 11, 2022. The offer submitted by 139 Fire, LLC was evaluated and deemed to be fair and reasonable based on the evaluation criteria presented in the RFP.

Contract Term

The contract will begin on or about Sept. 15, 2022 for a five-year term with no options to extend.

Financial Impact
The aggregate contract value will not exceed $170,550.

Funding is available in the Aviation and Fire departments' operating budgets.

Location
Phoenix Fire Department Training Academy located in Council District 7 and Phoenix Sky Harbor International Airport located in Council District 8.

Responsible Department
This item is submitted by Assistant City Manager Lori Bays, Deputy City Manager Mario Paniagua, and the Fire and Aviation departments.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 28

FY 2022 Edward Byrne Memorial Justice Assistance Grant (Ordinance S-48984)

Request retroactive authorization for the City Manager, or his designee, to allow the Police Department to apply for, accept and enter into an agreement with the Bureau of Justice Assistance and Intergovernmental Agreements with Maricopa County, Town of Gilbert and the cities of Avondale, Buckeye, Chandler, Glendale, Goodyear, Mesa, Peoria, Scottsdale, Tempe, and Surprise, for the 2022 Edward Byrne Memorial Justice Assistance Grant (JAG) in an amount not to exceed $1,609,591. Further request authorization for the City Treasurer to accept, and for the City Controller to disburse, all funds related to this item.

Summary

The City has received funding through this grant program for the past several years. The Police Department was informed of the availability of these funds on June 22, 2022. The Police Department will manage this grant by administering the funding to the eligible local agencies, completing programmatic and financial reporting, and initiating the intergovernmental agreements associated with the grant awards.

The 2022 JAG grant application was submitted by the Police Department on behalf of the City of Phoenix and eligible partnering agencies. The proposed allocation of the award includes the following:

- City of Phoenix: $1,093,104
- Maricopa County: $38,766
- Town of Gilbert: $19,433
- City of Avondale: $21,021
- City of Buckeye: $9,356
- City of Chandler: $43,233
- City of Glendale: $78,673
- City of Goodyear: $14,245
- City of Mesa: $143,150
- City of Peoria: $31,420
- City of Scottsdale: $32,437
- City of Tempe: $72,022

- City of Surprise: $12,731
- Total Award: $1,609,591

The proposed budgetary allocations for the City of Phoenix includes $207,142 for the Parks and Recreation Department for Project BRAVE (Bringing Reality About Violence Education). Project BRAVE is a violence prevention and education program that was created with the goal of decreasing violence in our community through awareness and leadership training activities. The project provides comprehensive workshops held at various sites, non-profit agencies, and after school programs.

The Police Department proposes to use the remaining $828,572 to assist the department in supplying patrol squads with newly designed ballistic shields for use during critical incidents involving firearms. The shields are designed to be more agile, tactically sound, and lighter in weight. The shields can be used in a variety of ways and for a longer period of time. Each patrol squad supervisor will be assigned a ballistic shield resulting in reduced response times in delivering essential tools when needed.

The grant application was due Aug. 11, 2022. If authorization is denied, the grant application will be rescinded.

Contract Term
The contract term is Oct. 1, 2021 through Sept. 30, 2025.

Financial Impact
No matching funds are required.

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

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 29

Donation from Phoenix Police Foundation of Equipment for Canine Unit (Ordinance S-48987)

Request to authorize the City Manager, or his designee, to accept a donation of equipment for the Phoenix Police Department Canine Unit from the Phoenix Police Foundation for up to $60,600. Further request authorization for the City Treasurer to accept all funds, and for the City Controller to disburse all funds related to this item.

Summary

The Phoenix Police Department's Canine Unit plays a critical role in policing, including locating a suspect or being used as a less lethal and preservation of life tool for the officers and suspects. The Phoenix Police Department is the largest law enforcement agency in Arizona and has the most extensive canine program with 17 dogs and handlers. Regardless of the number of safety precautions taken, canine work in policing is inherently dangerous. This equipment will assist with training and provide as many tools as possible to increase canine, handler, and community safety.

This donation consists of five separate types of equipment:

1. **Canine Scent Wall**: This item is designed to be used as a training tool to keep police dogs sharp in their narcotic recognition skills and reinforce their odor detection abilities. The objective is to keep the dogs at peak performance by utilizing the scent wall and boxes to identify narcotic, nitrate, and human remains detection. The value of this item is $941.09.
2. **Canine Bite Suits**: The donation of four bite suits will be used as a tool when training canines to apprehend suspects and follow handler commands. The objective is to keep the dogs at peak performance by utilizing the most realistic training environment possible. The value of the four suits is $6,340.
3. **Throwbot 2 Robots**: This donation is for two robots. The Throwbot 2 robot is a throwable micro-robot platform that enables operators to obtain instantaneous video and audio reconnaissance within indoor or outdoor environments. The robots are designed to withstand repeated drops of up to 30 feet onto concrete. This allows operators to throw the robot into hazardous situations in order to quickly make informed decisions. The value of the two robots is $32,840.
4. **CORE Under-Door Camera**: The donation of one under-door camera allows the

user to see under doors with an approximate quarter-inch gap between the door and floor. The two camera model provides the user with a forward and upward look into the room being inspected. The camera is also equipped with high intensity infrared illumination for non-illuminated rooms/areas. The ability to illuminate a room prior to sending an officer or canine will provide immediate intelligence on the layout of the room and reduce the chances of a lethal encounter. The value of the under-door camera is $9,829.36.

5. **FLIR Monocular Systems**: The donation of two Forward Looking Infrared (FLIR) Monocular systems will assist police K-9 teams search within various environments, such as buildings, both residential and commercial, yards, neighborhoods, and large open areas like parks and desert areas, by identifying "hot spots" at a distance. This early warning system would improve the ability to create an apprehension plan involving the least amount of force and reduces the possibility of a lethal encounter. The value of two FLIR systems is $10,640.79.

The Phoenix Police Foundation is a 501(c)(3) charitable organization. The Foundation is committed to addressing unmet capital needs of the Phoenix Police Department, providing financial assistance in crisis situations, and recognizing those who protect our community.

Financial Impact

Cost to the City will include any standard operation and maintenance expenses. Funds are available in the Police Department's budget.

Responsible Department

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

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 30

Hydrant Fueling System Modification (Ordinance S-48981)

Request to authorize the City Manager, or his designee, to enter into a sale and purchase agreement and to amend Hydrant Fueling Agreement Lease No. 57871-ARL with the Arizona Fueling Facilities Corporation (AFFC) for the modification of the fuel storage and hydrant fuel line system at Phoenix Sky Harbor International Airport.

Summary
AFFC is a consortium of airlines that operates under a ground lease for its piping system, which allows the airlines to fuel their aircraft at the gates from hydrants tied to the system. The hydrant fueling system was extended to provide fueling service to eight new gates as part of the Terminal 4, S1 Concourse construction project. To accommodate the accelerated schedule for this project, the Aviation Department included design and construction of the hydrant fuel line into its building contract. Following construction, AFFC will reimburse the City for the new section of the pipeline.

Financial Impact
The total cost for design and construction is approximately $2.8 million. Following receipt of final payment by AFFC, the Aviation Department will transfer pipeline ownership to AFFC by a bill of sale.

Concurrence/Previous Council Action
The Business and Development Subcommittee recommended approval of this item on Aug. 4, 2022 by a vote of 3-0.
The Phoenix Aviation Advisory Board recommended approval of this item on Aug. 18, 2022 by a vote of 8-0.

Location
Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road.
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: 9/7/2022, **Item No.** 31

Miscellaneous Building Repairs Agreement (Ordinance S-48966)

Request to authorize the City Manager, or his designee, to enter into separate agreements with: Skyline Builders & Restoration, Inc.; BWC Enterprise, Inc. dba Woodruff Construction; and Bio Janitorial Service, Inc., for miscellaneous building repairs to be used on an as-needed basis in City-owned facilities. Further request to authorize the City Controller to disburse all funds related to this item. The aggregate value of the agreements will not exceed $1.35 million.

Summary

The Public Works Department is responsible for maintaining City-owned facilities. These services will be used for commercial maintenance, incidental building repairs, and tenant improvement services for over 600 City-owned facilities. The services will be used on an as-needed basis to provide Public Works with additional support with increased building repairs and tenant improvements for various customer departments. In addition to minor repair projects, these agreements will provide regular preventative maintenance services that are necessary to enhance aesthetics and extend the useful life of City-owned structures and properties.

Procurement Information

Invitation for Bid 23-FMD-013 was conducted in accordance with Administrative Regulation 3.10. Three offers were received by the Public Works Department Procurement Services Division on April 20, 2022. The offers were evaluated based on price, responsiveness to all specifications, terms and conditions, and the responsibility to provide the required services. The offers submitted by Skyline Builders & Restoration, Inc.; BWC Enterprise, Inc. dba Woodruff Construction; and Bio Janitorial Service, Inc. were deemed fair and reasonable.

Skyline Builders & Restoration, Inc.: $4,610 bid total
BWC Enterprise, Inc. dba Woodruff Construction: $7,320 bid total
Bio Janitorial Service, Inc.: $8,377.50 bid total

Contract Term

The one-year term of the contracts will begin on or about Oct. 1, 2022. The contracts will include two one-year options to extend the term, for a total contract term of up to

three years if all options are exercised.

Financial Impact
The aggregate value of the agreements, including all option years, is $1.35 million, including all applicable taxes, with an estimated annual expenditure of $450,000.

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

Responsible Department
This item is submitted by Deputy City Manager Karen Peters and the Public Works Department.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 32

Electrical Services Agreement Invitation Request for Award for Bid 23-FMD-014 (Ordinance S-48967)

Request to authorize the City Manager, or his designee, to enter into separate agreements with: Hawkeye Electric, Inc.; JFK Electrical Contracting Enterprises, Inc.; Russell E. Kurz doing business as Performance Electric; and Sabino Electric, Inc., to provide electrical services in City-owned facilities. Further request to authorize the City Controller to disburse all funds related to this item. The aggregate value of the agreements will not exceed $6,609,600.

Summary

The Public Works Department is responsible for maintaining and repairing electrical components in numerous City-owned facilities. These electrical services provide the installation of electrical equipment in buildings, repair and replacement of cables and wires, installation and repair of service entrance sections, and other necessary electrical services on an as-needed basis. These electrical services are necessary to help ensure electrical systems are properly maintained and all code requirements are met for the safety of employees, residents, and the public. This agreement provides back-up services to augment and support the City's Electricians trained and assigned to these functions. This agreement is also used by the Phoenix Convention Center and Water Services departments.

Procurement Information

In accordance with Administrative Regulation 3.10 Invitation for Bid 23-FMD-014, four offers were received by the Public Works Department Procurement Services Division on May 11, 2022. The offers were evaluated based on price, responsiveness to all specifications, terms and conditions, and responsibility to provide the required services. The offers submitted by Hawkeye Electric, Inc.; JFK Electrical Contracting Enterprises, Inc.; Russell E. Kurz doing business as Performance Electric; and Sabino Electric, Inc. were deemed fair and reasonable.

Group A - Journeyman
Hawkeye Electric, Inc.: $389,960 bid total; and
Sabino Electric, Inc.: $544,000 bid total

Group B - Skilled Electrician
Hawkeye Electric, Inc.: 389,960 bid total;
JFK Electrical Contracting Enterprises, Inc.: $431,000 bid total;
Russell E. Kurz doing business as Performance Electric: $271,550 bid total; and
Sabino Electric, Inc.: $469,000 bid total

Group C - Apprentice/Helper
Hawkeye Electric, Inc.: $90,250 bid total; and
Sabino Electric, Inc.: $158,500 bid total

Contract Term
The agreements will begin on or about Oct. 1, 2022 for a one-year term, with two one-year options to extend.

Financial Impact
The aggregate value of the agreements, including all option years, is $6,609,600, including all applicable taxes, with an estimated annual expenditure of $2,203,200.

Funding is available in the Phoenix Convention Center, Water Services, and Public Works departments' budgets.

Responsible Department
This item is submitted by Deputy City Managers Inger Erickson and Karen Peters, and the Phoenix Convention Center, Water Services, and Public Works departments.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 33

Heating, Ventilation, and Air Conditioning Maintenance, Repair, and Replacement Services Agreement (Ordinance S-48971)

Request to authorize the City Manager, or his designee, to enter into separate agreements with: Artic Air Heating & Cooling, Inc.; Crawford Mechanical Services, LLC; HACI Service, LLC; Chiller Services, Inc.; United Technologies, LLC doing business as UNI-TECH; and A Quality HVAC Services, LLC to provide heating, ventilation, and air conditioning (HVAC) maintenance and repair services in City-owned facilities. Further request to authorize the City Controller to disburse all funds related to this item. The aggregate value of the agreements will not exceed$10,086,000.

Summary

The Public Works Department is responsible for maintaining and repairing the HVAC systems and equipment in numerous City-owned facilities. The agreements provide back-up services to augment and support the City's HVAC staff trained and assigned to responding to urgent and routine service requests. The agreements provide regular maintenance, necessary repairs, and the replacement of system components to ensure facility air conditioning and heating systems are operating properly, effectively, and efficiently. These services are necessary for the health and safety of employees, residents, and the public in City-owned facilities. These agreements will also provide services for facilities maintained by the Aviation Department and Phoenix Convention Center.

Procurement Information

Invitation for Bid 23-FMD-016 was conducted in accordance with Administrative Regulation 3.10. Nine offers were received by the Public Works Department Procurement Services Division on May 25, 2022. The offers were evaluated based on price, responsiveness to all specifications, terms and conditions, and responsibility to provide the required services. The offers submitted by Artic Air Heating & Cooling, Inc.; Crawford Mechanical Services, LLC; HACI Service, LLC doing business as UNI-TECH; Chiller Services, Inc.; United Technologies, LLC; and A Quality HVAC Services, LLC were deemed fair and reasonable.

See **Attachment A** for the bid summary of offers submitted for Groups 1-7.

Contract Term
The agreements will begin on or about Oct. 1, 2022, for a one-year term with two one-year options to extend.

Financial Impact
The aggregate value of the agreements, including all option years, will not exceed $10,086,000, including all applicable taxes, with an estimated annual expenditure of $3,362,000.

Funding is available in the Aviation, Phoenix Convention Center, and Public Works Departments' budgets.

Responsible Department
This item is submitted by Mario Paniagua, Inger Erickson, and Karen Peters, and the Aviation, Phoenix Convention Center, and Public Works departments.

Attachment A - Bid Summary

IFB 23-FMD-016 HVAC Maintenance, Repair, and Replacement Services
Award Recommendation

Offeror	Group I - Commercial		Group II - Residential		Group III - Duct Design, Installation, and Fabrication		Group IV - Low Temperature Coolers/Freezers		Group V - Commercial (Aviation Only)		Group VI - Residential (Aviation Only)		Group VII - Duct Design, Installation, and Fabrication (Aviation Only)	
A Quality HVAC Services, LLC	$ 14,150.00		$ 14,150.00	X	$ 16,350.00		$ 18,450.00		$ 14,150.00		$ 14,150.00		$ 16,350.00	
Artic Air Heating & Cooling, Inc.	$ 9,950.00	X	$ 9,950.00	X	$ 8,850.00	X	$ 9,950.00	X	No Bid		No Bid		No Bid	
Chiller Services, Inc.	$ 12,800.00	X	$ 11,600.00	X	$ 11,500.00		$ 12,100.00	X	$ 12,700.00		$ 12,100.00		$ 11,500.00	
Comfort Systems USA Southwest	$ 14,490.00		$ 14,490.00		$ 12,075.00		$ 14,490.00		$ 14,490.00		$ 14,490.00		$ 12,075.00	
Crawford Mechanical Services, LLC	$ 10,580.00	X	No Bid		$ 8,625.00	X	$ 12,075.00	X	$ 10,580.00	X	No Bid		$ 8,625.00	X
HACI Service, LLC	$ 10,925.00	X	$ 10,925.00	X	$ 6,900.00	X	$ 12,650.00		$ 11,500.00		$ 10,925.00	X	$ 6,900.00	X
Tolin Mechanical Systems	$ 13,800.00		No Bid		No Bid		$ 13,800.00		$ 13,800.00		No Bid		No Bid	
Trane US, Inc.	$ 18,214.90		$ 14,755.00		$ 16,748.60		$ 18,214.90		$ 18,214.90		$ 16,748.60		$ 16,748.60	
United Technologies, LLC	$ 10,150.00	X	$ 10,150.00	X	$ 10,150.00	X	$ 10,150.00	X	$ 11,300.00	X	$ 10,150.00	X	$ 10,150.00	

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 34

Allison Transmissions Repair, Rebuild and Replacement for Fleet Vehicles Contract IFB 23-FSD-017 - Request for Award (Ordinance S-48972)

Request to authorize the City Manager, or his designee, to enter into contract with RWC International, LTD to provide Allison transmission repair, rebuild, and replacement for fleet vehicles. Further request to authorize the City Controller to disburse all funds related to this item. The value of the contract will not exceed $607,260.

Summary

The Public Works Department is responsible for the maintenance and repair of over 7,500 vehicles and equipment. This contract will be used to supplement the repair, rebuild, and replacement of Allison transmissions. The City's fleet currently has over 800 units with various types of Allison transmissions that often have complex repairs that require expedited repairs to allow the fleet to be up and running for City services.

Procurement Information

In accordance with Administrative Regulation 3.10, the Public Works Department conducted Invitation for Bid (IFB) 23-FSD-017. The Public Works Department reached out to 60 vendors, and there was one offer received. The bid was evaluated for responsibility and responsiveness under the specifications, with the vendor below recommended for award based on hourly labor rate:

RWC International, LTD: $135.00/hr

Contract Term

The contract will begin on or about Nov. 1, 2022, for a three-year term, with two one-year options to extend.

Financial Impact

This contract will have an estimated annual expenditure of $121,452 with an aggregate value of $607,260 over the life of the contract.

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

Responsible Department

This item is submitted by Deputy City Manager Karen Peters and the Public Works Department.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** *35

ITEM REVISED (SEE ATTACHED MEMO) Vision Zero Road Safety Action Plan and Community Advisory Committee

Request City Council approval of the Vision Zero Road Safety Action Plan and formation of the Vision Zero Community Advisory Committee. Further request City Council approval of the allocation of $10 million annually for the implementation of the Plan.

Summary

The Street Transportation Department (Streets) is requesting Council approval of the Road Safety Action Plan - Moving to Vision Zero (**Attachment A**). The Road Safety Action Plan (RSAP) is a comprehensive road safety plan applying a data-driven, decision-making process to identify and prioritize transportation safety improvements with a “Five E's” approach (Evaluation, Education, Engineering, Enforcement, and Equity). Phoenix's efforts on the RSAP align with the framework of a Vision Zero Action Plan, with its emphasis on meaningful community engagement, equity, and data-driven, systems-based strategies to improve road safety for all Phoenicians. The RSAP vision is clear: to ultimately reduce the number of traffic fatalities and serious injuries to zero by 2050.

Streets is also requesting Council approval to form the Vision Zero Community Advisory Committee, which will provide feedback and recommendations regarding implementation of the RSAP. Additionally, Streets is requesting Council approval to allocate $10 million per year in funding for implementation of the RSAP, with $3 million allocated from the City’s general fund, $2 million from Transportation 2050 (T2050) funds, and $5 million from the Highway User Revenue Fund (HURF).

Background

Traffic fatalities within the City of Phoenix have been increasing over many years. The unofficial data indicates that 231 people died on Phoenix streets in 2021, which is an increase of 25 percent from 2020. In reviewing the fatal crash information over the last two decades, 2021 is the year with the highest number of fatalities on Phoenix roads. According to unofficial information from the Vehicular Crimes Unit within the Phoenix Police Department, as of July 31, 2022, there have been 137 fatalities this year. If this trend continues for the remainder of the year, the number of fatalities in 2022 will

surpass those in 2021.

On March 2, 2021, City Council approved the development of a RSAP to reduce injuries and fatalities on Phoenix roadways, and on Feb. 16, 2022, City Council approved a resolution for Phoenix to adopt the Vision Zero strategy and incorporate Vision Zero goals into the RSAP.

RSAP Development

The RSAP is the culmination of a comprehensive planning effort that includes a detailed five-year crash analysis, results from a two-phase public engagement process, and 42 actionable strategies that are prioritized for implementation. The planning effort included a two-tiered internal City of Phoenix working group endeavor that established guidance and partnerships at the beginning of the planning effort, and then worked to develop the RSAP objectives and strategies together. This working group included both technical staff and executive leadership to ensure that the strategies, implementation plan, and performance measurements are both realistic and highly beneficial to reduce the amount of people killed or seriously injured on Phoenix streets. Supporting this cross-departmental effort, the consultant project team built a user-friendly crash analysis tool for City staff to access and analyze crashes in development of capital projects and implementation of RSAP strategies.

The RSAP established six pillars to provide guidance in the planning process and development of the plan: use data to drive decisions, establish a culture of safety, establish performance measures for evaluation, engage the public through an inclusive engagement process, develop and implement strategies and counter measures, and embrace the five E’s of traffic safety. The RSAP identifies an implementation plan for foundational process improvements and establishes continuous road safety evaluation, education, and enforcement countermeasures. The RSAP also identifies a series of 31 performance measures linked to the implementation of strategies to meet the goal of zero traffic deaths by 2050. Benchmarks include a 25 percent reduction in traffic deaths by 2027 and a 65 percent reduction by 2035. To ensure accountability of meeting the RSAP goals, an annual Vision Zero status report including updated crash statistics and status of performance measure targets is recommended.

Community Engagement

The RSAP implemented a comprehensive two-phase public involvement process that included an interactive online tool that allowed users to take a survey, prioritize goals, and provide comments specific to locations throughout the City (phase I) and an online survey that presented the RSAP strategies for input (phase II). The project team also hosted 21 community touch points throughout the City at in-person events, online/virtual meetings, Vision Zero pledge tables at 10 Phoenix libraries, backpack

giveaways, and neighborhood meetings. This effort resulted in over 5,000 comments related to residents' opinions and perspectives about roadway safety.

Vision Zero Task Force

The Vision Zero Network (VZN) is a collaborative, nonprofit campaign helping communities set and reach the goal of eliminating serious injuries and fatalities on roadways. The VZN emphasizes the importance of creating a task force and describes it as being one of the first crucial steps in building and implementing a city's Vision Zero action plan. Although the structures of Vision Zero task forces vary across the United States, each has the core function of helping create or advise on the implementation of the action plan and provide progress updates. After assessing the structure of other VZN cities' task forces and common practices, Streets recommends a three-tiered Vision Zero task force framework for the City of Phoenix. This recommendation aligns well with how other Vision Zero cities are operating yet remains unique to Phoenix and will help create a strong foundation for the action plan to grow. The three tiers are identified and described below.

RSAP Implementation Team

The *RSAP Implementation Team* would meet monthly and work with the *Executive Task Force* to provide quarterly Vision Zero updates to the *Community Advisory Committee* related to the status of the City's Vision Zero goal and incorporate recommendations from the *Executive Task Force* and *Community Advisory Committee* into the RSAP.

Executive Task Force

The *Executive Task Force* would guide the *RSAP Implementation Team* through the implementation of the RSAP, including any updates to the RSAP. The *Executive Task Force* would meet once each quarter and would be comprised of a Deputy City Manager and multiple sponsors from relevant City departments. The final role of the *Executive Task Force* is to ensure department liaisons remain engaged and are assisting with *RSAP Implementation Team* objectives.

Vision Zero Community Advisory Committee

The *Vision Zero Community Advisory Committee* would hear quarterly updates from the *RSAP Implementation Team*, provide feedback and recommendations regarding the RSAP to both the *RSAP Implementation Team* and *Executive Task Force*, request future agenda items, and coordinate with related City Council offices. The *Vision Zero Community Advisory Committee* would meet each quarter and will include 11 members of the public. Each of the eight City Council members will appoint one community member representative, and the Mayor will appoint the other three members from key stakeholder groups as well as the initial committee chair. The formation of this

committee requires Council approval.

Financial Impact

$10 million per year is proposed for implementation of the RSAP, with $3 million allocated from the City's General Fund (including an additional $1.2 million from the General Fund), $2 million from T2050 funds, and $5 million from HURF. The City Council approved a total of $1.8 million in General Fund per year for the Roadway Safety Action Plan through the 2022-23 budget adoption process; this item would result in mid-year General Fund addition of $1.2 million, bringing the annual General Fund total to $3 million.

Concurrence/Previous Council Action

The Citizens Transportation Commission:

- Recommended City Council approval of the development of the RSAP on Jan. 28, 2021, by a vote of 15-0;
- Received an update on the RSAP on Oct. 28, 2021; and
- Received an update on the RSAP and recommended Council approval to allocate up to $2 million per year of T2050 funds for the implementation of the RSAP on Aug. 25, 2022, by a vote of 9-1.

The Transportation, Infrastructure and Planning Subcommittee:

- Recommended City Council approval for the development of the RSAP on Feb. 3, 2021, by a vote of 4-0; and
- Received updates on the RSAP on Oct. 20, 2021, and June 15, 2022.

The City Council:

- Approved development of the RSAP, completion of near-term projects, and additional staffing resources on March 2, 2021;
- Received an update on the development of the RSAP and approved moving forward with the Vision Zero strategy and incorporation of Vision Zero goals into the RSAP on Jan. 25, 2022, by a vote of 7-2; and
- Approved the Vision Zero Strategy Resolution (Resolution 21995) to incorporate Vision Zero goals into the RSAP on Feb. 16, 2022, by a vote of 7-2.

Responsible Department

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

City of Phoenix
Street Transportation Department

To: Mario Paniagua
Deputy City Manager

Date: September 2, 2022

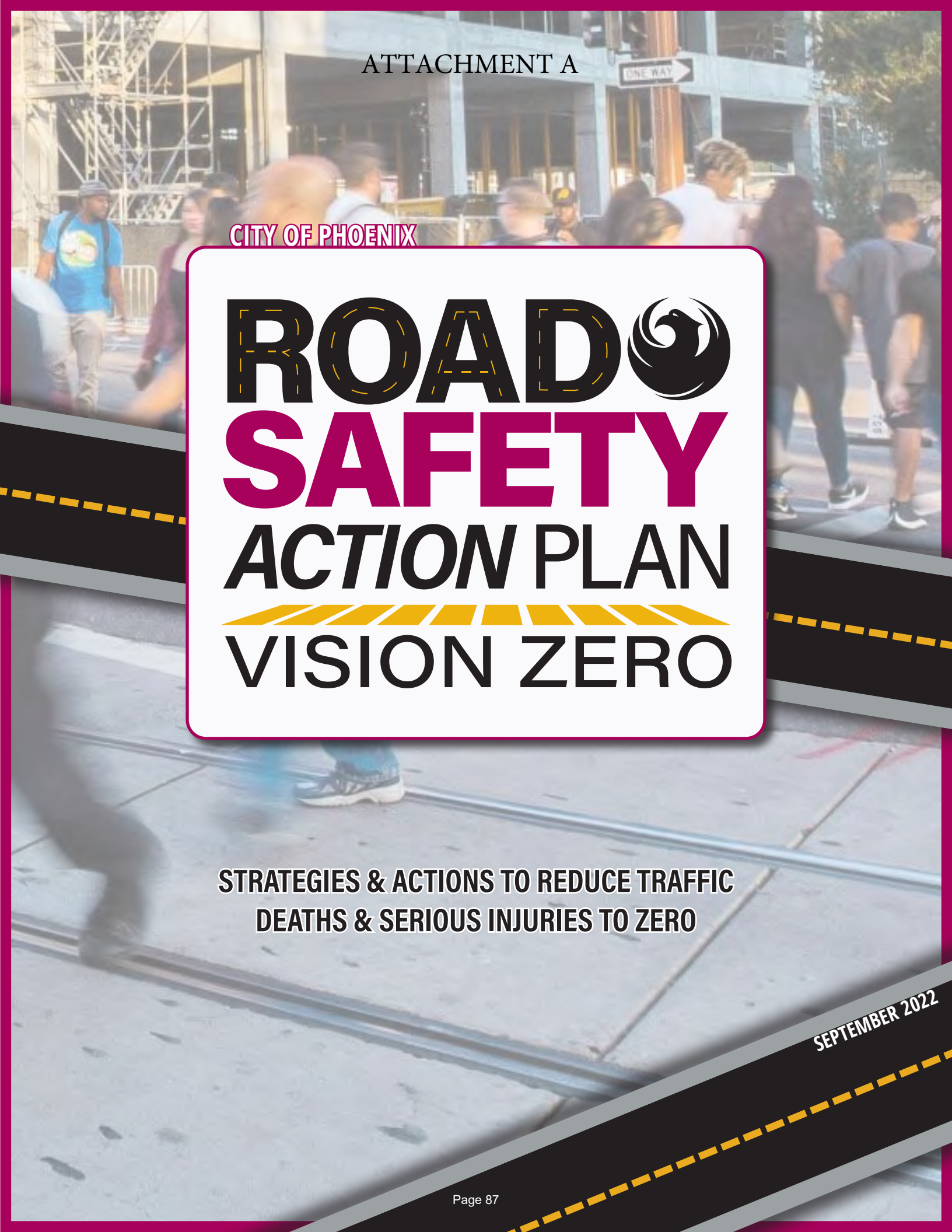
From: Kini Knudson
Street Transportation Director

Subject: ADDITIONAL INFORMATION – SEPTEMBER 7, 2022, FORMAL AGENDA- VISION ZERO ROAD SAFETY ACTION PLAN AND COMMUNITY ADVISORY COMMMITTEE

This memo provides additional information to item 35 on the September 7, 2022, Formal agenda by including an updated Road Safety Action Plan with all appendices attached.

Attachment A - Road Safety Action Plan - Moving to Vision Zero.

Approved: Mario Paniagua 9/2/22
Mario Paniagua, Deputy City Manager Date



CITY OF PHOENIX

ROAD SAFETY ACTION PLAN

VISION ZERO

STRATEGIES & ACTIONS TO REDUCE TRAFFIC DEATHS & SERIOUS INJURIES TO ZERO

SEPTEMBER 2022

Acknowledgments

The Road Safety Action Plan (RSAP) is more than just a transportation plan — it's a critical step to move to zero deaths and serious injuries by 2050 on Phoenix Streets. The City of Phoenix would like to dedicate this plan to the people who have lost their lives or have been seriously injured through traffic crashes.

CITY COUNCIL

Mayor: Kate Gallego

District 1: Councilmember Ann O'Brien

District 2: Councilmember Jim Waring

District 3: Councilmember Debra Stark

District 4: Vice Mayor Laura Pastor

District 5: Councilmember Betty Guardado

District 6: Councilmember Sal DiCiccio

District 7: Councilmember Yassamin Ansari

District 8: Councilmember Carlos Garcia

STREET TRANSPORTATION PROJECT TEAM

Kini Knudson, Director

Briiana Velez, Assistant Director

Bruce Littleton

Carl Langford

Reed Henry

Mailen Pankiewicz

Leticia Vargas

Yvette Roeder

Gregg Bach

Vivian Padilla

Ashley Patton

Tricia Quiroz

Cooper Payne

PARTNERS & COLLABORATORS

Karla Petty, FHWA

Jeff King, FHWA

Kerry Wilcoxon, AZ Dept. of Transportation

Margaret Herrera, Maricopa Assn. of Governments

Richard Nassi, Pima Assn. of Governments

CITY OF PHOENIX DEPARTMENTS

City Manager's Office

Community & Economic Development Dept.

Fire Dept.

Housing Dept.

Human Services Dept.

Information Technology Services Dept.

Neighborhood Services Dept.

Parks and Recreation Dept.

Planning & Development Dept.

Police Dept.

Public Transit Dept.

Street Transportation Dept.

CONSULTANTS TEAM

Y2K Engineering

WSP

Lee Engineering

Engineering Mapping Solutions



PUBLIC PARTICIPANTS

Thank you to thousands of City of Phoenix neighborhood and business association, Block Watch and faith-based groups, schools and community leaders and various community organizations who took the time to provide us with your opinions, thoughts, concerns, and input. **Your voice matters.** It was directly used in creating the RSAP strategies and subsequent implementation plan.

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A Message From Mayor Kate Gallego



When it comes to population growth, economic development and innovation, the city of Phoenix has always ranked at the top. Unfortunately, Phoenix has also ranked in the top three cities in our nation for roadway fatalities, behind only Houston and Los Angeles.

Data from 2021 show fatalities on our city roadways are consistently on the rise. In comparing 2021 data with the previous year's, fatalities related to motor vehicle crashes, as well as fatalities involving pedestrians and cyclists, saw a dramatic increase of 25 percent. The numbers are alarming and very tragic.

It was clear that immediate steps needed to be taken to protect anyone and everyone using our roadways.

Since becoming Mayor of the 5th largest city in the U.S. in 2019, I have supported the installation of 34 HAWKs (**H**igh-intensity **A**ctivated cross**W**al**K**s) by our Street Transportation Department, bringing the total number to 77 HAWKs installed across the city. We also have added 120 miles of bike lanes throughout our roadways to encourage the use of active transportation as an alternative and more environmentally friendly mode to travel. Most importantly, Phoenix was at the forefront of cities to establish the Office of Pedestrian Safety as a resource hub that educates residents on a variety of traffic safety issues through community engagement, and promotes increased driver, pedestrian, and bicyclist awareness, especially around school zones and residential neighborhoods.

As Phoenix continues to be one of the fastest growing cities in population and economy in the nation, my commitment to providing safe roadways for everyone is stronger than ever. In March 2021, my colleagues in the City Council and I supported the development of the Road Safety Action Plan (RSAP), a roadmap that includes attainable goals and strategies that fit the unique characteristics of Phoenix's roadways and roadway users. This is the roadmap Phoenix needs to systematically provide guidance and direction on continuously lowering traffic-related fatalities. Spearheaded by the Phoenix Street Transportation Department, this RSAP is the result of the great collaboration among city departments, state agencies, engineering consultants, and more importantly, the many Phoenix residents and stakeholders who provided their input every step of the way.

In January 2022, members of the City Council and I took it a step further by taking action for Phoenix to be a part of the Vision Zero Network. Incorporating the Vision Zero strategy to the RSAP allows for a more multi-disciplinary approach to achieve zero traffic fatalities and injuries, and encourages policy makers, urban planners, health professionals and engineers to work together towards that goal.

On February 2022, the City Council and I made it official. We adopted a resolution to integrate Vision Zero strategies and principles into the RSAP.

Now, the Vision Zero Road Safety Action Plan is a more holistic approach to achieving zero traffic-related fatalities, using the "Five Es of Traffic Safety"—Evaluation, Engineering, Enforcement, Education, and Equity—as its foundation. Working with our partners, my commitment is to continue to invest in safer roadway designs and redesigns, advanced traffic technologies, and engagement programming. That is what our residents want, and that is what they deserve.

This Plan is the culmination of over two years of collaborative dedication and passion for roadway safety from our outstanding Street Transportation engineers and other city staff, policy makers, municipality and state agency partners, public safety personnel, safety technology experts across the nation, and of course, Phoenix residents, who deserve the best quality of life our city has to offer.

A Message From Councilwoman Debra Stark,

Transportation, Infrastructure & Planning Chair



Road safety is everyone's business.

A traffic-related fatality or serious-injury crash not only impacts the family of the victim, but also affects the lives and well-being of 911 operators, first responders, medical personnel, and indirectly, the lives of residents and bystanders within the crash area. While most crashes are preventable, there are several factors that may have also contributed to the tragedy.

From 2015 to 2019, about 46% of all traffic-related crashes in Phoenix streets have caused the deaths or severe injuries of pedestrians, motorcyclists or bicyclists (Data Source: ADOT ALISS), citing red-light running, speeding, distracted driving, poor visibility and crossing mid-block as just some of the reasons. As we heard more and more of these tragic stories in the news each day, the need to keep our streets safer for all users became dire. We needed a well-thought-out plan.

Phoenix's Vision Zero Road Safety Action Plan (RSAP) is the outcome of concerted efforts from city department staff, experts in traffic design and technology, and multiple external partners, who listened, discussed, and considered our community members' needs, wants, and feedback to compile a methodical list of attainable goals and strategies for safer streets. The Plan not only calls for safer and more reliable infrastructure and updated technology; it also incorporates effective enforcement, data analysis for prioritization, and ongoing education of the public to deliver a well-rounded approach to achieving road safety. As Phoenix's landscape and demographics continue to change, the Vision Zero RSAP is designed to adapt and accommodate the ebb and flow of our city.

Now, the ball is in our court to create a culture of road safety by having a mindset that fatal and serious injury crashes on our streets are preventable if we remain mindful of our actions and our decisions when sharing the road. After all, zero fatalities and severe injuries on our roads can only be achieved when everyone works together as a system.

As the Chairperson of the Transportation, Infrastructure and Planning (TIP) Subcommittee, I would like to thank everyone who worked on the development of the Plan, especially to our Street Transportation Department that led the efforts. The Vision Zero RSAP reaffirms the Mayor's, my fellow City Councilmembers' and my commitment to preventing traffic-related deaths and reducing road injuries in Phoenix so that we can all confidently drive a vehicle, ride a bike, cross the street, and take public transit knowing that we will all get home safe.

A Message From Kini L.E Knudson, PE

City of Phoenix Street Transportation Director



Developing and implementing a comprehensive Road Safety Action Plan (RSAP) is the top priority for the City of Phoenix Street Transportation Department.

Traffic fatalities in Phoenix have increased over several years. In 2021, the city saw 231 roadway fatalities – its highest ever. That was a 25 percent increase from 185 fatalities in 2020. These numbers and that trend are alarming and is the reason that a consistent strategy is needed to ensure appropriate resources are focused on making city roadways safer for all users – drivers, bikers and pedestrians.

I'm grateful for the support and leadership of Mayor Kate Gallego and the Phoenix City Council, who in March 2021 unanimously approved funding for city staff to develop this plan. In February 2022, City Council approved a resolution for that plan to incorporate the goals of Vision Zero – a core philosophy that traffic-related deaths and serious injuries are preventable.

In addition to embracing the Vision Zero approach, the RSAP also provides a roadmap for how to coordinate the implementation of the five E's of transportation safety – Evaluation, Engineering, Enforcement, Education and Equity. All five carry equal weight, and each are vital to helping Phoenix achieve its roadway safety goals.

Creation of this plan also would not have been possible without the input received from thousands of Valley residents, who took time to communicate with us through interactive online surveys, at public meetings and special events, and through social media and e-mail. Public engagement was crucial, and the feedback received helped city staff create and revise a plan that matches the priorities of the community.

Improving roadway safety is a community effort and the Street Transportation Department has dedicated itself to the task of reversing recent trends and improving roadway safety for all.

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CHAPTER 1

INTRODUCTION



On Average*, In the City of Phoenix...

ROAD SAFETY ACTION PLAN VISION ZERO

EVERY DAY,

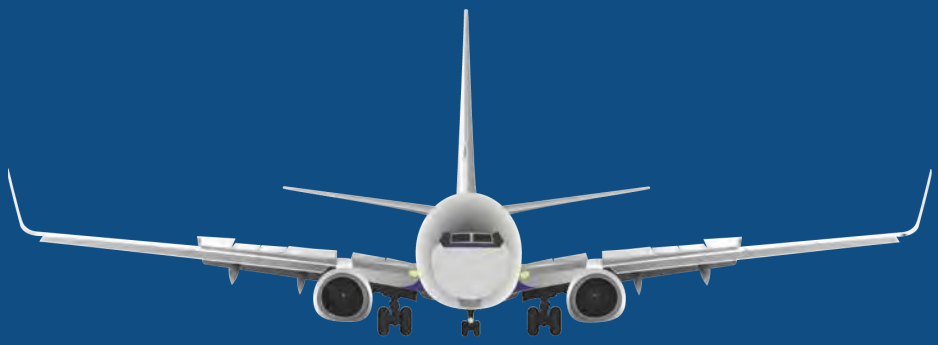
There are 83 automobile crashes.

EVERY OTHER DAY,

There is at least one fatal car crash.

IN A SINGLE YEAR,

There are 190 people killed,
enough to fill a Boeing 737.



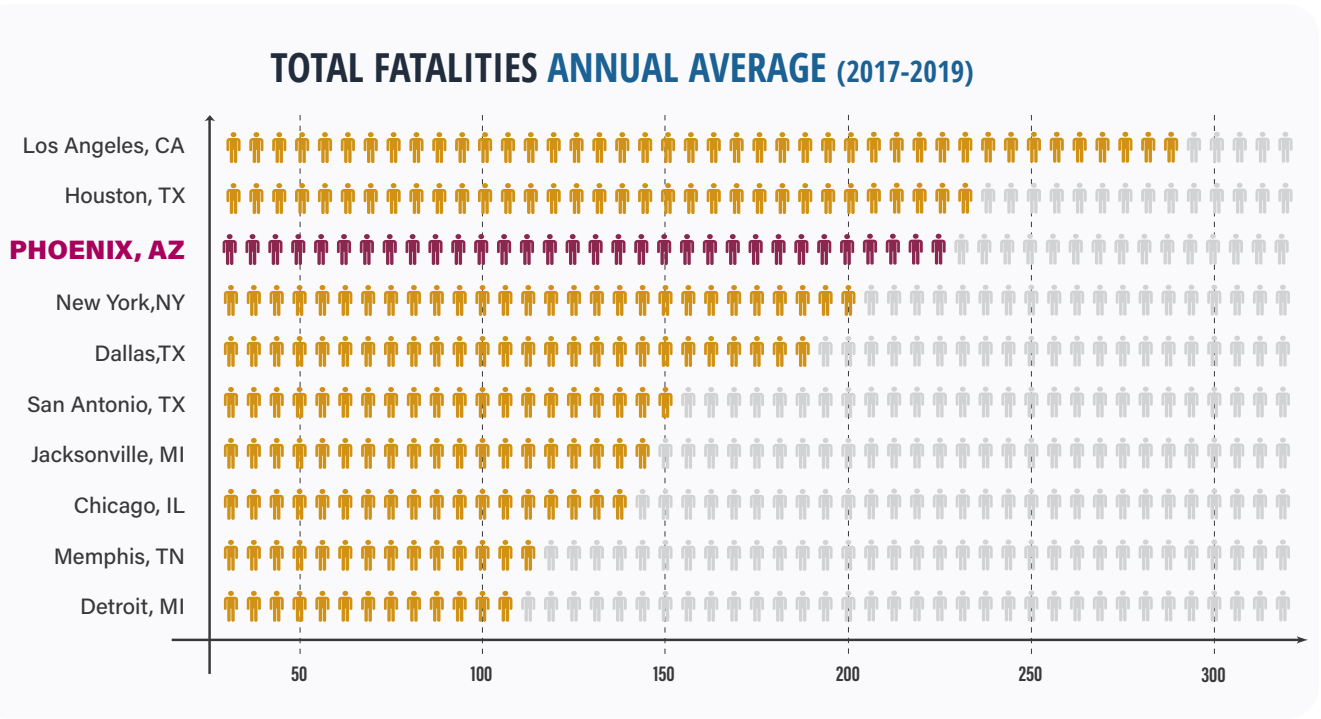
If one fully loaded Boeing 737 aircraft were to crash with no surviving passengers each year, imagine for a moment what the response would be.

Lives lost through motor vehicle crashes deserve the same attention.

*2015-2019

AN URGENT NEED

With an average of over **30,000 crashes annually** and an average of 2 crashes resulting in serious injury every single day, the National Highway Traffic Safety Administration (NHTSA) has consistently ranked Phoenix in the top 3 cities in the nation for overall traffic fatalities. In 2021, as the COVID pandemic continued, the amount of people killed on Arizona's transportation system reached a new peak of **1,120** (preliminary number), the highest number of traffic fatalities since 2007 with **231** of those fatalities (21%) within the City of Phoenix - the most amount of lives lost in a single year since 2000. **Any fatalities on our streets are unacceptable, and the City of Phoenix has pledged to take action**.



This City of Phoenix, **Road Safety Action Plan – Moving To Vision Zero** was created to fundamentally shift the way the City of Phoenix addresses and responds to crashes, develop systemic strategies to improve safety, and provide a road-map for the City to hone a "safety-first," proactive stance in reducing and ultimately preventing road fatalities. The purpose of this plan is simple: ultimately reduce the number of traffic fatalities and serious injuries to **zero** by 2050**.**

"We need a change in mentality. We've become accustomed to accepting the unacceptable"

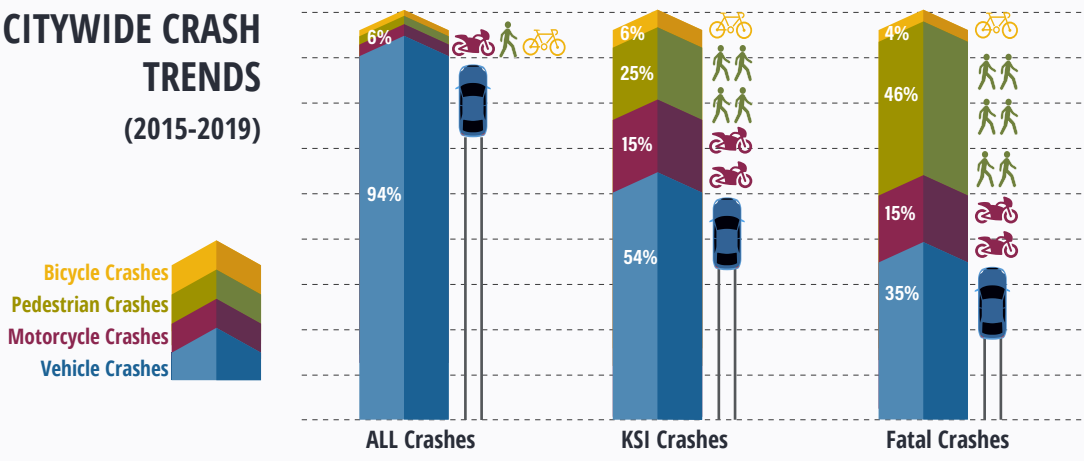
-Pete Buttigieg, US Secretary of Transportation



The tragedy of lost life on Phoenician streets doesn't just affect the people involved with a crash. For every person directly involved, there are parents, siblings, children, friends, coworkers, neighbors, first responders, bystanders, and others that often bear the brunt of the emotional pain, and consequences of fatal crashes.

In addition to the emotional pain of losing life, having a life significantly altered for the future, or even short term consequences of a non fatal impact, the financial impact is significant as well. Using the USDOT FHWA Safety Program Crash Costs for Highway Safety Analysis, adjusted for Arizona, it is estimated that $2.75 billion dollars was lost in the greater Phoenix community by people getting killed or seriously injured between 2016-2020 on the City of Phoenix High Injury Network (HIN). This figure doesn't include the tens of thousands other crashes that occurred on Phoenix streets that were damaging to a lesser degree.

When analyzing 5-year crash data (2015-2019), an alarming trend emerges. Although 94% of ALL crash types (minor, serious injury, and fatal) are vehicle to vehicle incidents, when drilling down to *killed and serious injury motor vehicle crashes* (KSI), the vulnerability of those outside of motor vehicles becomes evident with people walking, bicycling, or riding a motorcycle involved in 46% of KSI crashes. Within the same five-year study period, **65% of fatal crashes involved people walking, bicycling, or riding a motorcycle** with a large portion of fatal crashes (46%) involving a pedestrian. As a crash increases in severity, those outside of vehicles are more likely to be the ones sustaining serious injury and death. This plan aims to address safety for **everyone** on the streets of Phoenix no matter how they travel around the city.



THE PLANNING PROCESS

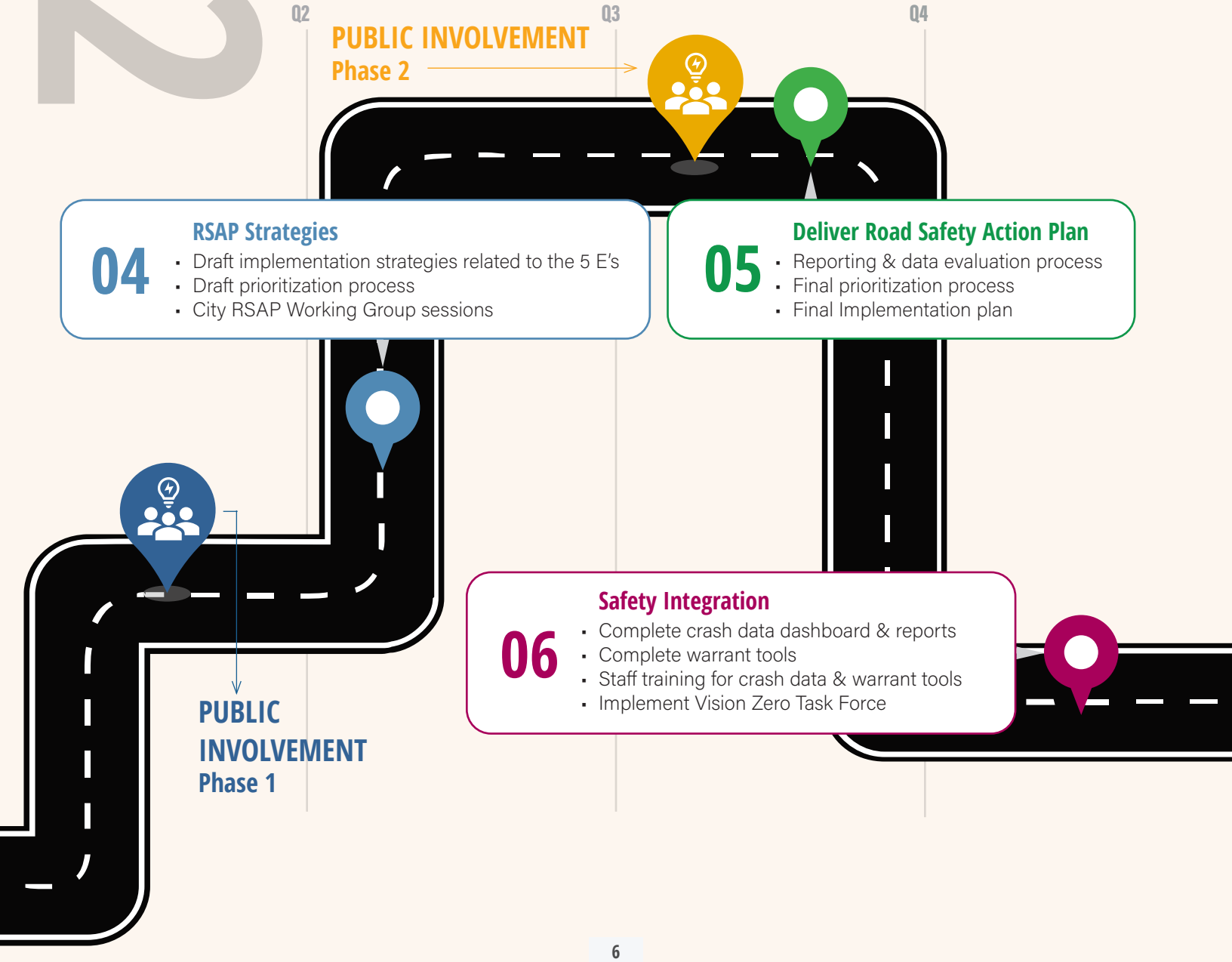
2021

Building from decades of previous traffic and safety work, the City of Phoenix initiated the Road Safety Action Plan (RSAP) in the Summer of 2021 to upgrade evaluation tools, engage the public, collaborate with City staff from different departments, and create a transparent safety plan that is comprehensive and implementable. The planning process consisted of **six phases** that included: a discovery phase, goals and visioning effort, safety tools and data improvement, development of RSAP strategies, delivery of the RSAP, and finally the integration of new safety measures and tools.



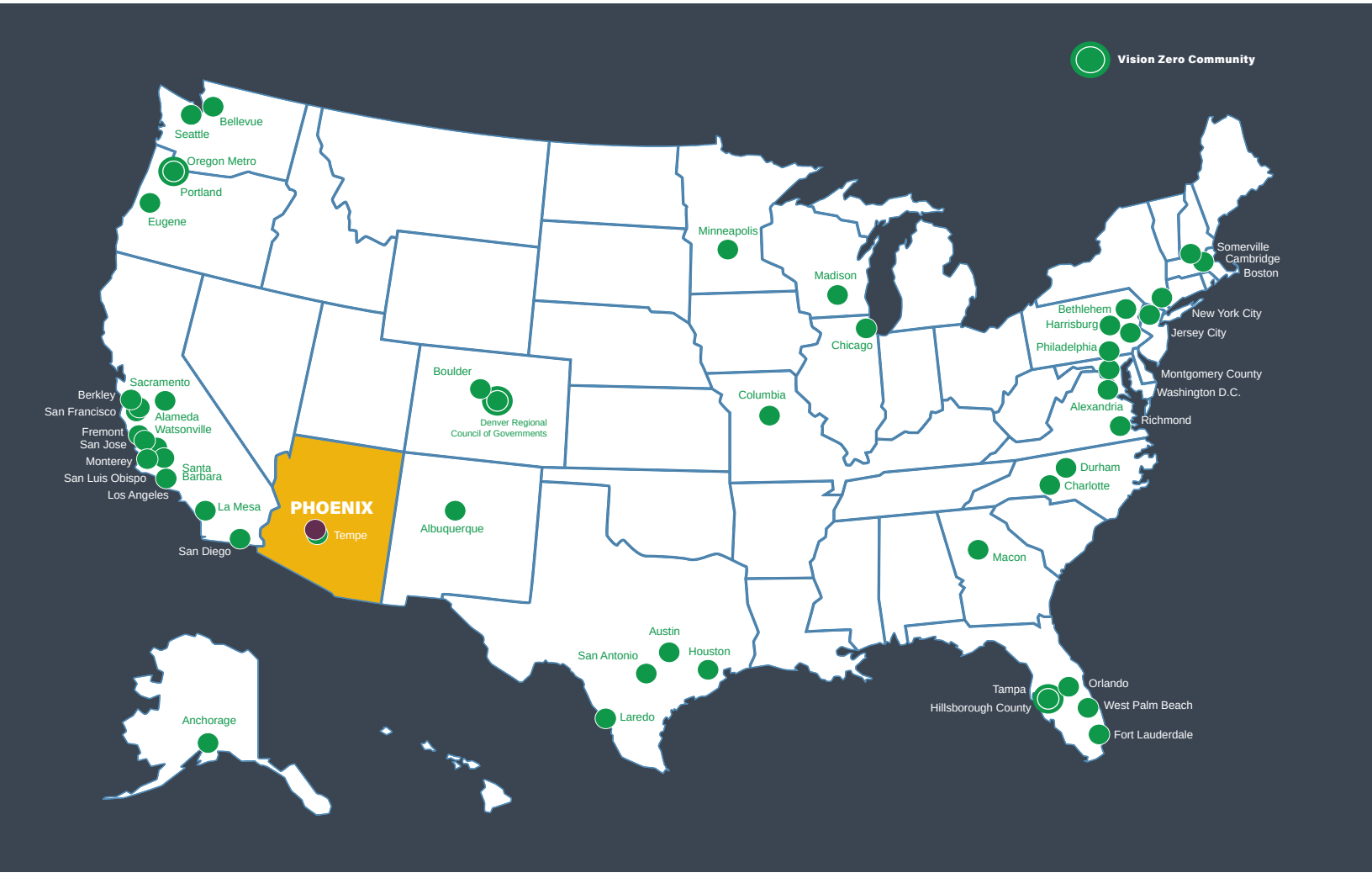
2024

The process also included an internal City RSAP Working Group that established guidance and partnerships at the beginning of the work effort (Discovery Phase), and worked to develop the RSAP objectives and strategies together (RSAP Strategies). This RSAP Working Group included both technical staff and executive leadership to ensure that the strategies, implementation plan, and performance metrics were realistic and highly beneficial to reduce KSI's on Phoenix streets. Essential partners in this RSAP Working Group include: the City Manager's Office, Community & Economic Development, Mayor and City Council Offices, Fire, Housing, Human Services, IT Services, Neighborhood Services, Parks and Rec, Planning and Development, Police, Public Transit, and Street Transportation Departments. This group will transform into the **RSAP Implementation Team** upon approval of the RSAP.



VISION ZERO COMMITMENT

Vision Zero refers to the ultimate goal of eliminating all fatalities and serious injuries on Phoenix roadways. Beginning with the ethical belief that everyone – people walking, biking, taking transit, and driving - have the right to move safely in their community; no one should be killed or seriously injured in crashes on the transportation network; and that all traffic deaths are preventable. A Vision Zero commitment sets measurable objectives, establishes a clear schedule and time-frame, and puts forth strategies to accomplish the objectives.



On February 16, 2022, the Phoenix City Council voted in favor of a resolution to commit to Vision Zero, understanding that transportation safety is everyone's responsibility, including both the City and road users, and to be proactive in employing programs and strategies to meet City Council's adopted goals and objectives of zero traffic deaths by 2050. The City of Phoenix will join 51 cities and regions (as of August 2021) in becoming a part of the Vision Zero Network, and 1 of 2 cities in Arizona.

WHEREAS, Phoenix aspires to reduce the number of fatal and serious injury crashes on its streets to zero;

WHEREAS, Vision Zero is a City safety policy that takes an ethical approach toward achieving safety for all road users;

WHEREAS, in the past five years more than 900 people have lost their lives and more than 4,000 people were seriously injured on Phoenix streets;

WHEREAS, traffic-related deaths and serious injuries are preventable;

WHEREAS, the severity of motor vehicle-related crashes can be reduced;

WHEREAS, Phoenix wants to be proactive in reducing fatal and serious injury crashes on our streets.

WHEREAS, transportation safety is everybody's responsibility, including the City and road users;

WHEREAS, multiple City Departments, that include Street Transportation, Planning and Development, and Phoenix Police departments, are actively employing programs to improve safety; and

WHEREAS, Vision Zero leverages existing programs and can create new programs and strategies to help meet the Council's adopted performance measure to achieve a reduction in the number of fatal and serious injury crashes to zero.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX AS FOLLOWS: The Phoenix City Council hereby makes a commitment that the City of Phoenix will adopt the Vision Zero strategy with the goal of eliminating all traffic fatalities for all users on Phoenix roadways.

PASSED by the Council of the City of Phoenix this 16th day of February, 2022

MAYOR

ATTEST:

Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By: _____ RRH
Acting Chief Counsel

REVIEWED BY:

Jeffrey Barton, City Manager

THE FEDERAL SAFE SYSTEMS APPROACH

When creating this Road Safety Action plan (RSAP), Phoenix strived to develop a plan that went beyond traditional road safety measures by integrating best practices, Vision Zero Network guidance, and Federal guidance recognizing the need to take action now. The Federal Highway Administration (FHWA) Safe Systems Approach focuses on a **human-centric approach** of intelligent transportation system design, proactively identifying and addressing risks, and creating redundancies in safety measures. **People will still make mistakes, and crashes will still occur - but they shouldn't end in life-altering tragedy.**



The Safe Systems Approach brings safety to the forefront of transportation investment and provides a model for the Safety-first approach of this RSAP. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels according to the FHWA.

The Plan also prepares the City for funding opportunities through the Federal Infrastructure Investment and Jobs Act (IIJA) by identifying a High Injury Network (HIN), developing actionable strategies that address fatal and serious crash trends, and creating engineering, evaluation, equitable, educational, and enforcement solutions that are comprehensive. The City of Phoenix will continue to work with their federal, state (Arizona Department of Transportation and the Governor's Office of Highway Safety), regional (Maricopa Association of Governments and Valley Metro/Valley Metro Rail), and local agencies to align safety plans, actions, projects, policies, and funding strategies for implementation.

HUMAN-CENTRIC APPROACH



1. **Death/serious injury is unacceptable**
2. **Humans make mistakes**
3. **Humans are vulnerable**
4. **Responsibility is shared**
5. **Safety is proactive**
6. **Redundancy is crucial**

VISION

Phoenix aspires to reduce the number of fatal and serious injury crashes on its streets to ZERO by 2050

GOALS

- Create a Road Safety Action Plan that moves to VISION ZERO
- Engage the public through an inclusive engagement process
- Use data to drive decisions
- **Embrace the 5 E's of safety**
  (Evaluation, Engineering, Enforcement, Education, & Equity)
- Establish a culture of safety
- Develop and implement strategies and countermeasures
- Establish performance measures for evaluation



CHAPTER 2

THE FACTS

Through the creation of this Road Safety Action Plan (, the City of Phoenix analyzed 5 years of crash data (2015-2019) to determine trends and understand the facts of road safety in the city. Data was obtained from the Arizona Crash Information System (ACIS) maintained by the Arizona Department of Transportation (ADOT). *Appendix-A contains detailed crash analysis report.*

Following the Federal Highway Administrations (FHWA) Safe Systems approach of honing in on preventing serious and fatal crashes, the Phoenix team needed to determine how often these injuries occur. In the five years analyzed, there were over **150,000 vehicular crashes** that included about **5,000 crashes that resulted in a person getting killed or seriously injured** (KSI) on Phoenix public roads. While the total number of crashes has been increasing in the past years, the number of crashes resulting in a fatality or serious injury has stayed between 2.6% and 3.8%.

QUICK FACTS:



46% of all fatal crashes involved pedestrians

despite only making up 2.5% of all crashes, with most pedestrian crashes occurring at night



4% of all traffic fatalities are bicyclists

in a collision with a vehicle, a bicyclist will ALWAYS receive a far greater share of injury



21% of all KSI crashes are speed related

with Impaired Driving & Distracted Driving the primary factor in 15.3% & 3.7% of KSI crashes respectively



15% of all traffic fatalities are motorcyclists

despite only being involved in 2% of crashes, with 39% of motorcyclists involved in crashes not wearing helmets



43% of all KSI crashes occur at signalized intersections

with less than 6% of Phoenix's signalized intersections accounting for 12% of all KSI crashes



57% of all KSI crashes occur at roadway segments

with less than 3% of Phoenix's roadways accounting for 12% of all KSI crashes

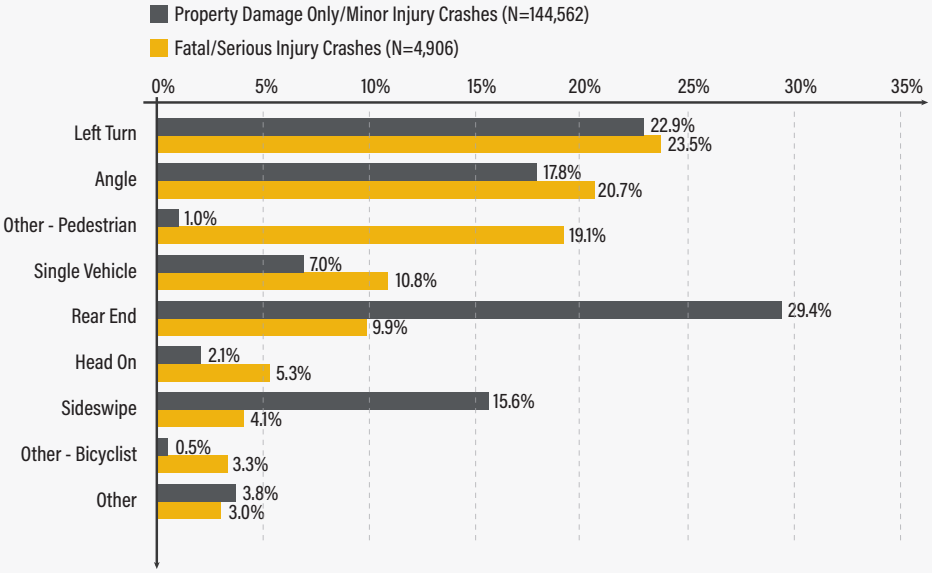
CRASH FACTORS

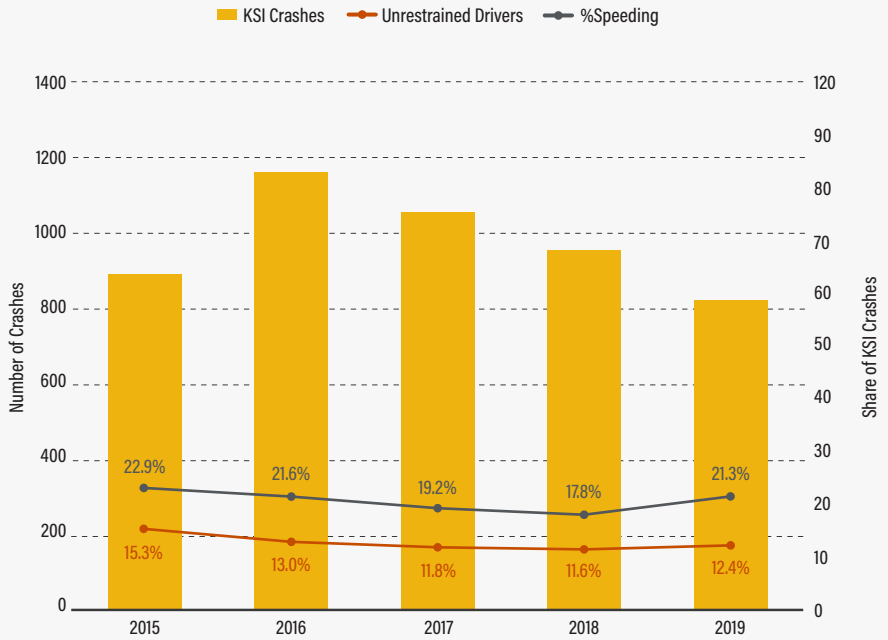
Understanding **how** and **when** crashes occur and **who** is involved are all critical factors in determining how to prevent them in the future.

HOW

The manner of collision is an important descriptor of how crashes happen, and the physics of a collision is a key factor in resulting injury. Serious and fatal crashes happen in a different way than the other collisions. The most common collision manners of crashes that result in a fatality or serious injury are left-turn, angle, and pedestrian crashes; whereas among the less severe crashes, the most common collision manners are rear-end, left-turn, and angle crashes.

Speed violations and not wearing a seatbelt are two serious factors that contribute to KSI crashes. 20.5% of crashes that killed or seriously injured people, involved speeding and a further 13% of KSI crashes involved an unrestrained driver as the primary factor in a fatality/serious injury.

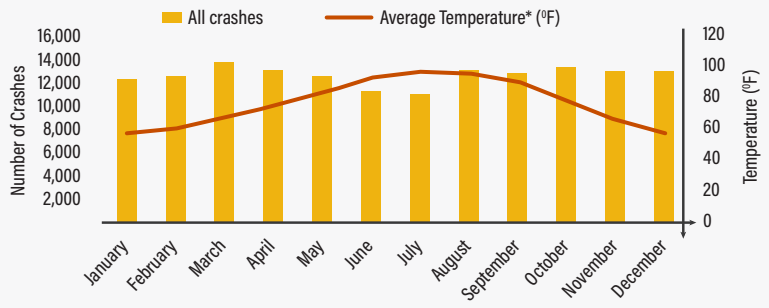


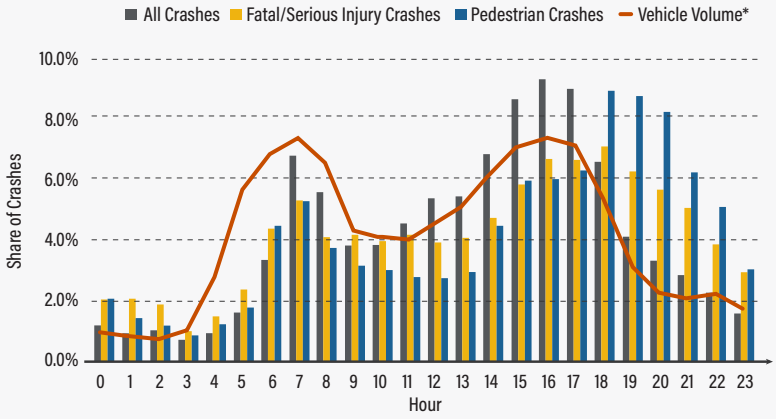


WHEN

March was the month with the highest number of crashes, averaging 89 per day; July, on the other hand, registered the lowest number of crashes (70 per day). Fridays registered the highest number of crashes, but Sundays registered the highest rate of serious and fatal crashes (4.1% of Sunday crashes resulted in a fatality or serious injury, compared to an average of 3.2% on the other days of the week).

As might be expected, the time of day with the highest number of crashes is the afternoon peak hour (from 3 pm to 6 pm), when 27% of crashes occurred. Crashes involving a pedestrian most commonly happen between 6 pm to 9 pm, when more than 25% of all pedestrian crashes were reported (the same period recorded 14% of all crashes and 19% of serious/fatal crashes).





WHO

The largest age group representing drivers of the unit that contributed most to the crash are individuals between 15 to 24 years old. The largest age group representing drivers of other units are individuals from 25 to 34 years old. Men are more likely to be involved in pedestrian and bicycle crashes in Phoenix.

Understanding this data can inform how resources can be directed and targeted for educational and awareness campaigns.

*Unit 1 is defined as the driver that contributes to a crash the most





HIGH INJURY NETWORK (HIN)

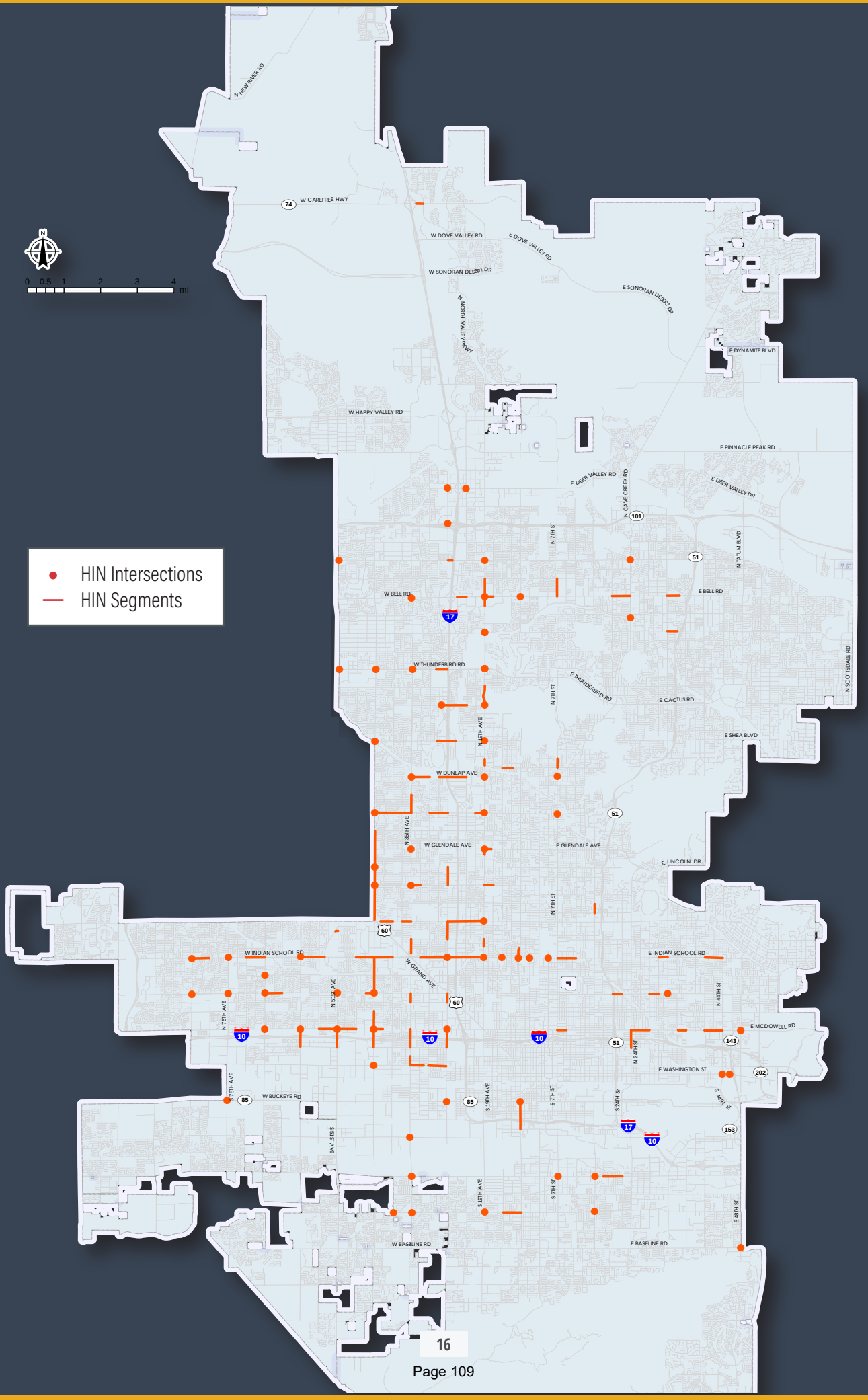
The High Injury Network (HIN) is a map of corridors where the highest amount of people have been killed and severely injured in motor vehicle collisions, and is a tool for road safety initiatives. This approach will help city staff focus limited resources on what is needed and where so that funds can be invested in the areas that are most impacted by death and injury.

Five years of data (2016-2020) was analyzed, including 5,473 motor vehicles crashes that resulted in serious injury or death. This data was separated into the two separate categories of Signalized Intersections and Segments (Phoenix public roads).

Appendix-B contains detailed list of Intersections & Segments

This analysis shows that 12% of KSI crashes occur at less than 6% of Phoenix traffic signals, and 12% of KSI crashes occur on less than 3% of Phoenix public roads.

See more info here: HIN GIS Story Map


HIN Intersections
HIN Segments
0 0.5 1 2 3 4 mi
N
N NEW RIVER RD
W CAREFREE HWY
74
W DOVE VALLEY RD
E DOVE VALLEY RD
W SONORAN DESERT DR
E SONORAN DESERT DR
N NORTH VALLEY PKWY
E DYNAMITE BLVD
W HAPPY VALLEY RD
E PINNACLE PEAK RD
E DEER VALLEY RD
E DEER VALLEY DR
N CAVE CREEK RD
101
N 7TH ST
N TATUM BLVD
51
W BELL RD
E BELL RD
17
W THUNDERBIRD RD
E THUNDERBIRD RD
E CACTUS RD
N SCOTTSDALE RD
N 16TH AVE
E SHEA BLVD
W DUNLAP AVE
N 43RD AVE
W GLENDALE AVE
E GLENDALE AVE
E LINCOLN DR
60
W INDIAN SCHOOL RD
E INDIAN SCHOOL RD
W GRAND AVE
N 51ST AVE
N 75TH AVE
10
N 44TH ST
E MCDOWELL RD
143
E WASHINGTON ST
202
S 75TH AVE
W BUCKEYE RD
85
S 51ST AVE
S 19TH AVE
S 7TH ST
S 24TH ST
S 44TH ST
153
W BASELINE RD
E BASELINE RD
S 48TH ST



CHAPTER 3

THE 5 E'S



In addressing safety on Phoenix roadways, the City acknowledges that creating a safe transportation network for all users is accomplished through a combination of non-infrastructure and infrastructure projects and programs. The City currently takes a proactive and inclusive approach that recognizes the Five E's of Transportation Safety: **Evaluation, Engineering, Enforcement, Education,** and **Equity**. Formally recognizing this work as part of this plan allows the City to evaluate its programs, continue work efforts, consider expansion, propose emphasis areas, create cohesive strategies that respond to measures, and develop an implementation plan that is inclusive.

THE 5 E'S OF TRANSPORTATION SAFETY

EVALUATION **ENGINEERING** **ENFORCEMENT** **EDUCATION** **EQUITY**



All five E's of Transportation Safety play a valuable role in supporting safety, but are most effective when implemented **together**. The RSAP encourages collaboration between City departments on these initiatives including, but not limited to the Street Transportation, Public Transit, Police, Fire, Planning and Development, Neighborhood Services Departments, and others as appropriate.

EVALUATION

Evaluation focuses on network screening & benchmarking efforts to measure effectiveness of implemented initiatives

Evaluation efforts review past safety trends, benchmark current conditions, and monitor conditions as improvements are implemented. Reviewing historical crash data is an important component in understanding current safety trends, identifying areas within the City experiencing higher crash frequencies, and prioritizing locations for improvements. Evaluation activities can be used to establish baseline data for planning projects and support in setting goals.

GOALS

- **Automation of crash analysis & summary reporting**
- **Linkage of implementation strategies to specific crash types**
- **Identification of the High Injury Network (HIN)**
- **Further integration of safety in the project development process**
- **Modernization of the traffic engineering warrant analysis tools, including the traffic signal warrant tool, HAWK warrant tool, left-turn warrant tool, & prioritization**

Current Initiatives

The City of Phoenix evaluates crash data for projects regularly and produces annual collision summary reports; a general traffic safety report, pedestrian safety report, and bicyclist safety report. The evaluation identifies trends over time, by collision manner, by injury severity, locations with the greatest number of collisions, crashes by violation type, and common characteristics of pedestrian and bicyclist related crashes.

The Phoenix Police Department (PD) coordinates with the Street Transportation Department on crash trends and reports on an annual basis. The annual collision summaries provide information to PD for consideration in their work efforts. PD reports crash data regularly to the Governor's Office of Highway Safety (GOHS), which is required for grant funding.

The City of Phoenix partners with the Maricopa Association of Governments (MAG) and Arizona Department of Transportation (ADOT) to further benchmark trends among the larger region. MAG produces an annual list of top 100 intersections ranked by crash risk within the metro-Phoenix area, which considers crash frequency, crash severity, and crash type. While Phoenix is the largest city within the MAG region; it also has the greatest number of intersections within the Top 100 list. Collaboration with MAG further supports the City's evaluation efforts, regional benchmarking, identification of priority locations for further study and improvements. In addition to evaluation, the MAG Top 100 list is also used to support regional funding pursuits.

The City regularly collects vehicular, pedestrian, and bicycle counts to monitor growth and trends within the City. Vehicular traffic counts are also collected to serve a critical role in traffic engineering studies; including traffic signal warrant analyses, pedestrian crossings, and left-turn signal phasing studies.

As the RSAP is implemented, benchmarking will be used to measure effectiveness of implemented strategies.

ENGINEERING

Engineering identifies improvement projects anticipated to address roadway safety through roadway design, traffic engineering, maintenance, operation & planning

Locations for engineering review are identified based on high crash locations and input from the public.

GOALS

- **Identification of safety-focused emphasis areas to focus resources**
- **Development of engineering strategies to reduce fatal and serious injury crashes, based on focus areas and targeted locations**
- **Integration of safety analysis into project & program development processes**

Current Initiatives

The City participates in formal Road Safety Assessments (RSA), which involve a multi-disciplinary, focused review of a specific intersection or roadway segment. Engineering solutions are developed to address specific safety concerns that may be present.

Intersection improvements may include additional lighting, traffic signal improvements, sight visibility improvements, crosswalk and curb ramp improvements, curb extensions, and signing and marking improvements. The City also reviews traffic signal operations to select appropriate left-turn phasing, re-time signals, and coordinate signals along a corridor. Roadway segment improvements may include raised medians and/or other forms of access control, lane re-purposing to provide bike lanes, sidewalk improvements, midblock pedestrian crossings, additional lighting, and signing and marking improvements.

Phoenix uses the High Intensity Activated Crosswalk (HAWK) beacon signal as a tool to help make it easier and safer for people to cross busy streets. HAWK signals can be installed on streets with regular traffic signals as part of the city's coordinated signal system. Phoenix has been installing HAWK signals since 2009 after they were approved by the Federal Highway Administration. Phoenix activated its 75th HAWK location in March 2022.

ENFORCEMENT

Enforcement focuses on policing, preventing & mitigating behaviors affecting road safety



GOALS

Generation of crash analysis tools and summary reports to support the Police Department

Development of enforcement strategies to reduce fatal and serious injury crashes, based on focus areas and trends in traffic user behavior and violations.

Support of efforts to enforce safety ordinances and development requirements

Current Initiatives

The Phoenix Police Department (PD) uses several different squads to target speeding, moving violations, and driving under the influence (DUI) with a nighttime focus. This enforcement is conducted by precinct squads that review past collision data reports that the Street Transportation Department shares, and through click-it or ticket grants from GOHS. The patrol location depends on the focus of the squad: DUI, street racing, enforcement, or traffic education and safety. The enforcement squads rotate throughout the city.

The Traffic Education and Safety squad is response driven through special requests from internal City departments, Council, and citizen concerns. Residents and community members can contact PD to share concerns through the PDt Traffic Complaint Hotline, the dedicated e-mail address (traffic.complaints@phoenix.gov), and a web-based submission form. These requests are documented, investigated, and reported out.

Complementary to the enforcement squads is the Traffic Impact Program that focuses on data driven location needs (crashes or complaints, not associated with rotation). Locations are identified by the speed complaint hotline, if there are a high number of crashes in a period of time, a high-profile crash, or information from council offices or neighboring jurisdictions.

Automated photo enforcement in the City of Phoenix ended in early 2020. While the program is no longer active, the PD has a Frequently Asked Questions (FAQ) webpage related to the previous red light camera enforcement program.

EDUCATION

Education efforts consist of communication campaigns & initiatives that teach & promote safe roadway behavior for all users, including people driving, riding transit, walking, or bicycling



GOALS

- **Development of education strategies to reduce fatal & serious injury crashes, based on emphasis areas & targeted locations**
- **Identification of new methods to communicate existing campaigns**
- **Expanded collaboration with state, regional, & local partners for funding opportunities & coordinated messages of safety analysis into project & program development processes**

Current Initiatives

Many City departments work together to create traffic safety materials, organize school safety programs, and education within the community.

School Events

The City provides leadership, assistance, and training to schools across the city to help ensure safety for students who walk or bike to school. The Street Transportation School Safety section is responsible for review and responding to pedestrian and traffic related concerns that affect all public, charter, private, and parochial K-12 schools within the City of Phoenix. Current initiatives include the Safe Routes to School (SRTS) program, Walk/Bike to School Days, Bike Rodeos, and resources for schools, students, parents, teachers, and crossing guards. Bike Rodeos are held at elementary schools in coordination with the SRTS program through efforts by the Street Transportation and PD, which teach younger students bicycle safety and provide bicycle helmets to the community.

Safety Events

Phoenix PD leads educational DUI events at local high schools at the request of school/district administration. For example, PD has held events at high schools prior to Homecoming/Prom events to educate students on impaired driving and distracted driving. PD and Fire departments partner on child-safety restraint events, and at neighborhood block watch events as requested.

Outreach and Education Campaigns

The City continues to increase awareness and education in roadway safety through education campaigns, which are integrated using social media, public service announcements, printed material, and engagement in community events. Current focused campaigns include:

- *Hands Free*
- *See Me AZ*
- *Heads Up*
- *Scan the Streets for Wheels & Feet*

EQUITY

Equity in transportation ensures that work efforts are free from bias, & identifies, understands, & eliminates barriers that exist for people using the network.

GOALS

Evaluate characteristics of residents to understand if the transportation network is safe & accessible where they live

Equitable integration in community engagement to understand the diversity of residents, consider alternative outreach methods, & provide opportunities for all City residents to be involved

Current Initiatives

In 2021, the City of Phoenix included funding in their annual budget approval to open the Office of Diversity, Equity and Inclusion (DEI).

"The charge of the office is to ensure equitability, equitable distribution of city services and to champion the delivery of racially equitable services for the community and for city staff across the city of Phoenix"

-Deputy City Manager Inger Erickson

While the office is in its early stage of formation, the City, including the Street Transportation Department, has integrated equity into many of its current work efforts.

The Transportation 2050 Program (T2050) was approved by voters in 2015. This program both continues and expands funding for bus service, dial-a-ride, light rail, mobility improvements, traffic signal upgrades, paving, and other street improvements. A key component of this 35-year, $16.7 billion investment is the goal of ensuring that Phoenicians have a viable and equitable transit system. This system will support Phoenicians with frequent dial-a-ride, bus, and light rail service assisting residents who don't have or choose not to travel in a vehicle. The roadway program supports the transit system and is committed to install 135 miles of sidewalks, over 1,000 miles of bike lanes, install/upgrade 2,000 new street lights, replace aging traffic signals, and invest $240 million for major street improvements. A number of these programs have considered equity in their planning, prioritization, and implementation phases.

In addition, The City of Phoenix Street Transportation Department conducted an equity analysis to evaluate demographics of residents to understand if the transportation network is safe and accessible where they live. This analysis will also ensure equity is integrated into community engagement to understand the diversity of residents, consider alternative outreach methods, and provide opportunities for all City residents involved.

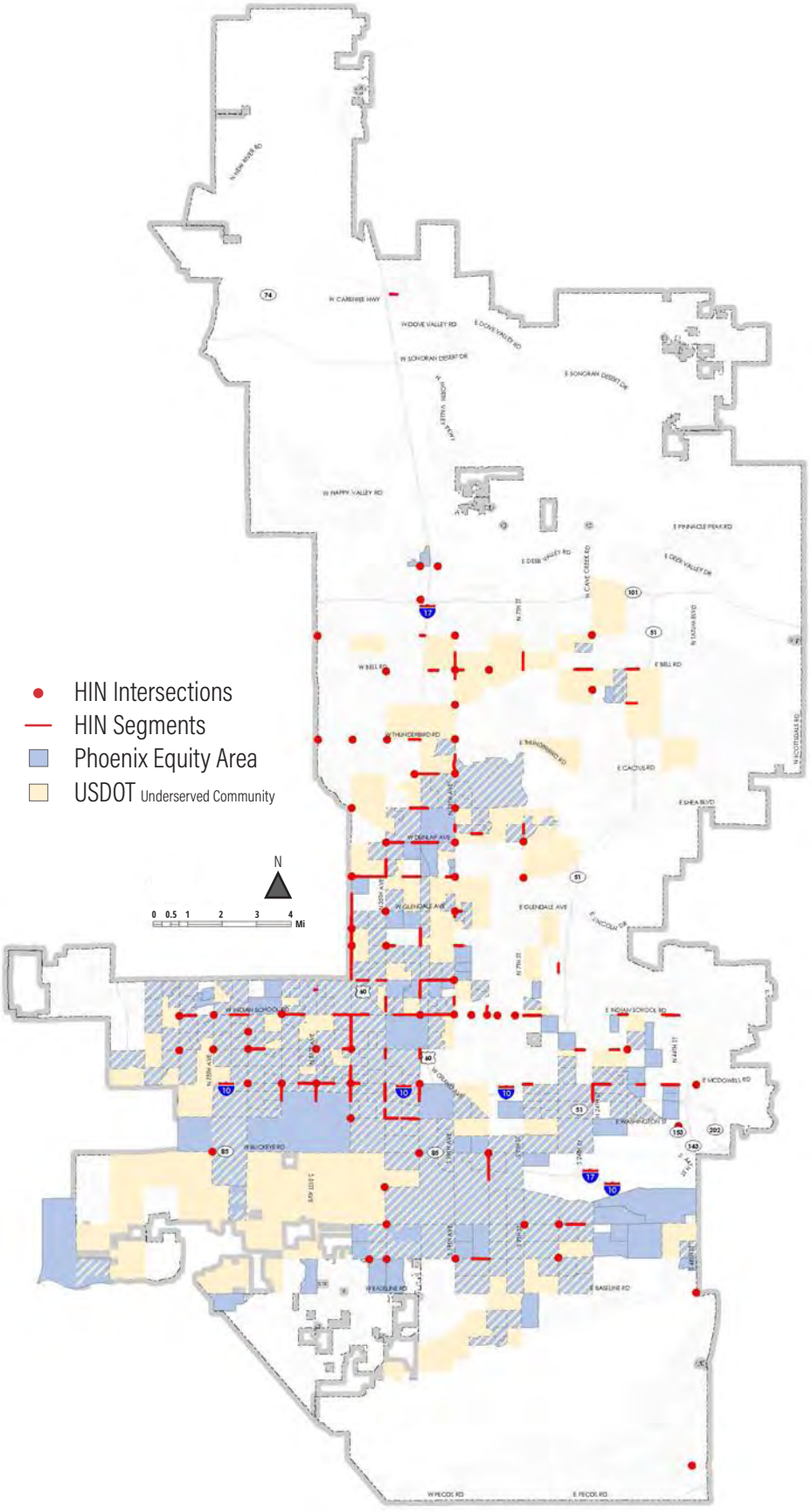
- The City of Phoenix Street Transportation Department Equity Analysis (shown in blue) highlights areas of the city that have concentrations of people and households that:
- Do Not Own a Car
- Are Low-Income / In Poverty
- Are Young (0-19)
- Are Elderly (65+)
- Are of a Minority Group
- Have a Disability

As shown right, there is a strong correlation between the HIN and equity areas.

Parallel to the City evaluation is the USDOT Underserved Community Analysis (shown in yellow) as part of the Federal Justice40 Initiative. This analysis included communities that are:

- Historically Disadvantaged
- Transportation Disadvantaged
- Health Disadvantaged
- Economically Disadvantaged
- Equity Disadvantaged
- Resilience Disadvantaged
- Environmentally Disadvantaged

When implementing strategies, projects, & programs noted in this plan, these equity analyses will be included and utilized.





CHAPTER 4

ENGAGING PHOENICIANS

This plan would not exist without direction from engaged and concerned Phoenicians. The input of those who travel Phoenix's roadways, whether driving, walking, biking, or taking transit is essential to make streets safer for everyone. Public involvement was ongoing throughoutthe RSAP process, and included online and virtual engagement opportunities as well as in person. Both efforts were used to reach as many Phoenix residents as possible while COVID-19 precautions were in place, and to ensure an equitable approach was delivered. These tactics were successful; over 3,000 people participated online, over 4,500 location based safety comments provided, and staff met with residents and shared information at 21 community touchpoints.

THE RSAP PUBLIC INVOLVEMENT EFFORT AIMED TO:

- Inform and educate Phoenicians about the traffic safety problem and the Road Safety Action Plan, and to
- Consult, involve, and understand the community's perspectives about safety issues and the high amount of people getting killed and severely injured on Phoenix roadways.

Responding to these objectives, the project conducted 3 main work efforts to facilitate meaningful input:

- Continuous communication to ensure residents had an opportunity to learn about the project. This effort began with the launch of the project website and then integrated social media content, branding, email notifications, presentations, fact sheets, videos, and created posters/flyers throughout the life of the project.
- **Phase 1: Community Engagement** focused on learning which traffic safety issues Phoenicians were most concerned about and what they would like to see this plan accomplish.
- **Phase 2: Public Input** Provided an opportunity for review, comments, suggestions, and prioritization on the draft RSAP strategies (as presented in June 2022), and used Phoenix city libraries and community events to spread the word about the online survey and to ask residents to take the Vision Zero Pledge.





WHAT PHOENIX IS SAYING...

Survey respondents said

Preventing Traffic Deaths

is the number one priority for this plan

>60%

of survey respondents think Phoenix streets are **unsafe**

Driver Behavior

is the number one safety concern

>1000

comments related to missing/inadequate infrastructure

bike facilities, street crossings, pedestrian facilities, & intersections

>2600

people completed the Phase 1 online engagement exercise

72%

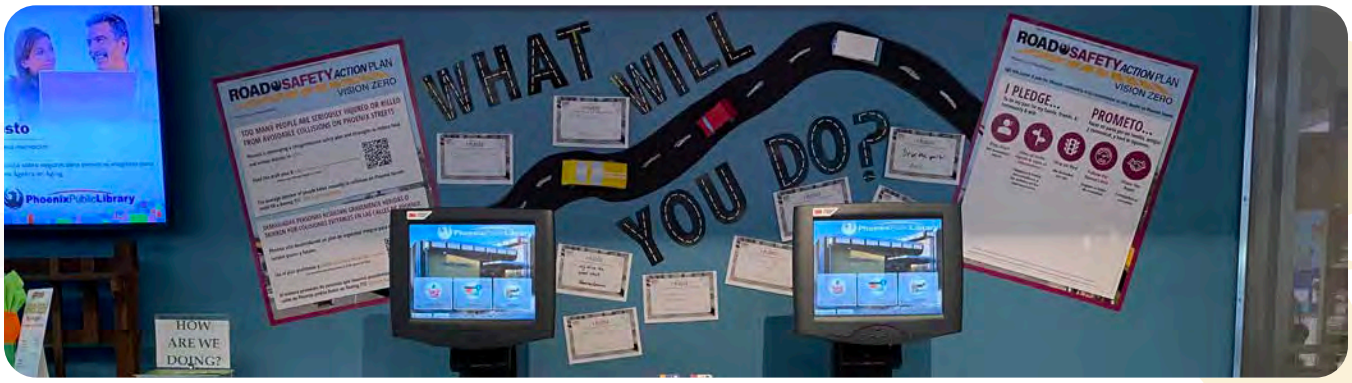
of survey respondents strongly agreed/agreed to all 40 proposed strategies

Phase 1: Community Engagement kicked off in November 2021 with a virtual meeting hosted by the City of Phoenix using the WebEx platform. 116 people attended the **virtual public meeting** that included both Spanish and English speaking attendees with a live Spanish speaking interpreter. The public meeting engaged participants with polling, breaks for questions and discussions, and a presentation about the project. The presentation included an overview of the project, the planning process, project background information, information about the High Injury Network and crash trends.

Since in-person engagement opportunities were limited, the project utilized an online engagement tool, **MetroQuest**, to gather information about residents safety concerns on Phoenix streets. MetroQuest is an engagement platform that is designed for transportation planning. Surveys that both educate the public and gather informed output, helping public involvement teams get tangible insights from diverse communities and consistently deliver outstanding public involvement. The MetroQuest Survey received over 2,600 responses and over 5,000 comments submitted through February 2022.

To ensure a diverse geographic outreach within the City that provided Phoenicians with an opportunity to learn about the RSAP, how to engage and use MetroQuest, and have time to discuss the project with Phoenix staff, a series of **community touchpoints** were completed after the initial public meeting through February 2022. This effort continued to drive residents to visit the RSAP website and complete the MetroQuest activity. Community touchpoints during this time included in person and online meetings, and a community event in Laveen. During Phase 1 Public Engagement, the Street Transportation Department created 35 tweets encouraging people to take the MetroQuest survey, which accounted for a total 14,727 impressions

Phase 2: Public Input began in June 2022 and focused on receiving feedback on the draft strategies by way of an on-line survey. This stage of involvement began with sharing the RSAP's draft five focus areas, fifteen objectives, and forty strategies. The draft strategies were posted online at the project webpage, an online video (accessed over 260 times) shared the details of strategies, city staff presented this information at a City Council sub-committee, e-mails and social media communications were sent to residents, staff attended community events to share information and talk with the public, and project posters with information about the draft strategies and survey were hung at City libraries. Over 550 people responded to the survey, staff connected with over 300 residents at events, and over 100 residents wrote their own pledge to help do their part to get to zero deaths on Phoenix streets.



USING PHOENICIAN INPUT

With the goal of creating a series of actionable strategies in this plan, the integration of public feedback into the development and finalization of the strategies, and prioritization is vital to ensure that this plan works. Both phases of public input provided a platform to receive both open input, and specific feedback on trends revealed from the data analysis and planning process.

The feedback from **Phase 1** helped to:

- Develop strategies around enforcement and education for driver behavior. A significant share of input received noted that driver behavior was a major issue. In the spirit of the 5 E's, this feedback also supports developing engineering strategies that address speeding, red light running, not-yielding, turn restrictions, and like counter measures to save people's lives.
- Prioritize preventing traffic deaths as the number one goal of the plan, which aligns with the City Council adoption of Vision Zero, and supports the prioritization of strategies for reducing and eliminating killed and serious injury (KSI) crashes.
- Develop strategies connected to improving signalization at intersections, pedestrian safety, assessing unsignalized crossings, and systematic roadway design concepts. Adequate transportation infrastructure for all users: people biking, walking, crossing the street, and driving is a high demand of Phoenicians.

The input from **Phase 2** informed:

- The implementation plan and performance measurements related to all focus areas presented in the following chapter. Survey respondents ranked Intersections the highest priority of the 5 focus areas of the RSAP. Behavior Related and Pedestrians & Bicyclists were tied in second place, with General Strategies and Segments following.
- The inclusion of all draft strategies presented in the following chapter into the final plan. 72% of survey respondents strongly agreed/agreed to all 40 strategies as presented in June 2022. For strategies in the Pedestrian & Bicyclist, and Intersection focus areas, agreement increased to 80% to 96%. 2 additional strategies were included based on community input.
- The selection of projects to request funding through federal grant opportunities. Reviewing the public feedback from the survey, the strategy that received the highest amount of respondents that strongly agree or agree, 96%, was: Analyze the transportation network to identify locations that have the greatest number of risk-factors that contribute to pedestrian and bicyclist crashes, and then identify countermeasure improvements.









Moving towards Vision Zero is a commitment that's only attainable when EVERYONE does their part





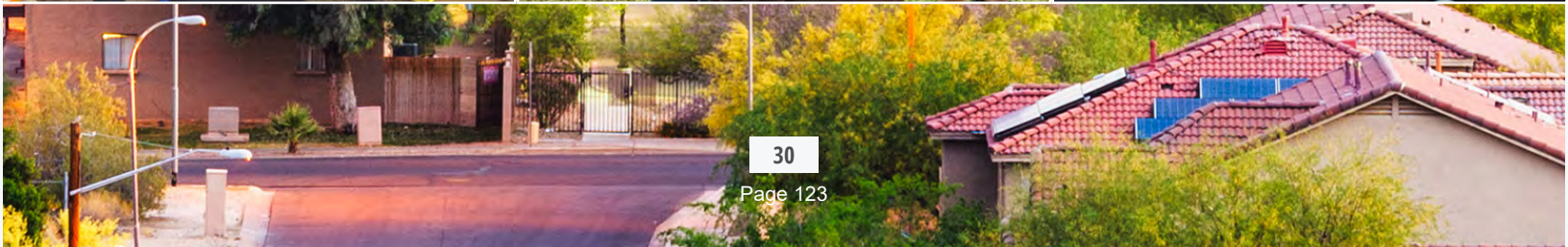


We'd like to sincerely thank everyone who participated in developing this Road Safety Action Plan











CHAPTER 5

TAKING ACTION



Vision Zero acknowledges that there are many factors that contribute to safe mobility - including roadway design, speeds, enforcement, behaviors, technology, and policies. One of the distinct goals of this Plan is to approve a group of actionable strategies that over time, will achieve the shared goal of zero fatalities and serious injuries that encompass evaluation, education, enforcement, engineering, and equitable activities. The evaluation of crash data and further public input led to the identification of **five Focus Areas** where implementation of safety strategies is anticipated to have the **highest impact on reducing traffic fatalities and serious injuries**.

FOCUS AREAS

GENERAL STRATEGIES - Strategies focused on internal programmatic changes within Phoenix

BEHAVIOR RELATED - Strategies focused on mitigating speeding & other roadway user behavior

PEDESTRIANS & BICYCLISTS - Strategies focused on pedestrian/bicyclist safety policy & infrastructure

INTERSECTIONS - Strategies focused on improving safety at intersections

SEGMENTS - Strategies focused on improving safety on roadway segments

Within each Focus Area, there are **three objectives** (15 total) that provides distinct guidance on what needs to be accomplished. Each objective has time-bound **performance metrics** to measure success throughout implementation of the city's Vision Zero initiative. Performance metrics will track and evaluate either programmatic metrics, an increase/decrease in a given metric, or the installation/improvement of infrastructure. Where possible, metrics list items that should be completed within a given time-frame.

Acronyms

HIN:	High Injury Network
STR:	Street Transportation Department
PTD:	Public Transit Department
PDD:	Planning and Development Department
NSD:	Neighborhood Services Department
PD:	Police Department
FD:	Fire Department
ExPA:	External Public Agencies: USDOT, FHWA, ADOT, MAG, Maricopa County, Valley Metro, City of Phoenix Public School Districts, and Neighboring Cities
ExA:	External Associations: Private Businesses, Neighborhood Associations, Business Improvement Districts BIDs, Developers, etc.

The heart of this RSAP are the **42 strategies** outlined in this section. Through this planning process, over a hundred strategies were initially evaluated, and through a series of workshops with the City of Phoenix RSAP Working Group alongside community input, pared down to the those presented. The strategies presented were determined to be both implementable and have a high potential to make a significant impact in reducing KSI crashes in Phoenix. They are also connected to at least one of the 5 E's and will be applied through of the following categories: HIN Strategies, Systemic Implementation, and Location-Specific Strategies. Each strategy also has a list of departments and agencies that will be responsible for its implementation.

HOW TO READ THIS SECTION

Focus Area

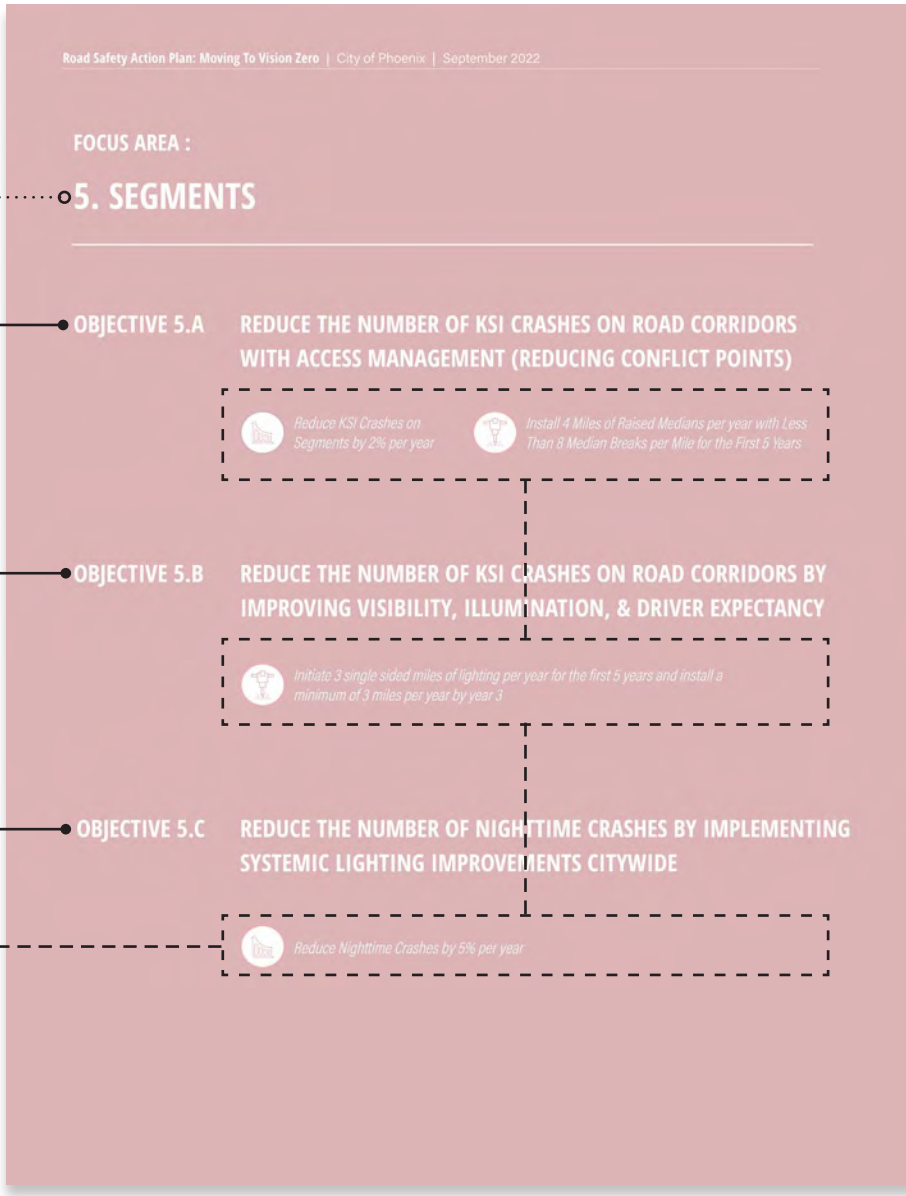
There are 5 focus areas identified in this plan for safety improvements

Objective

There are 3 objectives per focus area (15 total). Objectives are the overarching goal that each strategy & performance metric will support

Performance Metrics

Each objective has 1-4 performance metrics that are time-bound measures by which Phoenix will track their success in implementation of this plan



Performance Metrics Symbol Key

Programmatic Metric | **Track Decrease** | **Track Increase** | **Build or Install Infrastructure**

Strategies

There are multiple strategies that contribute to the achievement of each objective

5 E's

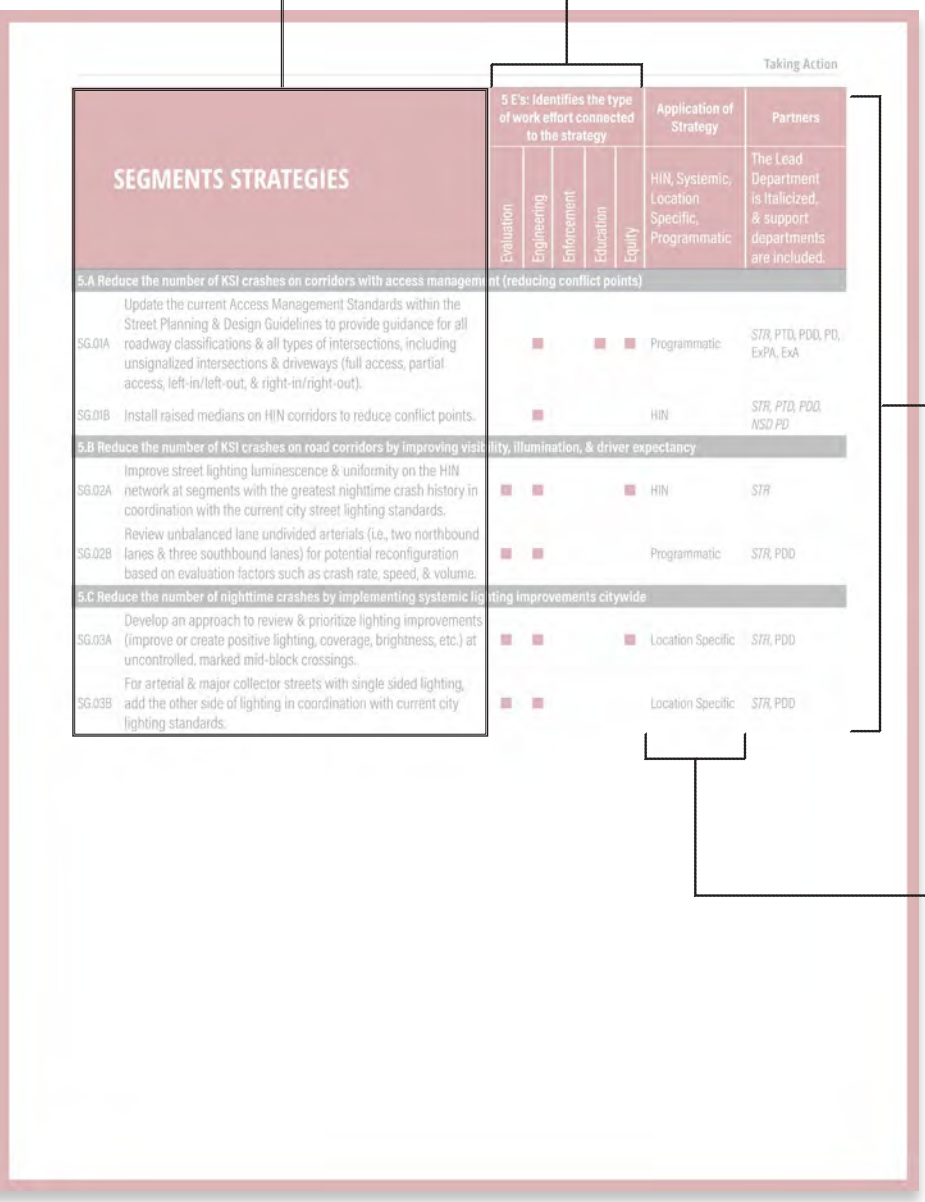
Each strategy is connected to at least one of the 5 E's (Evaluation, Engineering, Enforcement, Education, Equity)

Responsible Partners

Each strategy has a lead agency responsible for its implementation, along with partner agencies & departments that will provide support to the lead

Application

Application describes how and where the strategy will be applied within the city - whether it be internal programmatic or systemic changes, strategies applied at specific locations, or strategies that are focused on the HIN



Taking Action

SEGMENTS STRATEGIES		5 E's: Identifies the type of work effort connected to the strategy					Application of Strategy	Partners
		Evaluation	Engineering	Enforcement	Education	Equity	HIN, Systemic, Location Specific, Programmatic	The Lead Department is Italicized, & support departments are included.
5.A Reduce the number of KSI crashes on corridors with access management (reducing conflict points)								
SG.01A	Update the current Access Management Standards within the Street Planning & Design Guidelines to provide guidance for all roadway classifications & all types of intersections, including unsignalized intersections & driveways (full access, partial access, left-in/left-out, & right-in/right-out).		■		■	■	Programmatic	*STR, PTD, PDD, PD, ExPA, ExA*
SG.01B	Install raised medians on HIN corridors to reduce conflict points.		■				HIN	*STR, PTD, PDD, NSD PD*
5.B Reduce the number of KSI crashes on road corridors by improving visibility, illumination, & driver expectancy								
SG.02A	Improve street lighting luminescence & uniformity on the HIN network at segments with the greatest nighttime crash history in coordination with the current city street lighting standards.	■	■			■	HIN	*STR*
SG.02B	Review unbalanced lane undivided arterials (i.e., two northbound lanes & three southbound lanes) for potential reconfiguration based on evaluation factors such as crash rate, speed, & volume.	■	■				Programmatic	*STR, PDD*
5.C Reduce the number of nighttime crashes by implementing systemic lighting improvements citywide								
SG.03A	Develop an approach to review & prioritize lighting improvements (improve or create positive lighting, coverage, brightness, etc.) at uncontrolled, marked mid-block crossings.	■	■			■	Location Specific	*STR, PDD*
SG.03B	For arterial & major collector streets with single sided lighting, add the other side of lighting in coordination with current city lighting standards.	■	■				Location Specific	*STR, PDD*

FOCUS AREA :

1. GENERAL STRATEGIES

OBJECTIVE 1.A ESTABLISH FOUNDATIONAL ELEMENTS OF VISION ZERO INCLUDING A TIMELINE & GOALS FOR IMPLEMENTATION & EVALUATION

- *Implement a Vision Zero Task Force consisting of a multi-departmental team for continued oversight of reducing KSI crashes*
- *Create a Vision Zero status report on objectives, updated every year in the fall & published in the spring*

OBJECTIVE 1.B REDUCE CRASH RISK ON ROADWAYS BY ENHANCING SAFETY DATA COLLECTION & EVALUATION

- *Streamline RSA process to identify & implement feasible improvements by 2023*
- *Develop crash data dashboard to identify & rank crash locations by 2023*
- *Integrate crash data from Phoenix PD / ADOT on a monthly basis by 2023*
- *Conduct before/after evaluations for previously implemented safety projects*

OBJECTIVE 1.C REDUCE CRASH RISK ON ROADWAYS BY CREATING A CULTURE OF ROAD SAFETY WITHIN THE CITY

- *Integrate safety review in development of CIP projects & private development projects by 2024*
- *Ensure that road safety expenditures are at least $60M per year*

GENERAL STRATEGIES		5 E's: Identifies the type of work effort connected to the strategy					Application of Strategy	Partners
		Evaluation	Engineering	Enforcement	Education	Equity	HIN, Systemic, Location Specific, Programmatic	The Lead Department is Italicized, & support departments are included.
1.A Establish foundational elements of Vision Zero including timeline & goals for implementation & evaluation								
GN.01A	Create a City of Phoenix inter-departmental Vision Zero Task Force.	■	■	■	■	■	Programmatic	*STR*, PTD, PDD, NSD, PD, FD
GN.01B	Create an annual Vision Zero status report including updated crash statistics from the crash dashboard, high injury network (HIN), & status of performance measure targets.	■	■	■	■	■	Programmatic	*STR*, PTD, PDD, NSD, PD, FD, ExPA, ExA
1.B Reduce crash risk on roadways by enhancing safety collection & evaluation								
GN.02A	Continue to analyze safety data annually to identify high severity crash areas & implement countermeasures at prioritized locations.	■	■			■	Location Specific, Systemic, Programmatic	*STR*, PDD
GN.02B	Improve crash data sharing between the Street Transportation Department, Police Department, & Arizona Department of Transportation.	■					Programmatic	*STR*, PD, ExPA
GN.02C	Continue to conduct Road Safety Audits (RSA), focusing on the HIN, to identify appropriate countermeasures; develop & implement recommended countermeasures through projects at these locations.	■	■				HIN, Programmatic, Location Specific	*STR*, PTD, PD, FD, ExPA
GN.02D	Enhance and streamline the process to implement RSA recommendations.	■	■				Programmatic	*STR*, PTD, PD
1.C Reduce crash risk on roadways by creating a culture of road safety within the City								
GN.03A	Incorporate analysis of crash history & countermeasure safety improvements for City of Phoenix capital improvement projects & private development projects.	■	■		■	■	Systemic, Programmatic	*STR*
GN.03B	Create a road safety crash dashboard available to city staff for analysis & development of countermeasures into City practices.	■	■		■	■	Systemic, Programmatic	*STR*, PTD, PDD, NSD, PD, FD
GN.03C	Incorporate a Vision Zero component into required driver training programs for City of Phoenix employees (including municipal courts) & contractors.				■		Programmatic	*STR*
GN.03D	Develop and maintain a list of prioritized planning, pre-design, design, & construction projects in pursuit of local, state, federal, & private grant funding as appropriate.	■	■				Location Specific, Programmatic	*STR*, PTD, NSD, PD
GN.03E	Incorporate use of USLIMITS2, a free, web-based tool, to assess and establish speed limits for specific segments of roadway with high pedestrian/bicyclist activity, on-street parking, more than 30 driveways per mile, or above average crash history. USLIMITS2 produces an unbiased and objective suggested speed limit value based on 50th and 85th percentile speeds, traffic volumes, roadway type, roadway setting, number of access points, crash history, and pedestrian/bicyclist activity.	■	■				Programmatic	*STR*

FOCUS AREA :

2. BEHAVIOR RELATED

OBJECTIVE 2.A REDUCE THE NUMBER OF KSI CRASHES INVOLVING PEDESTRIANS & BICYCLISTS THROUGH BEHAVIORAL CHANGES

- *Expand transportation safety enforcement impact programs by 10% per year*
- *Conduct pedestrian & bicyclist enforcement impact programs at least 12 times per year*

OBJECTIVE 2.B REDUCE THE NUMBER OF KSI CRASHES RELATED TO SPEEDING, RED-LIGHT RUNNING, DISTRACTED DRIVING, & AGGRESSIVE DRIVING

- *Target KSI crashes associated with driver-behavior violations not to increase at a rate greater than population growth*
- *Re-institute automated enforcement, & install units at 10 intersections or school zones per year*
- *Conduct behavior-related enforcement impact programs at least 12 times per year*

OBJECTIVE 2.C REDUCE THE NUMBER OF KSI CRASHES RELATED TO IMPAIRED DRIVING (DRUGS & ALCOHOL)

- *Conduct DUI enforcement programs at least 18 times per year*
- *Target KSI crashes associated with impaired driving not to increase at a rate greater than population growth*

BEHAVIOR RELATED STRATEGIES		5 E's: Identifies the type of work effort connected to the strategy					Application of Strategy	Partners
		Evaluation	Engineering	Enforcement	Education	Equity	HIN, Systemic, Location Specific, Programmatic	The Lead Department is Italicized, & support departments are included.
1.A Reduce the number of KSI crashes involving pedestrians and bicyclists through behavioral changes.								
BH.01A	Continue & enhance paid and earned media campaigns (electronic, print, radio, and broadcast) to promote public awareness of pedestrian and bicyclist safety. This includes using new & effective methods to reach target audiences.				■	■	HIN, Programmatic	*STR*, PTD, PDD, NSD, PD, FD, ExPA, ExA
BH.01B	Expand enforcement of school zone laws.			■			Location Specific	*PD*, STR, ExA
BH.01C	Expand current efforts for student pedestrian & bicyclist education, safety, & awareness efforts, focusing on schools within 1/4 mile of the HIN network.				■	■	HIN, Location Specific, Programmatic	*PD*, FD, STR, PDD
BH.01D	Conduct proactive enforcement of traffic laws amongst all road users on the HIN network, with emphasis on risk factors that contribute to pedestrians & bicyclists being involved in motor vehicle crashes.			■		■	HIN	*PD*, STR, PDD
2.B Reduce the number of KSI crashes related to speeding, red-light running, distracted driving, & aggressive driving								
BH.02A	Increase visible enforcement programs, that includes reintroducing automated enforcement & red light running cameras. These measures can be effective in deterring drivers from speeding & driving distracted.	■	■	■		■	Location Specific, Programmatic	*PD*, STR
BH.02B	Develop roadway safety awareness & education campaigns for people driving vehicles, in concert with enforcement efforts, to specifically target change in road user behavior related to speeding, red-light running, distracted driving, & aggressive driving.				■	■	Programmatic	*STR*, PD, ExPA
BH.02C	Continue to evaluate & implement speed management techniques related to roadway design, roadway surface, traffic control, community education, and speed enforcement	■	■	■	■	■	Programmatic	*STR*, PD
2.C Reduce the number of KSI crashes related to impaired driving (Drugs & Alcohol)								
BH.03A	Expand the DUI Enforcement through use of high-visibility enforcement techniques, saturation patrols, & integrated enforcement tactics.			■			Programmatic	*PD*, STR, NSD

FOCUS AREA :

3. PEDESTRIANS & BICYCLISTS

OBJECTIVE 3.A REDUCE CRASH RISK INVOLVING PEOPLE WALKING & BIKING BY EXPANDING SAFE ROUTES TO SCHOOL EFFORTS

Implement safety improvements at 20 schools per year focused on schools on arterials, collectors, within mobility areas, and with high equity need.

OBJECTIVE 3.B REDUCE THE NUMBER OF KSI CRASHES INVOLVING PEOPLE WALKING & BIKING WITH GEOMETRIC RECONFIGURATION & SYSTEMIC COUNTERMEASURES

Install 20 mid-block improvements per year

Reduce pedestrian-related fatal crashes by 10% per year

Develop pedestrian safety toolkit by 2027

OBJECTIVE 3.C REVIEW EXISTING GAPS IN PEDESTRIAN INFRASTRUCTURE & PRIORITIZE IMPROVEMENTS

Develop a risk factor network to identify locations with greatest risk by 2025

Develop a plan to implement annual improvements to mitigate risk factors by 2027

Improve shade coverage at 60 transit stops per year

PEDESTRIANS & BICYCLISTS STRATEGIES		5 E's: Identifies the type of work effort connected to the strategy					Application of Strategy	Partners
		Evaluation	Engineering	Enforcement	Education	Equity	HIN, Systemic, Location Specific, Programmatic	The Lead Department is Italicized, & support departments are included.
3.A Reduce crash risk involving people walking & biking by expanding safe routes to school efforts								
PB.01A	Develop Safe Routes to School plans for public, private, & charter elementary, middle, & high schools with crossings of arterial roads, & construct recommendations.	■	■		■	■	HIN, Programmatic	*STR*
PB.01B	Implement school zone safety countermeasures for school crossings of collector roads. Develop school typologies for prioritization.	■	■		■		Systemic, Location Specific, Programmatic	*STR*
3.B Reduce the number of KSI crashes involving people walking & biking with geometric reconfiguration & systemic countermeasures								
PB.02A	Continue constructing mid-block crossings at priority arterial road locations that include: HAWKs, signing, markings, & lighting to provide a safe place for people walking & bicycling to cross.		■			■	HIN	*STR*
PB.02B	Develop a best practice approach for pedestrian crossings to improve safety in a context sensitive manner.		■		■	■	Systemic, Programmatic	*STR*, PTD
PB.02C	Develop a checklist or toolkit to improve safety for pedestrians & bicyclists through smart design choices for all to be used in designing City of Phoenix capital improvement program projects & private development projects.		■		■		Systemic, Programmatic	*PTD*, STR
3.C Review existing gaps in pedestrian infrastructure & prioritize improvements								
PB.03A	Analyze the transportation network to identify locations that have the greatest number of risk-factors (which contribute to pedestrian & bicyclist crashes), & then identify countermeasure improvements.	■	■			■	Systemic, Location Specific	*STR*, PTD, NSD, PD, FD
PB.03B	Establish natural or structural shade in pedestrian refuge & waiting areas.		■			■	Location Specific	*STR*, PTD, PDD

FOCUS AREA :

4. INTERSECTIONS

OBJECTIVE 4.A REDUCE THE NUMBER OF KSI CRASHES AT UNSIGNALIZED INTERSECTIONS WITH GEOMETRIC RECONFIGURATION & SYSTEMIC COUNTERMEASURES

Develop geospatial process for identifying unsignalized crashes by 2024

Develop list of priority intersections & improvements by 2024

OBJECTIVE 4.B REDUCE THE NUMBER OF KSI CRASHES AT SIGNALIZED INTERSECTIONS WITH GEOMETRIC RECONFIGURATION & SYSTEMIC COUNTERMEASURES

Complete 15 HIN intersection rebuilds per year

Reduce KSI crashes at unsignalized intersections by 8% per year

OBJECTIVE 4.C REDUCE THE NUMBER OF KSI CRASHES AT SIGNALIZED INTERSECTIONS WITH SIGNAL PHASING OR TIMING

Evaluate the 68 HIN intersections for appropriate pedestrian safety operations & left-turn operational improvements by 2024

INTERSECTIONS STRATEGIES		5 E's: Identifies the type of work effort connected to the strategy					Application of Strategy	Partners
		Evaluation	Engineering	Enforcement	Education	Equity	HIN, Systemic, Location Specific, Programmatic	The Lead Department is Italicized, & support departments are included.
4.A Reduce the number of KSI crashes at unsignalized intersections w/ geometric reconfiguration & systemic countermeasures								
IT.01A	Develop a geospatial network screening process, that includes the frequency & severity of crashes, for unsignalized intersections to identify priority locations for improvements.	■	■				Systemic, Location Specific	*STR*
IT.01B	For priority unsignalized intersections that do not or are not anticipated to meet traffic signal warrant criteria, evaluate & identify alternative countermeasures to improve traffic safety.		■				Systemic, Location Specific	*STR*
4.B Reduce the number of KSI crashes at signalized intersections w/ geometric reconfiguration & systemic countermeasures								
IT.02A	Review sight visibility at HIN intersections to ensure adequate sight distance for left-turning vehicles. Re-stripe/reconstruct single left turn lanes to have zero or positive offsets, where protected lefts are not implemented.	■	■			■	HIN	*STR*
IT.02B	Continue efforts to identify existing traffic signals with legacy equipment including lighting level, & reconstruct them to current standards.	■	■			■	HIN, Programmatic	*STR*
IT.02C	Install additional far-side bus bays at priority locations.	■	■			■	Location Specific	*PTD*, STR, PDD
4.C Reduce the number of KSI crashes at signalized intersections with signal phasing or timing								
IT.03A	Evaluate & modify left-turn phasing at signalized intersections on the HIN to reduce conflicting movements.	■	■			■	HIN, Programmatic	*STR*
IT.03B	Evaluate & implement use of leading pedestrian interval (LPI) at intersections with greatest crash risk of pedestrian-motor vehicle collisions.	■	■			■	Location Specific	*STR*
IT.03C	Review procedure on establishing yellow change & all-red clearance intervals.	■	■		■		Programmatic	*STR*
IT.03D	Continue to evaluate & implement ITS improvements to provide greater signal efficiency, coordination, communication, including piloting & evaluating adaptive traffic signal control.	■	■				Systemic	*STR*
IT.03E	Install emergency vehicle preemption at locations with the greatest need.	■	■				HIN, Systemic	*FD*, STR

FOCUS AREA :

5. SEGMENTS

OBJECTIVE 5.A REDUCE THE NUMBER OF KSI CRASHES ON ROAD CORRIDORS WITH ACCESS MANAGEMENT (REDUCING CONFLICT POINTS)

Reduce KSI crashes on segments by 2% per year

Install 4 Miles of Raised Medians per year with less than 8 median breaks per mile for the first 5 Years

OBJECTIVE 5.B REDUCE THE NUMBER OF KSI CRASHES ON ROAD CORRIDORS BY IMPROVING VISIBILITY, ILLUMINATION, & DRIVER EXPECTANCY

Initiate 3 single sided miles of lighting per year for the first 5 years and install a minimum of 3 miles per year by year 3

OBJECTIVE 5.C REDUCE THE NUMBER OF NIGHTTIME CRASHES BY IMPLEMENTING SYSTEMIC LIGHTING IMPROVEMENTS CITYWIDE

Reduce nighttime crashes by 5% Per Year

SEGMENTS STRATEGIES		5 E's: Identifies the type of work effort connected to the strategy					Application of Strategy	Partners
		Evaluation	Engineering	Enforcement	Education	Equity	HIN, Systemic, Location Specific, Programmatic	The Lead Department is Italicized, & support departments are included.
5.A Reduce the number of KSI crashes on corridors with access management (reducing conflict points)								
SG.01A	Update the current Access Management Standards within the Street Planning & Design Guidelines to provide guidance for all roadway classifications & all types of intersections, including unsignalized intersections & driveways (full access, partial access, left-in/left-out, & right-in/right-out).		■		■	■	Programmatic	*STR*, PTD, PDD, PD, ExPA, ExA
SG.01B	Install raised medians on HIN corridors to reduce conflict points.		■				HIN	*STR, PTD, PDD, NSD PD*
5.B Reduce the number of KSI crashes on road corridors by improving visibility, illumination, & driver expectancy								
SG.02A	Improve street lighting luminescence & uniformity on the HIN network at segments with the greatest nighttime crash history in coordination with the current city street lighting standards.	■	■			■	HIN	*STR*
SG.02B	Review unbalanced lane undivided arterials (i.e., two northbound lanes & three southbound lanes) for potential reconfiguration based on evaluation factors such as crash rate, speed, & volume.	■	■				Programmatic	*STR*, PDD
5.C Reduce the number of nighttime crashes by implementing systemic lighting improvements citywide								
SG.03A	Develop an approach to review & prioritize lighting improvements (improve or create positive lighting, coverage, brightness, etc.) at uncontrolled, marked mid-block crossings.	■	■			■	Programmatic, Location Specific	*STR*, PDD
SG.03B	For arterial & major collector streets with single sided lighting, add the other side of lighting in coordination with current city lighting standards.	■	■				Location Specific	*STR*, PDD

TOOLBOXES

To support the implementation of various strategies presented in this chapter, the City of Phoenix will utilize proven best practices, guidelines, toolkits, and handbooks from external organizations that include the Federal Highway Administration (FHWA), National Cooperative Highway Research Program (NCHRP), National Highway Traffic Safety Administration (NHTSA), and the Institute of Transportation Engineers (ITE). These resources are collectively referred to as toolboxes. These toolboxes are to be used to support advancing the RSAP strategies, apply proven engineering, enforcement, education, and evaluation designs and methods, and as **quick references** to determine how to best approach and solve a traffic safety issue within the city. Below are several examples of toolboxes presented by focus area. *Appendix-C contains the entire list of toolboxes*

GENERAL STRATEGIES

Strategies to Coordinate Zero Deaths Efforts for State and Local Agencies, FHWA-SA-20-061, November 2020 – The document is designed to help state and local agencies foster and build stronger relationships that support coordinated zero deaths efforts. The document describes work toward the Safe System Approach for reaching the zero deaths goal, including managing speed for safety, strengthening safety culture, and leveraging data and community input to prioritize changes. **Access**: https://safety.fhwa.dot.gov/zerodeaths/docs/Strategies_for_VZ_Coordination_112020.pdf

A Strategic Approach to Transforming Traffic Safety Culture to Reduce Deaths and Injuries, NCHRP Document 25, 2018 – A strategic approach to transform traffic safety culture should leverage the values and change the beliefs of all relevant traffic safety stakeholders across the social environment. The purpose of this report is to provide state agencies responsible for traffic safety (and their traditional, as well as non-traditional, traffic safety partners) with guidance for a strategic approach to transform the traffic safety culture of road users and stakeholders. The goal is to use this approach to sustain improvements in traffic safety for all road users, including non-motorized users. **Access**: https://nap.nationalacademies.org/download/25286#

BEHAVIOR RELATED

Noteworthy Speed Management Practices, FHWA-SA-20-047, August 2020 – This report provides an avenue of information for practitioners in that it summarizes eight case studies which highlight noteworthy practices over a range of speed management issues. The case study strategies include Strategic Speed Management Program; Self-Enforcing Roadways; Setting Credible Speed Limits; High Visibility Enforcement; Successful Strategies for Adoption of Safety Cameras; Targeted Reporting of Speeding-Related Crashes; Consistent Speed Limit for Vulnerable Road Users; and Network Approach to Setting Speed Limits. **Access:** https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa20047/fhwasa20047.pdf

High Visibility Enforcement (HVE) Toolkit, NHTSA – Provides information on types of enforcement (Saturation Patrol, Wave, Integrated Enforcement, and Multi-Jurisdictional Enforcement), placement of HVE, visibility elements, training and measuring effectiveness. Also provides information on publicity methods for HVE, implementation and resources on the website. In addition, NHTSA provides template materials (press releases, talking points, posters, etc.), for the following individual program areas: Impaired Driving; Occupant Protection; Speed/Aggressive Driving; and Distracted Driving. **Access:** https://www.nhtsa.gov/enforcement-justice-services/high-visibility-enforcement-hve-toolkit

PEDESTRIANS & BICYCLISTS

Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, FHWA-SA-17-072, July 2018 – This document provides guidance to agencies, including best practices for each step involved in selecting countermeasures. By focusing on uncontrolled crossing locations, agencies can address a significant national safety problem and improve quality of life for pedestrians of all ages and abilities. Agencies may use this guide to develop a customized policy or to supplement existing local decision-making guidelines. This guide provides a Countermeasure Selection Table for uncontrolled intersections based on posted speed limit, ADT and roadway configuration. This guide also provides a table listing the safety issues addressed by countermeasure type. **Access:** https://safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf

Improving Intersections for Pedestrians and Bicyclists Informational Guide, FHWA-SA-22-017, April 2022 – The purpose of this guide is to inform the state of the practice concerning intersection planning and design to implement solutions that help achieve the goal for zero fatalities and serious injuries while improving mobility for bicyclists and pedestrians. The primary intersection types discussed in this guide include traditional signalized intersections, roundabouts, Median U-Turn (MUT) intersections, Reduced Crossing U-Turn (RCUT) intersections, Quadrant Roadway (QR) intersections, Displaced Left Turn (DLT) intersections, and Diverging Diamond Interchanges (DDI). This guide also includes discussion about stop-controlled and uncontrolled intersection crossings for bicyclists and pedestrians. This guide illustrates integration of bikeways and pedestrian pathways at and across traditional and alternative intersections, describes countermeasures applicable to pedestrian and bicyclist crossings at intersections, and summarizes the application of intersection analysis methods for the safety and mobility of pedestrians and bicyclists. **Access:** https://safety.fhwa.dot.gov/intersection/about/fhwasa22017.pdf

INTERSECTIONS

Unsignalized Intersection Improvement Guide (UIIG) Toolkit, ITE, 2015 – The purpose of the UIIG is to assist and guide users through the process of evaluating their unsignalized intersections and identifying opportunities to enhance their safety and operational performance. The contents of the UIIG are presented under two sections: Information and Toolkit. The Information section provides important background material related to the types, users, common problems and treatments, and general considerations associated with unsignalized intersections. The Toolkit provides several resources to assist the user in: (1) collecting data on the existing conditions and characteristics of the intersection; and (2) identifying potential treatments that may improve the safety and mobility at the intersection. **Access:** https://toolkits.ite.org/uiig/

Manual on Pedestrian and Bicycle Connections to Transit, FTA-FL-26-7012-00, July 2017 – Provides a compendium of best practices to help transportation professionals improve pedestrian and bicycle safety and access to transit, including information on evaluating, planning for, and implementing improvements to pedestrian and bicycle access to transit. In addition to covering key concepts such as access sheds, connected networks, and station area comfort, safety, and legibility, the manual covers needs specific to pedestrians, such as complete sidewalks and safe, convenient crossings, and to bicyclists, such as bicycle parking and on-transit accommodations. **Access:** https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/64496/ftareportno0111.pdf

SEGMENTS

Intersection Proven Safety Countermeasure Technical Summary: Corridor Access Management, FHWA-SA-15-005, Updated July 2020 - This Technical Summary was prepared to assist transportation professionals with decisions pertaining to Corridor Access Management, including planning, permitting, design, selection, and implementation. This document provides a substantive overview of important access-related issues: safety performance (i.e. crashes), effects on pedestrian and bicycle facilities, and community and business economic impacts. **Access:** https://safety.fhwa.dot.gov/intersection/cam/fhwasa15005.pdf

Web-Based Training for FHWA Roadway Lighting Workshop Module 3: Street and Roadway Lighting Design, FHWA-SA-18-035, May 2018 – Participant workbook for Web-Based Training for FHWA Roadway Lighting Workshop, Module 3: Street and Roadway Lighting Design. Module 3 covers lighting design criteria, calculations, field measurements, and light pollution. Other modules include Module 1: Roadway Lighting Design Overview, Module 2: Lighting Hardware and Light Source Considerations for Roadway Lighting, and Module 4: Other Roadway Lighting Topics. **Access:** https://safety.fhwa.dot.gov/roadway_dept/night_visib/roadway_lighting_workshop/Module3Workbook_021219.pdf



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CHAPTER 6

A PATH FORWARD



STRATEGY PRIORITIZATION

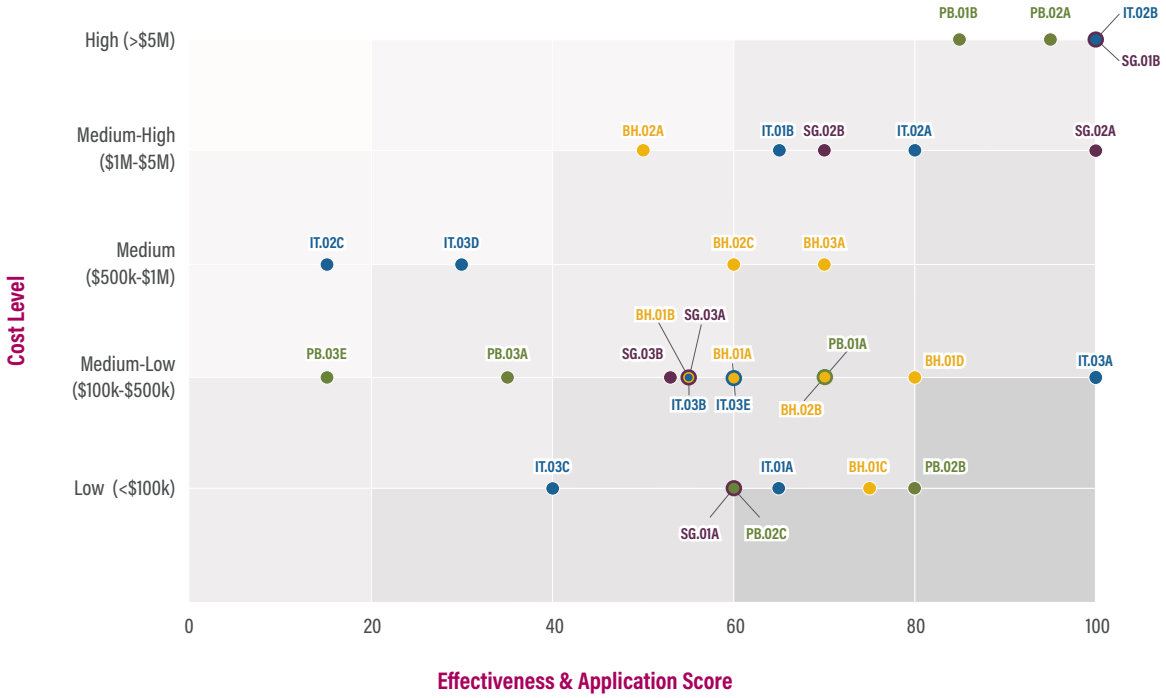
Recognizing resources are finite and that some actions will have a more immediate impact reducing traffic fatalities and improving safety, the strategies presented in the previous section were prioritized based on the following factors:

Effectiveness: Strategies that have been proven to have a higher impact on reducing serious and fatal crashes are prioritized higher in this plan. Resources used to quantify strategy effectiveness include: the Crash Modification Factors Clearinghouse, FHWA Proven Safety Countermeasures, and the National Highway Traffic Safety Association. General Strategies were not applicable and not included in this evaluation.

Application: Strategies that will be applied to the HIN are prioritized higher in this plan, with location specific, systemic, or programmatic strategies prioritized secondarily.

Cost: Annual average cost of implementation is an additional factor for strategy prioritization in this plan.

Using these factors, the chart below illustrates each strategy's composite effectiveness and application score distributed by annual average cost. Each strategy serves a purpose towards the ultimate vision of eliminating fatalities and serious injuries. **Strategies closest to the lower right corner are anticipated to have the highest benefit-cost ratio**.



Legend

BH: Behavior Related | PB: Pedestrians & Bicyclist | IT: Intersections | SG: Segments

As the City moves forward with the goal and reducing fatal and serious injury on City streets, an implementation plan was developed to identify the when, where, and how projects will be implemented. This section develops a framework for moving the objectives and strategies to actionable projects, including further details on work phases and timeline. This implementation plan is divided into three categories based on timing, sequence, and location: **Foundational Change**, **Systemic Implementation**, & **Addressing the HIN**. Strategies may apply to one or more of these categories.

FOUNDATIONAL CHANGE

Foundational change strategies include internal initiatives and process improvements to support the City's goals of becoming a Vision Zero community, improving crash data collection and evaluation, and creating a culture of roadway safety within the City. Foundational change strategies will serve as the building blocks to support implementation of the other strategies within the plan and, as such, are excluded from the previous strategy prioritization effort. Most of these strategies will be substantially complete with one-time efforts to establish policies, procedures, or framework needed to execute other strategies. Each foundational change strategy is provided in the following table along with a justification statement, the process to complete the strategy, and proposed timeline for completion.



FOUNDATIONAL CHANGE STRATEGIES

GN.01A - CREATE A CITY OF PHOENIX INTER-DEPARTMENTAL VISION ZERO TASK FORCE

Justification	Process Phases	Timeline
Developing an inter-departmental task force is a foundational element of a Vision Zero Plan. A diverse, committed team is needed to lead in the goal of reducing & eliminating serious injury & fatal crashes, as many factors contribute to crash safety. The success of the program will be dependent on involvement from internal departments & external stakeholders, with different knowledge, experience, & roles, but the same shared goal of improving safety.	-PHX RSAP Project Team to develop Vision Zero Task Force draft framework, including the group's goals, growth phases, coordination schedule, & stakeholder roles/functions. -PHX leadership team to finalize framework -Designation of Task Force Chair/Department -Engagement with department supervisors for commitment & key team members. -Tier 1: Establish Executive Task Force -Tier 2: Establish RSAP Implementation Team -Tier 3: Establish Community Advisory Committee	*Q4 2022* - Executive Task Force begins quarterly meetings; RSAP Implementation Team begins monthly meetings *Q2 2023* - Establishment of the Community Advisory Committee with quarterly meeting cadence

GN.01B - CREATE AN ANNUAL VISION ZERO STATUS REPORT INCLUDING UPDATED CRASH STATISTICS FROM THE CRASH DASHBOARD, HIGH INJURY NETWORK (HIN), & STATUS OF PERFORMANCE MEASURE TARGETS.

Justification	Process Phases	Timeline
The annual Vision Zero Status Report will provide benchmarking information on the City's progress in reaching safety goals. The status report is intended to keep focus on the short term & long term goals, provide information to the public, Council, & other stakeholders, review effectiveness of strategies implemented, & inform future implementation decisions.	-Development of a crash dashboard with enhanced evaluation features. -Development of a high injury network (HIN). -Development of performance measure targets. -Development of a status report template for all performance measure targets. -Complete a Vision Zero Status Report once annually, reporting on the current status of all performance measure targets. -Update the HIN every three years based on the most recent five years of crash data.	*Q4 2022* - Development of crash dashboard, HIN, performance measure targets, status report template *Q4: Annual* - Data analysis for each status report *Q2: Annual* - Status reports complete

GN.02A - CONTINUE TO ANALYZE SAFETY DATA ANNUALLY TO IDENTIFY HIGH SEVERITY CRASH AREAS AND IMPLEMENT COUNTERMEASURES AT PRIORITIZED LOCATIONS.

Justification	Process Phases	Timeline
The City currently conducts an annual safety review of trends Citywide, & uses supporting data to inform project-specific analyses throughout the year. This strategy aims to develop more dynamic evaluation capabilities to better understand hot spot areas with particular crash types. The network screening improvements could be developed to rank locations based on crash frequency, crash severity, & user type. Potential evaluations include: top signalized intersections by left-turn & angle crashes, top unsignalized intersections by left-turn & angle crashes, top segments by pedestrian crashes, top intersections by percent of nighttime collisions, top segments by percent of nighttime collisions, most crashes within a set radius of a school, top locations by children & elderly pedestrian crashes, top locations involving transit corridors, & consideration of equity factors.	-Integrate a more frequent data transfer (weekly/monthly) for the Streets Department to obtain new crash data for analysis. -Collaborate to identify the network screening features desired. -Integrate GIS elements with crash data (equity, traffic signals, HAWKs, unsignalized intersections, street lighting, transit corridors, etc.). -Develop features within the crash dashboard to quickly query data.	*Q1 2023* - Integration of automated crash data transfer & GIS elements *Q3 2023* - Development of evaluation features

FOUNDATIONAL CHANGE STRATEGIES (CONT.)

GN.02B - IMPROVE CRASH DATA SHARING BETWEEN THE STREET TRANSPORTATION DEPARTMENT, POLICE DEPARTMENT, & ARIZONA DEPARTMENT OF TRANSPORTATION.

Justification	Process Phases	Timeline
Crash data is initially collected & reviewed by Phoenix PD, reported to ADOT, reviewed/scrubbed through ADOT, & shared back to Phoenix Streets on an annual basis for crash data analysis. Improvements to the crash data sharing process are intended to reduce the data latency between the date of a crash & the date in which it is available for review by Phoenix Streets.	*-Method A: ADOT Data Transfer* •Establish an FTP to share crash data directly from ADOT, on a more frequent basis (weekly or monthly). •Develop connections to integrate the data format directly into the existing crash data dashboard. *-Method B: Phoenix PD Data Transfer* •Establish an FTP to share crash data directly between departments, from PHX PD to Streets, on a more frequent basis (weekly or monthly). •Develop connections to integrate the data format directly into the existing crash data dashboard.	*Q1 2023* - Establish crash data connection(s) *Q3 2023* - Integrate fully within dashboard

GN.02C - CONTINUE TO CONDUCT ROAD SAFETY AUDITS (RSA), FOCUSING ON THE HIN, TO IDENTIFY APPROPRIATE COUNTERMEASURES; DEVELOP & IMPLEMENT RECOMMENDED COUNTERMEASURES THROUGH PROJECTS AT THESE LOCATIONS.

Justification	Process Phases	Timeline
The formal RSA program is funded by the Maricopa Association of Governments (MAG), based on the intersections ranking highest in safety need. The MAG list of Top 100 intersections, published every few years, typically includes a significant number of locations within Phoenix. When Phoenix intersections are selected for study, continue support & involvement from Phoenix staff to provide background information on existing issues, participate in discussion of proposed recommendations, & develop a response to each proposed recommendation.	-Continue to submit applications for the MAG Road Safety Assessment Program to conduct RSAs at intersections, along corridors, & in conjunction with preliminary design of projects on the HIN. -Identify candidate locations by crosschecking the MAG Top 100 list with the City's HIN & excluding any past RSA locations or recently completed safety improvement projects. -Designate one staff position within Traffic Services to identify & pursue funding sources (outside of CIP funds) to support safety improvement implementation.	*Continuous*

GN.02D - ENHANCE AND STREAMLINE THE PROCESS TO IMPLEMENT RSA RECOMMENDATIONS.

Justification	Process Phases	Timeline
RSAs generate a list of recommendations to improve safety at an intersection, ranging from signing & marking, signal operation & phasing, ADA considerations, access management, & minor maintenance items. The improvement efforts are carried out by various teams within the City (signals, sign shop, police, fire, maintenance, transit, etc.) & tracking the status of ongoing improvements is currently challenging.	-Designate one staff position within Traffic Services to manage the documentation of RSA recommendations (excluding maintenance items) & obtain feedback from internal staff and other departments (Transit, PD, etc.) to program the improvements. -Improve collaboration between departments on RSA recommendations that are not led by Streets (Transit, PD, etc.) -Following implementation of safety improvements, conduct before & after evaluations to track the changes/benefits of the improvements. The evaluation is recommended to include 3 years of data before & after the improvements.	*Q3 2023* -Create central tracking process to program safety

FOUNDATIONAL CHANGE STRATEGIES (CONT.)

GN.03A - INCORPORATE ANALYSIS OF CRASH HISTORY & COUNTERMEASURES SAFETY IMPROVEMENTS FOR CITY OF PHOENIX CAPITAL IMPROVEMENT PROJECTS & PRIVATE DEVELOPMENT PROJECTS

Justification	Process Phases	Timeline
Evaluation of crash data & safety trends is an important aspect as the City plans for & implements projects. A historical crash review & associated countermeasure identification is recommended to be added as a required element in CIP project development & in the private development review process.	-Review CIP program types to identify which should require crash evaluation in planning process, & which may be excluded. -City management engagement to facilitate coordination between Streets & other involved departments for CIP process modifications. -Streets to develop proposed criteria for crash data evaluation (number of years, intersection radius, segment bounds, reporting summaries). -Create process flow & assign responsibility to staff person who will query crashes using dashboard or provide methodology for submitter to be able to pull key crash information.	*Continuous* - Begin in 2023

GN.03B - MAKE THE ROAD SAFETY CRASH DASHBOARD AVAILABLE TO CITY STAFF TO ACCESS FOR ANALYSIS & DEVELOPMENT OF COUNTERMEASURES INTO CITY PRACTICES.

Justification	Process Phases	Timeline
Safety reviews help the City make fiscally responsible decisions & to improve the safety for all roadway users. The objective of the road safety crash dashboard is to extract useful information from centrally stored safety data & display the information using graphs, tables, maps & other visualizations so that staff across departments (e.g. project-specific stakeholders) can make informed decisions. Providing department access to this tool will reduce the risk of schedule delays when incorporating safety reviews in projects & encourage involvement in safety review in other departments, outside of Streets.	-Establish an FTP to share crash data directly from ADOT, on a more frequent basis (weekly or monthly). -Broaden geographical analysis of crash data to include crashes near jurisdictional boundaries with other agencies. -Develop a crash dashboard that allows crash data to be more easily accessible & provide enhanced analytics. -Improve investigation & procedural requirements to shorten time from when a fatal or serious injury motor vehicle crash occurs & when the records are submitted to ADOT.	*Q1 2023* - Establish crash data connection(s) *Q3 2023* - Integrate crash data scrubbing elements *Q4 2024* - Improve timeframe for submitting fatal crash records to ADOT

GN.03C - INCORPORATE A VISION ZERO COMPONENT INTO REQUIRED DRIVER TRAINING PROGRAMS FOR CITY OF PHOENIX EMPLOYEES (INCLUDING MUNICIPAL COURTS) & CONTRACTORS.

Justification	Process Phases	Timeline
The City of Phoenix has more than 14,000 employees working across 35 departments. Both the Occupational Safety and Health Administration (OSHA) & the National Highway Traffic Administration (NHTSA), agree that by implementing an effective program of corporate driver training, the number of crashes your employees might be involved in will be dramatically lowered. Instilling & reinforcing Vision Zero safe driving practices for city staff & contractors reduces the likelihood that they contribute to serious & fatal accidents.	-Work with appropriate team member to add a Vision Zero component to required employee on-boarding & annual training. Expand this training to the Municipal Courts. -Create & publish a series of webinars or videos to provide Vision Zero training specific to the City of Phoenix. -Ask vendors registered with ProcurePHX to self-certify that key personnel have participated in Phoenix's Vision Zero Training within the past three years.	*Q3 2023* - Add Vision Zero component for internal staff training & expand *Q2 2023* - Publish Vision Zero Training

FOUNDATIONAL CHANGE STRATEGIES (CONT.)

GN.03D - DEVELOP AND MAINTAIN A LIST OF PRIORITIZED PLANNING, PRE-DESIGN, DESIGN, & CONSTRUCTION PROJECTS IN PURSUIT OF LOCAL, STATE, FEDERAL, & PRIVATE GRANT FUNDING AS APPROPRIATE.

Justification	Process Phases	Timeline
Maintaining a list of prioritized projects will streamline application processes as new funding opportunities become available. Maintaining the prioritized list will reduce delay and deliberation during the grant application process, and will allow City staff to focus time into crafting the best applications possible to be selected for funding.	-The projects listed in the "Addressing the HIN" section of this chapter will serve as the initial list of prioritized projects. -As the HIN is updated in the future, new locations will be identified and prioritized based on the number of historical KSI crashes or predicted injury crashes.	*Continuous*

GN.03E - INCORPORATE USE OF USLIMITS2, A FREE, WEB-BASED TOOL, TO ASSESS & ESTABLISH SPEED LIMITS FOR SPECIFIC SEGMENTS OF ROADWAY WITH HIGH PEDESTRIAN/BICYCLIST ACTIVITY, ON-STREET PARKING, MORE THAN 30 DRIVEWAYS PER MILE, OR ABOVE AVERAGE CRASH HISTORY. USLIMITS2 PRODUCES AN UNBIASED AND OBJECTIVE SUGGESTED SPEED LIMIT VALUE BASED ON 50TH AND 85TH PERCENTILE SPEEDS, TRAFFIC VOLUMES, ROADWAY TYPE, ROADWAY SETTING, NUMBER OF ACCESS POINTS, CRASH HISTORY, & PEDESTRIAN/BICYCLIST ACTIVITY

Justification	Process Phases	Timeline
The City of Phoenix has authority per ARS 28-703 to set appropriate speed limits on the basis of an engineering & traffic investigation. There is broad consensus among global roadway safety experts that speed control is one of the most critical methods to reduce the significant risks drivers impose on others—especially vulnerable road users—and on themselves. Addressing speed is fundamental to the Safe System Approach for reducing fatalities and serious injuries.	-Use USLIMITS2 at: https://safety.fhwa.dot.gov/uslimits/ -Document the factors or thresholds that constitute "high pedestrian/bicyclist activity" beyond the examples provided in the user guide. -Determine the average crash rate per 100 million vehicle miles for different types of roads in the City of Phoenix to replace the national Highway Safety Information System (HSIS) rates. -Determine the average injury & fatal rates for different types of roads in the City of Phoenix to replace the national HSIS rates.	*Q4 2022* - Begin

PB.02B - DEVELOP A BEST PRACTICE APPROACH FOR PEDESTRIAN CROSSINGS TO IMPROVE SAFETY IN A CONTEXT SENSITIVE MANNER.

Justification	Process Phases	Timeline
Judgment on the application of a marked crosswalk should be based on multiple factors, including land uses, present & future demand, pedestrian compliance, speed, safety, and crash history. Volumes alone are not enough to determine whether or not a particular device should be used. The presence of a marked crosswalk does not in & of itself render a street safe. Based on their surrounding context, speed, & overall roadway width, marked crosswalks often require additional safety measures such as safety islands, signals, or traffic calming.	-Establish process to standardize all uncontrolled marked crosswalk locations. -Set up annual reviews of marked crosswalk locations for maintenance purposes. -Develop & implement warrant criteria for when to designate a new crossing location.	*Q4 2022* - Establish new crossing warrant criteria *Q4 2023* - Complete standardization process for uncontrolled locations; Establish annual review cadence of crosswalk locations

FOUNDATIONAL CHANGE STRATEGIES (CONT.)

PB.02C - DEVELOP A CHECKLIST OR TOOLKIT TO IMPROVE SAFETY FOR PEDESTRIANS & BICYCLISTS THROUGH SMART DESIGN CHOICES FOR ALL TO BE USED IN DESIGNING CITY OF PHOENIX CAPITAL IMPROVEMENT PROGRAM PROJECTS & PRIVATE DEVELOPMENT PROJECTS.

Justification	Process Phases	Timeline
Checklists can help professionals identify roadway crash risk early on in the lifespan of a project. Early identification of issues allows time for safety countermeasures to be identified, evaluated, & budgeted for during final design & construction. Checklists offer a systematic procedure that empowers staff & other professionals to play a role in road safety without extensive training or education in road safety principles. Checklists may be complemented by design toolkits, which provide further guidance for the application of specific countermeasures given site-specific conditions.	-Develop a fillable form PDF checklist that guides the user in design choices that are likely to improve safety for pedestrians & bicyclists. Reference existing toolkits when available. -Develop internal & external processes for use of the checklist.	*Q4 2023* - Implement for CIP Program *Q2 2024* - Implement for private development projects



SYSTEMIC IMPLEMENTATION

Expanding **beyond the HIN,** systemic implementation takes a broader view and addresses risk across the City's entire roadway system. A systemic safety approach involves continuous evaluation, engineering, enforcement, and education initiatives to allocate resources to proactively address safety concerns. Systemic actions build upon resources and programs the City already has and may have an annual implementation goal to track progress. The strategies identified in this plan target the City's high risk crash types and should be widely implemented as resources allow. Most of these strategies will be continually implemented through annual programs. The following sections are organized by 4 of the 5E's and recommend actions to start in the first year of plan implementation. The 5th E, Equity, is incorporated for each strategy during project development and prioritization, and thus, does not have a dedicated table.



SYSTEMIC EVALUATION

Quality data is the foundation for making important decisions regarding the design, operation, and safety of roadways. The combination of analyzing crash, roadway and traffic data leads to more precise and prioritized safety decisions. Safety analysis helps the City make decisions that are fiscally responsible and to improve the safety of the roadway for all users. Phoenix has been conducting safety analysis for decades to better identify safety problems and prescribe solutions to inform the CIP and respond to citizen feedback and input from elected officials. The City receives 50 to 70 requests for traffic signals and 40 to 50 requests for signalized mid-block pedestrian crossings (HAWKs) each year. To advance the City's ability to incorporate explicit, quantitative consideration of safety into planning and project development decision making, several safety enhancements and process changes will be made to: *modernize and manage existing safety analysis tools in a centralized database and software system, implement city-wide network screening to identify candidate locations, update evaluation and prioritization methodologies, implement a centralized tracking system for traffic and safety study requests, incorporate available safety analysis tools at the project level including USLIMITS2 and IHSDM, shorten the installation time for safety countermeasures, and record outcome data to measure progress over time.*

FIRST YEAR EVALUATION ACTIONS:

PB.02A: CONTINUE TO ANALYZE SAFETY DATA ANNUALLY TO IDENTIFY HIGH SEVERITY CRASH AREAS & IMPLEMENT COUNTERMEASURES AT PRIORITIZED LOCATIONS.

- Re-instate collection of traffic volumes city-wide on arterials and major collectors at least once every three years.
- Modernize existing safety analysis tools in a centralized database and software system. (UNDERWAY)

GN.02B: IMPROVE CRASH DATA SHARING BETWEEN THE STREET TRANSPORTATION DEPARTMENT, POLICE DEPARTMENT, & ARIZONA DEPARTMENT OF TRANSPORTATION. (UNDERWAY)

GN.03B: MAKE THE ROAD SAFETY CRASH DASHBOARD AVAILABLE TO CITY STAFF TO ACCESS FOR ANALYSIS & DEVELOPMENT OF COUNTERMEASURES INTO CITY PRACTICES. (UNDERWAY)

GN.03E: INCORPORATE USE OF USLIMITS2, A FREE, WEB-BASED TOOL, TO ASSESS AND ESTABLISH SPEED LIMITS FOR SPECIFIC SEGMENTS OF ROADWAY WITH HIGH PEDESTRIAN/BICYCLIST ACTIVITY, ON-STREET PARKING, MORE THAN 30 DRIVEWAYS PER MILE, OR ABOVE AVERAGE CRASH HISTORY.

PB.03A: ANALYZE THE TRANSPORTATION NETWORK TO IDENTIFY LOCATIONS THAT HAVE THE GREATEST NUMBER OF RISK-FACTORS (WHICH CONTRIBUTE TO PEDESTRIAN & BICYCLIST CRASHES), & THEN IDENTIFY COUNTERMEASURE IMPROVEMENTS.

2-5 YEAR EVALUATION ACTIONS:

BH.02C: CONTINUE TO EVALUATE & IMPLEMENT SPEED MANAGEMENT TECHNIQUES RELATED TO ROADWAY DESIGN, ROADWAY SURFACE, TRAFFIC CONTROL, COMMUNITY EDUCATION, AND SPEED ENFORCEMENT. (UNDERWAY)

PB.01B: IMPLEMENT SCHOOL ZONE SAFETY COUNTERMEASURES FOR SCHOOL CROSSINGS OF COLLECTOR ROADS. DEVELOP SCHOOL TYPOLOGIES FOR PRIORITIZATION.

IT.03B: DEVELOP A GEOSPATIAL NETWORK SCREENING PROCESS, THAT INCLUDES THE FREQUENCY & SEVERITY OF CRASHES, FOR UNSIGNALIZED INTERSECTIONS TO IDENTIFY PRIORITY LOCATIONS FOR IMPROVEMENTS.

SYSTEMIC ENGINEERING

Engineering strategies address roadway safety through roadway design, traffic engineering, maintenance, operations, and planning. Certain strategies are better suited for widespread implementation across the City to proactively address crash risk or to provide consistency and equitability. Additionally, some engineering strategies are currently being targeted for location-based implementation on the HIN because there are limited resources to allocate. In future years, as those locations are addressed and additional funding may become available, the strategies identified in this plan will continue to merit widespread implementation to accelerate the achievement of safety goals. The Capital Improvement Program (CIP) in the Street Transportation Department includes a comprehensive pavement maintenance program, improvements to existing streets for mobility and safety issues, technology upgrades to signals, building new street and drainage infrastructure, expanding roadways, and much more. The 2020-2025 five-year program will provide over $750 million in improvements to the City's infrastructure. As these CIP projects are implemented, they should be viewed through a safety lens to determine applicable road safety strategies to incorporate.

FIRST YEAR ENGINEERING ACTIONS:

PB.02A: **CONTINUE CONSTRUCTING MIDBLOCK CROSSINGS AT PRIORITY ARTERIAL ROAD LOCATIONS THAT INCLUDE: HAWKS, SIGNING, MARKINGS, & LIGHTING TO PROVIDE A SAFE PLACE FOR PEOPLE WALKING & BICYCLING TO CROSS.**
EFFECTIVENESS & APPLICATION SCORE = 95; 20 PER YEAR AT $440K EACH.

PB.01A: **DEVELOP SAFE ROUTES TO SCHOOL PLANS FOR PUBLIC, PRIVATE, & CHARTER ELEMENTARY, MIDDLE, & HIGH SCHOOLS WITH CROSSINGS OF ARTERIAL ROADS.**
EFFECTIVENESS & APPLICATION SCORE = 70; 20 STUDIES OR INSTALLATIONS PER YEAR AT $40K EACH.

IT.03B: **CONTINUE EVALUATION AND IMPLEMENTATION OF LEADING PEDESTRIAN INTERVAL (LPI) AT INTERSECTIONS WITH GREATEST CRASH RISK OF PEDESTRIAN-MOTOR VEHICLE COLLISIONS.**
EFFECTIVENESS & APPLICATION SCORE = 55; INSTALL AT 30 LOCATIONS PER YEAR, ASSUME 10 INVOLVE NEW CONTROLLERS ($35K EACH) AND 20 CAN USE EXISTING EQUIPMENT ($1K).

SG.03A: **DEVELOP AN APPROACH TO REVIEW & PRIORITIZE LIGHTING IMPROVEMENTS (IMPROVE OR CREATE POSITIVE LIGHTING, COVERAGE, BRIGHTNESS, ETC.) AT UNCONTROLLED, MARKED MIDBLOCK CROSSINGS.**
EFFECTIVENESS & APPLICATION SCORE = 55; 10 LOCATIONS PER YEAR (20 NEW STREETLIGHTS) AT $20K EACH.

SG.03B: **FOR ARTERIAL & MAJOR COLLECTOR STREETS WITH SINGLE SIDED LIGHTING, ADD THE OTHER SIDE OF LIGHTING IN COORDINATION WITH CURRENT CITY LIGHTING STANDARDS.**
EFFECTIVENESS & APPLICATION SCORE = 53; 2 MILES OF SINGLE SIDED LIGHTING PER YEAR AT $585K PER MILE.

PB.03E: **ESTABLISH NATURAL OR STRUCTURAL SHADE IN PEDESTRIAN REFUGE & WAITING AREAS.**
EFFECTIVENESS & APPLICATION SCORE = 15; SHADE INSTALLATION AT 60 TRANSIT STOPS PER YEAR AT $8K EACH.

IT.02B: **CONTINUE EFFORTS TO IDENTIFY EXISTING TRAFFIC SIGNALS WITH LEGACY EQUIPMENT INCLUDING LIGHTING LEVEL, & RECONSTRUCT THEM TO CURRENT STANDARDS. (UNDERWAY)** EFFECTIVENESS & APPLICATION SCORE = 100 ; REBUILD 15 HIN INTERSECTIONS PER YEAR AT $1M EACH.

IT.03D: **CONTINUE TO EVALUATE & IMPLEMENT ITS IMPROVEMENTS TO PROVIDE GREATER SIGNAL EFFICIENCY, COORDINATION, COMMUNICATION, INCLUDING PILOTING & EVALUATING ADAPTIVE TRAFFIC SIGNAL CONTROL. (UNDERWAY)** EFFECTIVENESS & APPLICATION SCORE = 30; 18 INTERSECTIONS AT $55K EACH.

2-5 YEAR ENGINEERING ACTIONS:

PB.01B: **IMPLEMENT SCHOOL ZONE SAFETY COUNTERMEASURES FOR SCHOOL CROSSINGS OF COLLECTOR ROADS. DEVELOP SCHOOL TYPOLOGIES FOR PRIORITIZATION.** EFFECTIVENESS & APPLICATION SCORE = 85; IMPLEMENT SAFETY IMPROVEMENTS AT 20 SCHOOLS PER YEAR AT $500K EACH.

IT.01B: **FOR PRIORITY UNSIGNALIZED INTERSECTIONS THAT DO NOT OR ARE NOT ANTICIPATED TO MEET TRAFFIC SIGNAL WARRANT CRITERIA, EVALUATE & IDENTIFY ALTERNATIVE COUNTERMEASURES TO IMPROVE TRAFFIC SAFETY.** EFFECTIVENESS & APPLICATION SCORE = 65; COMPLETE IMPROVEMENTS AT 10 UNSIGNALIZED INTERSECTIONS PER YEAR AT $150K EACH.

IT.02A: **REVIEW SIGHT VISIBILITY AT HIN INTERSECTIONS TO ENSURE ADEQUATE SIGHT DISTANCE FOR LEFT-TURNING VEHICLES. RE-STRIPE/RECONSTRUCT SINGLE LEFT TURN LANES TO HAVE ZERO OR POSITIVE OFFSETS, WHERE PROTECTED LEFTS ARE NOT IMPLEMENTED.** EFFECTIVENESS & APPLICATION SCORE = 80; CORRECT LEFT TURN OFFSET ISSUES AT 10 INTERSECTIONS PER YEAR AT $250K EACH.

IT.02C: **INSTALL ADDITIONAL FAR-SIDE BUS BAYS AT PRIORITY LOCATIONS.** EFFECTIVENESS & APPLICATION SCORE = 15; INSTALL 5 FAR-SIDE BUS BAYS PER YEAR AT $200K EACH.

IT.03A: **EVALUATE & MODIFY LEFT-TURN PHASING AT SIGNALIZED INTERSECTIONS ON THE HIN TO REDUCE CONFLICTING MOVEMENTS.** EFFECTIVENESS & APPLICATION SCORE = 100; 10 LOCATIONS AT $4.5K WITH SIGNAL MODIFICATIONS OF 150K EACH.

IT.03C: **REVIEW PROCEDURE ON ESTABLISHING YELLOW CHANGE & ALL-RED CLEARANCE INTERVALS.** EFFECTIVENESS & APPLICATION SCORE = 40; STUDY/COMMUNICATIONS EFFORT EST. $150K.

IT.03E: **INSTALL EMERGENCY VEHICLE PREEMPTION AT LOCATIONS WITH THE GREATEST NEED.** EFFECTIVENESS & APPLICATION SCORE = 60; INSTALL/UPGRADE EVP AT 10 LOCATIONS PER YEAR AT $20K PER INTERSECTION.

SG.01A: **UPDATE THE CURRENT ACCESS MANAGEMENT STANDARDS WITHIN THE STREET PLANNING & DESIGN GUIDELINES TO PROVIDE GUIDANCE FOR ALL ROADWAY CLASSIFICATIONS & ALL TYPES OF INTERSECTIONS, INCLUDING UNSIGNALIZED INTERSECTIONS & DRIVEWAYS (FULL ACCESS, PARTIAL ACCESS, LEFT-IN/LEFT-OUT, & RIGHT-IN/RIGHT-OUT).** EFFECTIVENESS & APPLICATION SCORE = 60; STUDY/DESIGN GUIDE EST. $325K.

SG.01B: **INSTALL RAISED MEDIANS ON HIN CORRIDORS TO REDUCE CONFLICT POINTS.** EFFECTIVENESS & APPLICATION SCORE = 100; INSTALL 4 MILES OF RAISED MEDIAN PER YEAR AT $2.25M PER MILE.

SG.02A: **IMPROVE STREET LIGHTING LUMINESCENCE & UNIFORMITY ON THE HIN NETWORK AT SEGMENTS WITH THE GREATEST NIGHTTIME CRASH HISTORY IN COORDINATION WITH THE CURRENT CITY STREET LIGHTING STANDARDS.** EFFECTIVENESS & APPLICATION SCORE = 100; 3 MILES OF SINGLE SIDED LIGHTING PER YEAR AT $585K PER MILE.

SG.02B: **REVIEW UNBALANCED LANE UNDIVIDED ARTERIALS (I.E., TWO NORTHBOUND LANES & THREE SOUTHBOUND LANES) FOR POTENTIAL RECONFIGURATION BASED ON EVALUATION FACTORS SUCH AS CRASH RATE, SPEED, & VOLUME.** EFFECTIVENESS & APPLICATION SCORE = 70; IMPROVE 2 MILES PER YEAR AT $1M PER MILE.

SYSTEMIC ENFORCEMENT

The two primary goals of traffic law enforcement are to: promote sustained compliance with traffic laws through deterrence and prevent risky traffic situations from occurring and thus preventing or reducing the number of motor vehicle crashes. Some roadway users will ignore traffic laws if they perceive that their actions will not be detected or enforced, even with the potential of fines, mandatory training (loss of time), and losing licensure. In general, road users obey road rules when they perceive a substantial risk. Deterrence through enforcement should be: 1) accompanied by widespread publicity, 2) unpredictable and difficult to avoid, 3) a mix of highly visible and less visible activities, 4) continued over a long period of time, and 5) well resourced.

A goal of this plan is to further integrate the five E's (evaluation, engineering, enforcement, education, and equity) into different City Departments. Collaboration between the Street Transportation Department and Police Department will bolster enforcement efforts with crash analysis (evaluation) to inform resource allocation and targeted areas for enforcement such as types of crashes, factors, days of the week, times of the day, and locations.

Law enforcement agencies across the United States are struggling to recruit and hire police officers. It is anticipated to take multiple years to expand staffing for the Traffic Bureau to achieve greater performance metrics in the area of enforcement. The current performance metrics align with existing staff levels and may be reviewed and revised in the future.

FIRST YEAR ENFORCEMENT ACTIONS:

BH.01D: **PROACTIVE ENFORCEMENT ON THE HIN, WITH EMPHASIS ON RISK FACTORS THAT CONTRIBUTE TO PEDESTRIAN AND BICYCLIST RELATED CRASHES.** EFFECTIVENESS & APPLICATION SCORE = 80

BH.03A: **EXPANDED DUI ENFORCEMENT.** EFFECTIVENESS & APPLICATION SCORE = 70

BH.01B: **EXPANDED ENFORCEMENT OF SCHOOL ZONE LAWS.** EFFECTIVENESS & APPLICATION SCORE = 55

BH.02A: **EXPANDED ENFORCEMENT FOR USER BEHAVIOR ISSUES - SPEEDING, RED-LIGHT RUNNING, DISTRACTED DRIVING, AGGRESSIVE DRIVING** EFFECTIVENESS & APPLICATION SCORE = 50



SYSTEMIC EDUCATION

The behavior of drivers, pedestrians, motorcyclists, and cyclists is the human factor element in traffic crashes. Traffic safety education is an integral component in changing behavior and encouraging safety in every trip, whether it is walking, biking, riding transit, or driving.

Awareness campaigns are important tools of systemic education. The objective of Phoenix's Vision Zero awareness campaigns are to educate the public and encourage safe behaviors for all road users specifically targeting change in road user behavior related to speeding, red-light running, distracted driving, impaired driving and address crashes involving pedestrians and bicyclists. These campaigns will include:

Organic Grassroots Outreach. Most programs are community-based and involve local, grassroots organizations (i.e., schools, faith-based, business, service/civic/social, advocacy, public health) and law enforcement agencies, that can help to sustain and institutionalize the initiative. These potential partners are able to connect to the public as they speak as community members, supporters and friends to audiences who – as employers, students, parishioners, customers, members, etc. – are naturally receptive to their messages. Organic campaigns featuring reels, challenges and videos will be created on Facebook, Twitter, and Instagram and cross shared with school districts, to promote eye-catching statistics and safe road-use tips. Additional outreach items such as stickers may be developed for distribution.

Paid Media. Messaging will be developed and displayed through multiple channels, including billboards near freeways, and via social media campaigns on Facebook, Twitter, and Instagram. Statewide TV & radio PSA spots will be developed in English & Spanish and boosted with YouTube and Google Ads.

FIRST YEAR ACTIONS (EDUCATION):

BH.01C: **EXPAND CURRENT EFFORTS FOR STUDENT PEDESTRIAN & BICYCLIST EDUCATION, SAFETY, & AWARENESS EFFORTS, FOCUSING ON SCHOOLS WITHIN 1/4 MILE OF THE HIN NETWORK.** EFFECTIVENESS & APPLICATION SCORE = 75

BH.02B: **DEVELOP ROADWAY SAFETY AWARENESS & EDUCATION CAMPAIGNS FOR PEOPLE DRIVING VEHICLES, IN CONCERT WITH ENFORCEMENT EFFORTS, TO SPECIFICALLY TARGET CHANGE IN ROAD USER BEHAVIOR RELATED TO SPEEDING, RED-LIGHT RUNNING, DISTRACTED DRIVING, & AGGRESSIVE DRIVING.** EFFECTIVENESS & APPLICATION SCORE = 70

BH.01A: **CONTINUE & ENHANCE PAID AND EARNED MEDIA CAMPAIGNS (ELECTRONIC, PRINT, RADIO, AND BROADCAST) TO PROMOTE PUBLIC AWARENESS OF PEDESTRIAN AND BICYCLIST SAFETY. THIS INCLUDES USING NEW & EFFECTIVE METHODS TO REACH TARGET AUDIENCES.** EFFECTIVENESS & APPLICATION SCORE = 60

ADDRESSING THE HIN

Projects targeted within the first five years of the Road Safety Action Plan adoption are focused on the geographic locations within the City with the greatest demonstrated pattern of motor vehicle crashes resulting in fatalities and serious injuries – the **High Injury Network (HIN)**. Projects implemented on the HIN will have the highest immediate impact on safety and will be prioritized for funding and implementation. Locations from the HIN are grouped into three project type categories that identify the overarching characteristics of improvements: Intersections, Segments, and Composite (Segments + Intersections). Several Intersection locations on the HIN have been recently addressed by the City, and thus have been removed from these lists. **To determine which locations should be prioritized, three factors were applied per project category:**

- **The amount of KSI crashes** at/on the location. Locations were rank ordered by amount of KSI crashes in that project catagory, then the catagory was divided into thirds: Tier 1, 2, and 3.

- Within each Tier, the locations were prioritized in an area of need determined by the **Phoenix RSAP Equity Analysis**. If the location is either fully in, adjacent - one side, or at least one corner (intersections) it is noted as a 'yes.'

- **Status of location/project**. The intent of this information is to help determine what RSAP strategies should be implemented at these locations. The status of the location/project are RC = recently completed, PC = partially completed, P = programmed in the upcoming Phoenix Capital Improvement Program (CIP), or F = future project is needed.

Additionally, key crash characteristics are identified per location providing a snapshot of the factors and crash types that have occurred at this location from the 5-year crash data (2015-2019). This will be used to identify RSAP Strategies and other safety countermeasures to develop the context sensitive solutions to incorporate into the scope of work for each project. RSAP strategies that will be evaluated for integration into these projects include **GN.03E**, **BH.01D**, **BH.02A**, **PB.02A**, **PB.02B**, **PB.02C**, **PB.03E**, **IT.01A**, **IT.01B**, **IT.02A**, **IT.02B**, **IT.03C**, **IT.03A**, **IT.03B**, **IT.03C**, **IT.03D**, **IT.03E**, **SG.01A**, **SG.01B**, **SG.02A**, **SG.02B**, **SG.03A**, and **SG.03B**.

Moving from analysis and identifying improvements on the HIN is just the first step in constructing a project and/or making operational changes. While some quick build options can be done in the short term, many of these locations require a three-phase project development process that includes design, right-of-way and utilities, and construction. Depending on the complexity of the location and type of delivery method, each phase could take 1 to 1.5 years to complete, which leads to a 3 to 4.5 year project completion timeline. All HIN locations ranked by priority are displayed in the following tables.

HIN INTERSECTIONS

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
35th Ave & Glendale Ave	1	Yes	Yes	- 50% Left-Turn (LT) crashes - 50% nighttime - 3 ped & 1 bike crashes (40%) - Fatal crash ped south of crosswalk	P
Mcdowell Rd & 51st Ave	1	Yes	Yes	- 56% nighttime or dawn/dusk - 44% peds (3 on west leg) - 75% peds at night or dawn/dusk - Fatal at night - Decreasing by year	P
Thomas Rd & 51st Ave	1	Yes	Yes	- 33% peds - 33% LT crashes - Decreasing by year - 66% nighttime or dawn/dusk - 67% fatals are peds	F
16th St & Southern Ave	1	Yes	Yes	- Crashes declining by year - 2 ped & 1 bike crash - Both ped crashes fatal - 38% nighttime	F
19th Ave & Peoria Ave	1	Yes	Yes	- 4 ped crashes & 1 bike crash (63%) - Both fatals are peds - 38% LT crashes / 50% other - 5 nighttime & 1 dawn/dusk (75%)	F
75th Ave & Indian School Rd	1	Yes	Yes	- 63% LT crashes - 50% nighttime - Fatal crash (ped at night)	P
Broadway Rd & 7th St	1	Yes	Yes	- 63% < 25 years old - 50% LT crashes - 63% nighttime - Decreasing by year - 0 ped/bike crashes	F
43rd Ave & Peoria Ave	1	No	Yes	- 50% LT crashes - 50% nighttime or dawn/dusk - 2 ped &1 bike crash (21%) - 43% in 2018	F
Union Hills Dr & 19th Ave	1	No	Yes	- 4 ped and 1 bike crash (45%) - 54% Nighttime - 36% LT crashes - Both fatals in 2020 - Both fatals at night	F
Cave Creek Rd & Union Hills Dr	1	No	Yes	- 30% Nighttime - 50% LT crashes - 50% ped, bike or not reported - Highest 2016 & 2020	F

HIN INTERSECTIONS (CONT.)

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
51st Ave & Thunderbird Rd	1	No	Yes	- Decreasing by year - 44% LT crashes - 44% angle crashes - 56% at night - 58% <30 years old	F
7th Ave & Bell Rd	1	No	Yes	- 56% LT crashes - 2 peds & 2 bikes (44%) - 67% nighttime or dawn/dusk - Both peds fatal at night - 56% in 2017	P
Greenway Pkwy & Cave Creek Rd	1	No	Yes	- Declining by year - 56% LT crashes - 1 ped & 1 Bike (22%) - 44% nighttime - 67% fatals at night - 47% <25 years old	F
Indian School Rd & 3rd St	1	No	No	- 2 fatal crashes (22%) - 2 ped crashes & 1 bike crash (33%) - 56% LT crashes - 44% in 2019	P
16th St & Broadway Rd	2	Yes	Yes	- 43% nighttime - 43% ped crashes - Fatal crash (ped at night) - 28% angle crashes - 28% LT crashes - 59% < age 30	P
19th Ave & Southern Ave	2	Yes	Yes	- 57% nighttime - 1 ped crash (fatal & nighttime) - 73% <30 years old - 28% LT crash - 28% rear end crash	P
75th Ave & Thomas Rd	2	Yes	Yes	- 43% LT crashes - 29% angle crashes - 57% nighttime - Fatal crash (ped at night)	P
7th St & Cave Creek Rd & Dunlap Ave	2	Yes	Yes	- 71% in 2020 - 43% LT crashes - 29% angle crashes - 0 nighttime - 0 ped/bike crashes	F
Lower Buckeye Rd & 35th Ave	2	Yes	Yes	- 71% angle crashes - 57% in 2017 - 57% nighttime or dawn/dusk - 0 Ped/bike	P

HIN INTERSECTIONS (CONT.)

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
19th Ave & Thunderbird Rd	2	Yes	Yes	- 33% Nighttime - Constant all years - 1 ped crash (night)	F
19th Ave and Dunlap Ave	2	Yes	Yes	- 83% peds - 17% bike - 50% nighttime or dawn/dusk - 50% in 2019 - 1 fatal (Bike crash)	F
27th Ave & Indian School Rd	2	Yes	Yes	- 50% peds - 83% nighttime - 50% in 2016 - Both fatals are ped crashes at night - 33% angle crashes	F
35th Ave & Southern Ave	2	Yes	Yes	- 33% LT crashes - 50% in 2019 - 1 bike crash in 2017 - 1 nighttime crash	P
35th Ave & Thunderbird Rd	2	Yes	Yes	- 50% LT crashes - 67% nighttime - 1 ped crash - 1 fatal in 2020 - 55% <25 years	F
39th Ave & Southern Ave	2	Yes	Yes	- 50% fatal - 67% ped crashes - 83% nighttime - 50% in 2020	P
48th St & Chandler Blvd	2	No	No	- 86% LT crashes - Both fatals in 2018 - Both fatals LT - 1 nighttime/1 unk. - 2016 to 2018 only	F
48th St & Mcdowell Rd	2	No	No	- 57% ped crashes - Ped crash fatal at night - 57% nighttime - 43% LT crashes - 61% <30 years old	F
Deer Valley Dr & 27th Ave	2	No	No	- 28% ped crashes (both night or dawn/dusk) - 71% LT - 57% night or dawn/dusk	F
27th Ave & Beardsley Rd	2	No	No	- 50% same Dir SS - 67% 2018, 33% 2018 - 33% nighttime or dawn/dusk - 0 ped/bike	F

HIN INTERSECTIONS (CONT.)

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
43rd Ave & Van Buren St	3	Yes	Yes	- 67% nighttime - 50% LT crashes - 1 Bike crash (nighttime)	F
59th Ave & Mcdowell Rd	3	Yes	Yes	- 50% LT crashes - 2 Ped crashes (1 at night) - 50% in 2017 - 1 nighttime crash	F
67th Ave & Osborn Rd	3	Yes	Yes	- 50% Angle crashes - 33% LT crashes - 50% nighttime or dawn/dusk - 0 Ped/bike crashes	F
83rd Ave & Thomas Rd	3	Yes	Yes	- 50% nighttime (2 in AM) - Both fatal crashes at night (AM) - 50% LT crashes - 83% in 2020 - Ped crash at night	F
Broadway Rd & 35th Ave	3	Yes	Yes	- 1 ped & 1 bike (33%) - 33% nighttime - 67% LT crashes - 50% in 2018	F
Buckeye Rd & 27th Ave	3	Yes	Yes	- 50% angle crashes - 67% in 2016 - 33% nighttime or dawn/dusk - Decreasing by year - 0 ped/bike crashes	P
48th St & Baseline Rd	3	No	No	- 50% LT crashes - Fatal - dawn/dusk - Crashes increasing - 0 ped/bike crashes	P
51st Ave & Union Hills Dr	3	No	No	- 67% LT crashes - 50% nighttime - 2016 & 2019 worst	P
Deer Valley Rd & 23rd Ave	3	No	No	- 33% single vehicle - 57% <30 years old	F
Northern Ave & 7th St	3	No	Yes	- 67% LT crashes - 33% nighttime - 50% in 2017 - 0 ped/bike	F

HIN INTERSECTIONS (CONT.)

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
Washington St & 44th St	3	No	No	- 2 peds & 1 bike (33%) - 67% nighttime - 50% angle crashes - 50% in 2019	F
Thunderbird Rd & 43rd Ave	3	No	No	- 53% of crashes involve a ped or bicyclist - Unusually high number of fatal crashes - Total crashes have declined from a peak in 2017, but fatal crashes have remained constant every year	F



HIN SEGMENTS PROJECTS

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
35th Ave Moreland to Van Buren	1	Yes	Yes	- 8 ped crashes (32% of all crashes) accounted for 4 fatalities (57%). All but 1 ped crash were within 300' of a signalized intersection - 1 bicyclist crash accounted for an additional fatality - Near even mix of daytime and darkness crashes	P
7th St: Hatcher Rd to Mountain View Rd	1	Yes	Yes	- 55% peds (2 fatal) - 1 bike crash (fatal) - 64% nighttime - 55% in 2017 - 27% fatal	P
51st Ave: Roosevelt St to McDowell Rd	1	Yes	Yes	- 57% nighttime or dawn/dusk - 29% peds - 36% in 2018 - 29% angle & 21% LT crashes - 36% in I-10 interchange	F
Indian School Rd: 27th Ave to 19th Ave	1	Yes	Yes	- 33% of crashes involved a ped, including 3 of 4 fatals - Note: Existing PHB at Grand Canal crossing (east of 23rd Ave) was not in place during entire crash analysis period. Installed in 2019 - 57% of crashes occurred during darkness or dawn/dusk	PC
19th Ave: Hatcher to Mountain View Rd.	1	Yes	Yes	- 60% nighttime - 60% LT crashes - 20% ped (at night) - Fatal at Vogel (at night)	F
27th Ave: Campbell Ave to Camelback Rd	1	Yes	Yes	- 47% nighttime - 40% peds - 40% fatal - 47% LT or angle crashes	P
McDowell Rd: 40th St to 44th St	1	Yes	No	- 53% of crashes involve a ped or bicyclist - Unusually high number of fatal crashes - Total crashes have declined from a peak in 2017, but fatal crashes have remained constant every year - Crashes concentrated from 40th to 43rd St	PC
McDowell Rd: 24th St to 28th St	1	Yes	Yes	- 42% nighttime - 33% peds - 1 bike	F
Indian School: 7th Street wto 12th Street	1	No	Yes	- 71% ped (2 fatal) - 29% fatal (100% at night) - 86% nighttime	P
Carefree Hwy: N North Valley Pkwy to I-17 (eastside)	1	No	No	Further review needed	F

HIN SEGMENTS PROJECTS (CONT.)

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
Union Hills Dr: 27th Ave to I-17	1	No	No	- No nighttime crashes - All crashes of different types - No ped or bike crashes	F
Thunderbird Rd: 30th Ave to 26th Ave	1	No	Yes	- No crashes in 2020 - No ped or bike crashes - Most crashes (67%) have left-turn collision manner - Equal mix of daytime and dark crashes - Most common crash location: traffic signal at 2900 W	F
43rd Ave: Thomas to Indian School	2	Yes	Yes	- 40% peds - 70% nighttime - 40% in 2016 - 20% fatal (peds at Pinchot/Verde)	RC, P
43rd Ave: McDowell to Encanto	2	Yes	Yes	- 60% nighttime or Dawn/Dusk - 40% ped (75% fatal) - 60% fatal	P, F
7th Ave: Buckeye Rd to Watkins St	2	Yes	Yes	- 33% fatal - 67% peds - 67% nighttime or dawn/dusk - 42% in 2017	PC
19th Ave: Wood Dr. to Cactus Rd.	2	Yes	Yes	- 38% single vehicle - 50% in 2017 - 38% at night - 1 ped (fatal/night)	F
19th Ave: Glenrosa to Campbell Ave	2	Yes	Yes	- Decreasing over the years - 33% nighttime - 33% ped - 50% LT crashes	RC
24th St: Roosevelt to McDowell	2	Yes	Yes	- 67% nighttime or dawn/dusk - 33% ped (100% nighttime) - 33% bikes (1 night & 1 dawn/dusk) - 33% angle crashes - 50% at Loop 202 interchange	P
27th Ave: Bethany Home Rd to Maryland Ave	2	Yes	Yes	- 45% fatal - 100% nighttime - 64% peds - 9% bikes - 45% in 2017	P

HIN SEGMENTS PROJECTS (CONT.)

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
Thomas: 28th Street to 32nd Street	2	No	Yes	- 57% ped (100% fatal) - 57% fatal - 71% nighttime	P
Bell Rd: 20th St to Cave Creek	2	No	Yes	- 40% fatal - 20% nighttime - 30% peds (100% fatal) - 50% angle crashes	P, F
7th Ave: Glenrosa to Indian School	2	No	No	- Crashes only shown in 2017 and 2018 - No collision manner or first harmful event that are in common among any crashes. - No two crashes at the same location - Note: Existing PHB at Glenrosa - Note: Existing reversible lane precludes raised median	PC
Bell Rd: 32nd St to 34th Way	2	No	Yes	- 24% fatal (LT crashes) - 38% nighttime of dawn/dusk - 38% LT crashes - 1 ped crash - 2 per year	F
Greenway Rd: 32nd St to 34th St	2	No	Yes	- 50% angle crashes - 1 ped crash (fatal/night) - 1 bike crash	F
7th St: Bell Rd to Grovers Ave	2	No	Yes	- No crashes in 2019 or 2020. - Most crashes (82%) involve either angle or left-turn - Mix of daylight and darkness crashes - Fewer ped crashes (9%) than most segments. However, the one ped crash was the segment's only fatality	PC
Maryvale Pkwy: 51st Ave to N. Maryvale Pkwy	3	Yes	Yes	- 1 LT crash - Dawn/Dusk	P
McDowell Rd: 32nd St to 36th St	3	Yes	No	- 33% of crashes involve a ped or bicyclist. Both fatal crashes involve a ped - 56% of crashes at dark or dawn/dusk - No crashes in 2016 or 2019 - Note: Existing PHB at 34th St	PC
Thomas Rd: 63rd Ave to 67th Ave	3	Yes	Yes	-33% peds (2 fatal) -33% nighttime	P, F
19th Ave: Maryland Ave to Glendale Ave	3	Yes	Yes	-75% ped -25% bike -50% nighttime	P

HIN SEGMENTS PROJECTS (CONT.)

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
59th Ave: Roosevelt to McDowell	3	Yes	Yes	- 71% nighttime - 43% single vehicle - 43% in 2018 & 43% in 2019 - 1 ped crash (night) - 71% in Freeway interchange	PC
35th Ave: Northern Ave to Butler Dr	3	Yes	Yes	- 27% peds (1 fatal & 2 nighttime) - Both fatals at Griswold Rd - 36% nighttime	P
Southern Ave: 7th Ave to 15th Ave	3	Yes	Yes	- 79% nighttime or dawn/dusk - 67% fatal - 33% peds (1 fatal) - 1 bike crash (fatal) - 44% in 2020	P
McDowell: 7th St to 10th St	3	Yes	Yes	- 44% nighttime - 33% peds (2 fatal, 3 nighttime) - 33% fatal - Most at west end of corridor	PC, P
Bell Rd: 15th Ave to 19th Ave	3	No	Yes	- 13% nighttime - 25% ped - 38% angle, 28% LT crashes - Fatal at 17th Ave signal	P, F
Indian School: 40th St to 44th Street	3	No	No	- 4 ped crashes, all during darkness - Crashes declining since the high in 2017 - Other than ped crashes, left-turn crashes are highest frequency Left-turn crashes are distributed along corridor	F
Indian School: 28th St to 32nd St	3	No	No	- Peds account for more than half of crashes (average 1 per year) 2 of 5 ped crashes occurred at signal. - No crashes in 2016 or 2020 - Crashes about evenly split between daytime and darkness - No more than one crash involving any known collision manner - Note: Existing PHB at 30th St is one of the highest-ped-volume PHBs in the city	F
16th Street: Colter St. to Missouri Ave.	3	No	No	- Most crashes (86%) in daylight - No ped crashes, 1 bike crash - Most common crash type: Angle crashes (43%) - No crashes in 2020	F

HIN COMPOSITE PROJECTS

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
Glendale: 19th Ave to 17th Ave	1	Yes	Yes	- 71% of segment crashes involved a ped, including both fatal crashes - 57% of segment crashes occurred during darkness or dawn/dusk - 71% of intersection crashes involved a ped, including all 3 fatals - 86% of intersection crashes occurred during darkness	P
McDowell Rd: 55th Ave to 43rd Ave.	1	Yes	Yes	- Segments: 46% of crashes involved a ped or bike, including 5 of 6 fatal crashes - Two hotspots for segment fatal crashes: 41st to 42nd Ave and 51st to 52nd Ave - 63% of segment crashes occurred during darkness - 4 ped crashes, including 2 fatals, occurred within 500' of existing PHB at 41st Ave - Left-turn and angle crashes account for 60% of intersection crashes - 80% of intersection crashes occurred during darkness - 1 intersection fatal crash was angle type - 1 intersection ped crash was serious injury	RC, P
Thomas: 45th Ave to 43rd Ave	1	Yes	Yes	- 57% of segment crashes are single-vehicle, all of these crashes occurred within 100' of the existing PHB at 4400 W - 86% of segment crashes at dark or dawn/dusk - Both segment ped crashes occurred at 44th Ln, one was the only fatality on the segment - 67% of intersection crashes occurred in daylight - Half of intersection crashes involved a ped	P
Northern Ave: 21st Ave to 19th Ave	1	Yes	Yes	- 60% of segment crashes involved a pedestrian or bicyclist. - 60% of crashes occurred during darkness or dawn/dusk - Only 13% of intersection crashes involved pedestrians despite the presence of the LRT station just south of the intersection - Intersection crashes are an even mix of daytime and nighttime - Intersection crashes have been consistent over time, never fewer than 1 or more than 2 KSI crashes per year	RC, F
Bell Rd: 26th Ave to 17th Ave.	1	No	Yes	- 29% of segment KSI crashes and 33% of fatalities involved a pedestrian or bicyclist - 71% of segment crashes occurred during daylight - Segment crashes peaked in 2020, contrary to COVID crash trends - Peds account for 44% of intersection crashes and 67% of fatalities - 67% of intersection crashes occurred during daylight - Angle and left-turn crashes accounted for 56% of intersection crashes	P, F

HIN COMPOSITE PROJECTS (CONT.)

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
Indian School Rd: 83rd Ave to 67th Ave	2	Yes	Yes	- 47% of segment crashes involved a ped, including 3 of 6 fatals - 53% of segment crashes occurred at dark or dawn/dusk - Segment crashes did not decline in 2020 as occurred in much of the rest of the city - Half of intersection crashes involved a ped, including 1 of 2 fatals - Half of intersection crashes occurred during darkness or dawn/dusk - No intersection crashes in 2019 or 2020	P
Indian School: 59th Ave to 27th Ave	2	Yes	Yes	- Pedestrians and bicyclists accounted for 33% of segment crashes and 40% of fatalities - 46% of segment crashes occurred during daylight. - Both segment and intersection crashes peaked in 2020, contrary to COVID crash trends - Left-turn and angle crashes were most common in the segments, accounting for 48% of crashes - No ped or bike segment crashes occurred west of 47th Ave. - Pedestrians were involved in 16% of intersection crashes and represented the only fatality - Intersection crashes were evenly split between daytime and darkness - Left-turn crashes were the most common intersection crash type, accounting for half of KSI crashes	P
Cactus: 31st Ave to 23rd Ave	2	Yes	Yes	- Segment: 42% of crashes involved a ped, including the only fatality - Segment: 58% of crashes occurred during darkness or dawn/dusk. - Segment crashes did not decline in 2020 - Intersection: Half of crashes involved a ped or bike - Intersection: 75% of crashes occurred during darkness	F
19th Ave: Greenway Rd. to Grovers Ave.	2	Yes	Yes	- 33% of segment crashes and 33% of segment fatalities involved a bicyclist or pedestrian - 58% of segment crashes occurred during daylight - 25% of intersection crashes, but no fatalities, involved bicyclists or pedestrians - 38% of intersection crashes occurred during darkness or dawn/dusk - Intersection: left-turn crashes were the most common crash type, accounting for 63% of crashes	P
Bethany Home Rd: 35th Ave to 31st Ave	2	No	No	- Segment: 14% of crashes involved a ped, but no fatals - 3 segment head-on crashes occurred, an unusually high number - 43% of segment crashes occurred during darkness - Intersection: 43% of crashes involved a ped, including both fatals - Intersection: Mix of daylight and dark crashes	PC

HIN COMPOSITE PROJECTS (CONT.)

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
Peoria Ave: 25th Ave to 28th Dr	3	Yes	Yes	- 73% of segment crashes occurred during darkness. - 53% of segment crashes involved a ped or bike. Both fatal segment crashes involved a ped. - Left-turn and angle crashes comprise 40% of segment crashes. - 75% of intersection crashes occurred during darkness or dawn/dusk. - 63% of intersection crashes involved a ped or bike. Both fatal intersection crashes involved a ped.	F
27th Ave: Thomas to Roosevelt	3	Yes	Yes	- 25% of segment crashes involved a ped or bike, but no fatalities. - Half of segment crashes occurred during daylight and half during darkness. - 14% of intersection crashes involved a pedestrian, including 1 fatality. - No intersection crashes occurred in 2020. - 43% of intersection crashes occurred during darkness.	PC, P
Northern Ave: 43rd Ave to 35th Ave	3	Yes	Yes	- 19% of segment KSI crashes and 25% of fatalities involved a pedestrian or bicyclist. - All segment fatal crashes occurred between 36th and 39th Ave. - 56% of segment crashes occurred during daylight. - No intersection ped crashes but 1 bike crash (14% of all crashes). - 86% of intersection crashes occurred during daylight. - No intersection KSI crashes in 2019 or 2020."	P, F
43rd Ave: Maryland to Camelback	3	Yes	Yes	- Very high number of fatal crashes (12) in these segments. - Segments: Ped crashes account for 18% of crashes and 33% of fatalities. - 59% of segment crashes occurred during darkness or dawn/dusk, including all ped crashes. - Intersection: 29% of crashes involved a pedestrian, including the one fatal crash. - Intersection: 71% of crashes occurred during darkness or dawn/dusk.	P
Dunlap: 35th Ave to 31st Ave	3	Yes	Yes	- Peds account for half of segment crashes and the segment fatality. (The PHB at 34th Avenue was previously an RRFB and was converted to PHB control in 2018 or 2019. The ped crash there occurred while it was an RRFB in 2016.) - 33% of segment crashes occurred during dark conditions. - 33% of intersection crashes involve a ped, including the only fatal. - 83% of intersection crashes occurred during darkness.	PC
43rd Ave: Orangewood Ave to Maryland	3	No	Yes	- Segments: 25% of crashes involved a pedestrian, including 2 of 3 fatals. - Half of crashes occurred during daylight and half during darkness. - Intersection: 33% of crashes involved a pedestrian and accounted for both intersection fatalities. - Intersection: 83% of crashes occurred during daylight. - No intersection crashes in 2020.	P

RESOURCES

While the City of Phoenix currently funds a significant amount of projects, operations, programs, and staff to improve safety on its streets across many departments, the commitment to Vision Zero will require additional resources. These resources can be understood as on-going costs, a one-time (project specific) cost, and costs for a specific time period. The table below outlines a resource need framework categorized by 4 of the 5 E's, costs for implementation of strategies and projects, additional staff, and potential funding sources. This framework will be fully developed separately from this Plan by December 2022.

		Strategy/ Project Costs	Additional Staff	Potential Funding Sources
Evaluation	Ongoing	Low	Low	City
	One Time	Low	Low	City, Regional, State, Federal
	Specific # of	-	-	City, Regional, State, Federal
Engineering	Ongoing	High	Medium	City, Regional, State, Federal
	One Time	High	Medium	City, Regional, State, Federal
	Specific # of	High	Medium	City, Regional, State, Federal
Enforcement	Ongoing	Medium	High	City, State, Federal
	One Time	Medium	High	City, , State, Federal
	Specific # of	Medium	High	City, State, Federal
Education	Ongoing	Low	Low	City, Regional, State, Federal
	One Time	Low	Low	City, Regional, State, Federal
	Specific # of	Low	Low	City, Regional, State, Federal

Strategy/Project Costs: Low = Under $1 million, Medium = $1 - $5 million, High = Over $5 million

Additional Staff: Low = 1 to 3 staff, Medium = 4 to 10, High = 10 +

REPORTING & TRACKING

The Phoenix RSAP stands apart from other transportation planning efforts due to the diverse range of strategies, coverage of strategies beyond engineering solutions, the defined vision, and the tracking and monitoring elements. The RSAP progress will involve review of the implementation plan outcomes outcomes of the implementation plan, adjusting measures and action items, consistently reporting on an annual basis, and continuous effort and involvement from the Vision Zero Executive Task Force, RSAP Implementation Team, and the Community Advisory Committee.

The Phoenix RSAP's ultimate goal is to have zero traffic related fatalities on its streets by 2050. This goal aligns with the City's street and transit improvement plan and funding source, known as Transportation 2050 – T2050. The T2050 Plan is funded by a City of Phoenix 0.7 percent sales tax; this sales tax dedicates 7/10ths of a cent or 70 cents on a $100 purchase to transit and street improvements.

Recognizing the 28-year timeframe to reach vision zero, **two interim targets are set to ensure that implementation is on track**:

2050: ZERO Fatal and Serious Injury Crashes on Phoenix Streets

&

2027: 25% reduction in fatal crashes*
-Potential 22% reduction from addressing the HIN

2035: 60% reduction in fatal crashes*

***Baseline Year: 2020**

VISION ZERO TASK FORCE

An internal City of Phoenix RSAP Working Group worked together over the past 13 months to develop this Plan. To continue this important work and implement the RSAP, the City has shifted gears and formally established a Vision Zero Task Force Framework.

The Vision Zero Task Force is organized into a three-tiered system that includes a network of department liaisons, sponsors, and members of the community. The framework includes: the Executive Task Force, the Roadway Safety Action Plan (RSAP) Implementation Team, and the Community Advisory Committee. City of Phoenix administration, management, department sponsors, and liasons are included in Tier 1 and 2 who will serve as department leads responsible for implementation of the RSAP. Departments considered for inclusion are Community & Economic Development, Mayor and City Council Offices, Fire, Housing, Human Services, Information Technology Services,

Neighborhood Services, Parks and Recreation, Planning and Development, Police, Public Transit, and Street Transportation.

Tier 1: The Executive Task Force will offer overarching guidance and direction on the implementation of the RSAP. This includes reviewing and approving quarterly, and annual RSAP updates created by the RSAP Implementation Team and assisting with presentations to the Community Advisory Committee and City Council as needed. The final role of the Executive Task Force is to ensure Department Liaisons are assisting with RSAP Implementation Team objectives.

Meeting Cadence: Quarterly

Composition: A Deputy City Manager, executive Street Transportation Department (STR) staff, the project team lead from the RSAP Implementation Team, a Council or Mayor's Office representative, and Department Sponsors.

Tier 2: RSAP Implementation Team, will be responsible for carrying out and tracking progress of the RSAP Implementation Plan. They will work with the Executive Task Force to provide quarterly Vision Zero updates to the Community Advisory Committee related to the status of the City's Vision Zero goal and incorporate recommendations from the Executive Task Force and Community Advisory Committee into the RSAP. The RSAP Implementation Team will work with relevant Department Liaisons on related projects and work to create the annual Vision Zero status update.

Meeting Cadence: Monthly

Composition: The Street Transportation Department Deputy Director, a Principal Planner related to pedestrian safety, a Community and Public Engagement Team member or Directors Office representative, and Department Liaisons.

Tier 3: Community Advisory Committee, will review quarterly updates from the RSAP Implementation Team, provide feedback and recommendations regarding the action plan to both the RSAP Implementation Team and Executive Task Force, request future agenda items, and coordinate with related City Council Offices.

Meeting Cadence: Quarterly

Composition: 11 members of the public (1 per council district and 3 by mayoral appointment from key stakeholder groups).

PERFORMANCE REVIEW CYCLE

The performance review cycle ties the different pieces of the implementation plan together in systematic, transparent, and adaptable process that has distinct deliverables. Part of this cycle is the developing and delivering the annual RSAP status report. An annual report is proposed due to the nature of crash data collection, project delivery, and post-project analysis. Supporting this effort will be updating the HIN every three years, based on the previous 5-years of crash data (Strategy GN.01B). This analysis will be included in the report accordingly.

The Vision Zero Task Force will utilize existing and new tools, such as the crash data dashboard, to collect, track, and analyze data to understand the status of performance metrics. Information will be shared through the Vision Zero Task Force to determine if modifications to the Plan and/or performance measures should occur.

The annual RSAP status report is anticipated to include the following elements:

- Vision Zero Performance Metrics (baseline & benchmark data)
- Map illustrating projects and status of addressing the HIN
- Examples of completed safety improvements
- Strategy success stories
- Refresh of "The Facts"



FOR MORE INFORMATION, PLEASE VISIT PHOENIX.GOV/ROADSAFETY

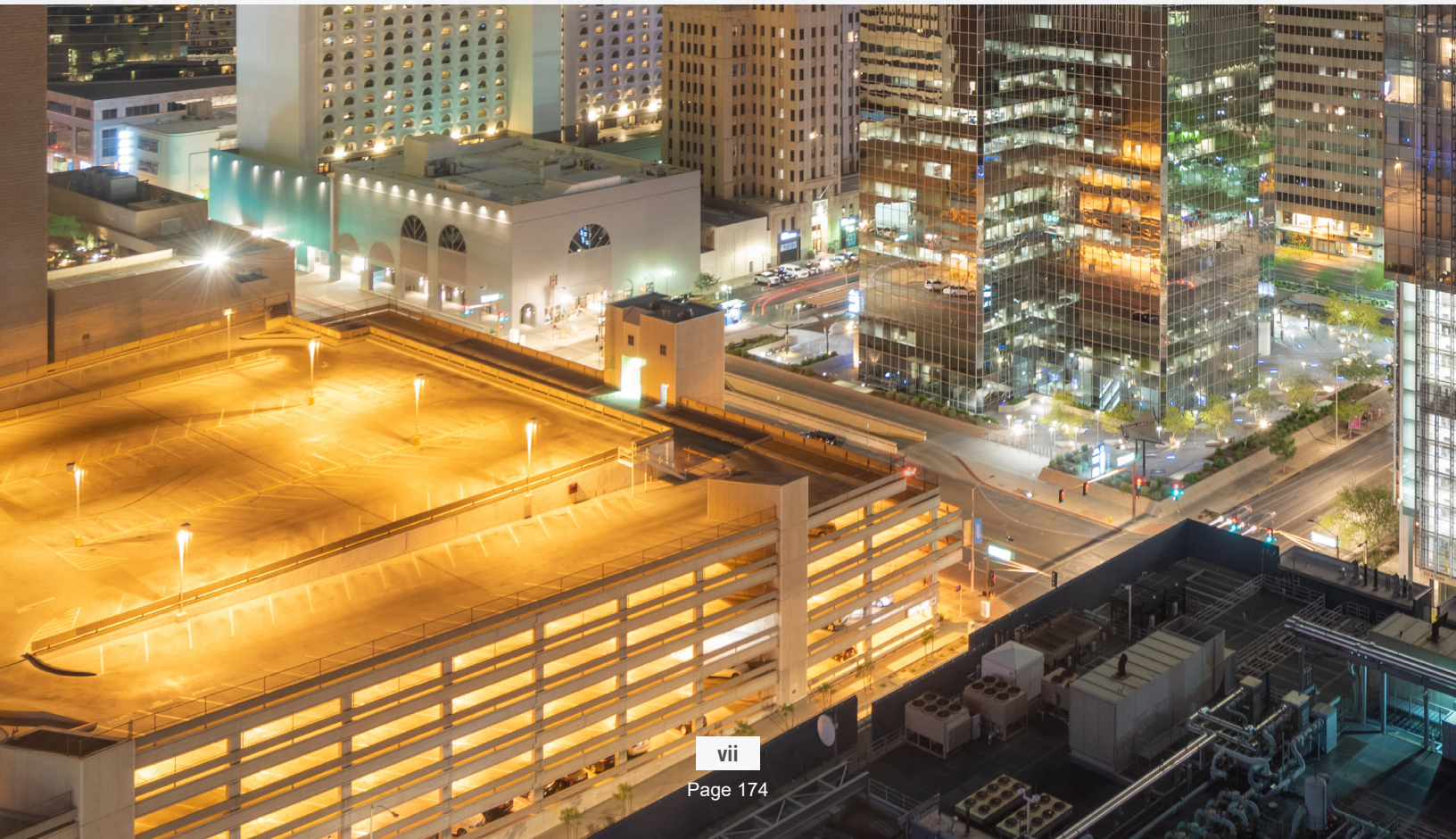
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APPEDNIX B: HIGH INJURY NETWORK (HIN) XCVII

APPEDNIX C: ROAD SAFETY TOOLBOXES CII



APPENDIX A: PHOENIX CRASH SAFETY REVIEW USING MAG RTSIMS DATA

FINAL REPORT: SEPTEMBER 28, 2021

PREPARED FOR:

Streets PHX
STREET TRANSPORTATION DEPARTMENT

PREPARED BY:

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EXECUTIVE SUMMARY

The City of Phoenix is currently in the process of developing a Comprehensive Roadway Safety Action Plan, which will further shape the City's planning efforts in roadway safety. This project involves a review of current safety trends, existing programs and processes, and public/stakeholder involvement to create a vision and plan for the future. This memorandum is intended to provide a preliminary overview of historical crash trends within the City of Phoenix within the past five years. In later stages of this project, a dynamic crash dashboard will be developed to provide enhanced abilities in data analytics and reporting.

In the initial stages of this project, crash queries were obtained through the Maricopa Association of Governments (MAG) software tool for crash analysis, the Regional Transportation Safety Information Management System (RTSIMS). This report uses existing tools to conduct a safety analysis of the past five years, and compares trends to regional and statewide data. The following key findings are based on a review of RTSIMS crash data from 2015 to 2019:

- An annual average 30,376 crashes per year were reported during the five year study period. This equates to 83 crashes per day.
- Crashes on arterial and local roadways in the City of Phoenix increased by a rate of about 4.4% per year. This trend suggests that the crash frequency increased at a higher rate than the City's population, which in the same period grew 1.5% per year, on average.
- Most crashes result in no injury (70%), approximately one-quarter result in possible or minor injury (27%), 2.6% result in serious injury, and 0.6% result in fatal injury. This equates to two serious injury crashes occurring each day, and one fatal crash occurring every other day.
- The percentage of fatal and serious injury crashes has remained generally consistent over the past five years; however the percentage of no injury crashes has steadily increased over time.
- For all crash severities, rear end crashes were the most common collision manner, followed by left-turn crashes. These two crash types account for about half of all crashes.
- For fatal and serious injury crashes, the "Other" collision manner was reported most frequent (25%), which is commonly selected for crashes involving pedestrians and bicyclists. Other frequent crash types for fatal and serious injury crashes were left-turn (23%) and angle (21%).
- Crashes involving unrestrained drivers (i.e, lack of seatbelt or helmet use) have reduced in frequency.
- Due to lack of protection on impact, pedestrians and bicyclists (vulnerable users) are more frequently seriously injured when involved in motor vehicle crashes. In the City of Phoenix, crashes involving bicyclists and pedestrians represent nearly half (48%) of all fatal crashes.
- A greater share of pedestrian crashes is occurring in Phoenix compared to other agencies within the MAG Region. Phoenix represents 36% of Maricopa County's population and about 43% of the County's local and arterial road crashes; however, 63% of County crashes involving pedestrians occurred on City of Phoenix's local and arterial roads.
- Bicyclist crashes are occurring at a greater rate in Phoenix than in other agencies within the MAG Region. About 43% of all crashes involving bicyclists in Maricopa County occurred on City of Phoenix's local and arterial roads.
- For all crash severities, the majority of crashes occur during daylight hours (71%), with the remaining 29% of crashes occurring during dawn, dusk, or dark conditions.
- A correlation exists between injury severity and lighting condition; fatal and serious injury crashes occurred more frequently during dawn, dusk, and dark conditions (45%) compared to daylight conditions (55%).

MAG RTSIMS tool provided the ability to retrieve data quickly for numerous Citywide statistics. During the analysis process, several discrepancies were identified when comparing to past Phoenix data, which is common when comparing different datasets. The City of Phoenix conducts a robust data scrubbing process each year, which confirms crashes exist within the City of Phoenix boundaries, omits freeway crashes, and reviews characteristics of crashes in detail to correct the manner of collision if originally mis-coded. The RTSIMS crash data is not scrubbed, and comes directly from ADOT ACIS. These differences, along with variations in the querying process, are acknowledged as part of this report. This data contained in this report is intended to provide preliminary information; later stages of this project will modernize the existing City of Phoenix crash analysis process to improve and enhance data analytics and visualization.

INTRODUCTION

The City of Phoenix is currently in the process of developing a Comprehensive Roadway Safety Action Plan, which will further shape the City's planning efforts in roadway safety. This project involves a review of current safety trends, existing programs and processes, and public/stakeholder involvement to create a vision and plan for the future. This memorandum is intended to provide a preliminary overview of historical crash trends within the City of Phoenix within the past five years. Through the development of the project, a dynamic crash dashboard will be developed to provide enhanced abilities in data analytics and reporting. In the initial stages of the project, crash queries were obtained through the Maricopa Association of Governments (MAG) software tool for crash analysis, the Regional Transportation Safety Information Management System (RTSIMS).

The City of Phoenix prepares comprehensive collision summary reports each year, documenting the past year of motor vehicle, pedestrian, and bicycle-related crashes. This report uses existing tools (RTSIMS) to conduct a supplementary safety analysis of the past five years, and compare trends to regional and statewide data.

Crash data within the City of Phoenix was obtained for the past five years through the RTSIMS tool, from January 1, 2015, to December 31, 2019. At the time of the analysis, 2020 crash data was not available. The RTSIMS platform compiles historical crash data from the Arizona Crash Information System (ACIS) crash database maintained by the Arizona Department of Transportation (ADOT). The RTSIMS data excludes freeways, highways, and ramps; only arterial, collector, and local roadways are included. RTSIMS refers to this group as "Arterial and Local Roads". This naming refers to roadway classification and does not imply roadway ownership. The results of traffic safety data queries may differ slightly based on data source, filtering assumptions, modifications to raw data, and/or query techniques. The RTSIMS safety review is intended to identify trends and inform decisions to support roadway safety.

Due to the limited sample size of fatal crashes, fatal and serious injury crashes were combined to analyze trends in critical crashes. Unlike less severe crashes, the most common collision manner for fatal and serious injury crashes is "Other", which primarily represents bicyclist and pedestrian crashes, followed by left-turn and angle crashes. It was also observed that KA crashes are overrepresented in non-daylight conditions.

According to the US Census Bureau Annual Population Estimates (Figure 1), the City of Phoenix's population has grown about 6% during the five years under study, from 2015 to 2019. In 2020, the City of Phoenix's residents represented 23% of Arizona's population and 36% of Maricopa County's Population.

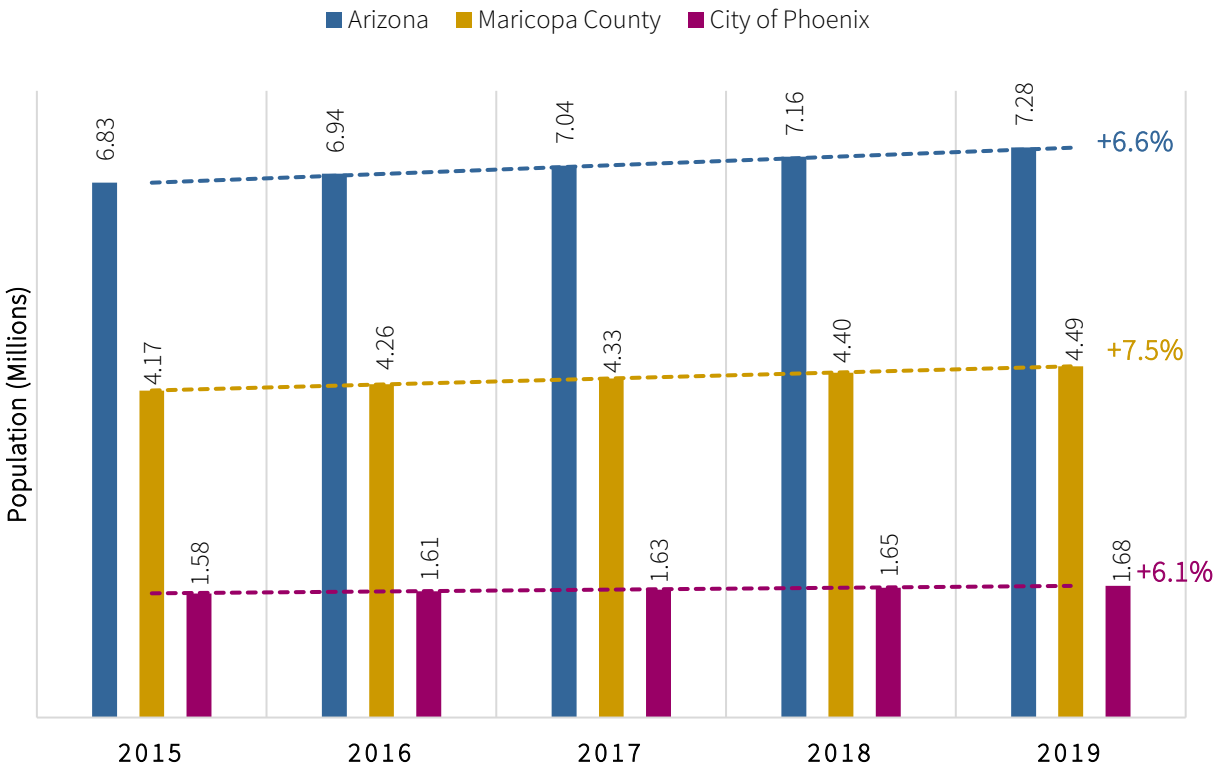


Figure 1: City of Phoenix Population Comparison to State and County
(Source: US Census Bureau, Annual Estimates of Resident Population)

GENERAL TRENDS

Since 2015, the total number of crashes within the City of Phoenix has been steadily increasing, with a total of 31,827 crashes occurring in 2019 on the City's local and arterial roadway network. Figure 2 shows the number of crashes by injury severity for each year in the analysis period. The percentage of fatal crashes has stayed relatively constant, ranging from 0.5% to 0.7% of all crashes. The percentage of serious injury crashes varied between 2.1% and 3.2% of fatal crashes. The combined minor injury and possible injury ranged has steadily decreased over the past five years, from 30.7% (2015) to 23.8% (2019). The share of no injury crashes has increased over the past five years, from 66.0% (2015) to 73.6% (2019). This data suggests a slight downward trend in the severity of crashes.

Figure 3 shows the number of fatal and serious injury crashes from 2015 to 2019, which combined are trending towards fewer crashes since 2016.

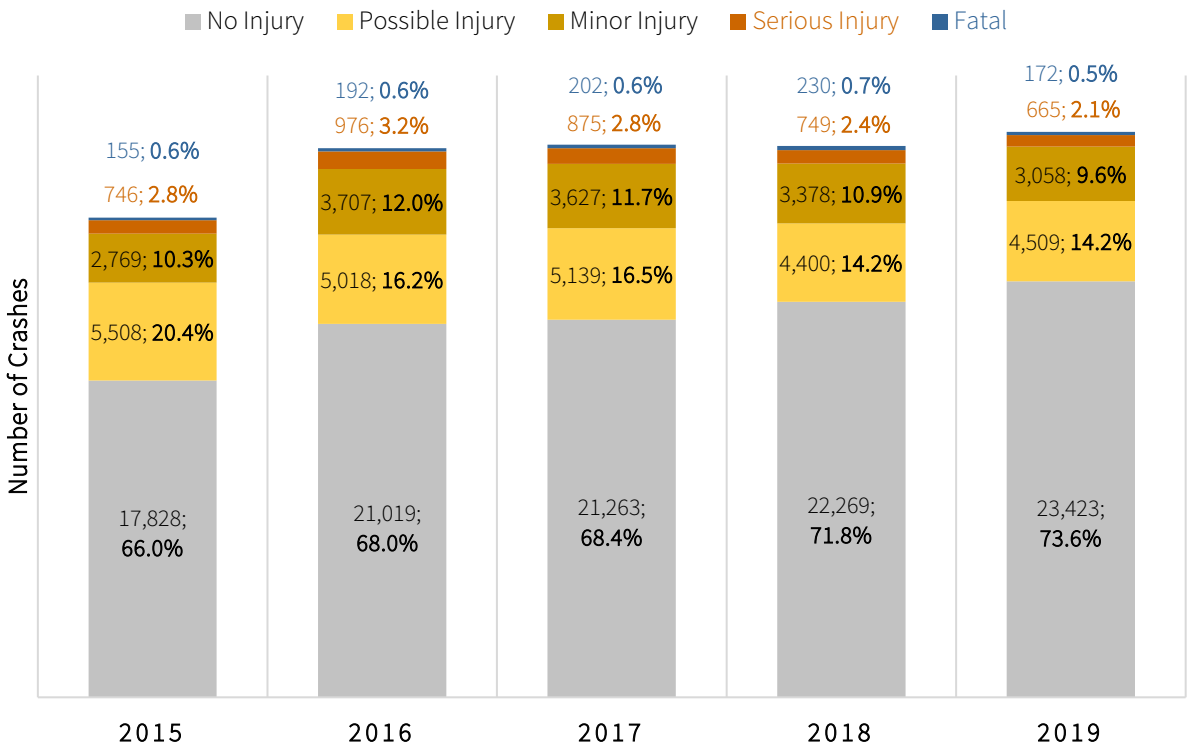


Figure 2: Total Number of Crashes per Year and Injury Severity (Local and Arterial Roads)

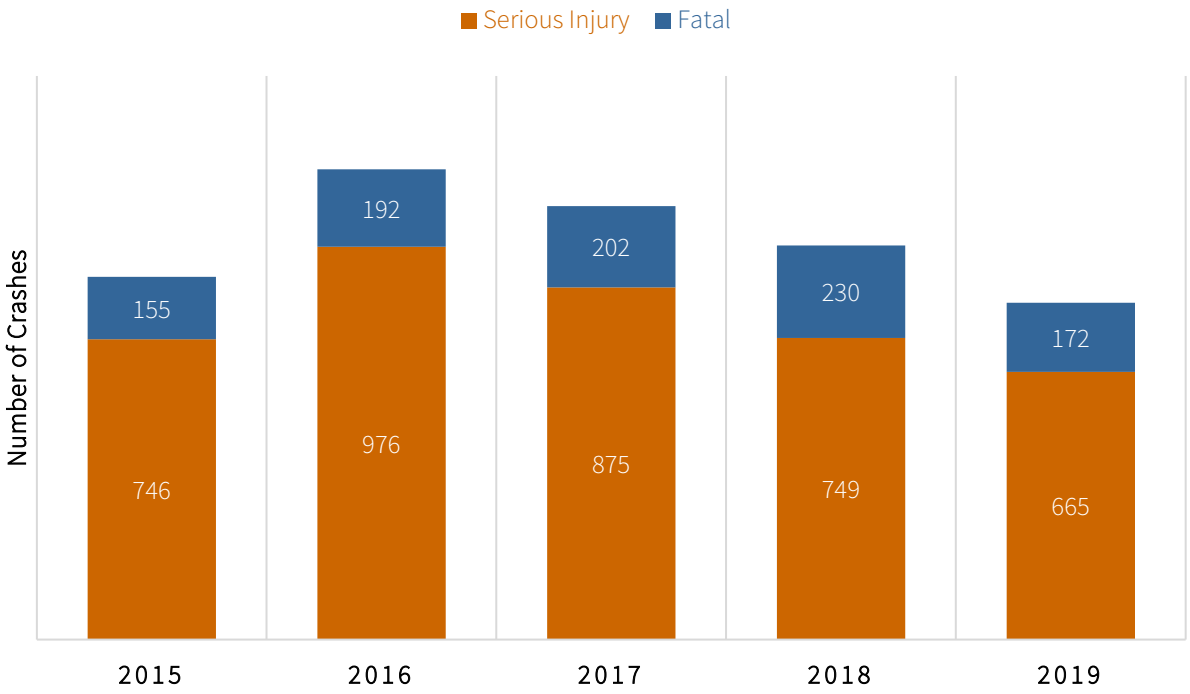


Figure 3: Total Number of Fatal and Serious Injury Crashes per Year (Local and Arterial Roads)

Crash data from 2020 was not available through RTSIMS at the time of this report. Based on a preliminary review of 2020 crash data, total number of crashes decreased by about 20% from 2019 crashes, which is presumed to be related to lower vehicle miles travelled as a result of the COVID-19 pandemic. The share of fatal and incapacitating injury crashes remained generally consistent with the previous five years; however, the share of no injury crashes followed the same positive trend (increasing from 73.6% in 2019 to 74.2% in 2020). Preliminary 2021 crash data, obtained through the Phoenix Police Department Vehicle Crimes Unit (VCU), indicate that there were 114 fatal crashes during the first six months of 2021.

Table 1 shows the distribution of crashes on City of Phoenix local and arterial roads by collision manner for the past five years. The most frequently-reported crash types were rear-end crashes (29% of all reported crashes) followed by left-turn crashes (23% of all crashes). Together, rear-end and left-turn crashes represent about half of all crashes.

Table 1: Number of Crashes per Year and Collision Manner

	2015	2016	2017	2018	2019	Total	%
Rear-end (Front-To-Rear)	8,319	9,144	9,002	8,811	8,870	44,146	29.1%
Left Turn	5,864	6,658	7,070	7,120	7,678	34,390	22.6%
Angle (Front to Side) (Other Than Left Turn)	5,246	5,434	5,448	5,434	5,404	26,966	17.8%
Sideswipe, Same Direction	3,259	4,176	4,149	4,374	4,602	20,560	13.5%
Single Vehicle	2,045	2,223	2,192	2,224	2,191	10,875	7.2%
Other (Includes Pedestrians and Bicyclists)	1,002	1,309	1,324	1,116	1,046	5,797	3.8%
Head-on (Front-To-Front) (Other Than Left Turn)	488	666	673	696	743	3,266	2.2%
Sideswipe, Opposite Direction	349	556	616	625	645	2,791	1.8%
Rear-To-Rear	163	430	277	230	195	1,295	< 1 %
Rear-To-Side	161	183	193	193	208	938	< 1%
Unknown	110	133	162	203	245	853	< 1%
Total	27,006	30,912	31,106	31,026	31,827	151,877	

Note: The City of Phoenix uses a data scrubbing process to improve consistency of coding for collision manner. For example, the City of Phoenix defines left-turn crashes as involving vehicles originally traveling in the opposing (parallel) direction. If a crash involves a left-turning movement, but the vehicles originate in perpendicular paths, the collision is defined as an angle crash. The results of Table 1 were summarized using RTSIMS data, which does not involve the City of Phoenix scrubbing process. Therefore, these results vary from City of Phoenix scrubbed data, which identifies that the leading manner of collision is rear-end crashes, followed by angle crashes, then left-turn crashes.

Table 2 shows the number of pedestrian and bicyclist crashes per year, as well as the injury severity. Pedestrian crashes have been slowly increasing over the past five years, while bicyclist crashes have been decreasing. An initial review of 2020 data indicates consistency with these trends.

Over the five-year period, pedestrians were involved in an average of 86 fatal crashes per year, and bicyclists were involved in an average of 8 fatal crashes per year. Combined, crashes involving pedestrians and bicyclists represent nearly half (48.6%) of all fatal crashes. Preliminary 2021 crash data, obtained through the Phoenix Police Department VCU, indicate that there a total of 114 fatal crashes reported in the first six months of 2021, 52 (45.6%) of which involved pedestrians, and 4 (3.5%) of which involved bicyclists.

Table 2: Number of Pedestrian and Bicyclists Crashes per Year and Collision Manner

	2015	2016	2017	2018	2019	Total
Bicyclists	438	485	470	384	298	2,075
No Injury	35	35	17	14	0	101
Possible Injury	157	151	152	129	118	707
Minor injuries	185	219	235	186	147	972
Serious Injury	53	71	52	52	26	254
Fatal	8	9	14	3	7	41
Pedestrians	617	771	813	825	820	3,846
No Injury	30	24	9	9	0	72
Possible Injury	153	164	194	186	247	944
Minor injuries	247	306	319	332	347	1,551
Serious Injury	127	189	197	187	148	848
Fatal	60	88	94	111	78	431
All Crashes	27,006	30,912	31,106	31,026	31,827	151,877

CRASHES BY MONTH

Figure 4 and Figure 5 show the frequency of crashes in the City of Phoenix (arterial and local roads) by month. The month-to-month trends are consistent between all crashes, serious injury crashes, and fatal crashes. March registered the highest number of crashes, including fatal and injury crashes. The month with the fewest reported crashes was July, which correlates with lower summer traffic volumes. Lower traffic volumes in June and July are often associated with school breaks, seasonal resident travel, lower pedestrian and bicyclist activity, and lower traffic volumes in general due to the high temperatures.

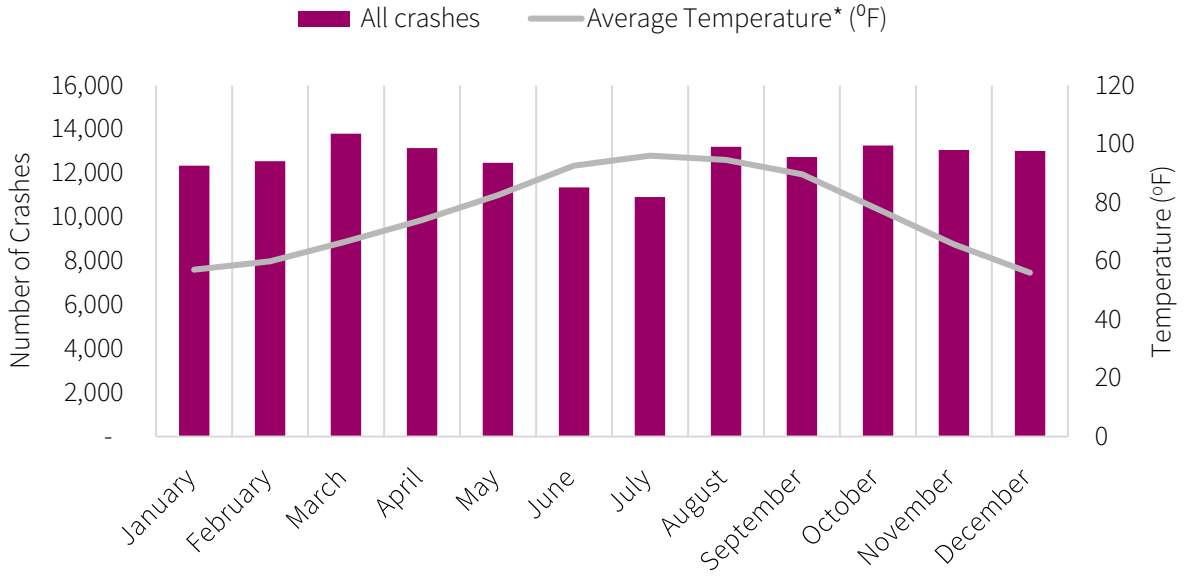


Figure 4: Number of Crashes by Month (2015-2019)

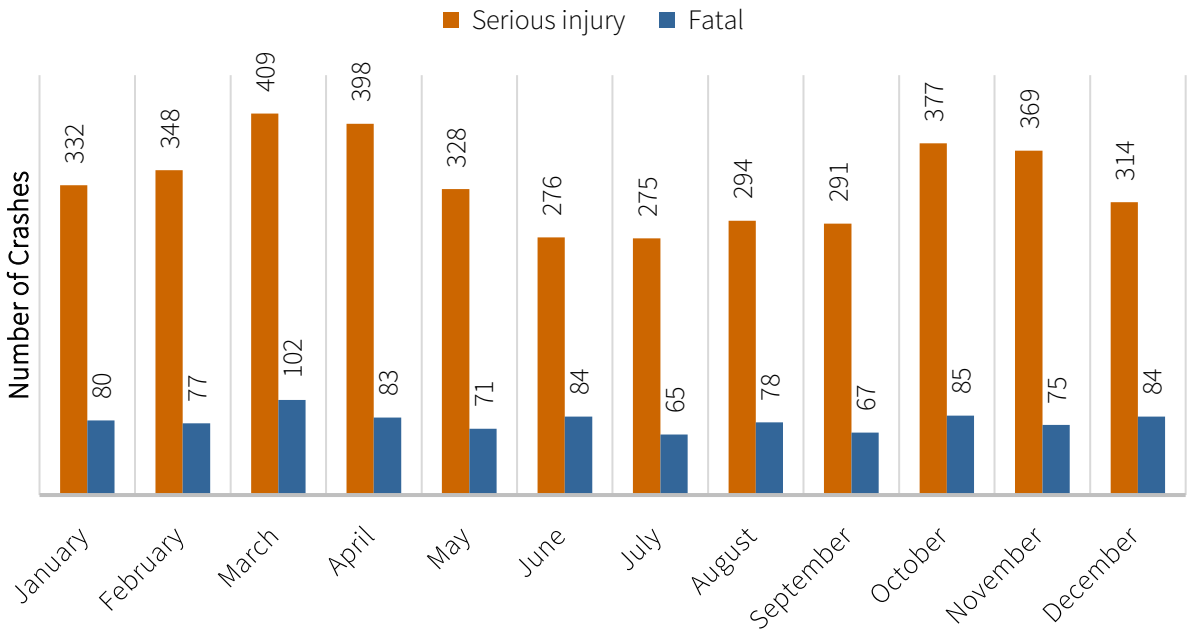


Figure 5: Number of Serious Injury and Fatal Crashes by Month (2015-2019)

CRASHES BY DAY OF WEEK

Figure 6 shows the distribution of crashes by weekday. Crashes occur most frequently on Fridays, while the fewest crashes occur on Sundays. Fatal crashes occur most often on Saturdays and Sundays, and occur less frequently on Mondays.

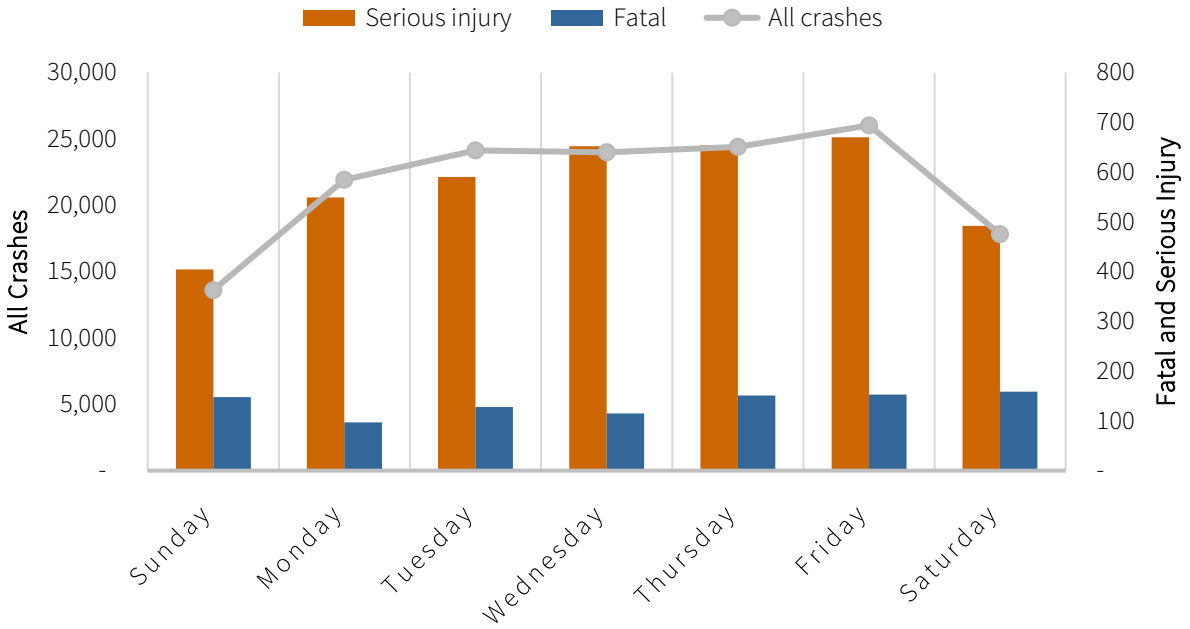


Figure 6: Number of Crashes by Day of the Week (2015-2019)

CRASHES BY TIME OF DAY

Figure 7 shows that the majority of crashes (71%) occurred under daylight conditions, with 29% of crashes occurring during dawn, dusk, or dark conditions.

Figure 8 shows how the crashes are distributed by lighting conditions over the course of the day. In addition to the AM peak around 7 to 8 AM, a large number of crashes occur during the PM peak from 3 to 6 PM.

Crashes involving dawn and dusk conditions were limited between 4 to 7 AM and 4 to 7 PM, respectively.

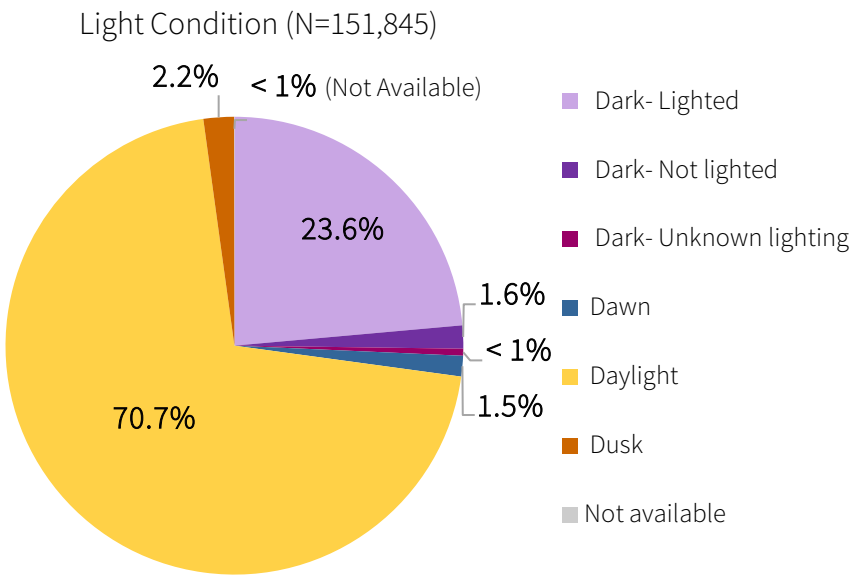


Figure 7: Share of Crashes by Light Condition, 2015-2019

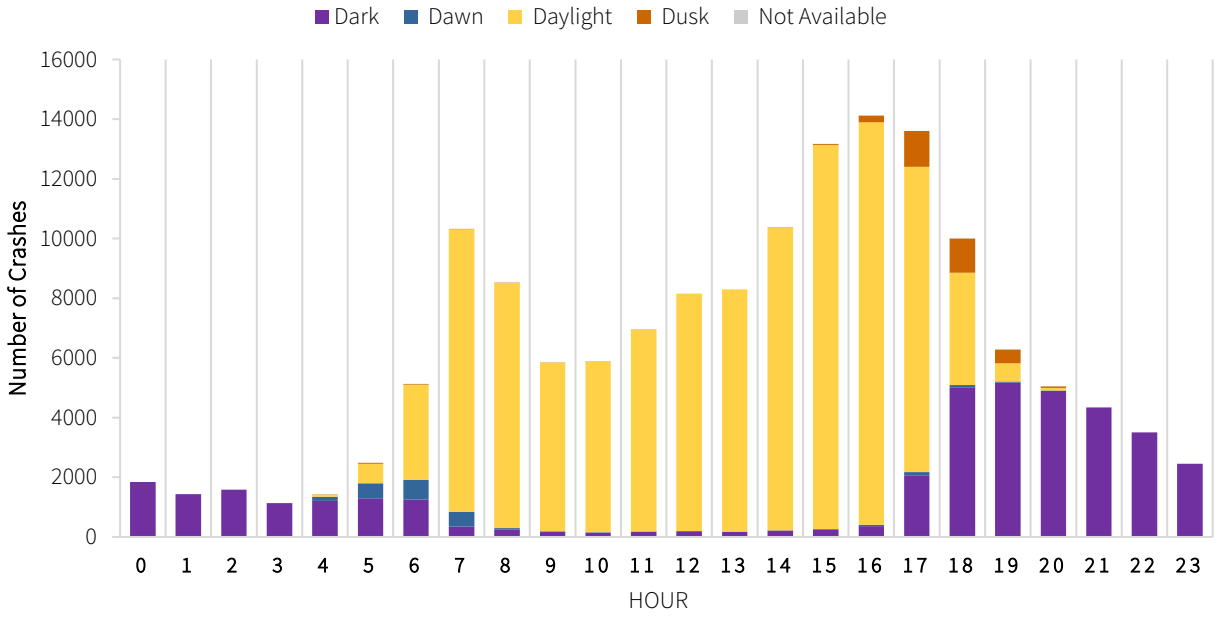


Figure 8: Number of Crashes by Hour of the Day and Light Condition (2015-2019)

CRASHES BY LOCATION

To classify a crash's relation to the junction, crashes were separated by Junction Type as either an Intersection/Interchange crash or a Non-Intersection/Non-Interchange crash. Figure 9 shows where the location type of crashes that occurred during the study period of 2015 to 2019.

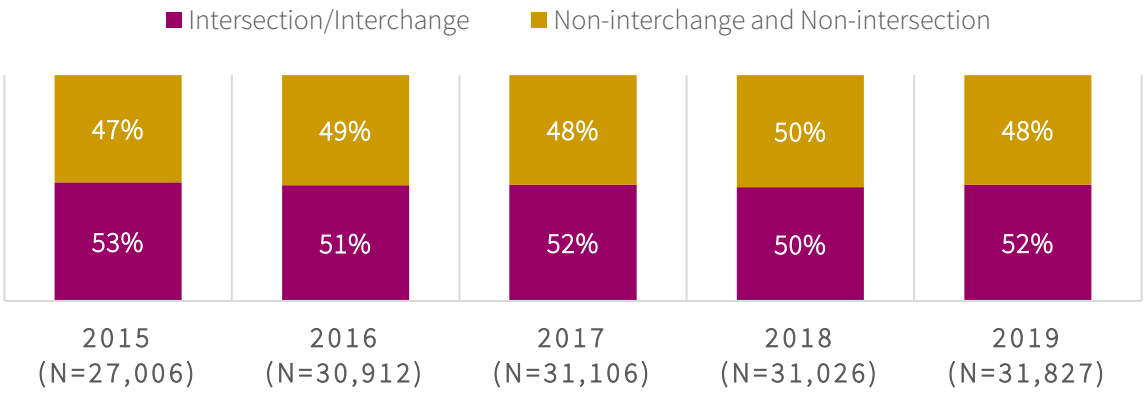


Figure 9: Crash Location Relative to Junctions, by Year

Figure 10 shows the injury severity between the three location types. In general, crashes are slightly more severe at intersections and interchanges, compared to segment collisions, which correlates with the greater frequency and types of collisions/conflict points possible.

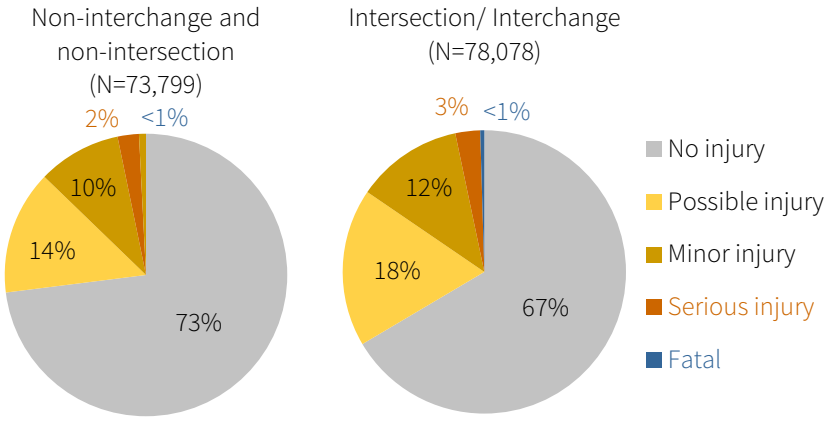


Figure 10: Injury Severity of Intersection/Interchange-Related Crashes

The collision manner of intersection and interchange crashes is shown in Figure 11. The three most common crash types at intersections are left-turns, rear-ends, and angle crashes, respectively.

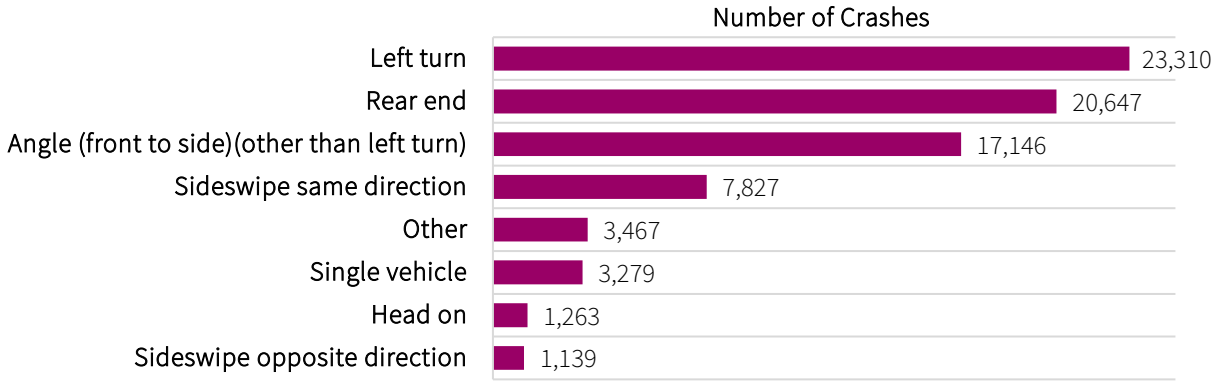


Figure 11: Collision Manner of Intersection/Interchange-Related Crashes

To rank the intersections based on a holistic safety analysis, the MAG's network screening methodology was used to classify the City of Phoenix's intersections per their safety score. The scoring methodology combines three safety attributes on the intersection, including crash frequency, crash severity, and crash type. The three factors are weighted together for the final Intersection Safety Score, with crash severity as 50%, crash frequency as 25%, and crash type as 50% of the weighting. Table 3 and Figure 12 show the Top 20 intersections with the highest Intersection Safety Score within the City of Phoenix.

The intersections with the greatest crash risk exist at 1) 75th Avenue and Indian School Road, 2) 67th Avenue and Indian School Road, and 3) 67th Avenue and McDowell Road. Formal Road Safety Assessments (RSA) have been conducted at 10 of the Top 20 high crash risk intersections.

Table 3: High Crash Risk Intersections (Intersection Safety Score)

Rank, City of Phoenix	Rank, MAG Region	RSA Conducted?	Location	# Crashes	Crash Frequency Score (CF)	Crash Severity Score (CS)	Crash Type Score (CT)	Final Score
1	1	2015*,2021*	75th Ave & Indian School Rd	251	1.06	1.36	1.29	1.26
2	2	2013, 2015*, 2021*	67th Ave & Indian School Rd	273	1.15	1.32	1.18	1.24
3	3	2016	67th Ave & McDowell Rd	246	1.04	1.30	1.27	1.23
4	4		99th Ave & Lower Buckeye Rd	316	1.33	1.23	0.91	1.17
5	6		51st Ave & McDowell Rd	201	0.85	1.09	1.23	1.06
6	8		43rd Ave & Bethany Home Rd	194	0.82	1.08	1.16	1.03
7	9	2021*	75th Ave & McDowell Rd	215	0.91	1.07	0.97	1.01
8	10	2019*	27th Ave & Camelback Rd	203	0.86	1.07	0.97	1.00
9	13		7th Ave & Indian School Rd	191	0.81	0.97	1.10	0.96
10	14		75th Ave & Thomas Rd	192	0.81	1.01	1.01	0.96
11	15		35th Ave & Bethany Home Rd	194	0.82	0.99	1.04	0.96
12	16	2018	43rd Ave & Peoria Ave	196	0.83	1.06	0.89	0.96
13	17	2021	35th Ave & Glendale Ave	188	0.79	0.99	1.05	0.96
14	18	2021	24th St & Baseline Rd	204	0.86	1.00	0.92	0.95
15	19	2013	51st Ave & Indian School Rd	193	0.81	0.96	1.03	0.94
16	21		43rd Ave & Northern Ave	186	0.79	0.95	0.97	0.91
17	23		43rd Ave & McDowell Rd	184	0.78	0.97	0.90	0.91
18	24	2021*	83rd Ave & Indian School Rd	170	0.72	0.95	1.00	0.90
19	27		43rd Ave & Glendale Ave	190	0.80	0.94	0.82	0.88
20	28	2018	35th Ave & Bell Rd	150	0.63	0.89	1.08	0.87

*Note: *Location was studied as part of a corridor RSA.*

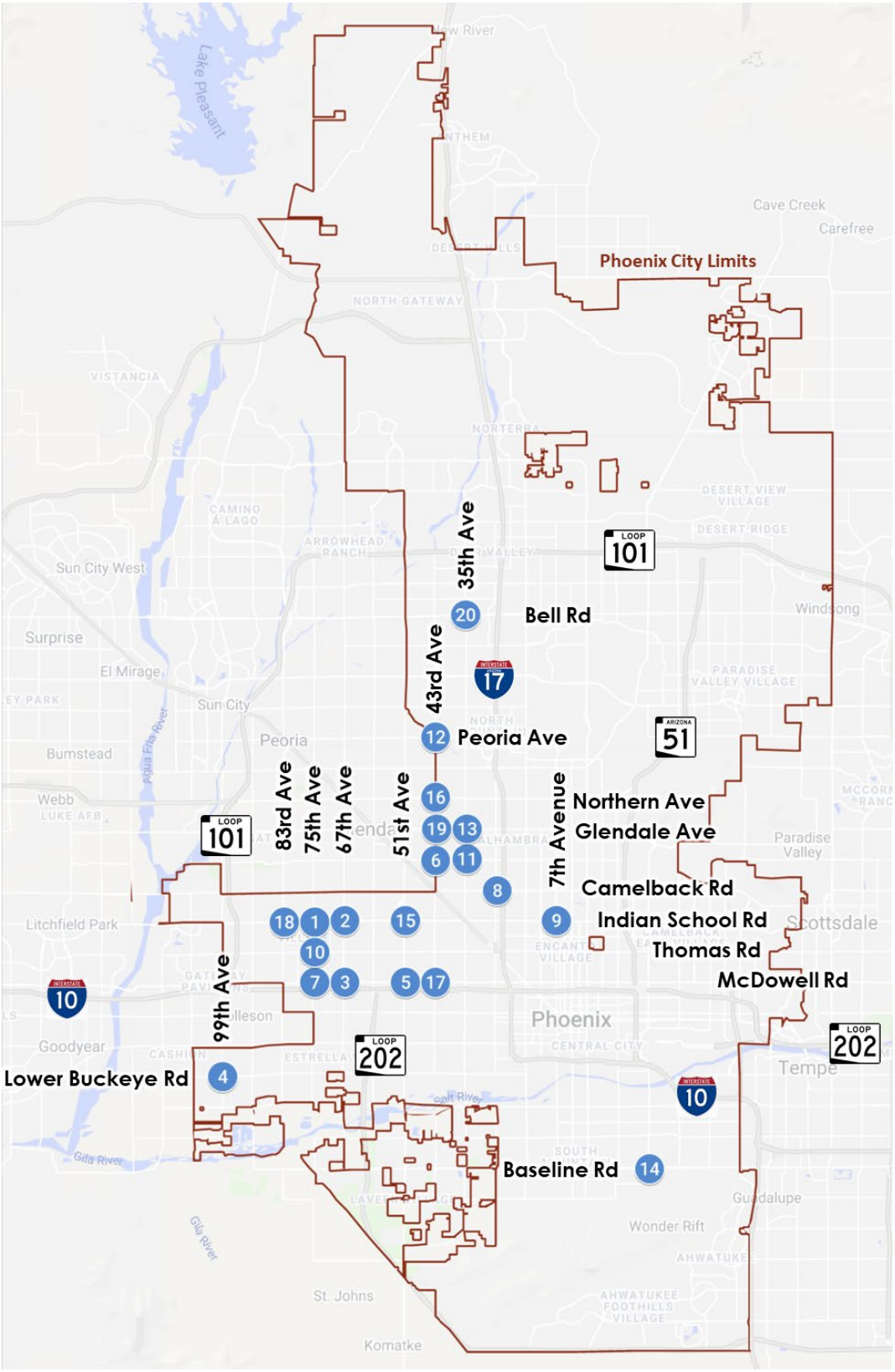


Figure 12: High-Crash Intersections (Top 20 Intersection Safety Score)

BEHAVIOR CHARACTERISTICS

In the period of 2015 to 2019, alcohol and drug-impaired drivers were responsible for 7,487 crashes, which represents 5% of all crashes on local and arterial roads in the City of Phoenix. However, of all 4,962 fatal and serious injury crashes, 1,117 (22%) were associated with impaired drivers. Figure 13 shows the distribution of crashes involving impaired drivers (alcohol, drugs) by the hour of the day. Unlike the total number of crashes that show two distinct peaks of crashes over the AM and PM traffic peaks (Figure 8), crashes involving impaired drivers are mostly concentrated during the late hours of the night (7 PM to 3 AM).

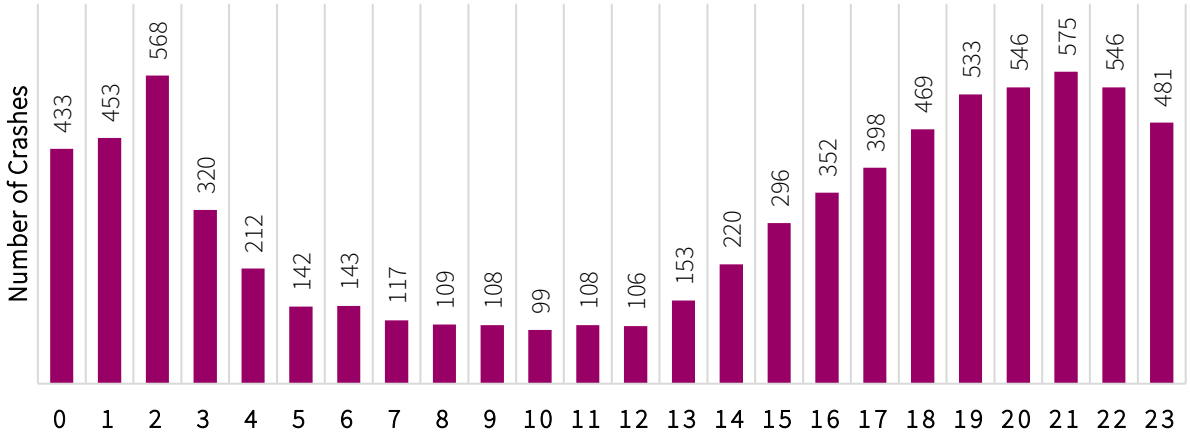


Figure 13: Number of Crashes Involving Impaired Drivers, by Hour

During the five years analyzed in this report, the total number of crashes involving unrestrained drivers show a steady decline. From 2015 to 2019, unrestrained driver crashes have reduced by approximately 20%. Figure 14 shows the injury severity of such crashes over the years. On average, about 7% of unrestrained driver crashes are fatal crashes, which is a significantly larger share compared to all crashes.

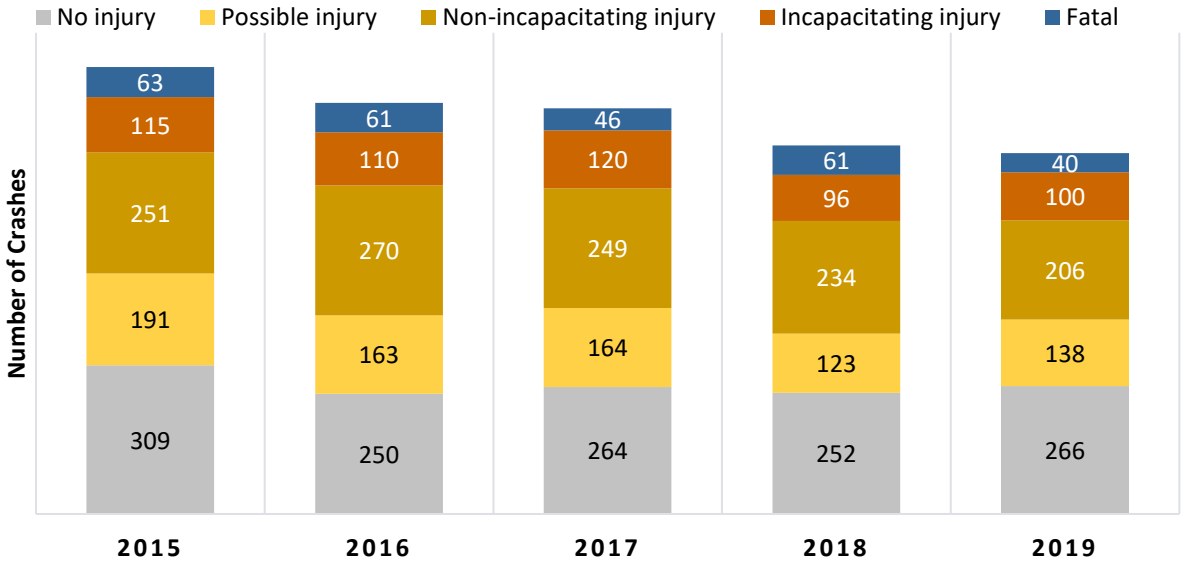
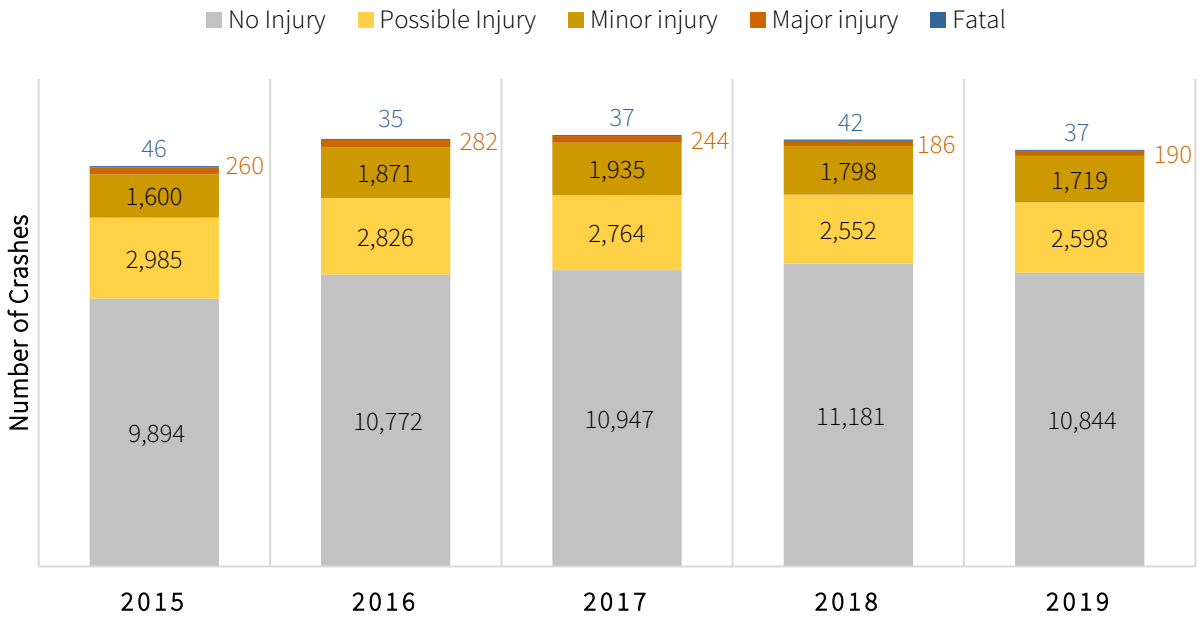


Figure 14: Number of Crashes Involving Unrestrained Drivers, by Year and Injury Severity

Figure 15 shows the severity associated with speed-related crashes across the study period. While on average about 70% of speed-related crashes result in no injury, close to 2% of such crashes result in serious injury or fatality.



Note: Violation considered was "Speed too fast for conditions".

Figure 15: Speed-Related Collisions, by Year and Injury Severity

TRENDS BY PERSON TYPE

This sub-section of the report further explores crashes involving pedestrians, bicyclists, older drivers, and younger drivers. The analysis period is from 2015 to 2019. Pedestrian and bicyclists are considered to be vulnerable roadway users; as there is little to no protection in collisions with motor vehicles. Crashes involving pedestrians and bicyclists are more likely to result in critical injuries.

PEDESTRIANS

Figure 16 shows the injury severity of crashes involving pedestrians on the City of Phoenix's local and arterial roads from 2015 to 2019. While most (70%) motor-vehicle crashes result in no injury, that is not the case for crashes that involve pedestrians. Rather, 11% of crashes involving pedestrians were fatal and 22% resulted in serious injuries. In the five studied years, the number of crashes involving pedestrians trended upward, with 2019 crashes representing a 33% increase from 2015.

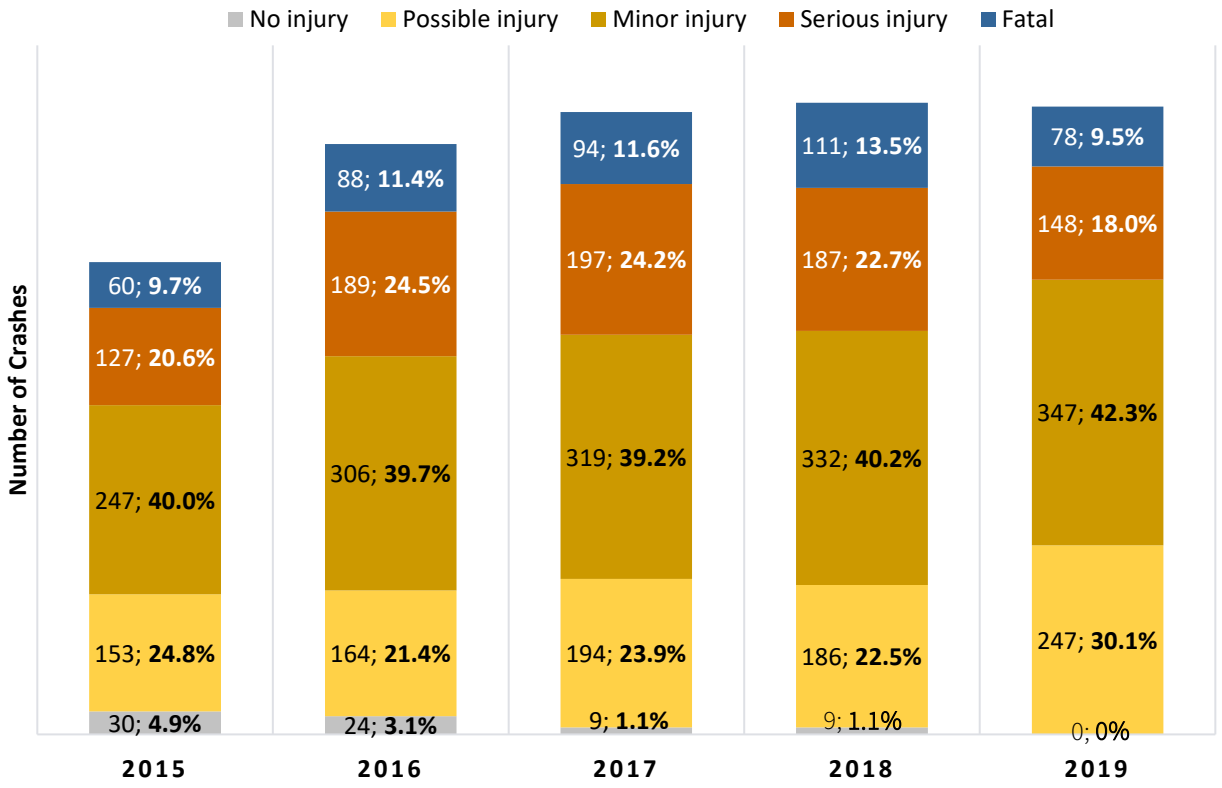


Figure 16: Injury Severity for Crashes Involving Pedestrians, by Year

Figure 17 shows the collision manner for the crashes involving pedestrians. As most of the collision manner categories developed for the Arizona Crash Report form are oriented towards motor vehicles, the most common collision manner reported on pedestrian crashes was "Other", which is often selected by the responding police officer for crashes involving pedestrians or bicyclists.

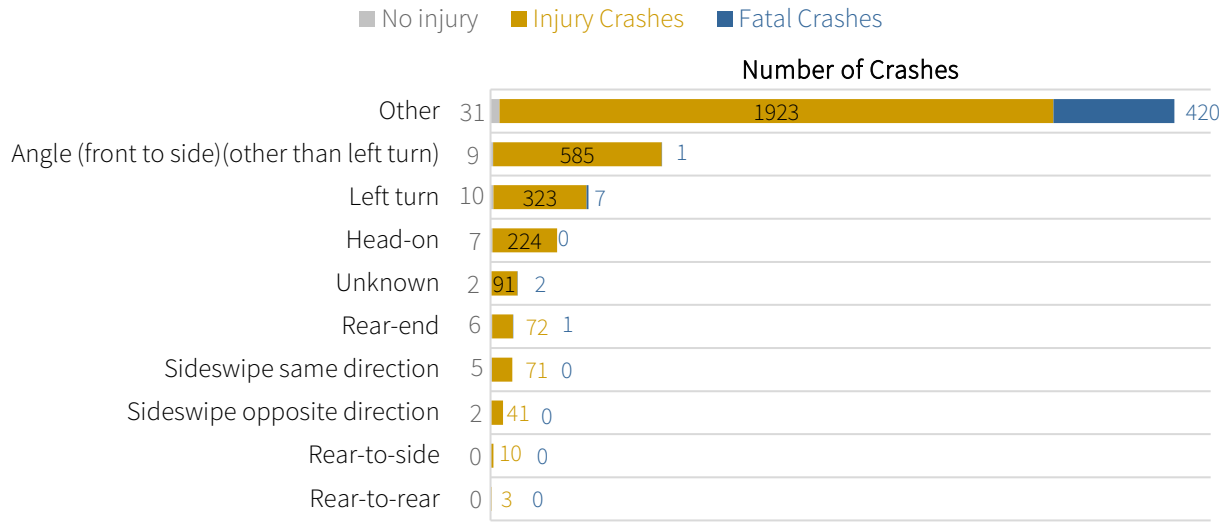


Figure 17: Collision Manner for Crashes Involving Pedestrians, by Year

Figure 18 and Figure 19 show the distribution of pedestrian crashes by month and by hour, respectively. The months with the highest frequency of crashes involving pedestrians are November and December. The hours with the highest frequency of crashes involving pedestrians occur in the evening, from 6:00 pm to 9:00 pm.

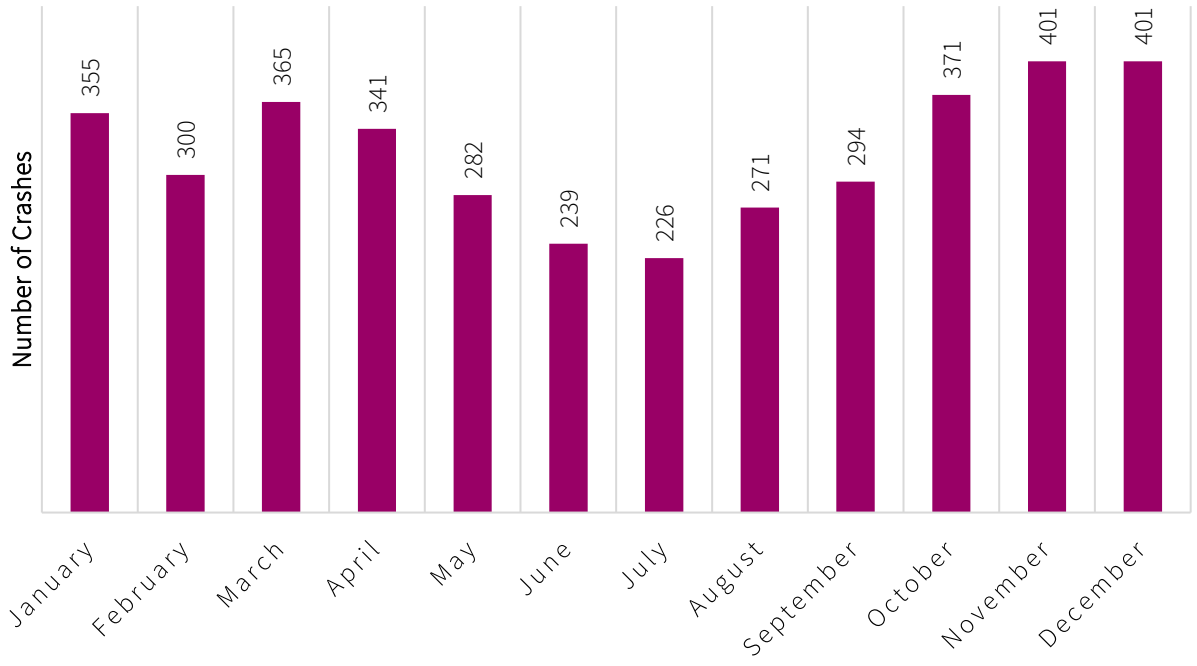


Figure 18: Number of Crashes Involving Pedestrians, by Month

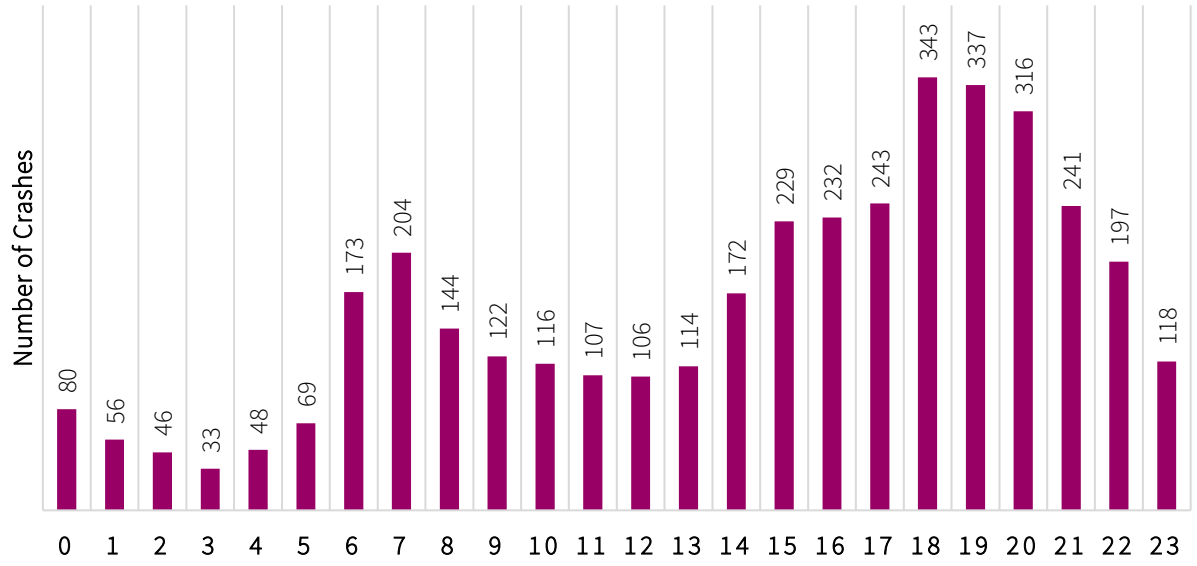


Figure 19: Number of Crashes Involving Pedestrians, by Hour

BICYCLISTS

Similar to pedestrian crashes, crashes involving bicyclists registered higher rates of fatalities and serious injuries, with virtually no crashes being reported as property damage only (Figure 20). During the past five years, the number of bicycle-related crashes have trended downward. From 2015 to 2019, the number of crashes involving bicyclists has reduced by 32%.

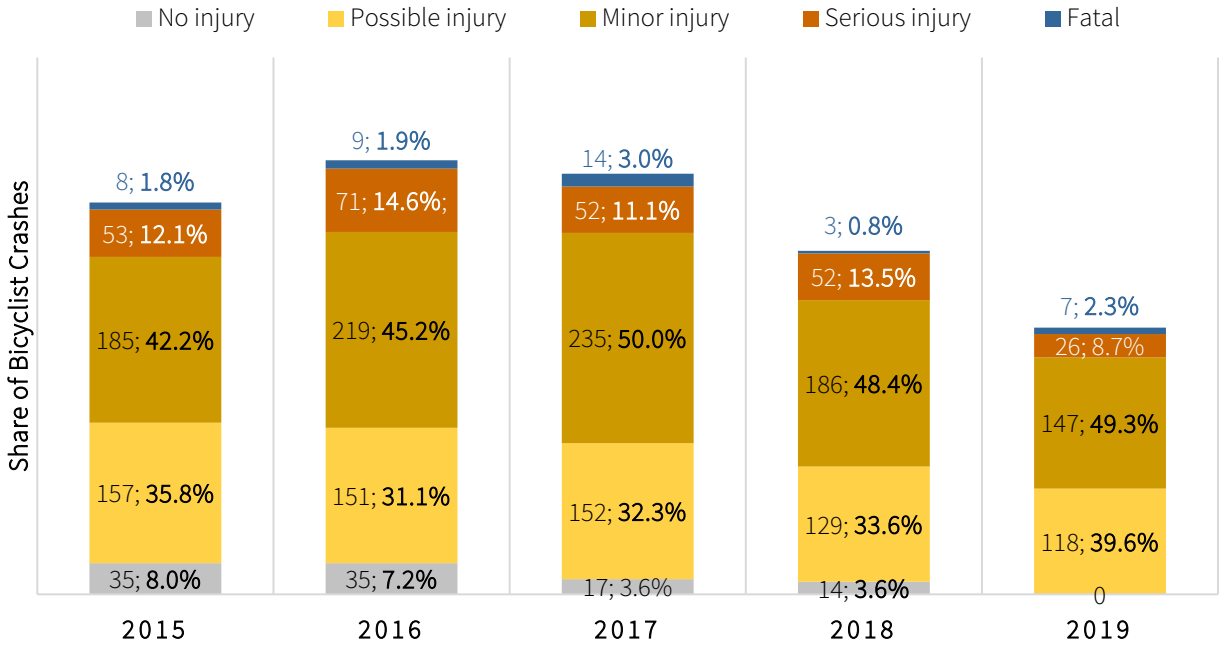


Figure 20: Injury Severity for Crashes Involving Bicyclists, by Year

Figure 21 shows the collision manner for crashes involving bicyclists. As it was observed for pedestrian crashes, the most common collision manner was "Other". However, for crashes involving bicyclists, a significant share of crashes was a result of angle crashes.

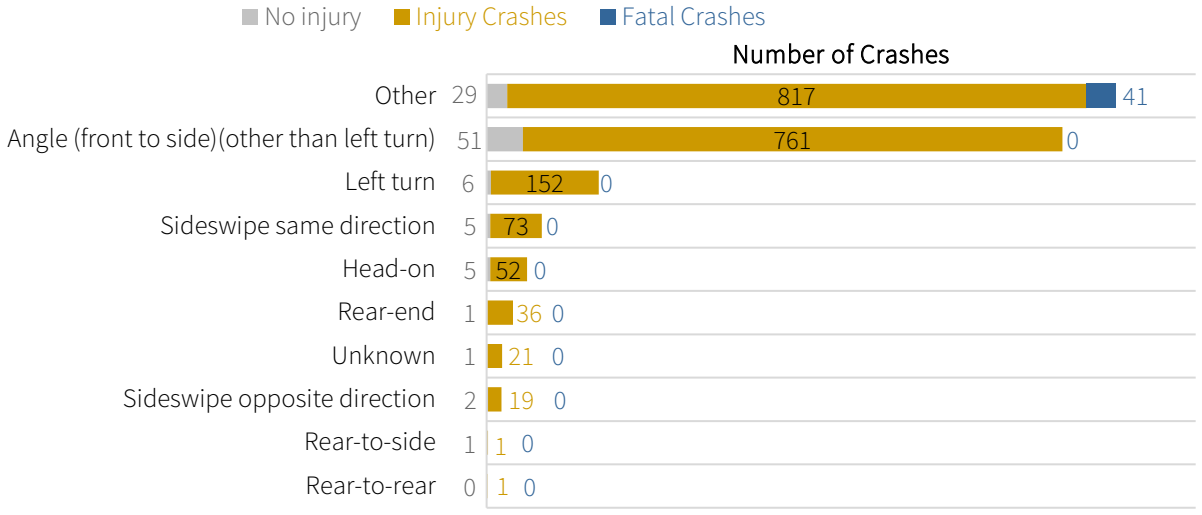


Figure 21: Injury Severity for Crashes Involving Bicyclists, by Collision Manner (2015-2019)

Figure 22 and Figure 23 show the distribution of crashes involving bicyclists by month and by hour, respectively. The month with the highest number of crashes involving bicyclists was March. The highest number of crashes involving bicyclists correlates with vehicular morning and afternoon peak hours.

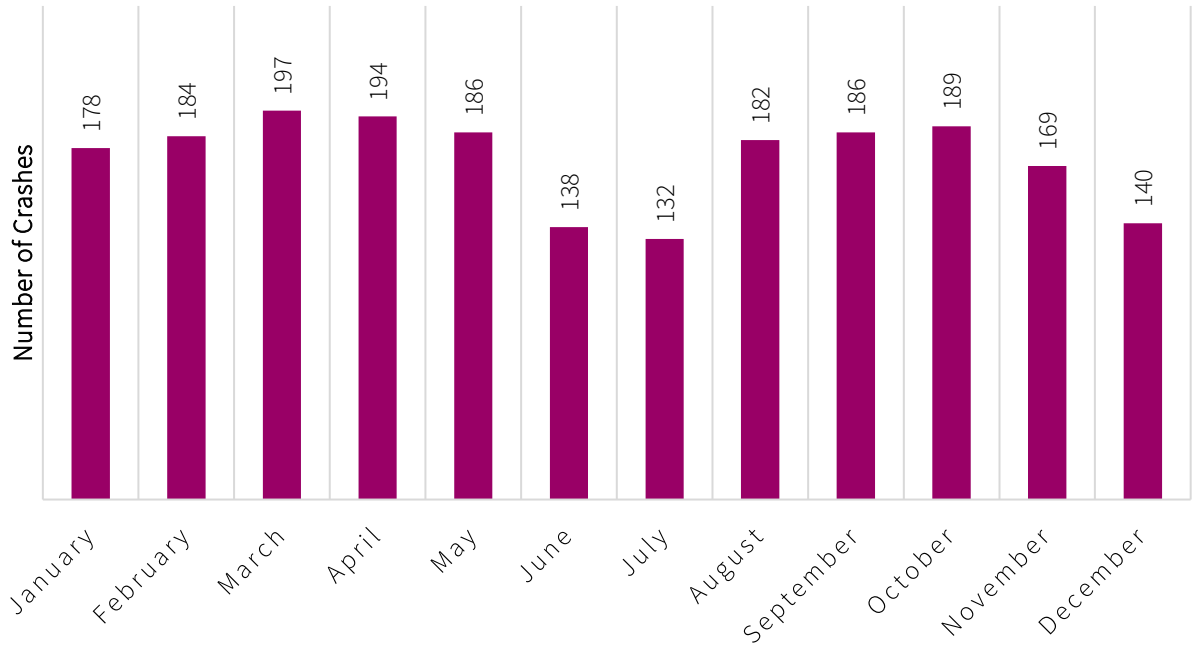


Figure 22: Number of Crashes Involving Bicyclists, by Month

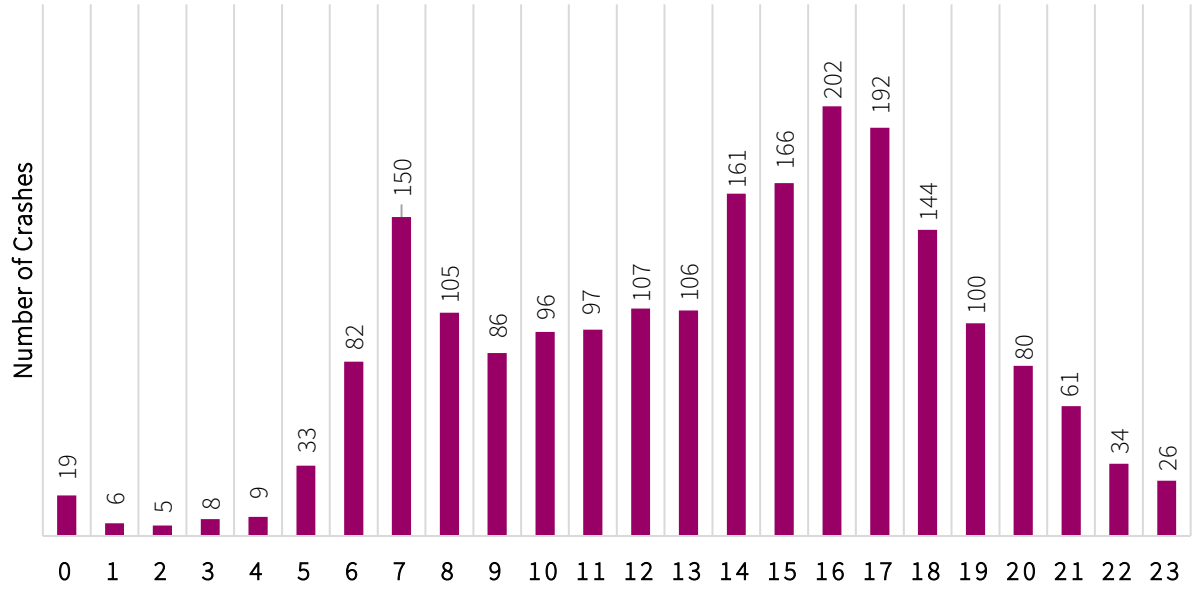


Figure 23: Number of Crashes Involving Bicyclists, by Hour

OLDER DRIVERS (Age 65 and Older)

Older drivers (age 65 and older) were involved in 20,425 (13%) of all incidents reported in the City of Phoenix's local and arterial roads from 2015 to 2019. Figure 24 shows the injury severity of those crashes.

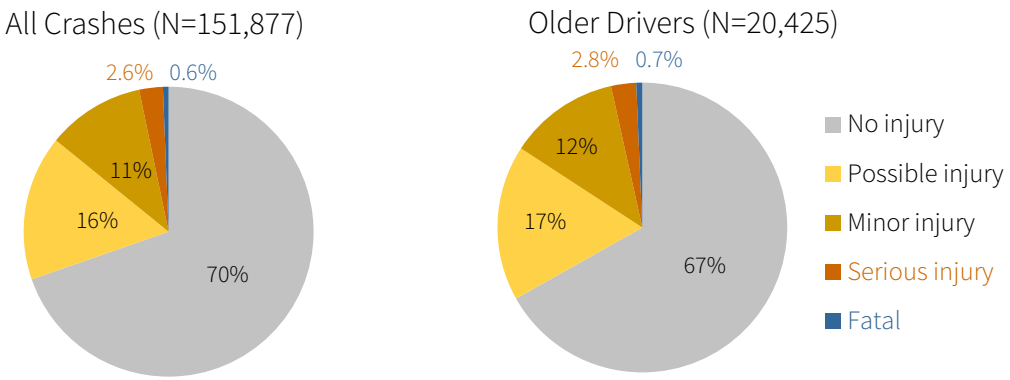


Figure 24: Injury Severity for Crashes Involving Older Drivers, 2015-2019

The most common collision manner of crashes involving older drivers were rear-end and left-turn crashes are shown in Figure 25. Figure 26 shows the distribution of older driver crashes by month and Figure 27 shows the distribution by hour of the day. The month with the highest number of crashes involving older drivers was March. The greatest frequency of older driver crashes occurs in the afternoon, from 2pm to 4pm.

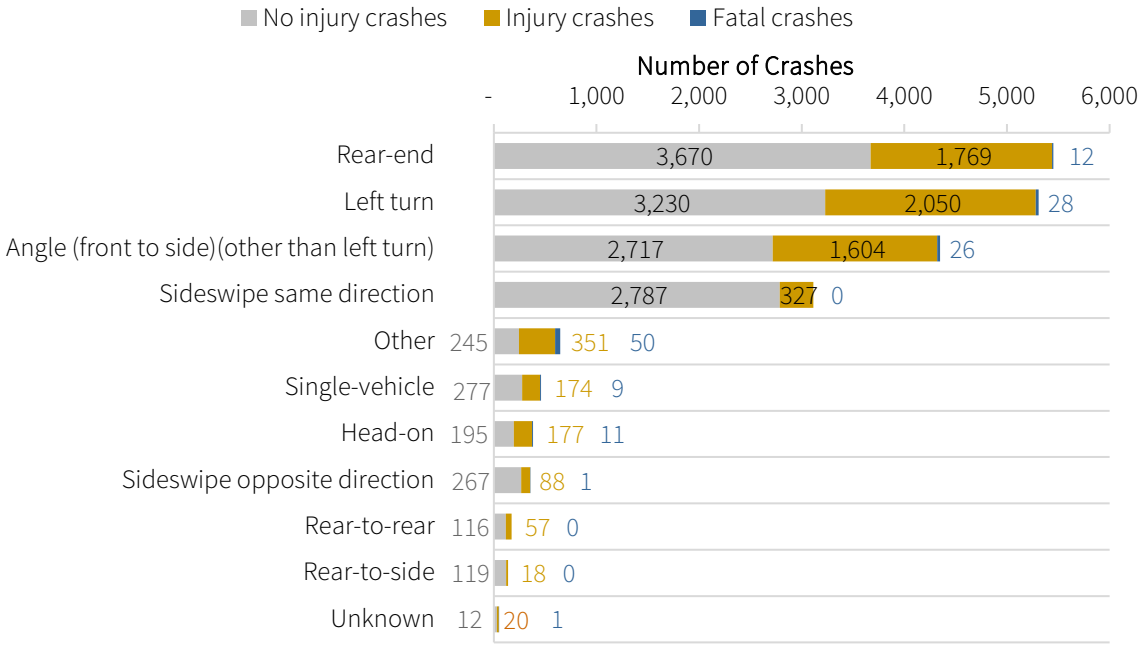


Figure 25: Collision Manner for Crashes Involving Older Drivers, by Year

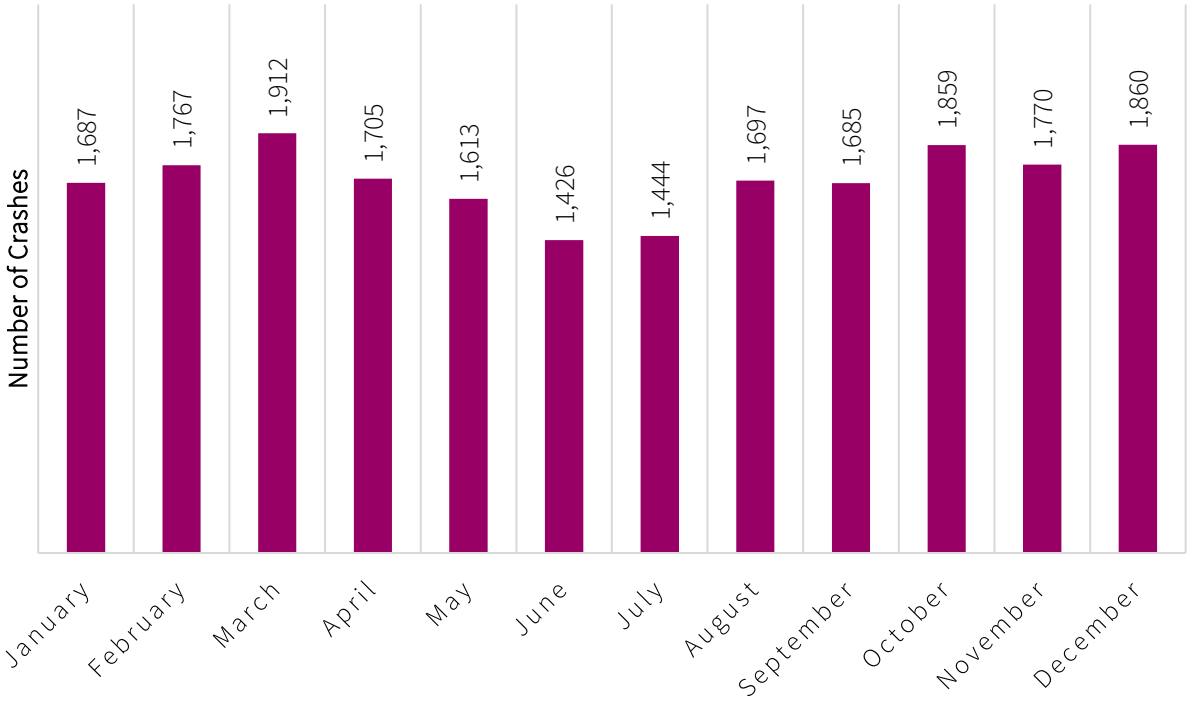


Figure 26: Number of Crashes Involving Older Drivers, by Month

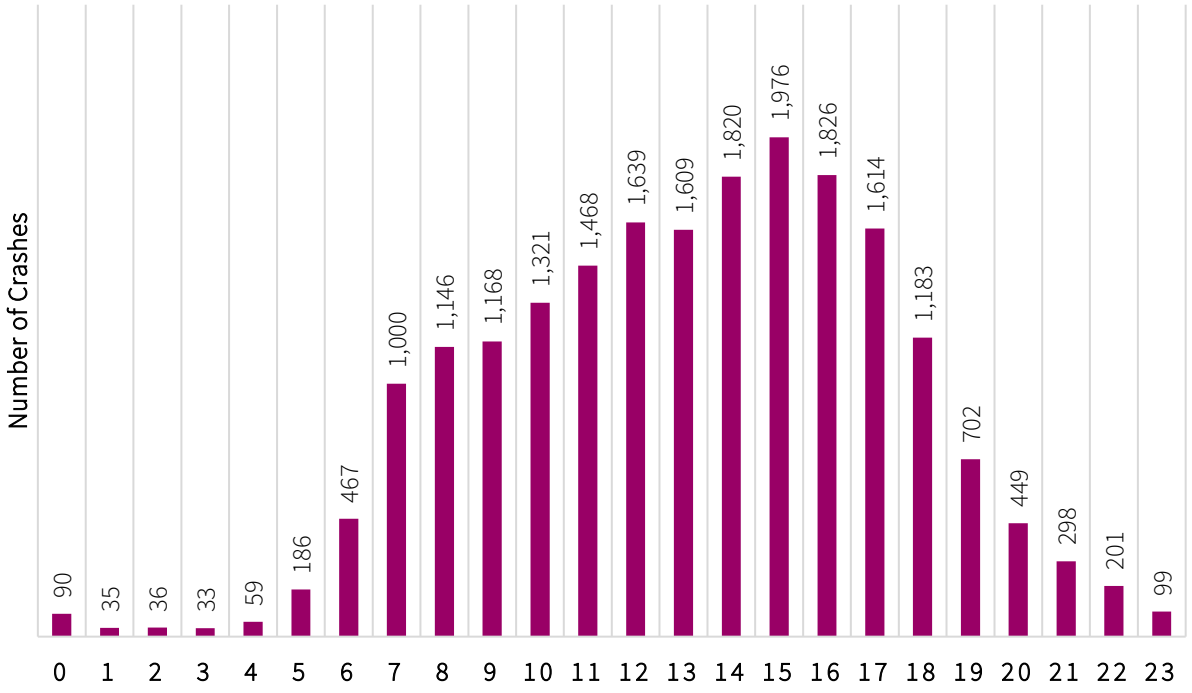


Figure 27: Number of Crashes Involving Older Drivers, by Hour

YOUNGER DRIVERS (Age 24 and Younger)

Younger drivers (age 24 and below) were involved in 62,512 (41%) of all incidents reported in the City of Phoenix's local and arterial roads from 2015-2019. Figure 28 shows the injury severity of those crashes.

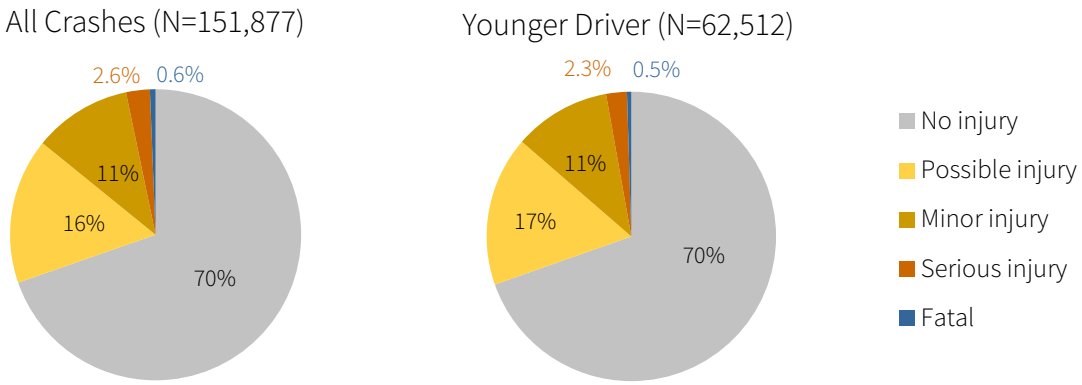


Figure 28: Injury Severity for Crashes Involving Younger Drivers, 2015-2019 (N=62,512)

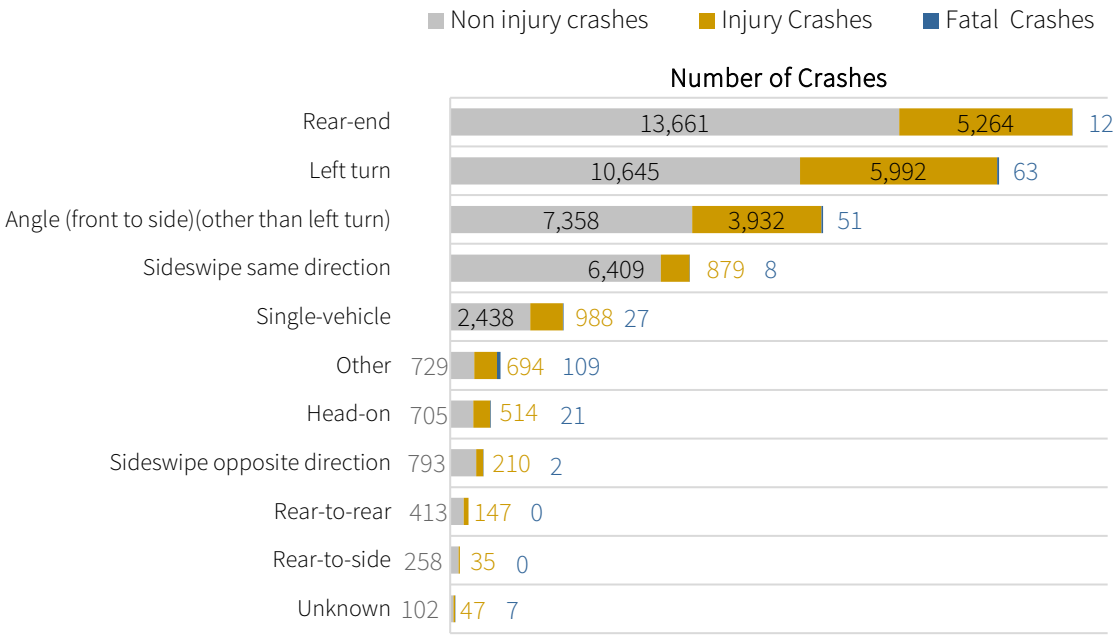


Figure 29: Collision Manner for Crashes Involving Younger Drivers, by Year

The most common collision manners of crashes involving younger drivers were rear-end and left-turn crashes (Figure 29). Figure 30 shows the distribution of younger driver crashes by month and Figure 31 shows the distribution by hour of the day. The month with the highest number of crashes involving younger drivers was March. An increase in crash frequency was associated with the AM and PM peaks of vehicular travel.



Figure 30: Number of Crashes Involving Younger Drivers, by Month

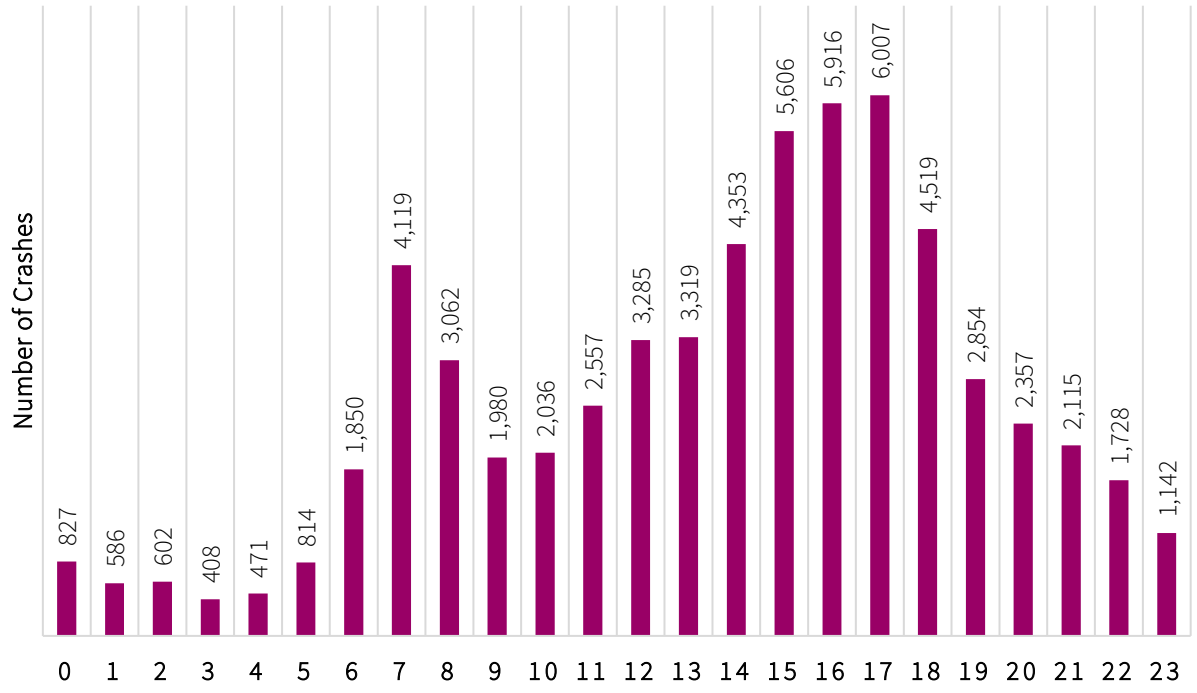


Figure 31: Number of Crashes Involving Younger Drivers, by Hour

TRENDS OF FATAL AND SERIOUS INJURY CRASHES

This analysis uses the KABCO scale of crash severity, where "K" denotes a fatal crash, "A" is a serious injury crash, "B" is a minor injury crash, "C" is a possible injury crash, and "O" is a property damage-only crash. This subsection of the report further details crashes that resulted in at least one serious injury or fatality, and this sub-set of crashes are referred to as "KA" or "KSI" Crashes. A review of critical crashes can identify key trends for further investigation. Compared to reviewing fatal crashes only, reviewing the combination of fatal and serious injury crashes provides a greater sample size and reduces the volatility between years.

KA CRASHES BY COLLISION MANNER

Figure 32 compares the collision manner of KA crashes with crashes that resulted in no injury, possible injury, or minor injuries (BCO crashes). The most common collision manner of BCO crashes is rear-end crashes, while the most common collision manner for KA crashes is "Other". It is important here to note that the "Other" category is often used to describe the collision manner of crashes involving pedestrians (Figure 17) and crashes involving bicyclists (Figure 21). The second and third most common collision manners for KA crashes are left-turn and angle crashes, respectively.

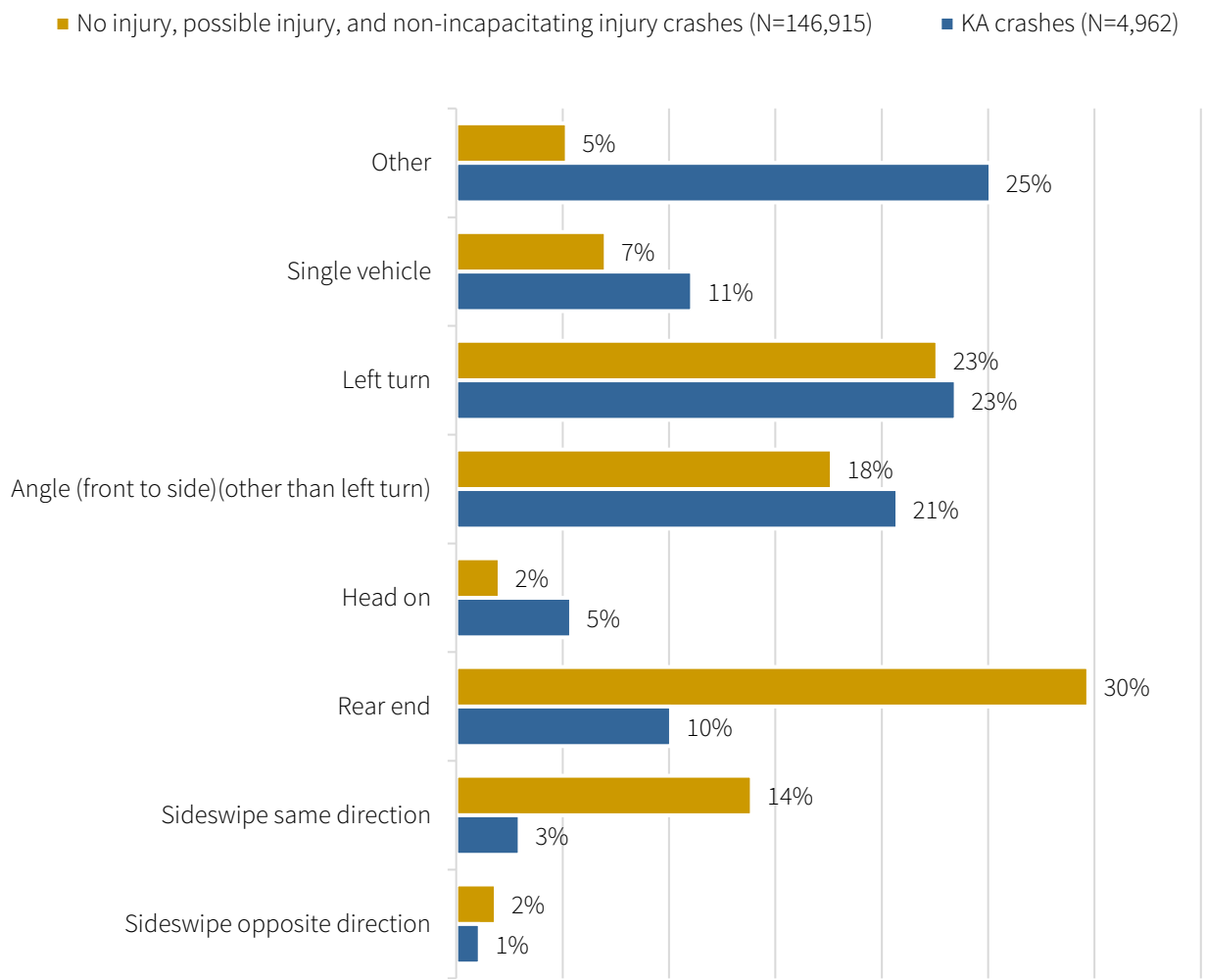


Figure 32: Crashes by Collision Manner and Severity, 2015-2019

KA CRASHES BY MONTH

Figure 33 shows the distribution of KA crashes by month in the period of 2015 to 2019. Consistent with overall crash trends, the month with the highest number of fatal crashes was March and the lowest number of fatal crashes was observed in July.

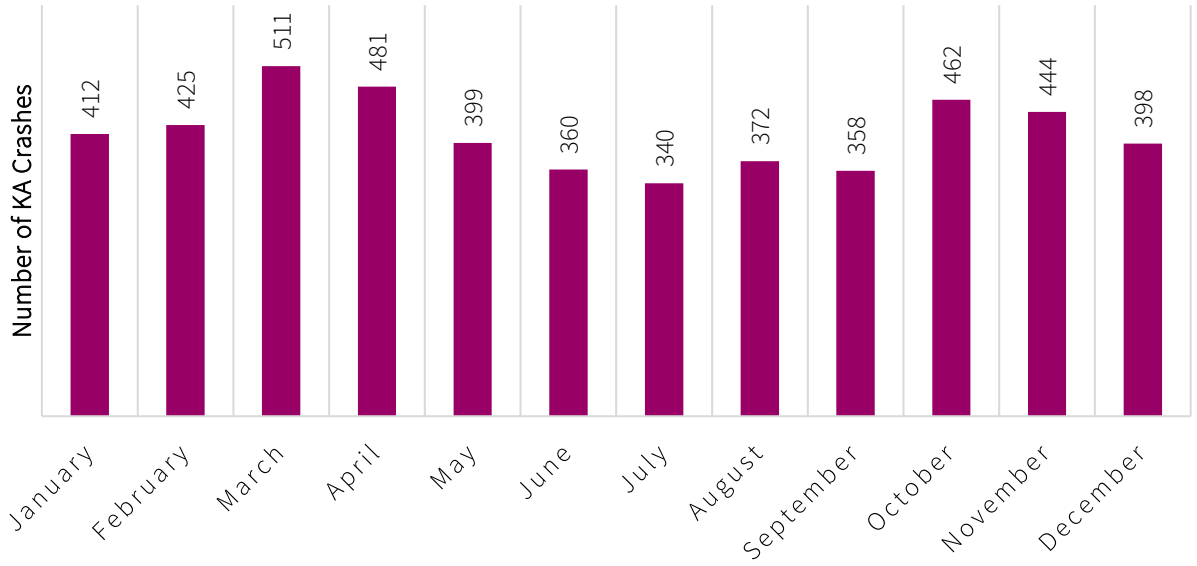


Figure 33: Number of Fatal and Serious Injury Crashes, by Month, 2015-2019

KA CRASHES BY DAY OF WEEK

Figure 34 shows the distribution of fatal and serious injury crashes by day of the week. The day with the highest frequency of serious crashes was Friday, and Sunday was the day with the lowest frequency of KA crashes.

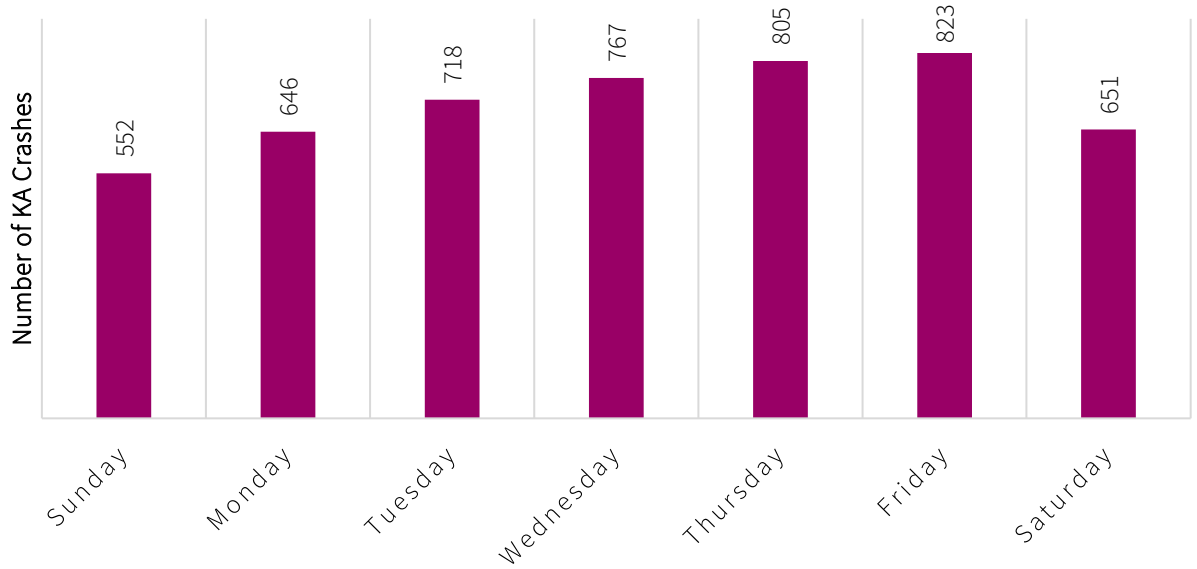


Figure 34: Number of Fatal and Serious Injuries Crashes, by Day of the Week

KA CRASHES BY TIME OF DAY

When analyzing all crashes in the City of Phoenix's local and arterial roads together, only 26% of them occur in dark conditions (Figure 7). However, 40% of KA crashes were reported to have occurred in dark conditions.

Figure 35 shows that KA crashes are overrepresented in non-daylight conditions.

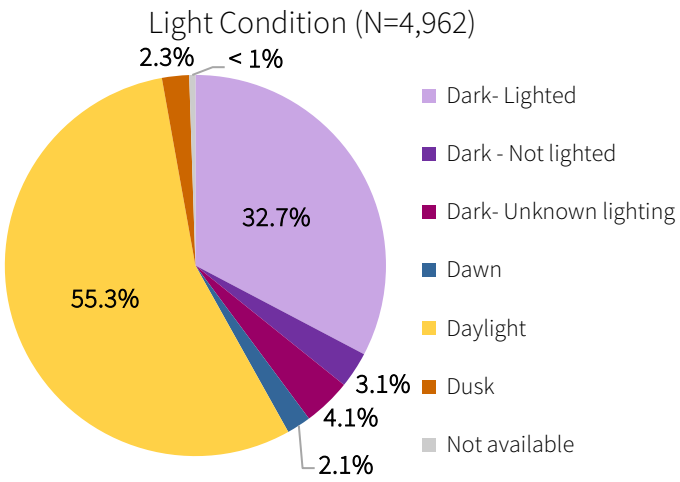


Figure 35: Share of Fatal and Serious Injuries Crashes by Light Condition, 2015-2019

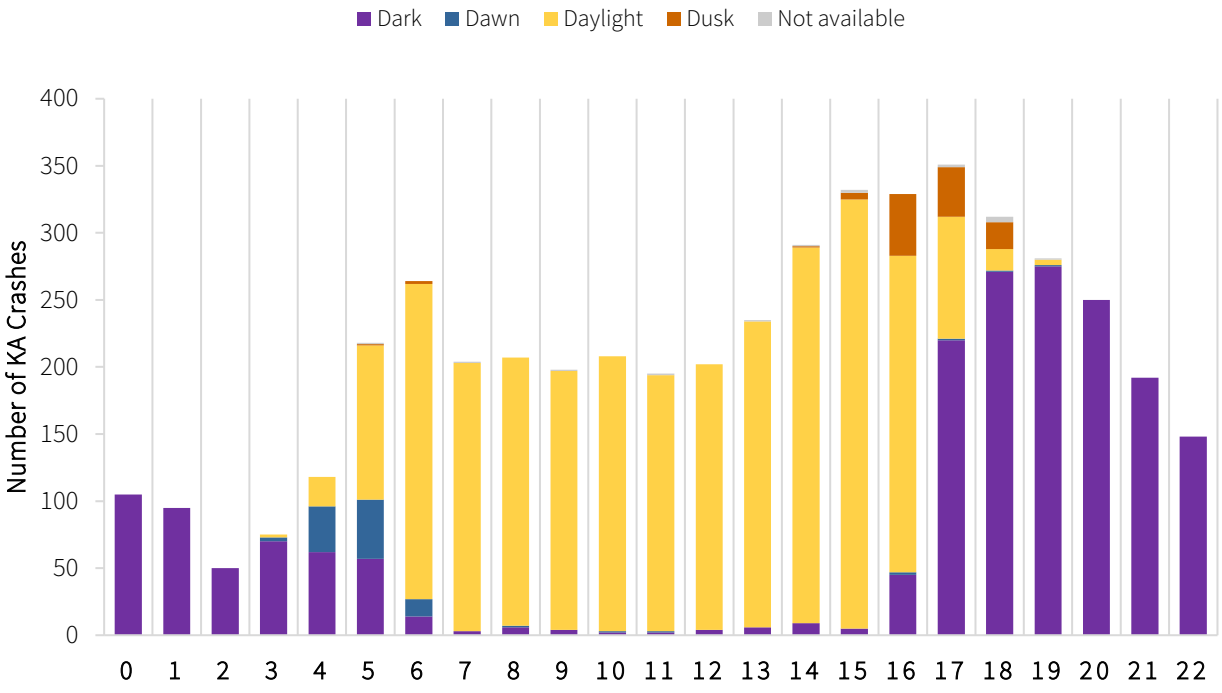


Figure 36: Number of Fatal and Serious Injuries Crashes, by Hour and Lighting Condition

KA CRASHES BY LOCATION

The same criteria to determine the relationship to the closest junction applied to all crashes was applied to KA crashes. Figure 37 shows the crash location by year; about 50% of KA crashes were related to intersections or interchanges.

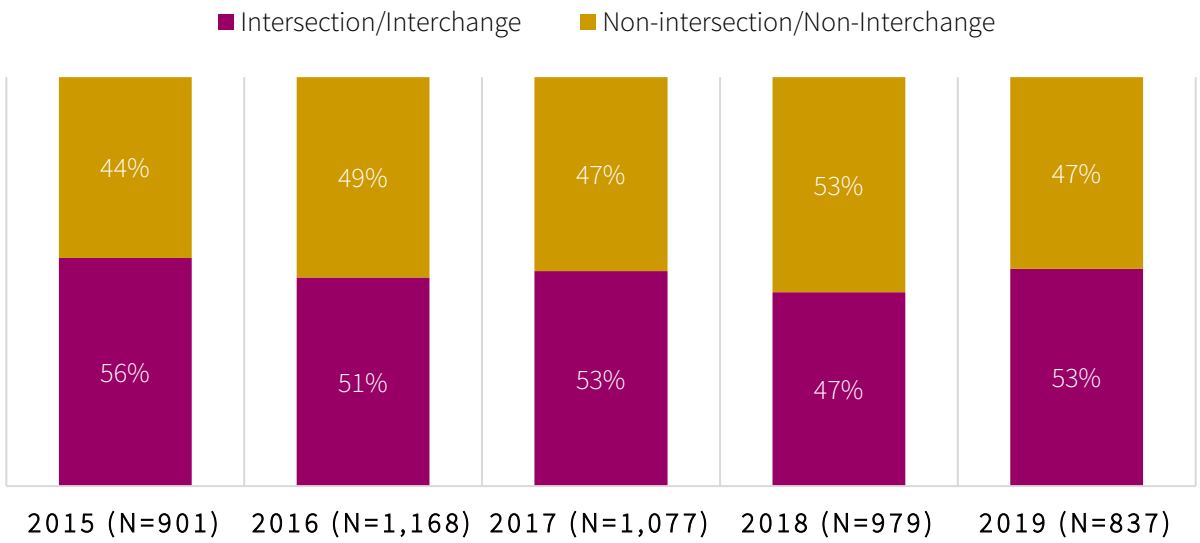


Figure 37: Number of Fatal and Serious Injuries Crashes, by Relation to the Intersection

When comparing the collision manner on intersection-related serious crashes (Figure 38) and all crashes (Figure 11), it can be seen that while rear-end crashes are the second most common intersection-related crashes, they represent less than 10% of serious crashes. The most common collision manner of intersection-related KA crashes were left-turn and angle crashes.

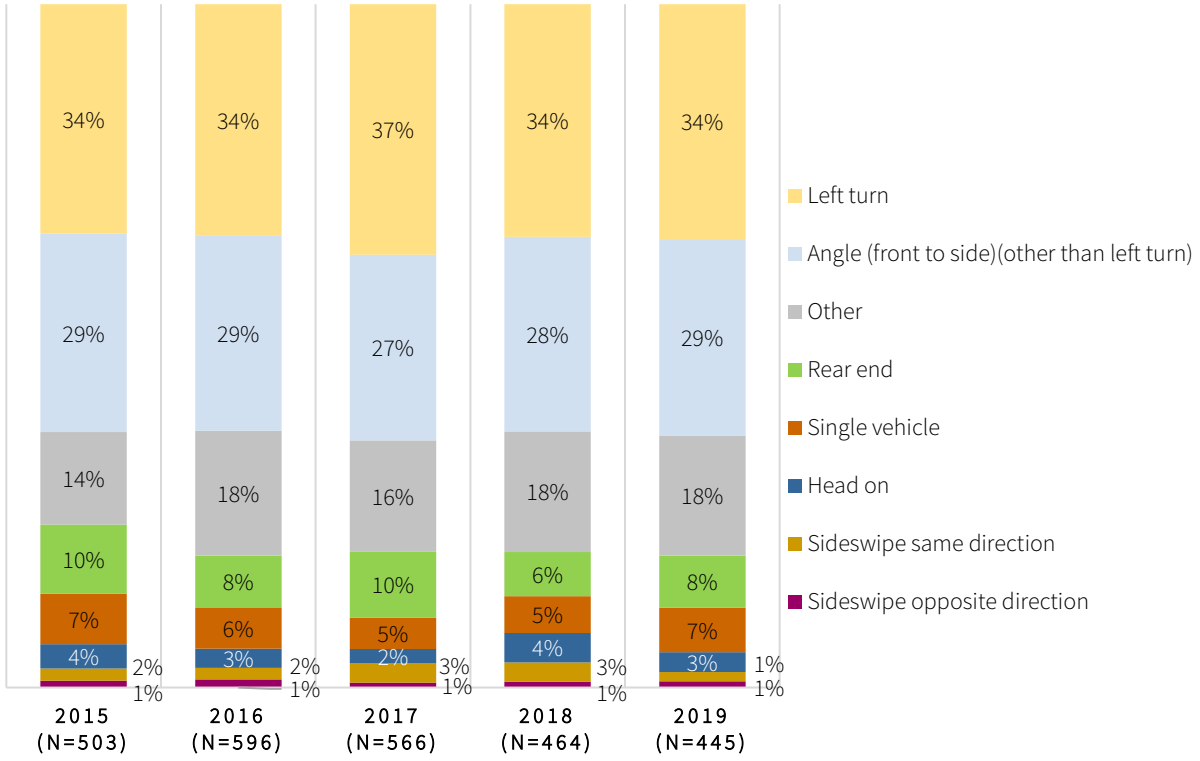


Figure 38: Number of Intersection/Interchange-Related Fatal and Serious Injuries Crashes, by Collision Manner

KA CRASHES BY BEHAVIOR

Figure 39 depicts the frequency of unrestrained driving and speed violation in serious injury and fatal injury crashes. Crashes involving unrestrained drivers represent 16% of KA crashes, and speed-related crashes represent 29% of KA crashes.

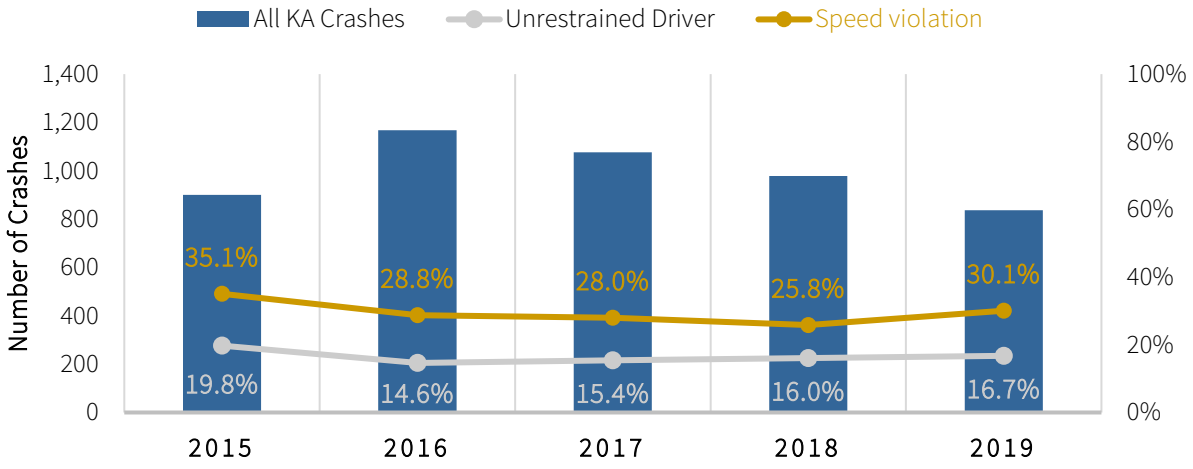


Figure 39: Frequency of Unrestrained Driving and Speed Violation in KA Crashes

COMPARISON TO STATEWIDE AND REGIONAL SAFETY TRENDS

Nationwide summaries of all crashes are available from the National Highway Traffic Safety Administration (NHTSA) Annual Report Tables. NHTSA reports on a yearly basis crash summaries by diverse aspects, such as injury severity, first harmful event, and collision manner.

The Arizona Strategic Traffic Safety Plan (ADOT STSP), published in October 2019, summarizes crash data from the ACIS database from 2009 to 2018. The crash statistics in the ADOT STSP are primarily reported at the person-level, which varies from the RTSIMS reporting, which is primarily at the crash-level. Furthermore, the ADOT STSP does not make any distinction between local roads and freeways while RTSIMS reports (for the purpose of this summary) focus on local and arterial roads only. For the purposes of this comparison, statewide data at the crash-level was retrieved from the ACIS database.

From 2015 to 2018, 43% of the MAG Region's local and arterial road collisions were registered in the City of Phoenix (Figure 40). In terms of population, City of Phoenix residents represent 36% of Maricopa County's population. Figure 41 compares the injury severity of collisions reported in the state of Arizona, MAG Region local and arterial roads, and City of Phoenix local and arterial roads. The results indicate that the fatality rate (at the crash level) is rather similar among the geographies; from 2015 to 2018, 0.6% of all crashes reported on local and arterial roads were fatal crashes, both in the City of Phoenix and in the MAG Region, at the state level, about 0.7% of all reported crashes were fatal.

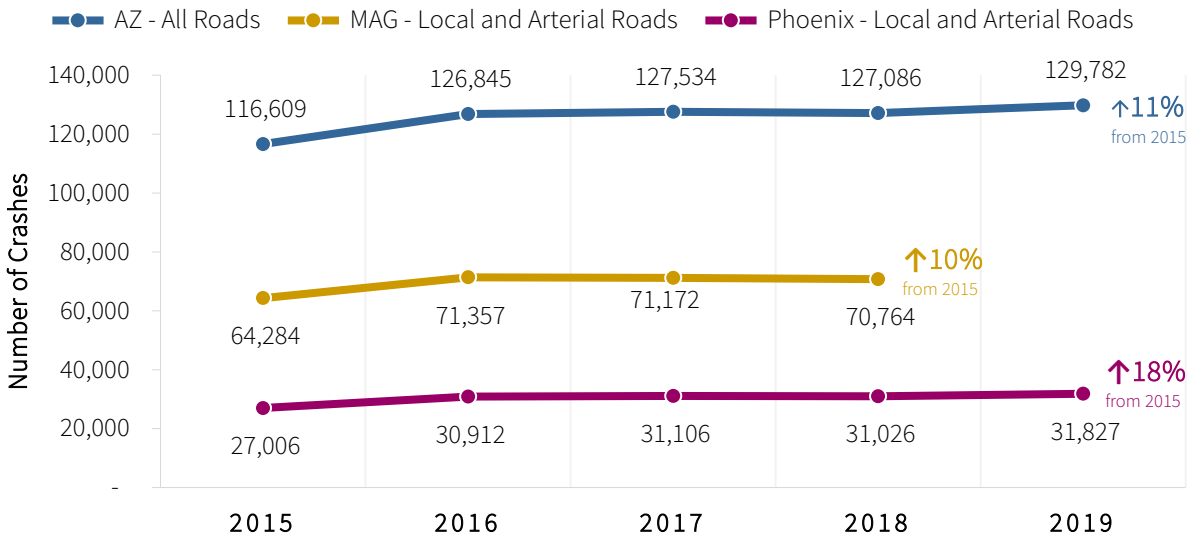


Figure 40: Total Crashes Comparison of State of Arizona, MAG Region, and City of Phoenix

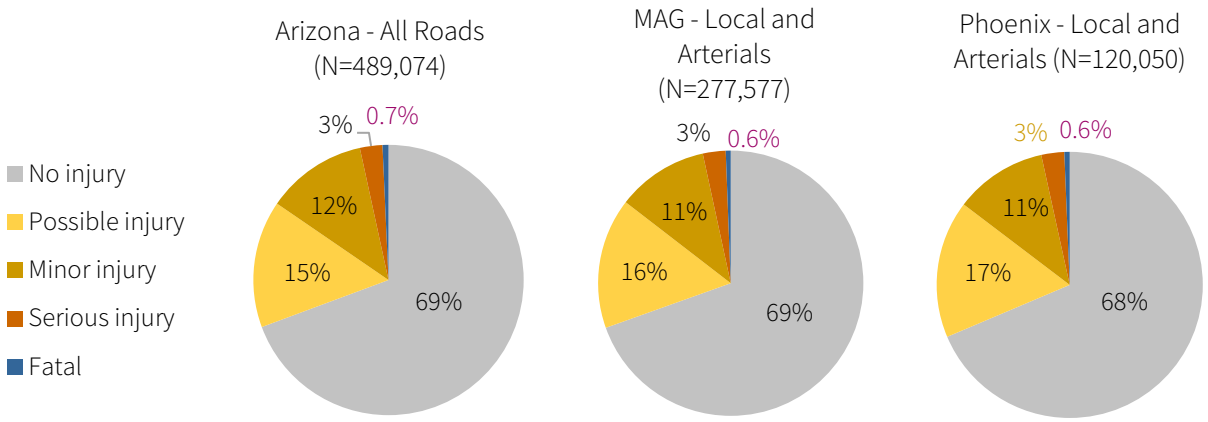
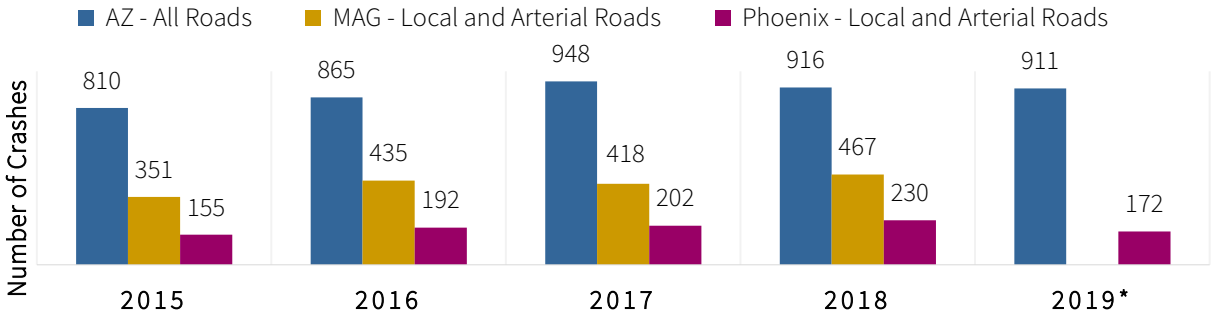


Figure 41: Crash Severity Comparison of State of Arizona, MAG Region, and City of Phoenix (2015-2018)

In the same period, fatal crashes in the City of Phoenix corresponded to 46.6% of the MAG Region's fatal crashes. Figure 42 shows a similar comparison for fatal crashes registered on the two areas, in addition to the total crashes in the state of Arizona. Figure 43 shows the number of fatalities (person-level) registered per year in the state of Arizona and the City of Phoenix. During the five years under study, fatalities on the City of Phoenix's local and arterial roads represented 21% of all Arizona's traffic-related fatalities. This percentage is slightly lower than the share of Arizona residents living in Phoenix in the same period (23%).



**Note: MAG data was sourced from the MAG Strategic Transportation Safety Plan, which analyzed data from 2009 to 2018. Data from 2019 was not available for comparison.*

Figure 42: Fatal Crashes Comparison of Arizona, Maricopa County, and City of Phoenix

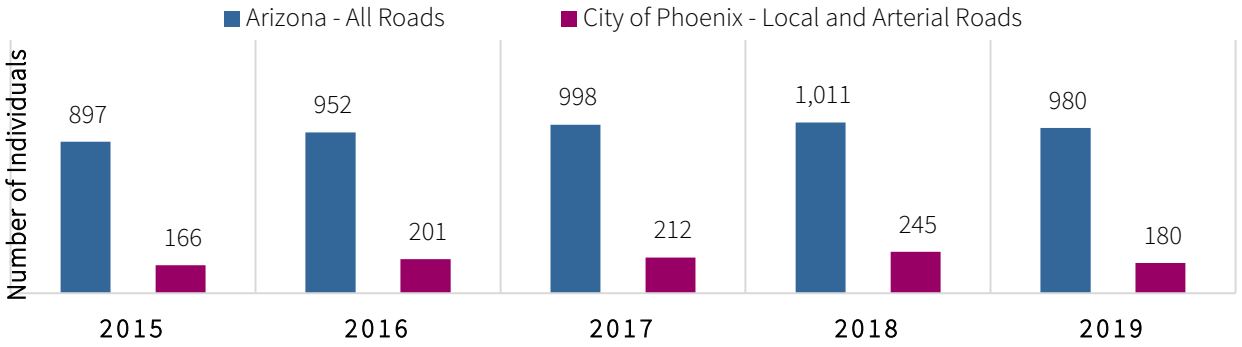
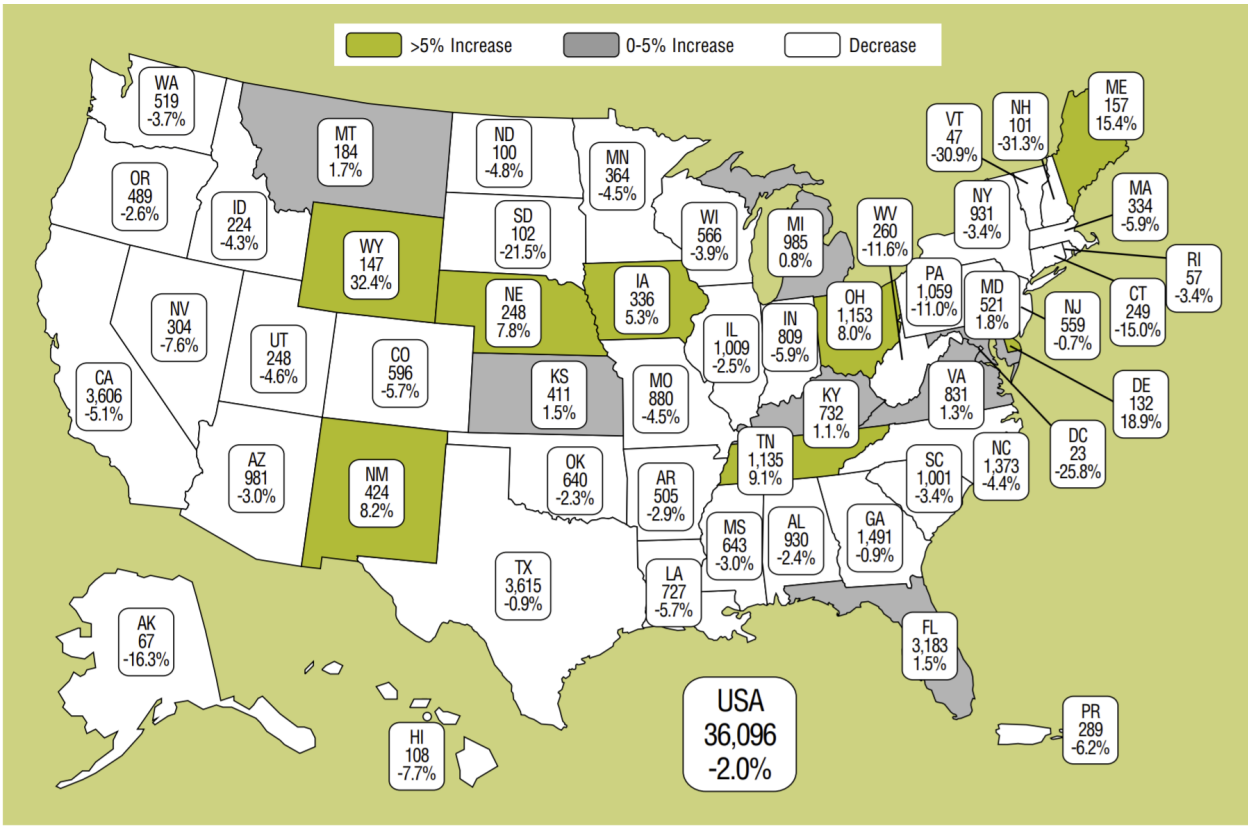


Figure 43: Total Number of Fatalities (Persons) per Year Comparison, Arizona and City of Phoenix

From 2018 to 2019, the number of fatalities in Arizona decreased by 3%. Fatalities in the City of Phoenix (local and arterial roads) decreased by 26% from 2018 to 2019 (Figure 43); however, the year-to-year fluctuation in this data does not indicate a clear trend. National statistics on 2019 fatalities and percent change trends from 2018 are shown in Figure 44.

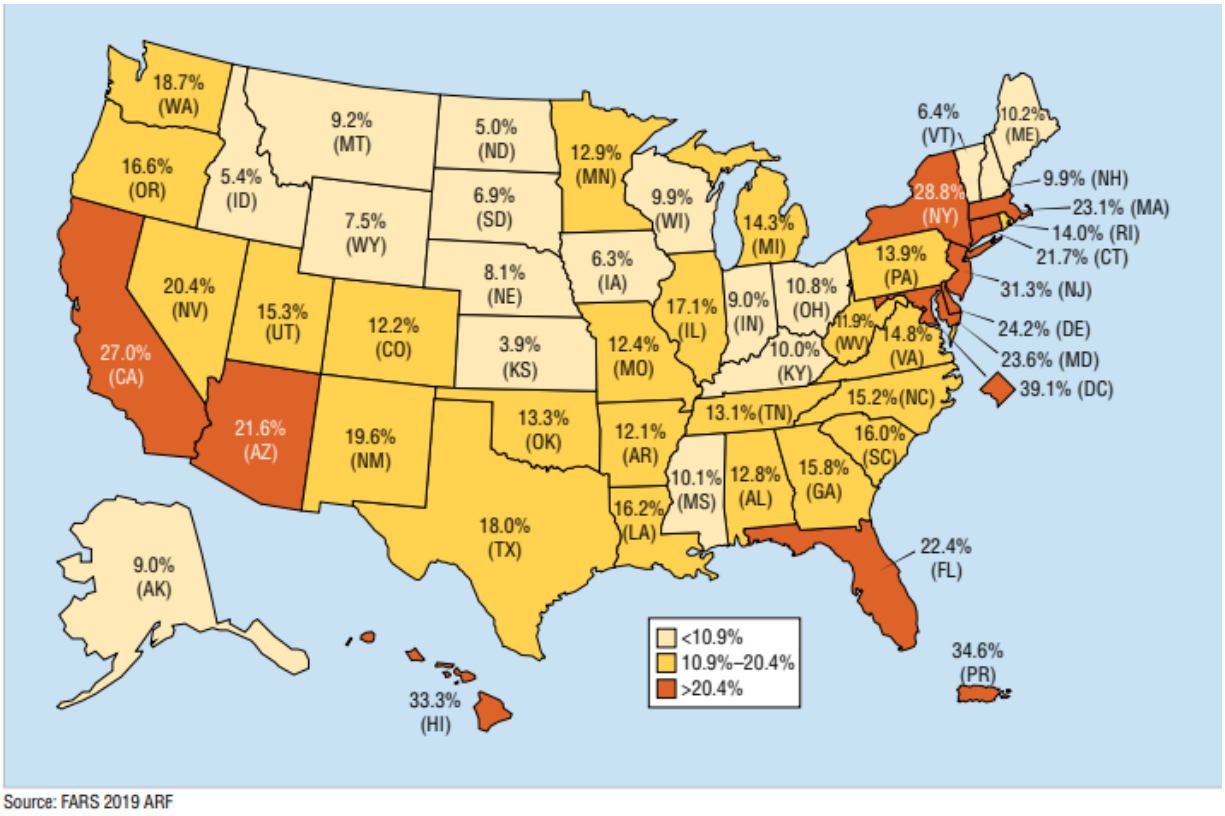


Source: FARS 2018 Final File, 2019 ARF
Note: Puerto Rico is not included in the USA total.

Figure 44: 2019 Fatalities and Percent Changes From 2018, by State (Person-Level).
(Source: FARS Data, NHTSA Graph)

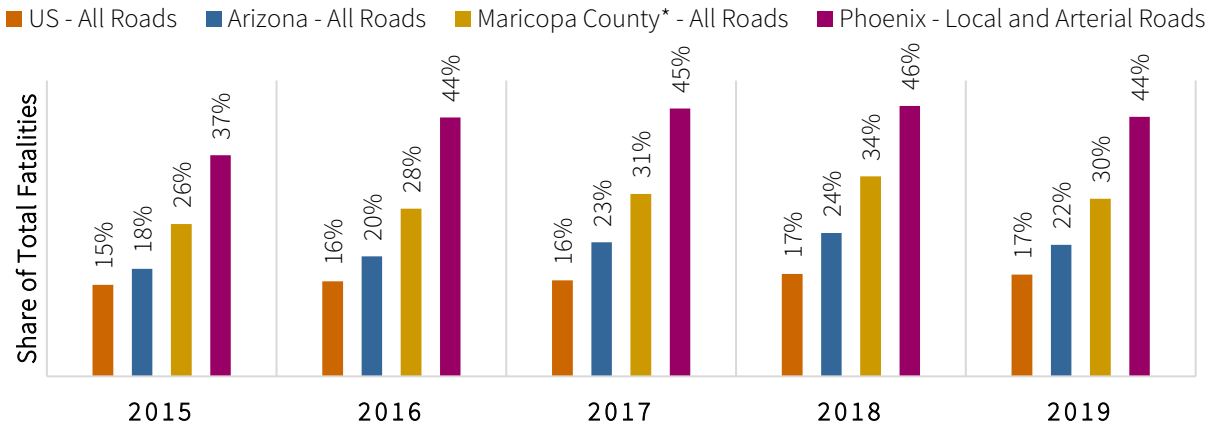
PEDESTRIANS

A large share of traffic fatalities involve pedestrians. Figure 45 shows that the State of Arizona was above the national average, with pedestrians accounting for approximately 22% of 2019 fatalities. In the City of Phoenix, the share of fatalities that is represented by pedestrians grew from 37% in 2015 to 44% in 2019 (Figure 46).



Source: FARS 2019 ARF

Figure 45: Percentage of Total Fatalities Involving Pedestrians, by State (Persons)
Source: FARS Data, NHTSA Graph

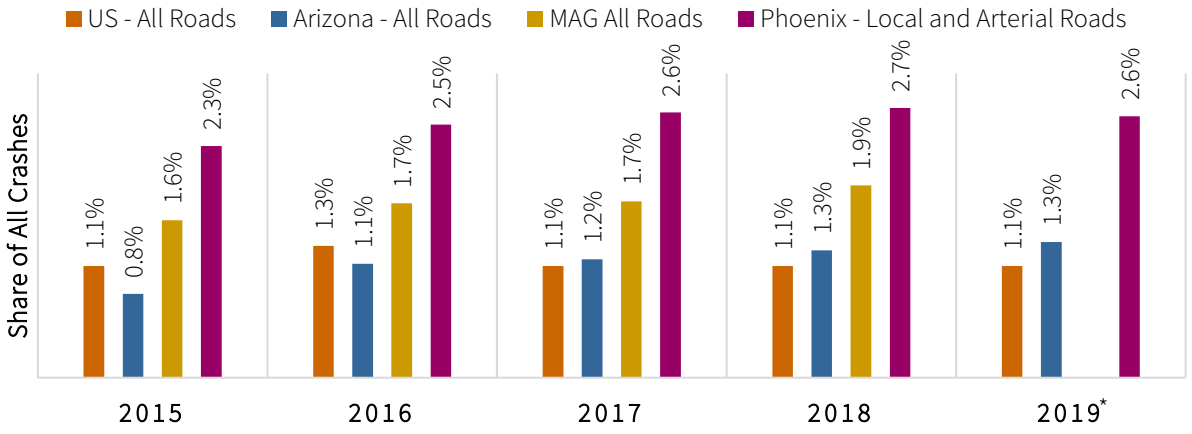


**Note: Maricopa County information obtained from ACIS database.*

Figure 46: Share of Total Fatalities Who Were Pedestrians, Comparison across Geographies

Although the MAG STSP data does not exclude freeway crashes, an analysis of the data found that 98% of total pedestrian crashes in the 10-year studied period (2009-2018) occurred off-freeway, on the local and arterial roadway network. The analysis also found that the same percentage was true for bicycle-related crashes. Therefore; the MAG STSP and RTSIMS datasets are reasonably similar for comparison purposes. As shown in Figure 47, The percentage of pedestrian-related crashes was found to be 1.1% in all United States, 1.1% in the State of Arizona, 1.7% in the MAG region, and 2.5% in the City of Phoenix.

Phoenix represents 36% of the County's population and about 43% of local and arterial road crashes; however, 63% of Maricopa County's pedestrian-related crashes occurred in the City of Phoenix's local and arterial roads.



**Note: MAG data was sourced from the MAG Strategic Transportation Safety Plan, which analyzed data from 2009 to 2018. Data from 2019 was not available for comparison.*

Figure 47: Pedestrian Crashes per Year, Comparison across Geographies

In terms of injury severity, the distribution of pedestrian-related crashes is very similar in the MAG Region and the City of Phoenix (Figure 48). The majority of crashes (63%) of both datasets result in possible or minor injury, while nearly one-quarter (22-23%) result in serious injury, and about 12% result in fatal injury. Only a very small portion of pedestrian-related crashes result in no injuries (2-3%).

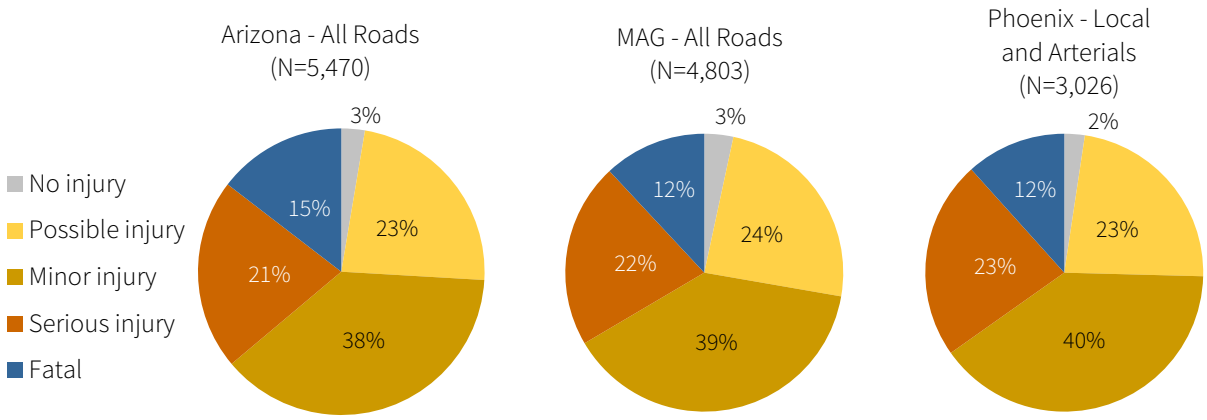
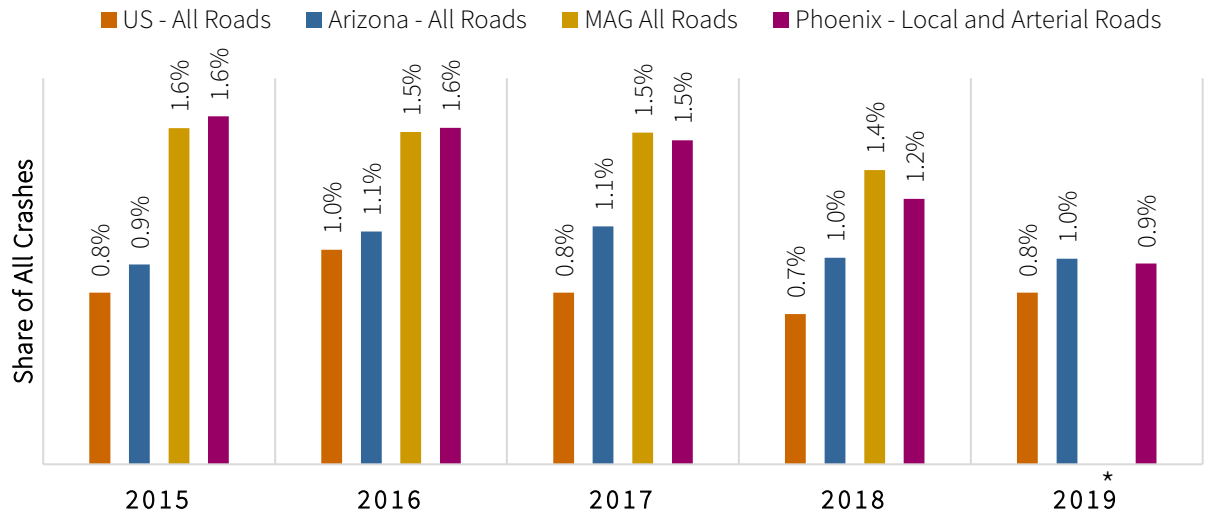


Figure 48: Severity of Pedestrian Crashes, Comparison across Geographies (2015-2018)

BICYCLISTS

As shown in Figure 49, the percentage of crashes involving bicyclists was similar between the two areas, with an average of 1.5% of total crashes in the MAG Region and 1.5% in the City of Phoenix. The injury severity distribution of bicyclist-related crashes is also similar between the two areas, as shown in Figure 50. The majority of crashes (78-79%) of both datasets result in possible or minor injury, 13% result in serious injury, and 2% result in fatal injury. About 6-7% of bicyclist-related crashes resulted in no injuries.



**Note: MAG data was sourced from the MAG Strategic Transportation Safety Plan, which analyzed data from 2009 to 2018. Data from 2019 was not available for comparison.*

Figure 49: Bicycle Crashes per Year, Comparison across Geographies

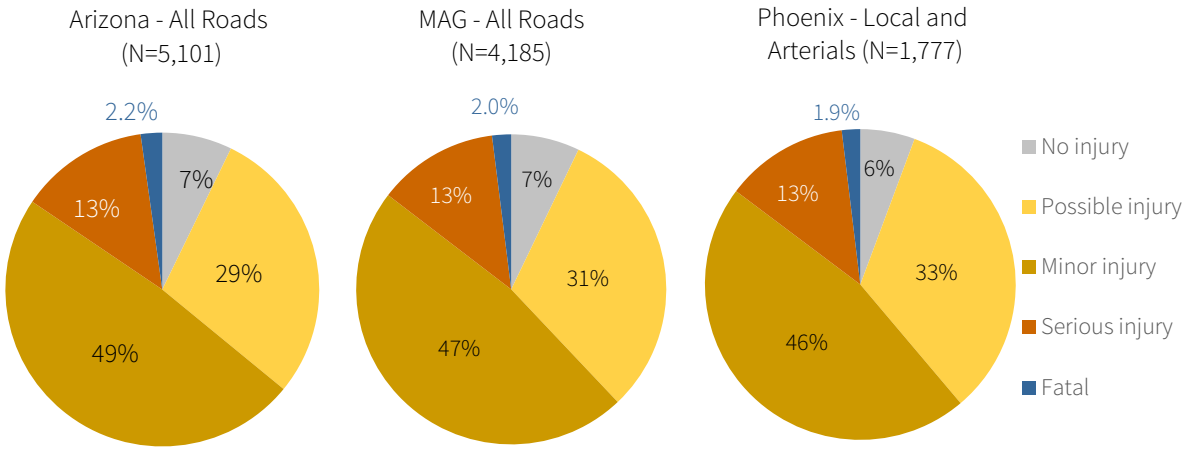
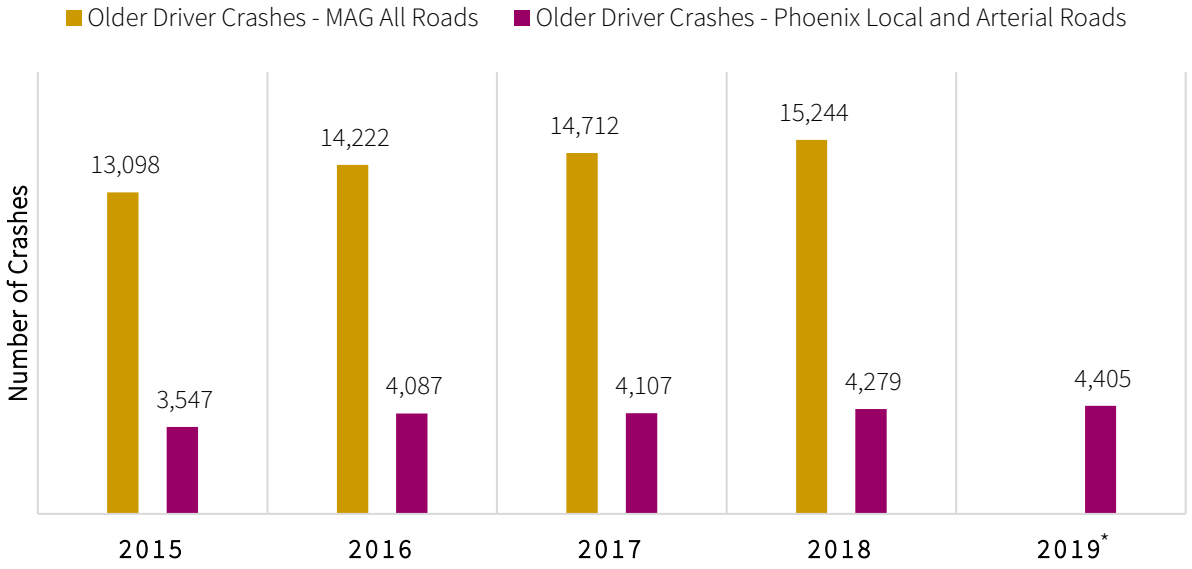


Figure 50: Severity of Bicycle Crashes, Comparison across Geographies (2015-2018)

OLDER DRIVERS (65 and older)

Other vulnerable user groups were also analyzed, including older drivers and younger drivers. Figure 51 compares the number of crashes involving older drivers on all roads of the MAG Region and City of Phoenix's local and arterial roads. Approximately 28% of the older driver crashes in the MAG Region were registered on City of Phoenix's local and arterial roads.



Note: 2019 data was not available for the MAG Region per its Strategic Transportation Safety Plan.

Figure 51: Older Driver Crashes per Year, MAG Region, and City of Phoenix

Figure 52 shows a breakdown by injury severity for crashes on local and arterial roads involving older drivers in the period of 2015-2018. Compared to crashes involving all age groups, the percentage of fatal and serious injury crashes remained the same, with a slight shift from no injury to possible and minor injury crashes. The trends of older drivers are quite similar between the MAG Region and City of Phoenix.

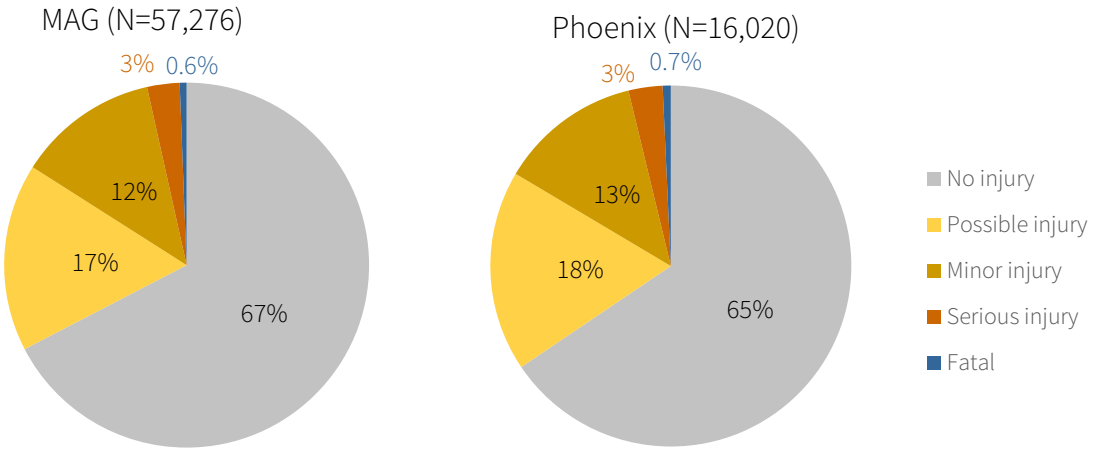
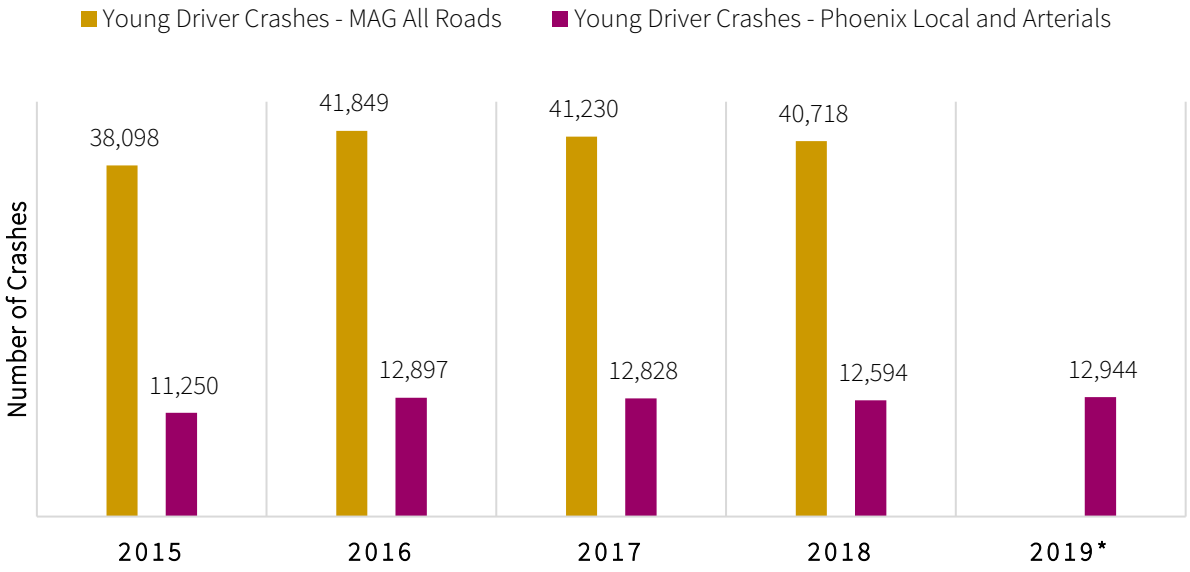


Figure 52: Severity of Older Driver Crashes, MAG Region and Phoenix (2015-2018)

YOUNGER DRIVERS (24 and below)

Figure 53 compares the number of crashes involving younger drivers on all roads of the MAG Region and City of Phoenix's local and arterial roads. Younger driver crashes on the City of Phoenix's local and arterial roads represented about 31% of crashes involving younger drivers in the MAG Region.



**Note: MAG data was sourced from the MAG Strategic Transportation Safety Plan, which analyzed data from 2009 to 2018. Data from 2019 was not available for comparison.*

Figure 53: Younger Driver Crashes per Year, MAG Region, and City of Phoenix

Figure 54 shows that the severity of crashes on local and arterial roads involving younger drivers was similar in both geographies. In addition, the younger driver crashes are generally consistent with the overall crash summaries of each area for all age groups.

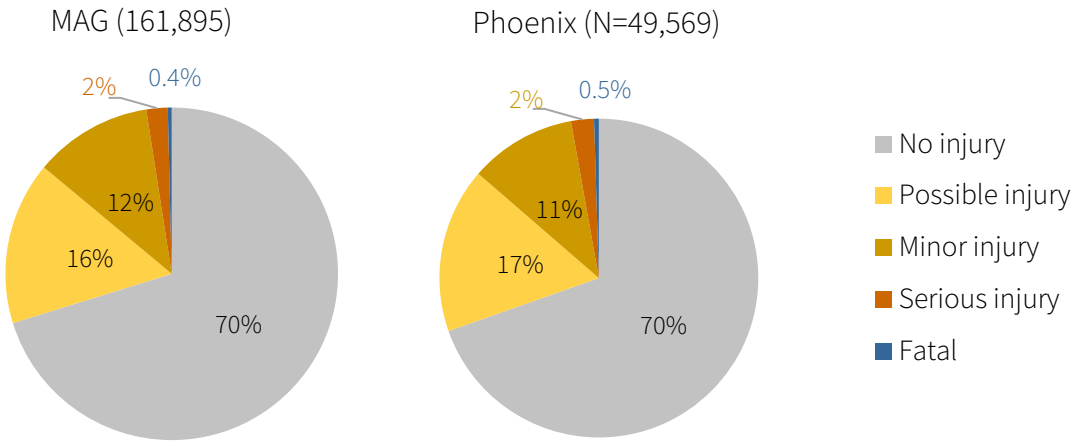


Figure 54: Severity of Younger Driver Crashes, MAG Region and Phoenix (2015-2018)

CONCLUSION

Crash queries were obtained through the Maricopa Association of Governments (MAG) software tool for crash analysis, the Regional Transportation Safety Information Management System (RTSIMS). This report used existing tools to conduct a safety analysis of the past five years, and compared trends to regional and statewide data. The following key findings are based on a review of RTSIMS crash data from 2015 to 2019:

- An annual average 30,376 crashes per year were reported during the five year study period. This equates to 83 crashes per day.
- Crashes on arterial and local roadways in the City of Phoenix increased by a rate of about 4.4% per year. This trend suggests that the crash frequency increased at a higher rate than the City's population, which in the same period grew 1.5% per year, on average.
- Most crashes result in no injury (70%), approximately one-quarter result in possible or minor injury (27%), 2.6% result in serious injury, and 0.6% result in fatal injury. This equates to two serious injury crashes occurring each day, and one fatal crash occurring every other day.
- The percentage of fatal and serious injury crashes has remained generally consistent over the past five years; however the percentage of no injury crashes has steadily increased over time.
- Rear end crashes were the most common collision manner, followed by left-turn crashes. These two crash types account for about half of all crashes.
- For fatal and serious injury crashes, the "Other" collision manner was reported most frequent (25%), which is commonly selected for crashes involving pedestrians and bicyclists. Other frequent crash types for fatal and serious injury crashes were left-turn (23%) and angle (21%).
- Crashes involving unrestrained drivers (i.e, lack of seatbelt, helmet use) have reduced in frequency.
- Due to lack of protection on impact, pedestrians and bicyclists (vulnerable users) are more frequently seriously injured when involved in motor vehicle crashes. In the City of Phoenix, crashes involving bicyclists and pedestrians represent nearly half (48%) of all fatal crashes.
- A greater share of pedestrian crashes is occurring in Phoenix compared to other agencies within the MAG Region. Phoenix represents 36% of Maricopa County's population and about 43% of the County's local and arterial road crashes; however, 63% of County crashes involving pedestrians occurred on City of Phoenix's local and arterial roads.
- Bicyclist crashes are occurring at a greater rate in Phoenix than in other agencies within the MAG Region. About 43% of all crashes involving bicyclists in Maricopa County occurred on City of Phoenix's local and arterial roads.
- For all crash severities, the majority of crashes occur during daylight hours (71%), with the remaining 29% of crashes occurring during dawn, dusk, or dark conditions.
- A correlation exists between injury severity and lighting condition; fatal and serious injury crashes occurred more frequently during dawn, dusk, and dark conditions (45%) compared to daylight conditions (55%).

The MAG RTSIMS tool provided the ability to retrieve data quickly for numerous Citywide statistics. During the analysis process, several discrepancies were identified when comparing to past Phoenix data, which is common when comparing different datasets. The City of Phoenix conducts a robust data scrubbing process each year, which confirms crashes exist within the City of Phoenix boundaries, omits freeway crashes, and reviews characteristics of crashes in detail to correct the manner of collision if originally mis-coded. The RTSIMS crash data is not scrubbed, and comes directly from ADOT ACIS. These differences, along with variations in the querying process, are acknowledged as part of this report. This data contained in this

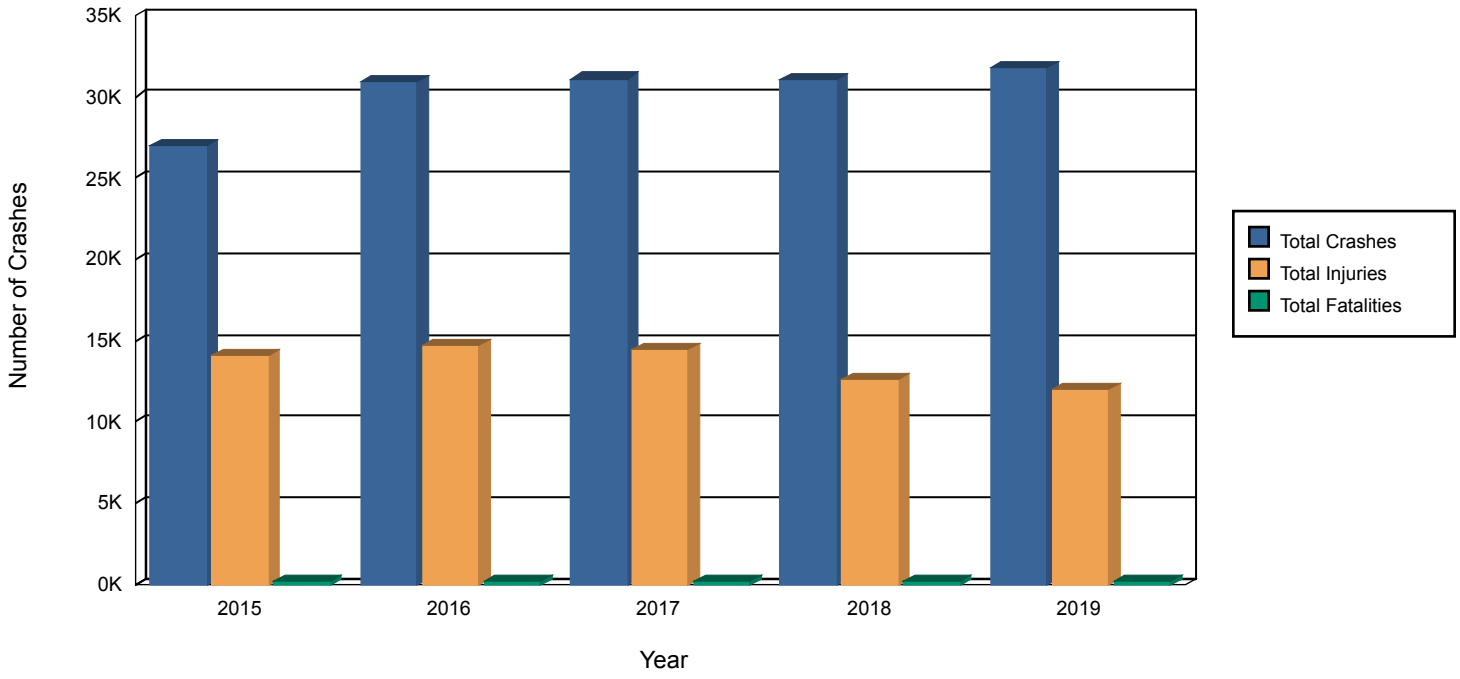
report is intended to provide preliminary information; later stages of this project will modernize the existing City of Phoenix crash analysis process to improve and enhance data analytics and visualization.

APPENDIX A: RTSIMS QUERY OUTPUTS

Safety Analysis Report

Years:
2015,2016,2017,2018,2019

All Arterials and Local Roads Crashes by Year (Phoenix)

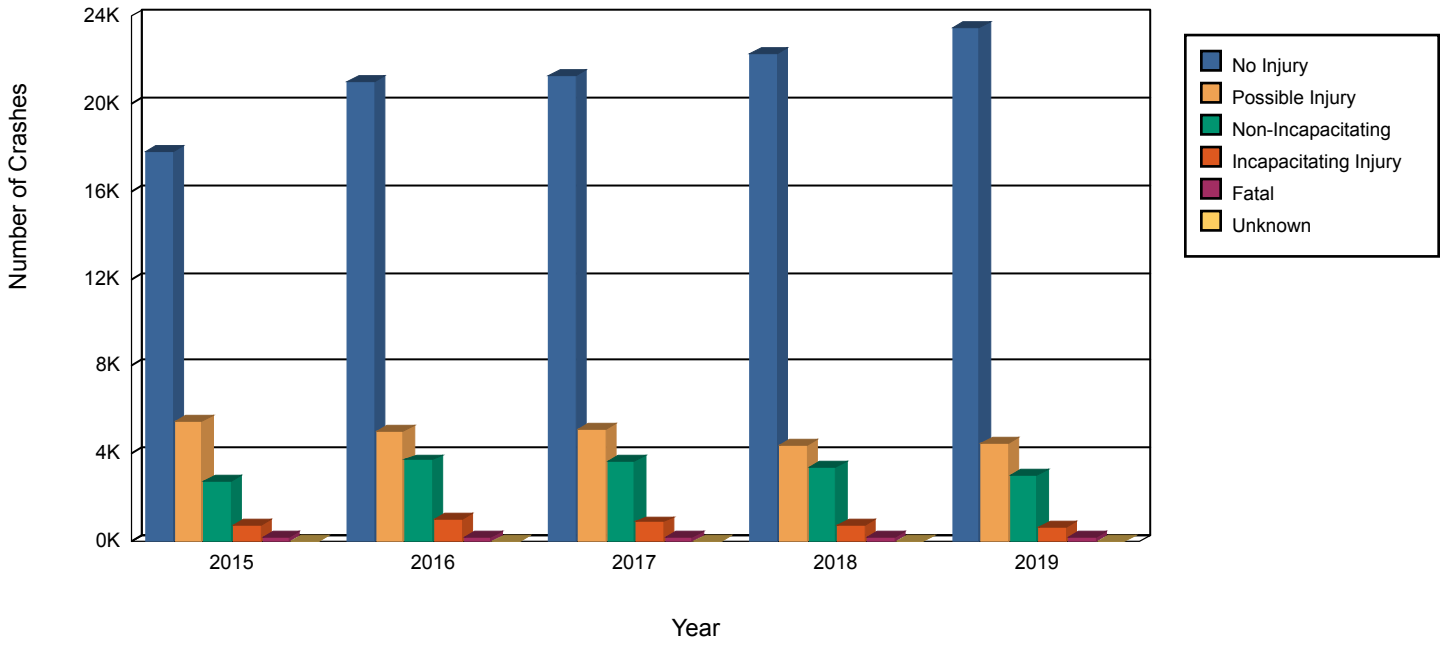


Year	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
2015	27,006	9,023	155	14,120	166
2016	30,912	9,701	192	14,688	201
2017	31,106	9,641	202	14,463	212
2018	31,026	8,527	230	12,637	245
2019	31,827	8,232	172	12,008	180

Safety Analysis Report

Years:
2015,2016,2017,2018,2019

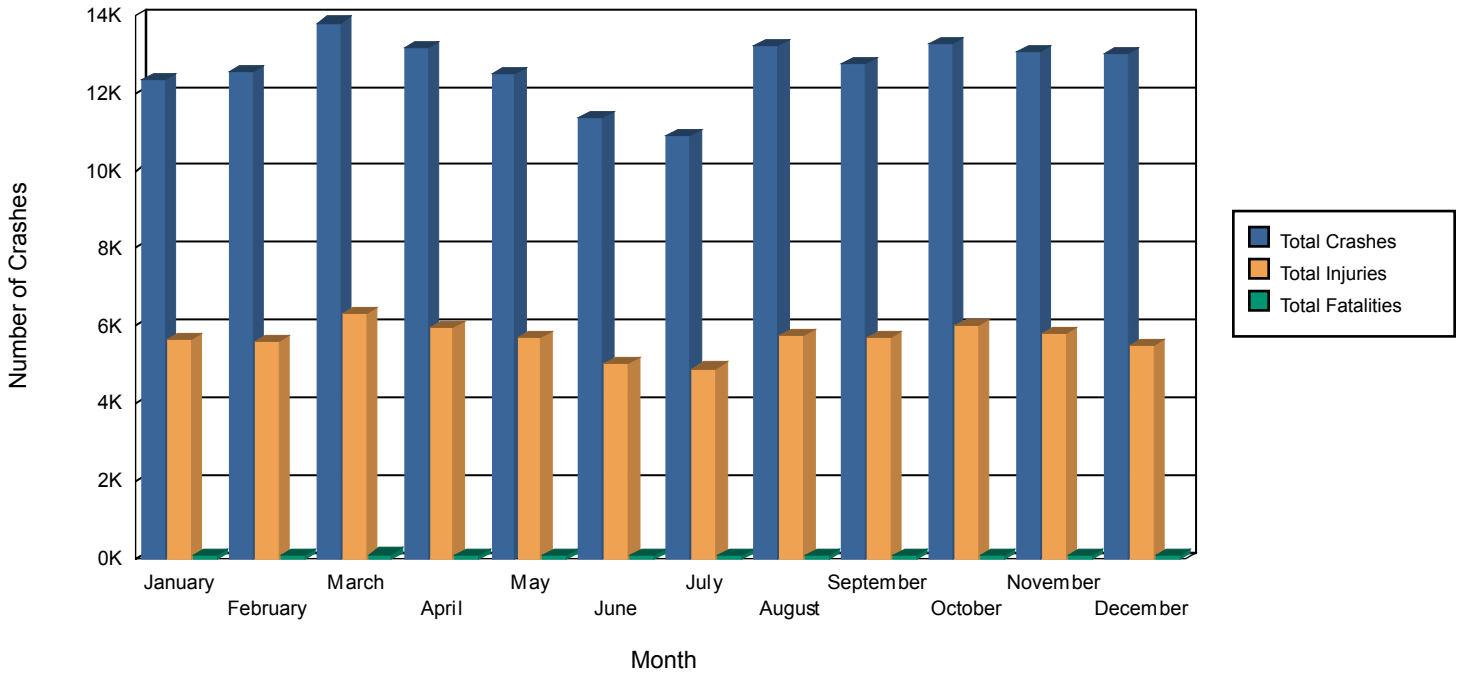
All Arterials and Local Roads Crashes by Year (Phoenix)



Year	No Injury	Possible Injury	Non Incapacitating	Incapacitating Injury	Fatal	Unknown	Total
2015	17,828	5,508	2,769	746	155	0	27,006
2016	21,019	5,018	3,707	976	192	0	30,912
2017	21,263	5,139	3,627	875	202	0	31,106
2018	22,269	4,400	3,378	749	230	0	31,026
2019	23,423	4,509	3,058	665	172	0	31,827

Safety Analysis Report

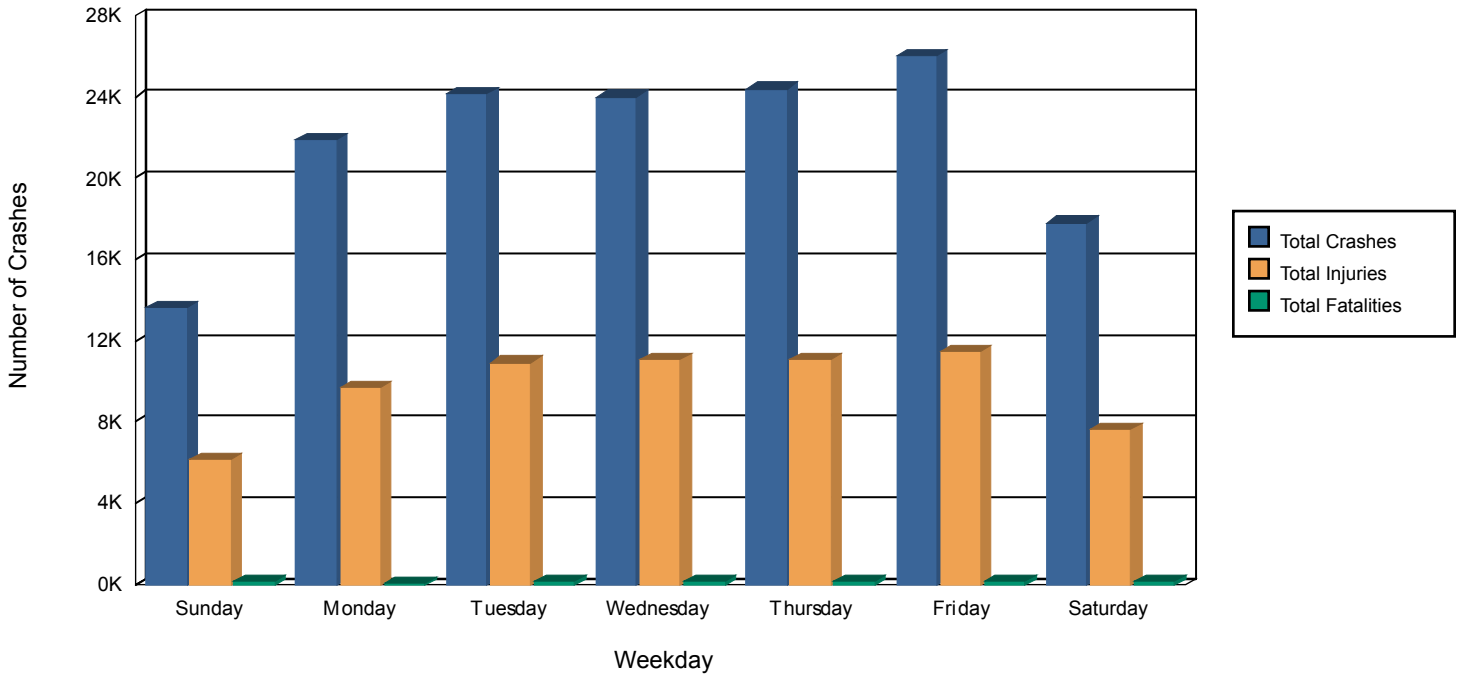
All Arterials and Local Roads Crashes by Month (Phoenix)



Month	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
January	12,337	3,781	80	5,668	87
February	12,553	3,726	77	5,602	83
March	13,809	4,188	102	6,320	107
April	13,146	3,948	83	5,978	88
May	12,474	3,761	71	5,679	75
June	11,359	3,334	84	5,035	86
July	10,920	3,239	65	4,901	67
August	13,199	3,800	78	5,732	83
September	12,736	3,786	67	5,698	68
October	13,267	4,028	85	6,009	93
November	13,065	3,825	75	5,789	80
December	13,012	3,708	84	5,505	87

Safety Analysis Report

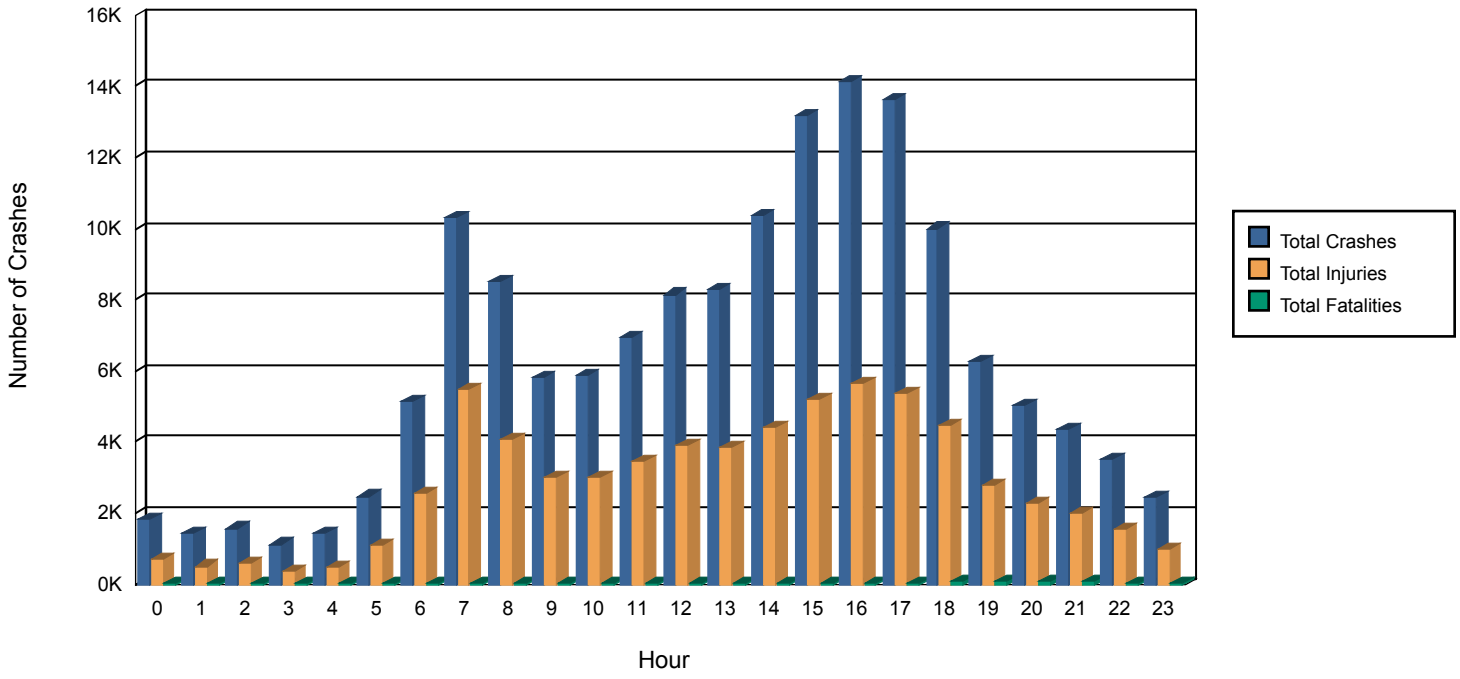
All Arterials and Local Roads Crashes by Weekday (Phoenix)



Weekday	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
Sunday	13,603	3,924	148	6,163	165
Monday	21,920	6,501	97	9,677	104
Tuesday	24,139	7,352	128	10,925	128
Wednesday	23,994	7,462	115	11,067	124
Thursday	24,394	7,367	151	11,059	162
Friday	26,020	7,533	153	11,430	157
Saturday	17,807	4,985	159	7,595	164

Safety Analysis Report

All Arterials and Local Roads Crashes by Hour (Phoenix)

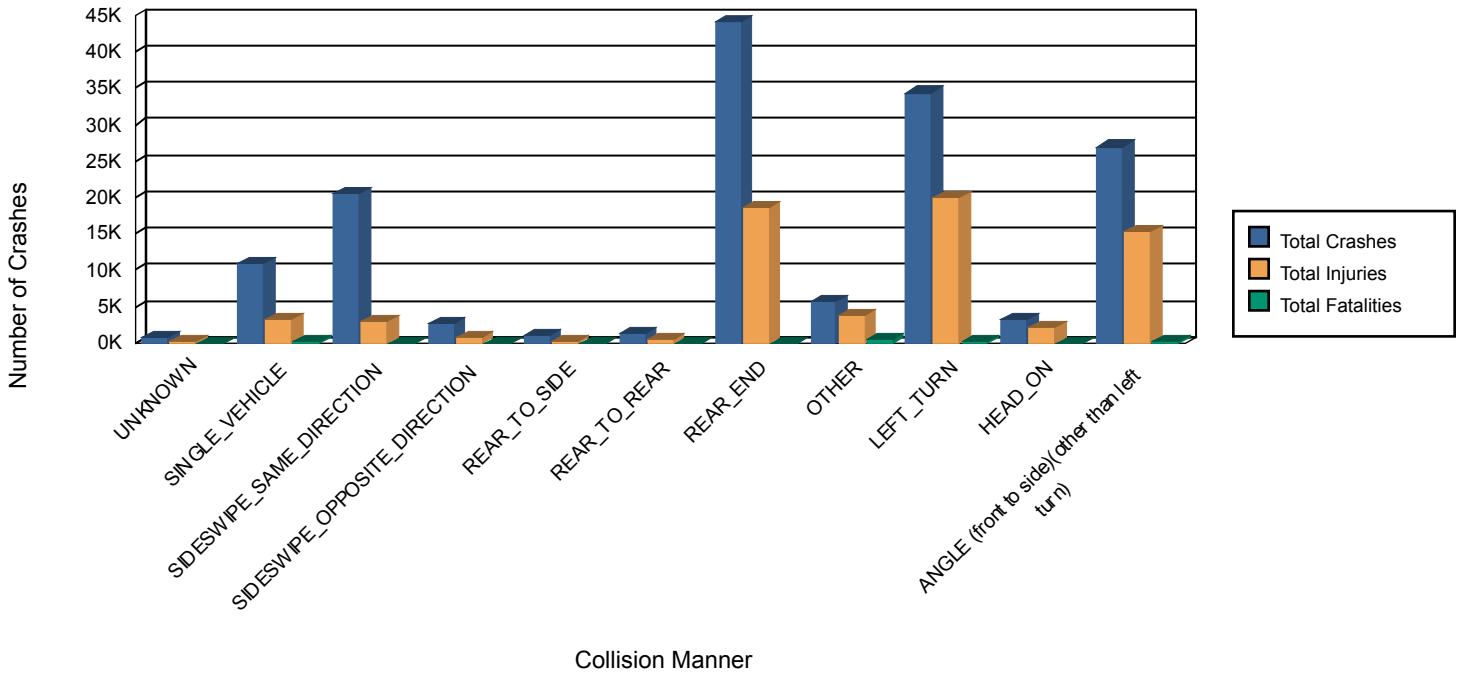


Hour	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
0	1,846	492	43	686	45
1	1,438	357	43	515	49
2	1,581	415	31	603	34
3	1,133	282	15	384	15
4	1,424	367	24	492	26
5	2,481	791	24	1,123	24
6	5,128	1,709	46	2,551	48
7	10,326	3,447	22	5,498	22
8	8,515	2,684	17	4,081	18
9	5,832	1,949	21	3,008	27
10	5,866	1,962	20	2,995	21
11	6,934	2,247	23	3,454	24
12	8,150	2,553	22	3,902	22
13	8,296	2,485	28	3,847	28
14	10,377	2,924	30	4,396	32
15	13,166	3,529	33	5,222	34
16	14,120	3,817	48	5,662	50
17	13,608	3,668	47	5,387	48
18	10,005	2,944	67	4,493	68
19	6,286	1,875	81	2,799	88

Hour	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
20	5,054	1,584	88	2,270	91
21	4,345	1,332	81	1,994	88
22	3,508	1,027	51	1,553	56
23	2,458	684	46	1,001	46

Safety Analysis Report

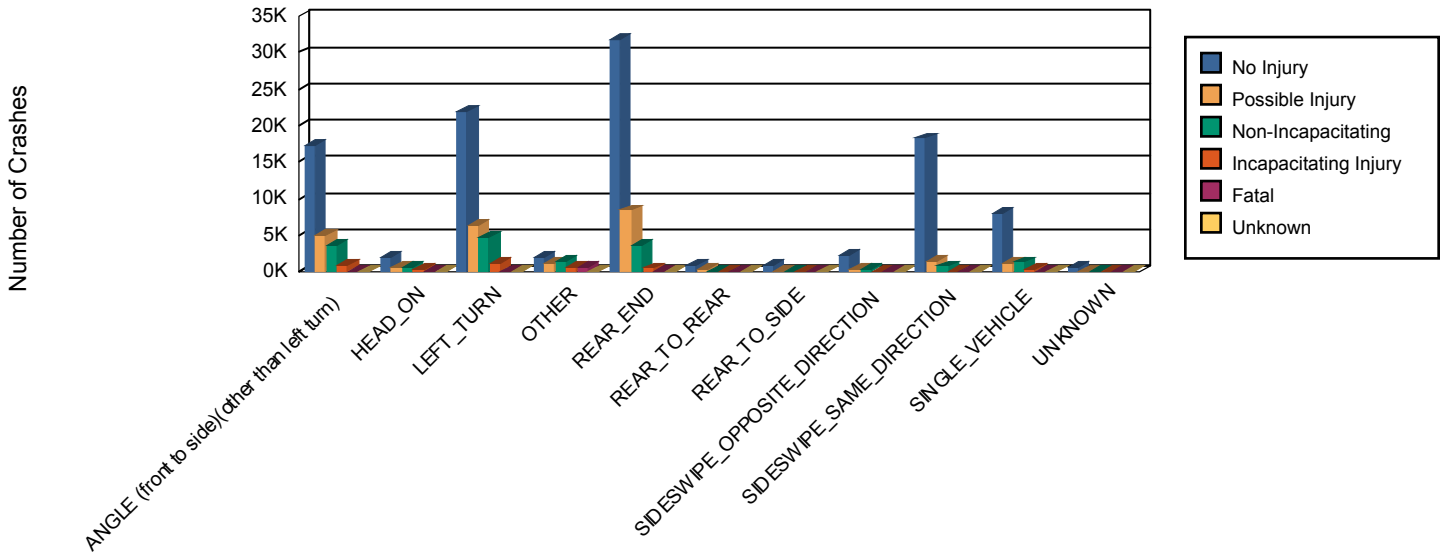
All Arterials and Local Roads Crashes by Collision Manner (Phoenix)



Collision Manner	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
UNKNOWN	853	208	21	267	23
SINGLE_VEHICLE	10,875	2,824	114	3,301	129
SIDESWIPE_SAME_DIRECTION	20,560	2,312	11	3,071	13
SIDESWIPE_OPPOSITE_DIRECTION	2,791	530	4	801	5
REAR_TO_SIDE	938	88	0	123	0
REAR_TO_REAR	1,295	315	0	483	0
REAR_END	44,146	12,372	42	18,618	43
OTHER	5,797	3,264	491	3,718	504
LEFT_TURN	34,390	12,247	117	20,044	123
HEAD_ON	3,266	1,340	43	2,226	50
ANGLE (front to side)(other than left turn)	26,966	9,624	108	15,264	114

Safety Analysis Report

All Arterials and Local Roads Crashes by Collision Manner (Phoenix)

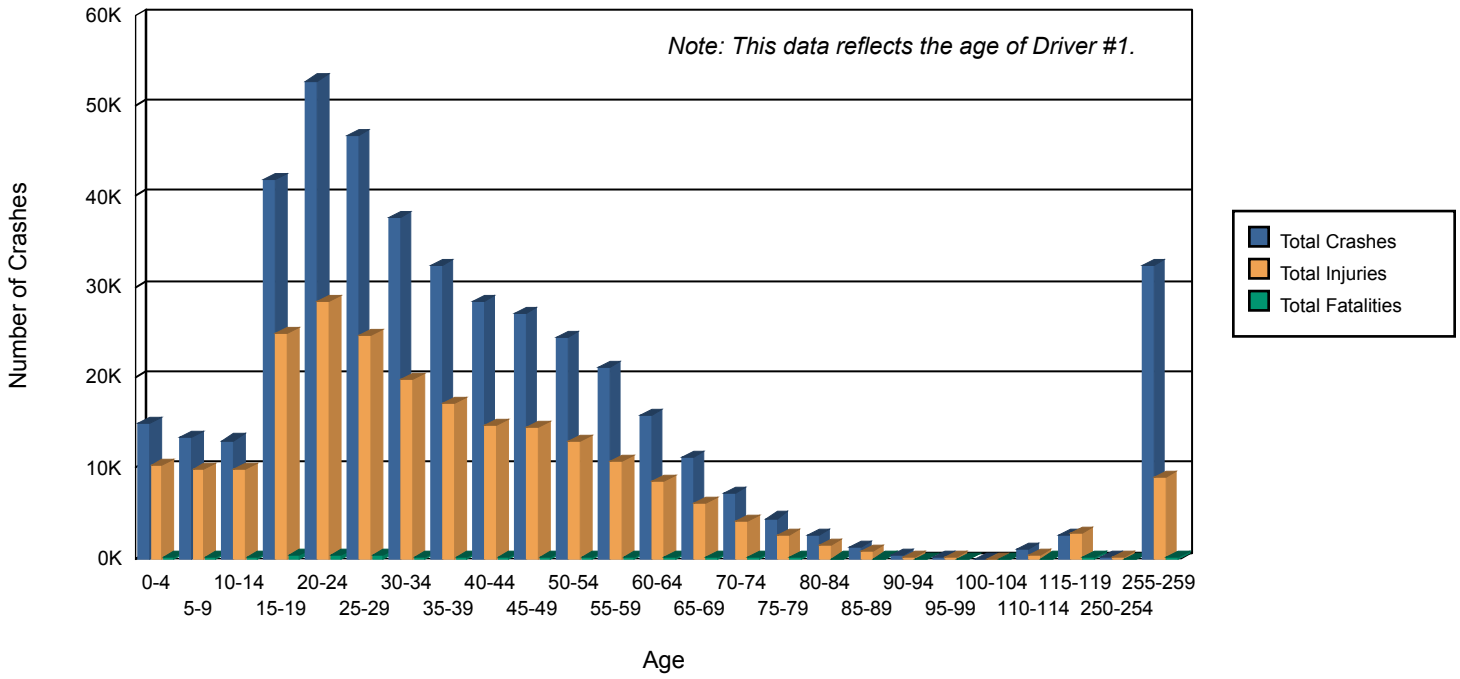


Collision Manner

Collision Manner	No Injury	Possible Injury	Non Incapacitating	Incapacitating Injury	Fatal	Unknown	Total
UNKNOWN	624	92	83	33	21	0	853
SINGLE_VEHICLE	7,937	1,092	1,296	436	114	0	10,875
SIDESWIPE_SAME_DIRECTION	18,237	1,434	741	137	11	0	20,560
SIDESWIPE_OPPOSITE_DIRECTION	2,257	273	206	51	4	0	2,791
REAR_TO_SIDE	850	51	32	5	0	0	938
REAR_TO_REAR	980	214	87	14	0	0	1,295
REAR_END	31,732	8,394	3,519	459	42	0	44,146
OTHER	2,042	1,118	1,464	682	491	0	5,797
LEFT_TURN	22,026	6,375	4,824	1,048	117	0	34,390
HEAD_ON	1,883	547	568	225	43	0	3,266
ANGLE (front to side) (other than left turn)	17,234	4,984	3,719	921	108	0	26,966

Safety Analysis Report

All Arterials and Local Roads Crashes by Age (Phoenix)

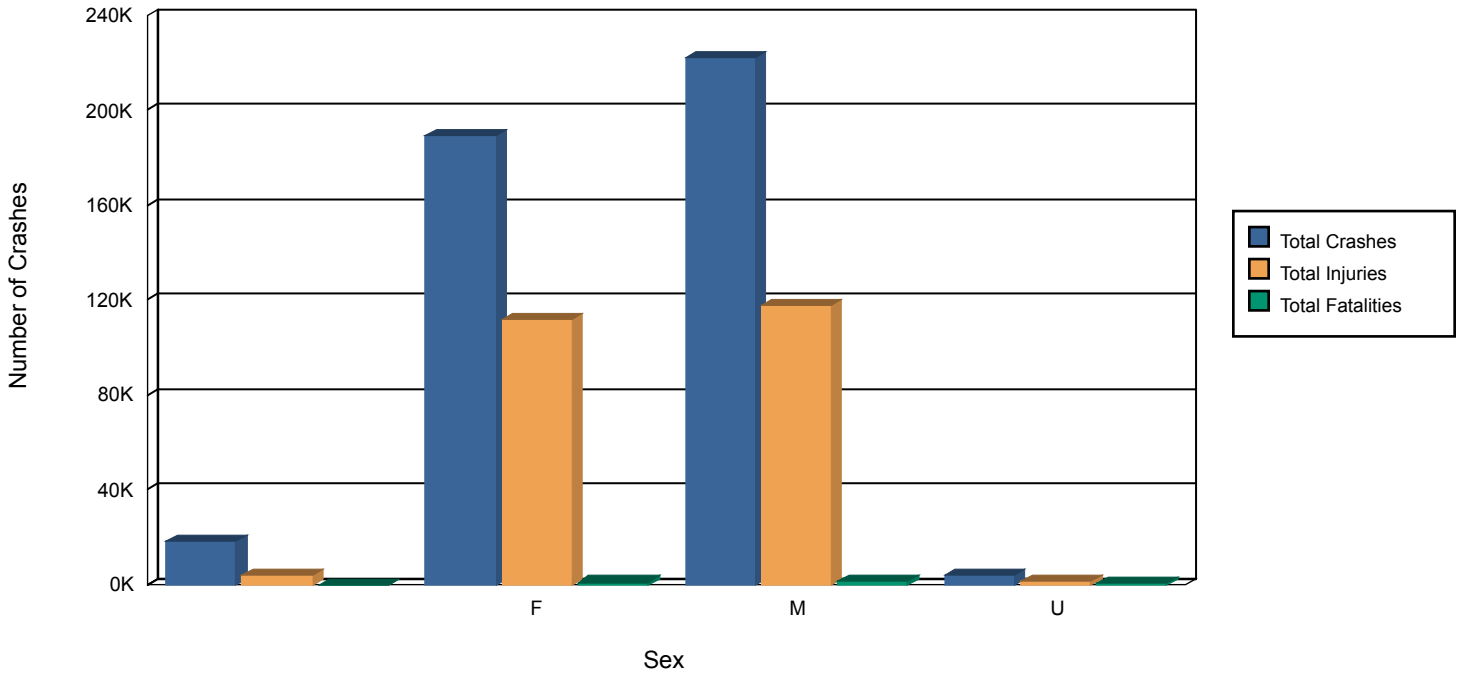


Age	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
0-4	15,012	5,044	58	10,327	79
5-9	13,433	4,610	57	9,807	72
10-14	13,047	4,686	66	9,808	74
15-19	41,762	13,697	216	24,805	275
20-24	52,790	16,849	312	28,302	352
25-29	46,706	14,698	255	24,645	283
30-34	37,610	12,038	194	19,859	212
35-39	32,390	10,307	189	17,208	207
40-44	28,351	9,012	150	14,790	159
45-49	27,132	8,924	146	14,531	153
50-54	24,501	8,072	186	13,036	192
55-59	21,184	6,869	148	10,821	153
60-64	15,723	5,305	136	8,482	138
65-69	11,171	3,798	91	6,159	93
70-74	7,282	2,520	64	4,168	64
75-79	4,441	1,567	55	2,594	57
80-84	2,528	887	31	1,510	31
85-89	1,327	465	20	755	21
90-94	386	134	8	225	9
95-99	60	23	1	40	1

Age	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
100-104	4	2	1	8	1
110-114	1,088	260	22	441	22
115-119	2,525	1,137	163	2,842	178
250-254	151	38	0	58	0
255-259	32,424	6,618	43	8,987	45

Safety Analysis Report

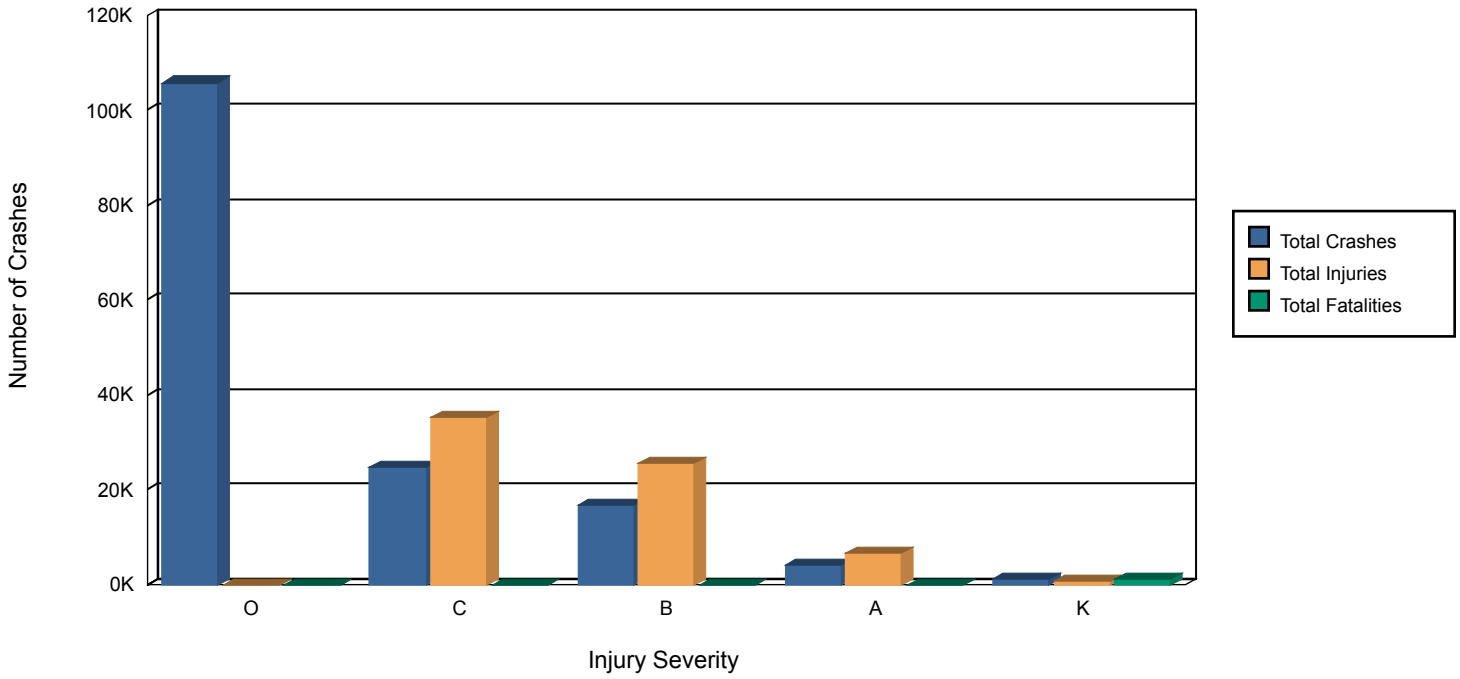
All Arterials and Local Roads Crashes by Sex (Phoenix)



Sex	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
	18,466	3,093	43	3,885	45
F	188,984	63,102	841	111,383	937
M	221,819	70,564	1,581	117,777	1,731
U	3,759	801	147	1,163	158

Safety Analysis Report

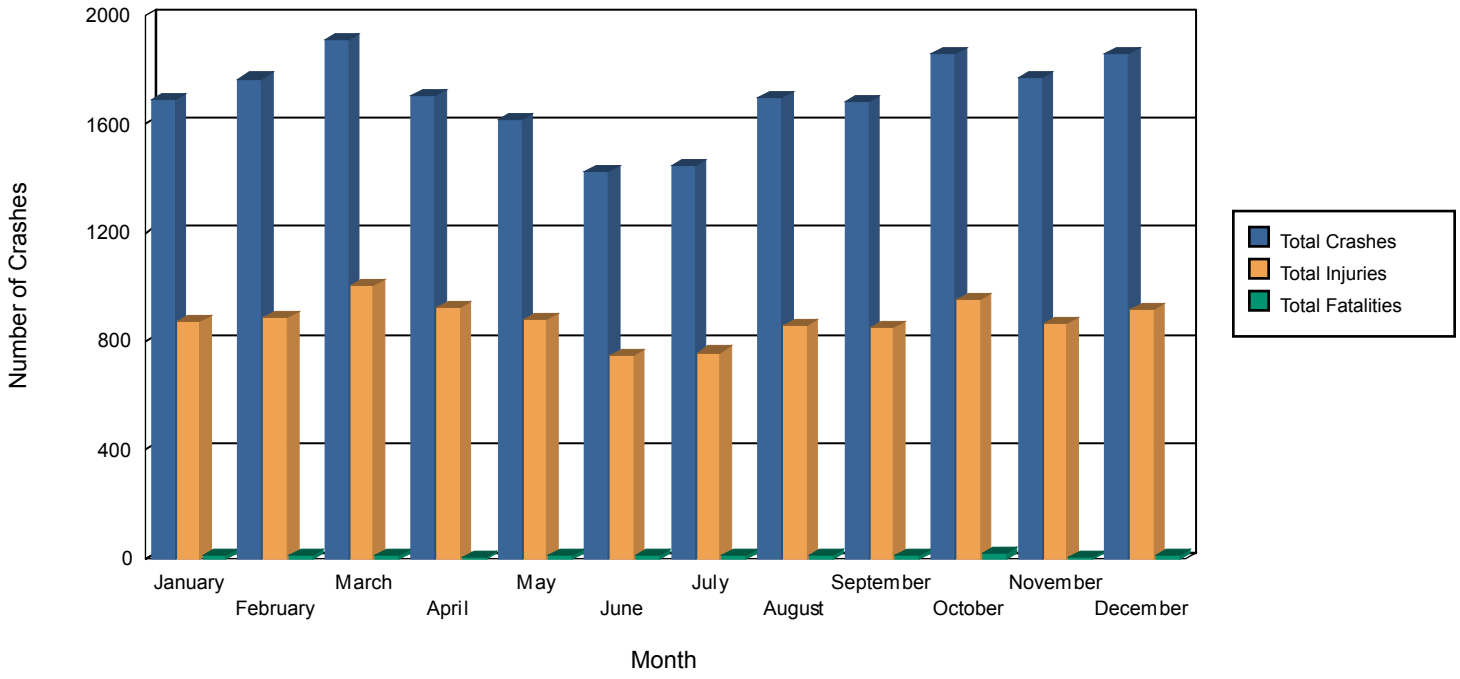
All Arterials and Local Roads Crashes by Injury Severity (Phoenix)



Injury Severity	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
O	105,802	0	0	0	0
C	24,574	24,574	0	35,153	0
B	16,539	16,539	0	25,533	0
A	4,011	4,011	0	6,710	0
K	951	0	951	520	1,004

Safety Analysis Report

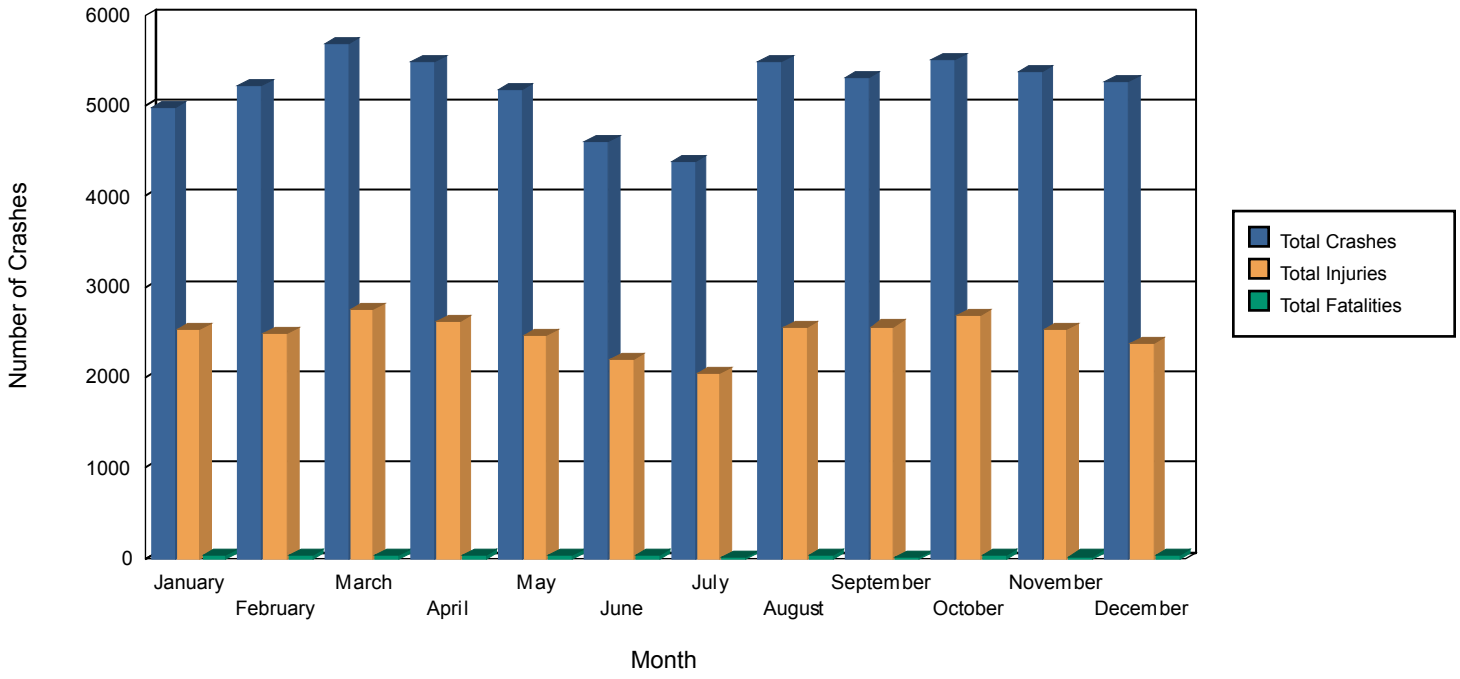
All Arterials and Local Roads Older Driver Crashes by Month (Phoenix)



Month	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
January	1,687	556	11	874	11
February	1,767	575	14	885	14
March	1,912	619	12	1,004	14
April	1,705	590	7	925	7
May	1,613	556	11	881	11
June	1,426	457	12	748	13
July	1,444	463	9	759	9
August	1,697	536	9	856	9
September	1,685	539	14	854	14
October	1,859	595	18	955	18
November	1,770	560	7	864	7
December	1,860	589	14	914	14

Safety Analysis Report

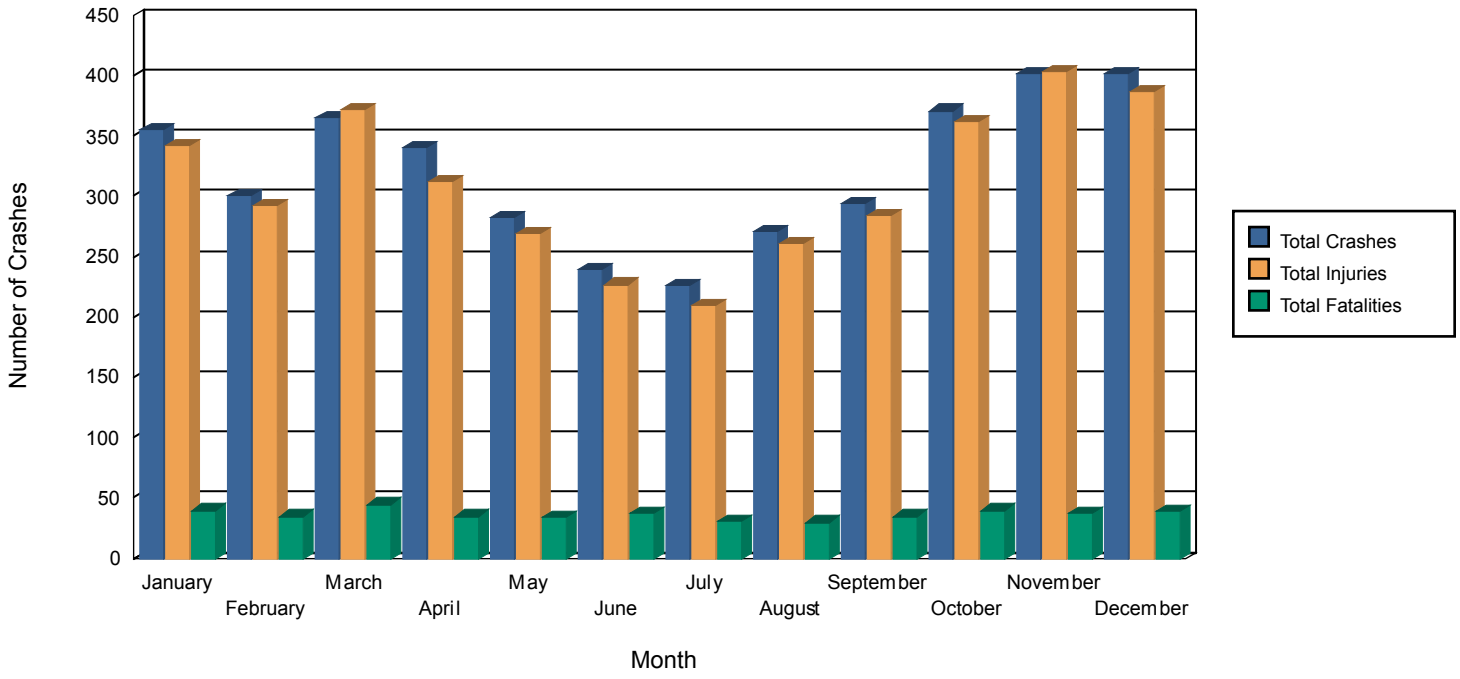
All Arterials and Local Roads Younger Driver Crashes by Month (Phoenix)



Month	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
January	4,975	1,579	31	2,538	33
February	5,225	1,567	23	2,477	29
March	5,685	1,724	35	2,749	38
April	5,496	1,607	29	2,627	30
May	5,180	1,557	28	2,471	30
June	4,604	1,386	26	2,195	28
July	4,383	1,297	15	2,053	17
August	5,494	1,587	26	2,556	29
September	5,317	1,618	15	2,563	15
October	5,516	1,703	22	2,686	30
November	5,380	1,576	24	2,536	26
December	5,258	1,501	26	2,375	28

Safety Analysis Report

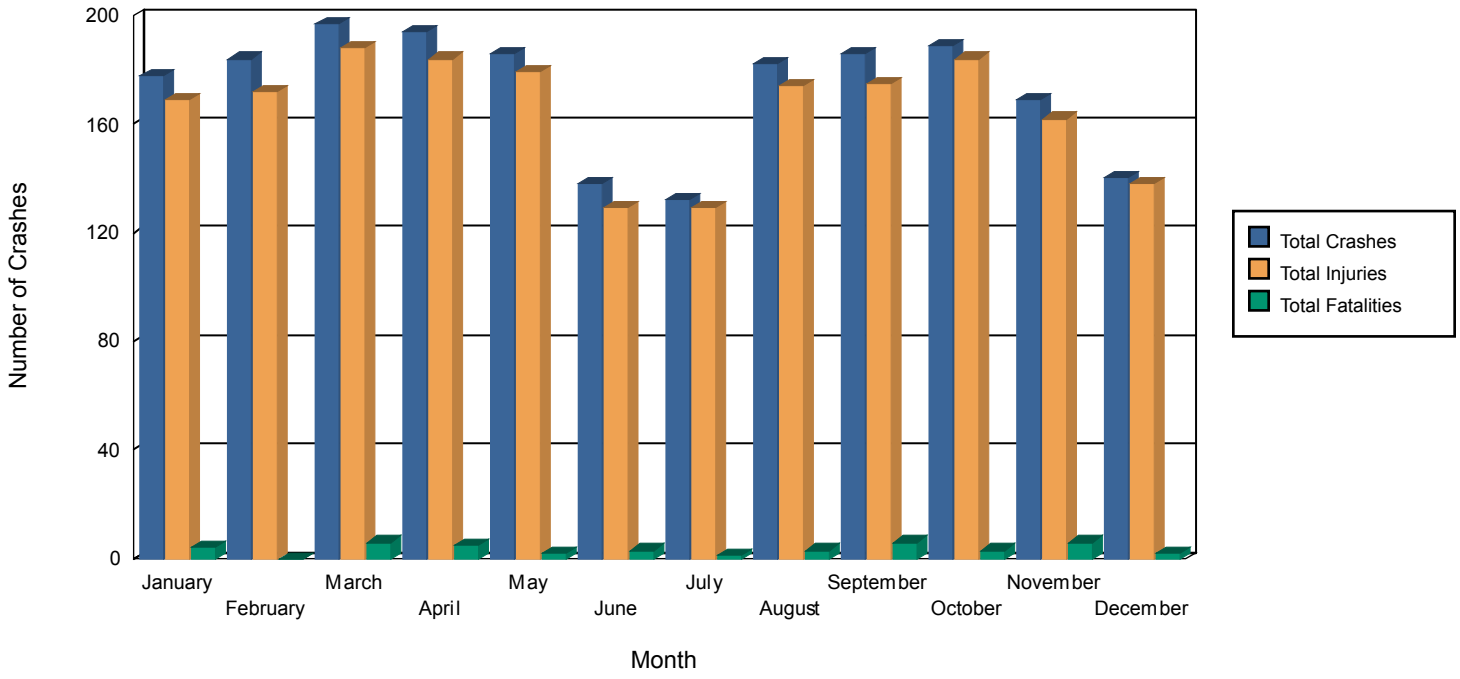
All Arterials and Local Roads Pedestrian Crashes by Month (Phoenix)



Month	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
January	355	310	40	342	40
February	300	260	35	293	35
March	365	314	44	372	45
April	341	294	35	313	35
May	282	240	32	269	34
June	239	200	36	227	37
July	226	192	30	209	31
August	271	237	29	261	30
September	294	254	34	284	35
October	371	325	40	362	40
November	401	361	37	403	38
December	401	356	39	387	39

Safety Analysis Report

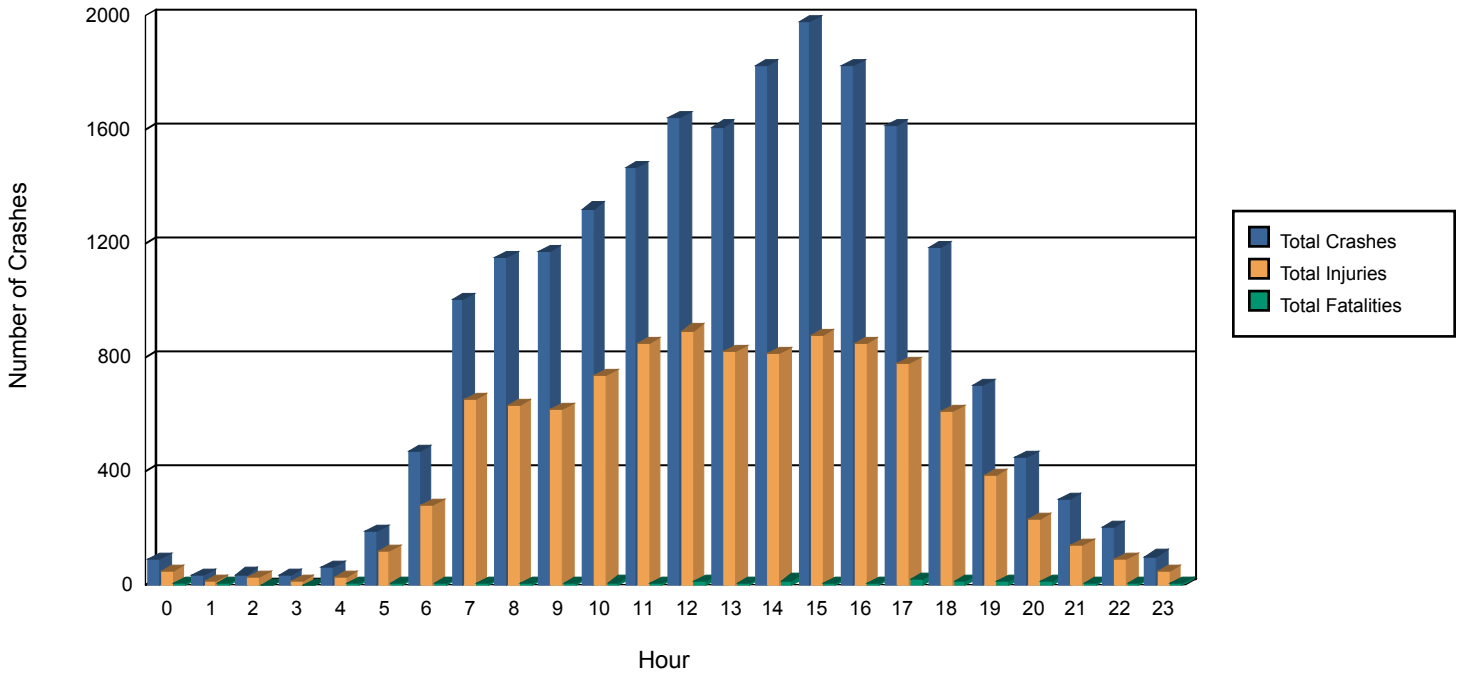
All Arterials and Local Roads Bicyclist Crashes by Month (Phoenix)



Month	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
January	178	163	4	169	4
February	184	169	0	172	0
March	197	182	6	188	6
April	194	179	5	184	5
May	186	175	2	179	2
June	138	128	3	129	3
July	132	128	1	129	1
August	182	169	3	174	3
September	186	171	6	175	6
October	189	177	3	184	3
November	169	158	6	162	6
December	140	134	2	138	2

Safety Analysis Report

All Arterials and Local Roads Older Driver Crashes by Hour (Phoenix)

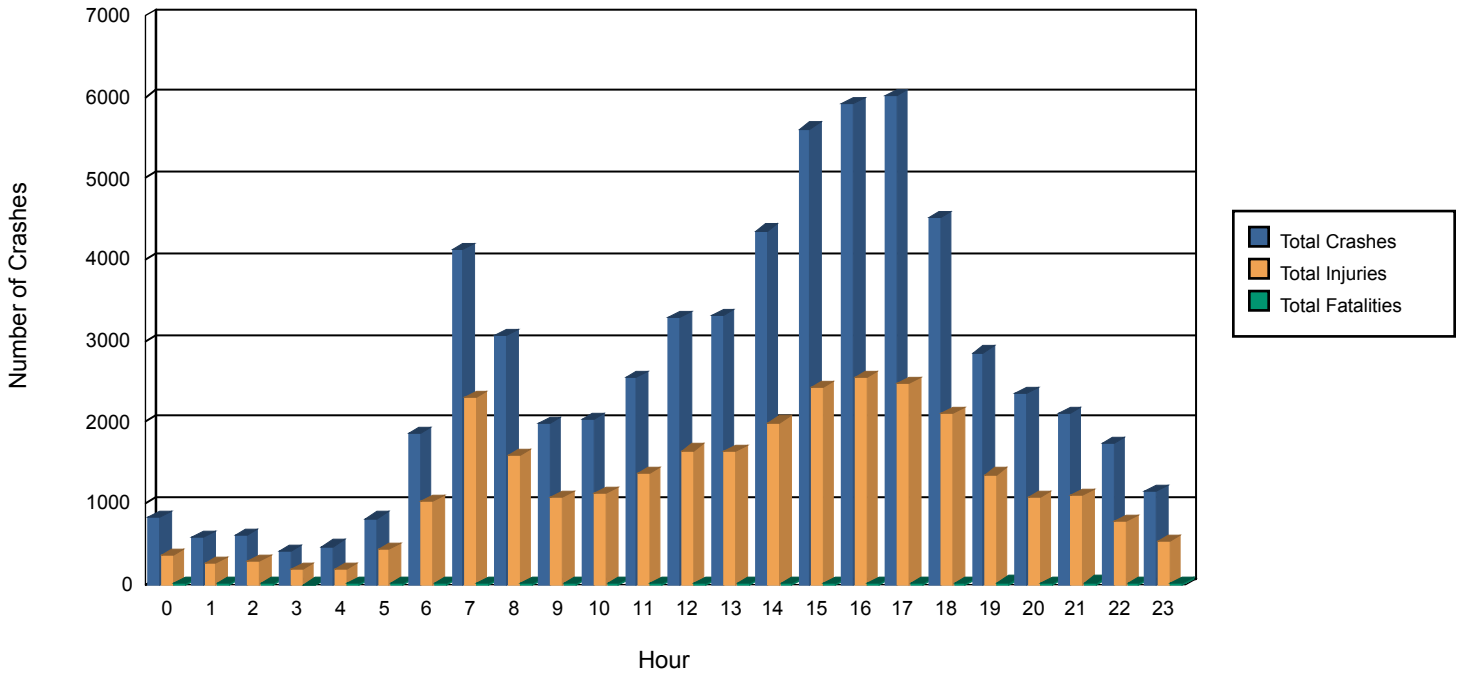


Hour	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
0	90	30	2	46	2
1	35	10	2	14	2
2	36	19	0	25	0
3	33	10	0	14	0
4	59	15	4	24	4
5	186	72	2	117	2
6	467	170	4	280	4
7	1,000	373	3	652	3
8	1,146	399	5	629	5
9	1,168	408	4	616	4
10	1,321	468	8	734	8
11	1,468	504	4	849	5
12	1,639	569	9	893	9
13	1,609	501	4	818	4
14	1,820	521	14	811	15
15	1,976	571	6	877	6
16	1,826	535	7	848	7
17	1,614	471	17	777	17
18	1,183	402	11	611	12
19	702	246	11	386	11

Hour	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
20	449	153	10	226	10
21	298	96	5	138	5
22	201	61	2	88	2
23	99	31	4	46	4

Safety Analysis Report

All Arterials and Local Roads Younger Driver Crashes by Hour (Phoenix)

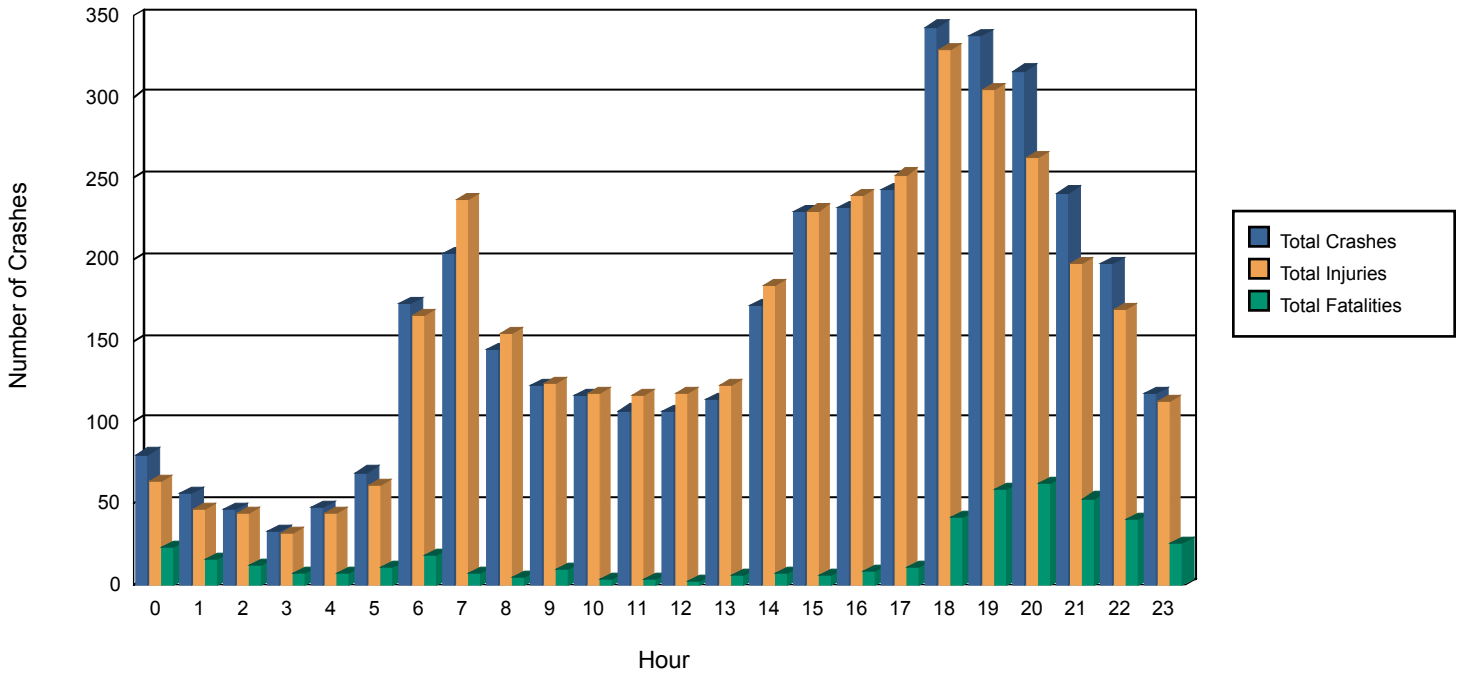


Hour	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
0	827	233	16	359	18
1	586	165	14	266	20
2	602	180	8	282	11
3	408	123	3	179	3
4	471	138	6	193	8
5	814	274	7	428	7
6	1,850	654	11	1,022	12
7	4,119	1,383	8	2,294	8
8	3,062	990	6	1,599	7
9	1,980	660	10	1,078	14
10	2,036	696	10	1,122	10
11	2,557	846	11	1,359	12
12	3,285	1,031	10	1,649	10
13	3,319	1,015	10	1,634	10
14	4,353	1,212	12	1,995	13
15	5,606	1,547	11	2,417	12
16	5,916	1,634	12	2,542	12
17	6,007	1,592	9	2,468	10
18	4,519	1,310	15	2,114	15
19	2,854	824	23	1,356	27

Hour	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
20	2,357	703	21	1,066	24
21	2,115	672	28	1,089	28
22	1,728	484	21	786	24
23	1,142	336	18	529	18

Safety Analysis Report

All Arterials and Local Roads Pedestrian Crashes by Hour (Phoenix)

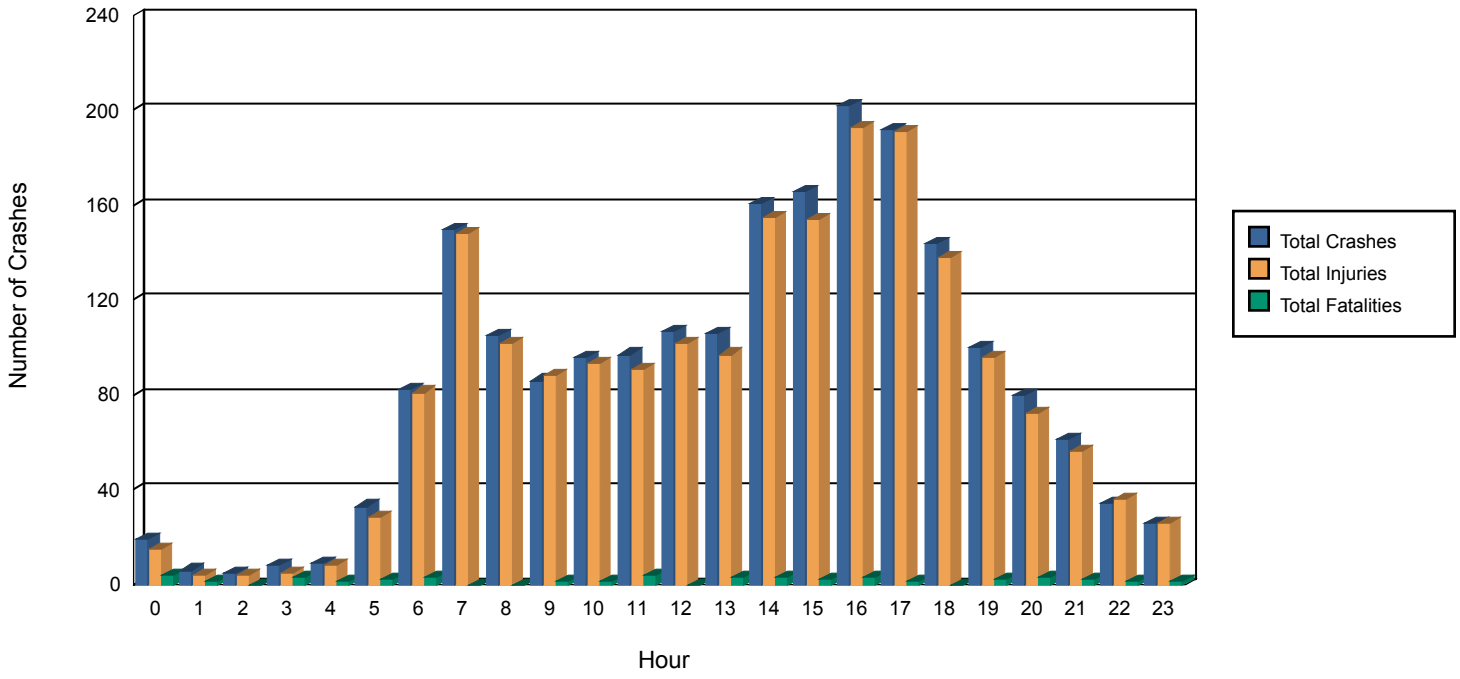


Hour	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
0	80	57	23	63	23
1	56	39	16	46	16
2	46	34	12	44	12
3	33	26	7	31	7
4	48	41	7	44	7
5	69	58	11	61	11
6	173	152	18	165	18
7	204	194	7	237	7
8	144	139	4	154	4
9	122	113	9	124	9
10	116	113	2	118	3
11	107	97	3	116	3
12	106	101	2	117	2
13	114	106	6	122	6
14	172	163	6	184	7
15	229	218	6	230	6
16	232	216	8	239	8
17	243	224	11	252	11
18	343	296	41	329	41
19	337	278	56	304	58

Hour	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
20	316	245	60	263	62
21	241	184	53	197	53
22	197	156	38	169	40
23	118	93	25	113	25

Safety Analysis Report

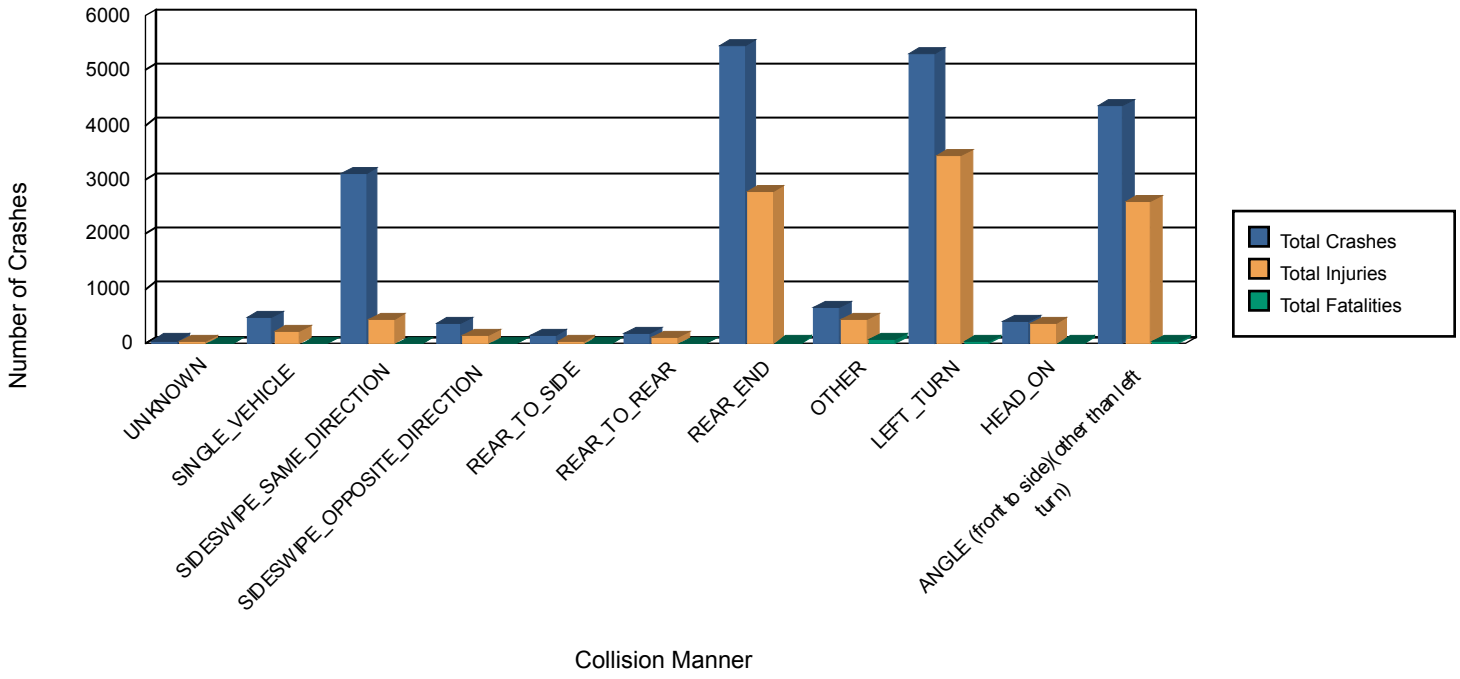
All Arterials and Local Roads Bicyclist Crashes by Hour (Phoenix)



Hour	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
0	19	15	4	15	4
1	6	4	1	4	1
2	5	4	0	4	0
3	8	5	3	5	3
4	9	8	1	8	1
5	33	28	2	28	2
6	82	76	3	81	3
7	150	141	0	148	0
8	105	101	0	102	0
9	86	85	1	88	1
10	96	92	1	93	1
11	97	89	4	91	4
12	107	102	0	102	0
13	106	96	3	97	3
14	161	152	3	155	3
15	166	153	2	154	2
16	202	190	3	193	3
17	192	183	1	191	1
18	144	137	0	138	0
19	100	91	2	96	2

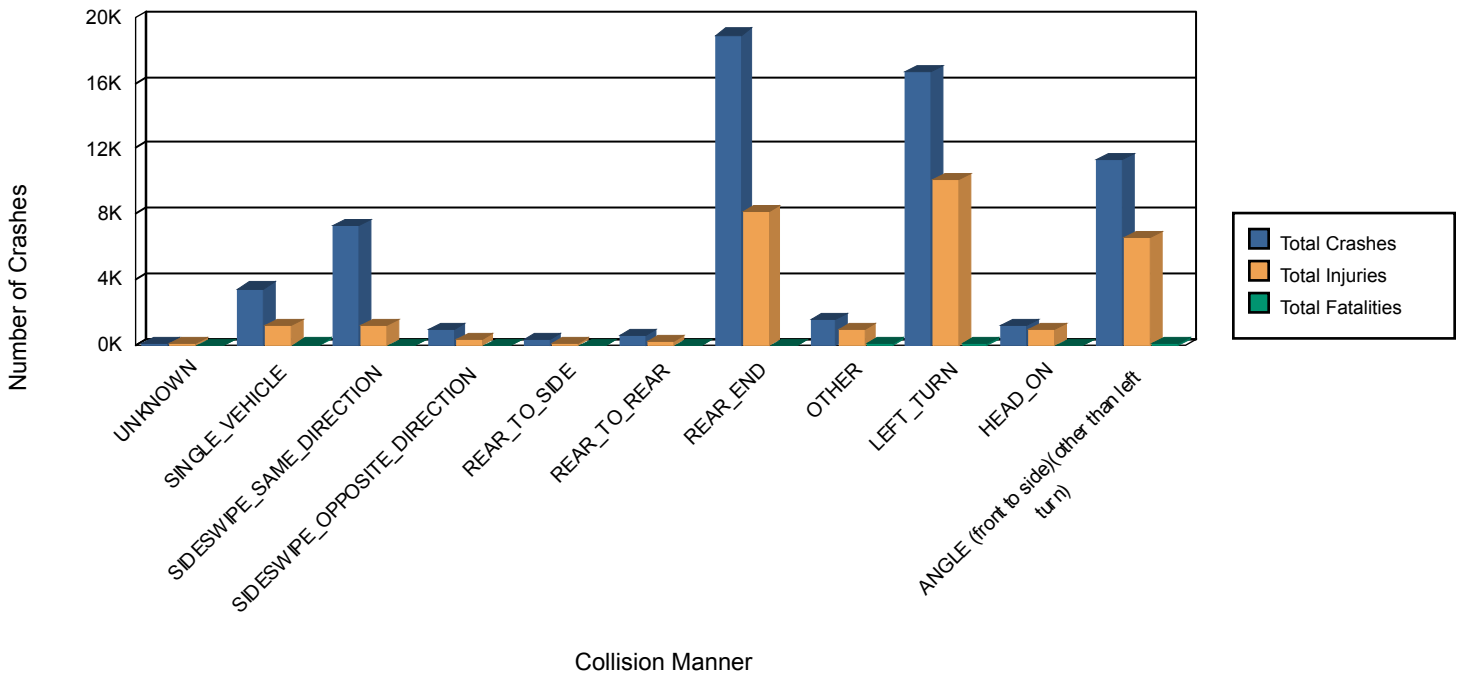
Hour	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
20	80	70	3	72	3
21	61	55	2	56	2
22	34	31	1	36	1
23	26	25	1	26	1

All Arterials and Local Roads Older Driver Crashes byCollision Manner (Phoenix)



Collision Manner	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
UNKNOWN	50	20	1	26	1
SINGLE_VEHICLE	460	174	9	198	10
SIDESWIPE_SAME_DIRECTION	3,114	327	0	431	0
SIDESWIPE_OPPOSITE_DIRECTION	356	88	1	155	1
REAR_TO_SIDE	137	18	0	27	0
REAR_TO_REAR	173	57	0	96	0
REAR_END	5,451	1,769	12	2,774	12
OTHER	646	351	50	441	51
LEFT_TURN	5,308	2,050	28	3,430	28
HEAD_ON	383	177	11	346	11
ANGLE (front to side)(other than left turn)	4,347	1,604	26	2,595	27

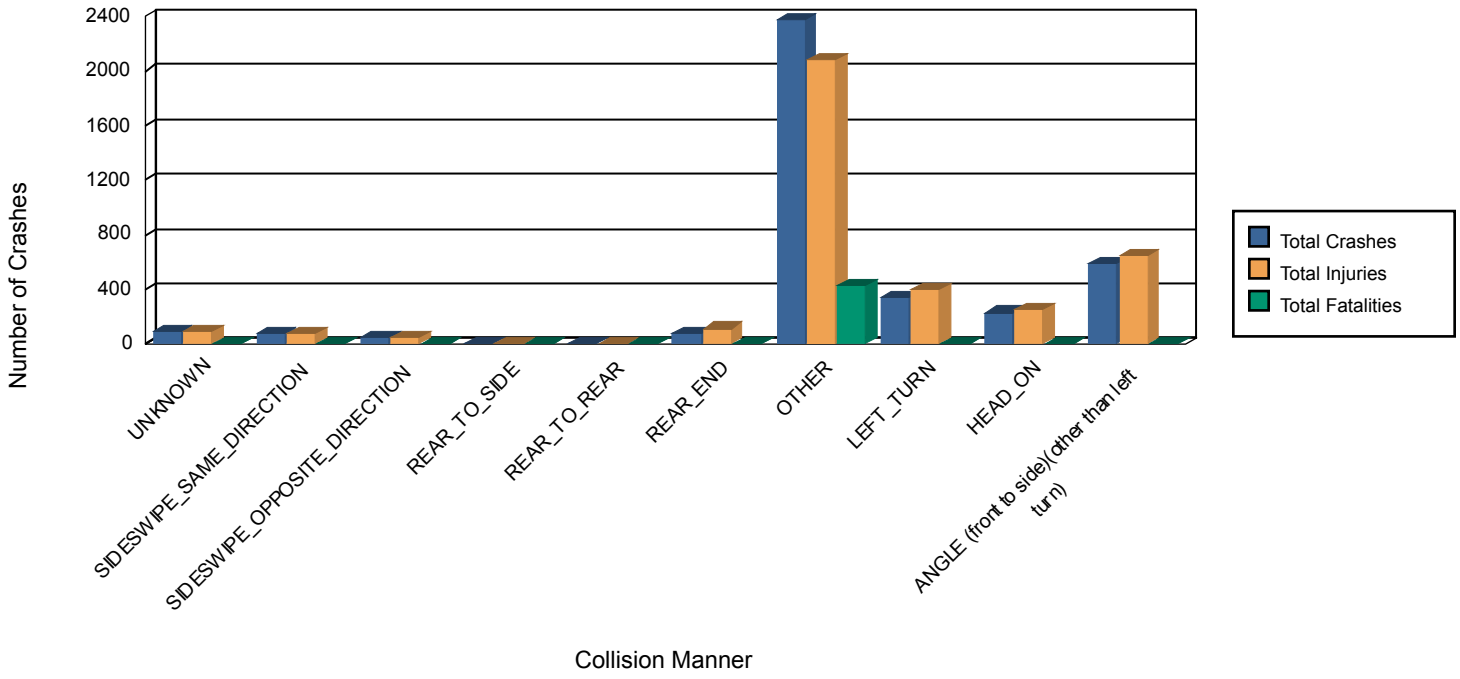
All Arterials and Local Roads Younger Driver Crashes by Collision Manner (Phoenix)



Collision Manner	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
UNKNOWN	156	47	7	75	9
SINGLE_VEHICLE	3,453	988	27	1,210	36
SIDESWIPE_SAME_DIRECTION	7,296	879	8	1,240	10
SIDESWIPE_OPPOSITE_DIRECTION	1,005	210	2	344	3
REAR_TO_SIDE	293	35	0	50	0
REAR_TO_REAR	560	147	0	240	0
REAR_END	18,937	5,264	12	8,162	13
OTHER	1,532	694	109	902	116
LEFT_TURN	16,700	5,992	63	10,079	66
HEAD_ON	1,240	514	21	915	25
ANGLE (front to side)(other than left turn)	11,341	3,932	51	6,609	55

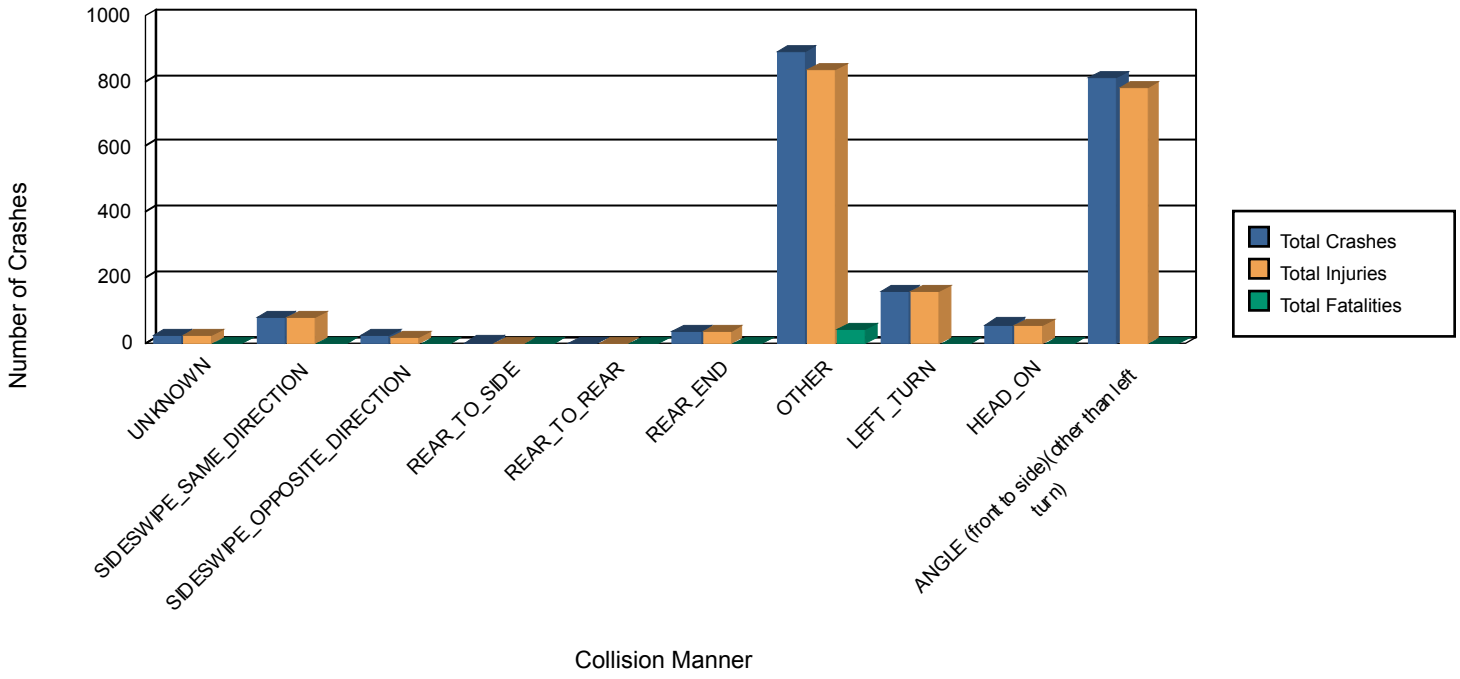
Safety Analysis Report

All Arterials and Local Roads Pedestrian Crashes by Collision Manner (Phoenix)



Collision Manner	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
UNKNOWN	95	91	2	98	2
SIDESWIPE_SAME_DIRECTION	76	71	0	82	0
SIDESWIPE_OPPOSITE_DIRECTION	43	41	0	47	0
REAR_TO_SIDE	10	10	0	10	0
REAR_TO_REAR	3	3	0	3	0
REAR_END	79	72	1	113	1
OTHER	2,374	1,923	420	2,076	427
LEFT_TURN	340	323	7	394	8
HEAD_ON	231	224	0	250	0
ANGLE (front to side)(other than left turn)	595	585	1	649	1

All Arterials and Local Roads Bicyclist Crashes by Collision Manner (Phoenix)

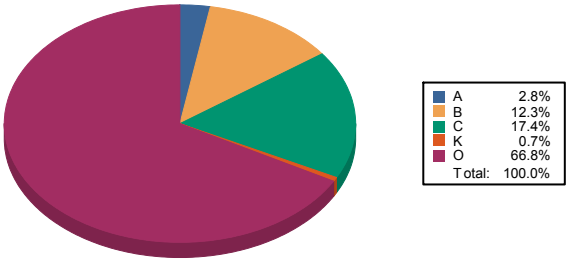


Collision Manner	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
UNKNOWN	22	21	0	21	0
SIDESWIPE_SAME_DIRECTION	78	73	0	77	0
SIDESWIPE_OPPOSITE_DIRECTION	21	19	0	19	0
REAR_TO_SIDE	2	1	0	1	0
REAR_TO_REAR	1	1	0	1	0
REAR_END	37	36	0	38	0
OTHER	887	817	41	836	41
LEFT_TURN	158	152	0	159	0
HEAD_ON	57	52	0	54	0
ANGLE (front to side)(other than left turn)	812	761	0	777	0

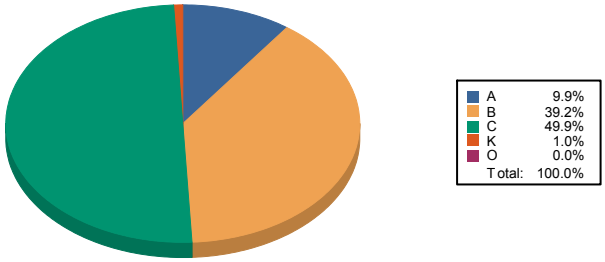
Safety Analysis Report

All Arterials and Local Roads Older Driver Crashes by Injury Severity (Phoenix)

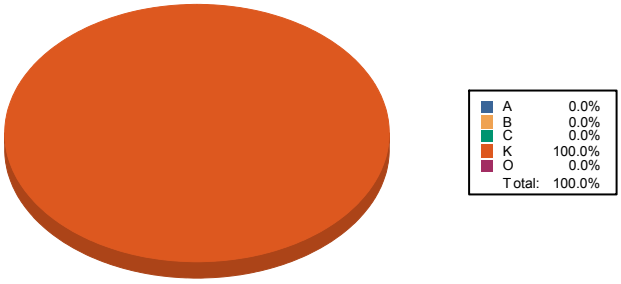
All Crashes



Injury Crashes



Fatal Crashes

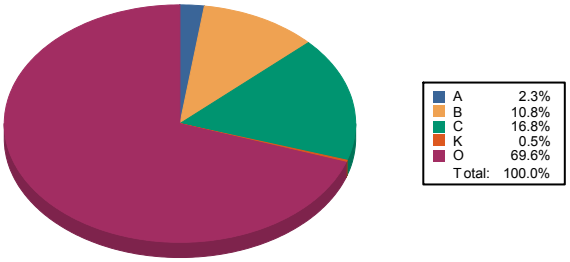


Injury Severity	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
O	13,652	0	0	0	0
C	3,545	3,545	0	5,248	0
B	2,518	2,518	0	4,127	0
A	572	572	0	1,044	0
K	138	0	138	100	141

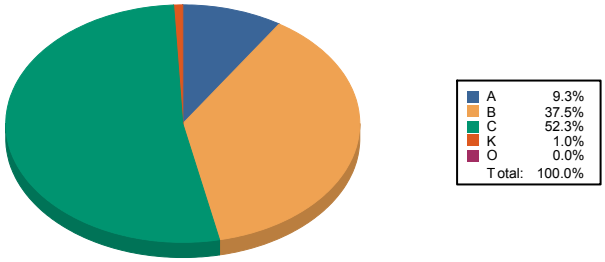
Safety Analysis Report

All Arterials and Local Roads Younger Driver Crashes by Injury Severity (Phoenix)

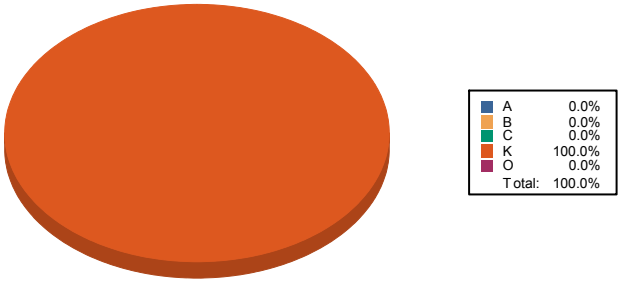
All Crashes



Injury Crashes



Fatal Crashes

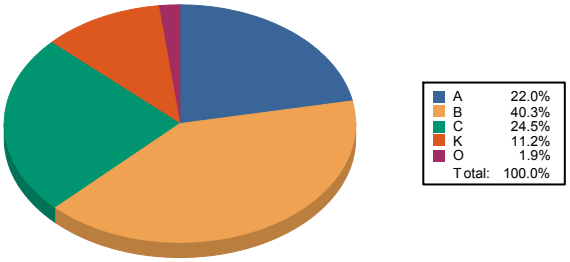


Injury Severity	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
O	43,511	0	0	0	0
C	10,472	10,472	0	15,597	0
B	6,776	6,776	0	11,170	0
A	1,454	1,454	0	2,773	0
K	300	0	300	286	333

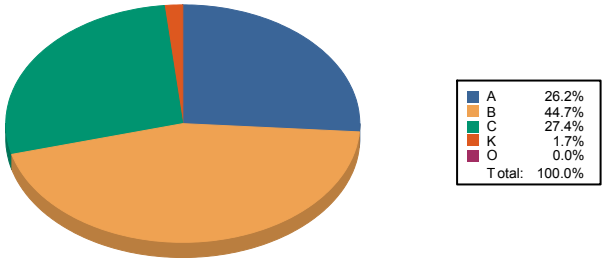
Safety Analysis Report

All Arterials and Local Roads Pedestrian Crashes by Injury Severity (Phoenix)

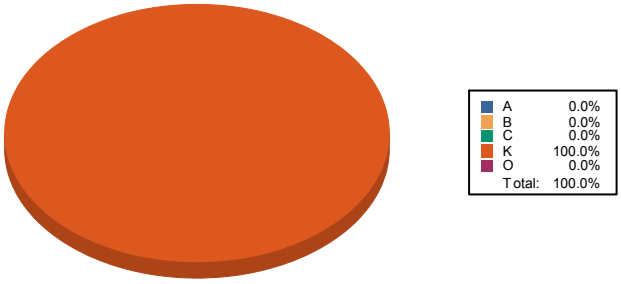
All Crashes



Injury Crashes



Fatal Crashes

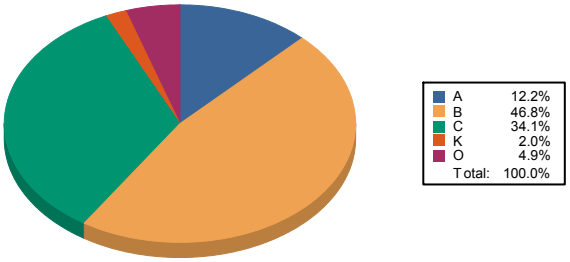


Injury Severity	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
O	72	0	0	0	0
C	944	944	0	1,021	0
B	1,551	1,551	0	1,664	0
A	848	848	0	974	0
K	431	0	431	63	439

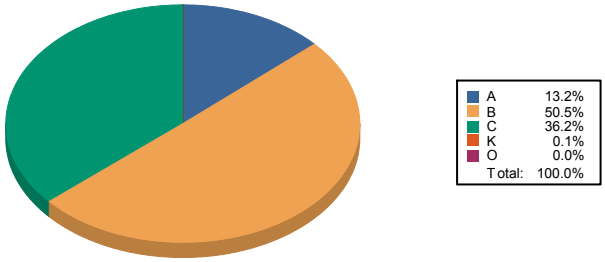
Safety Analysis Report

All Arterials and Local Roads Bicyclist Crashes by Injury Severity (Phoenix)

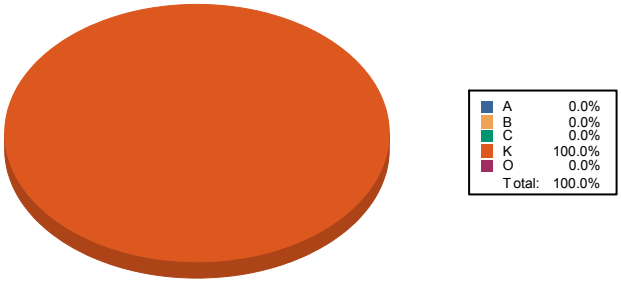
All Crashes



Injury Crashes



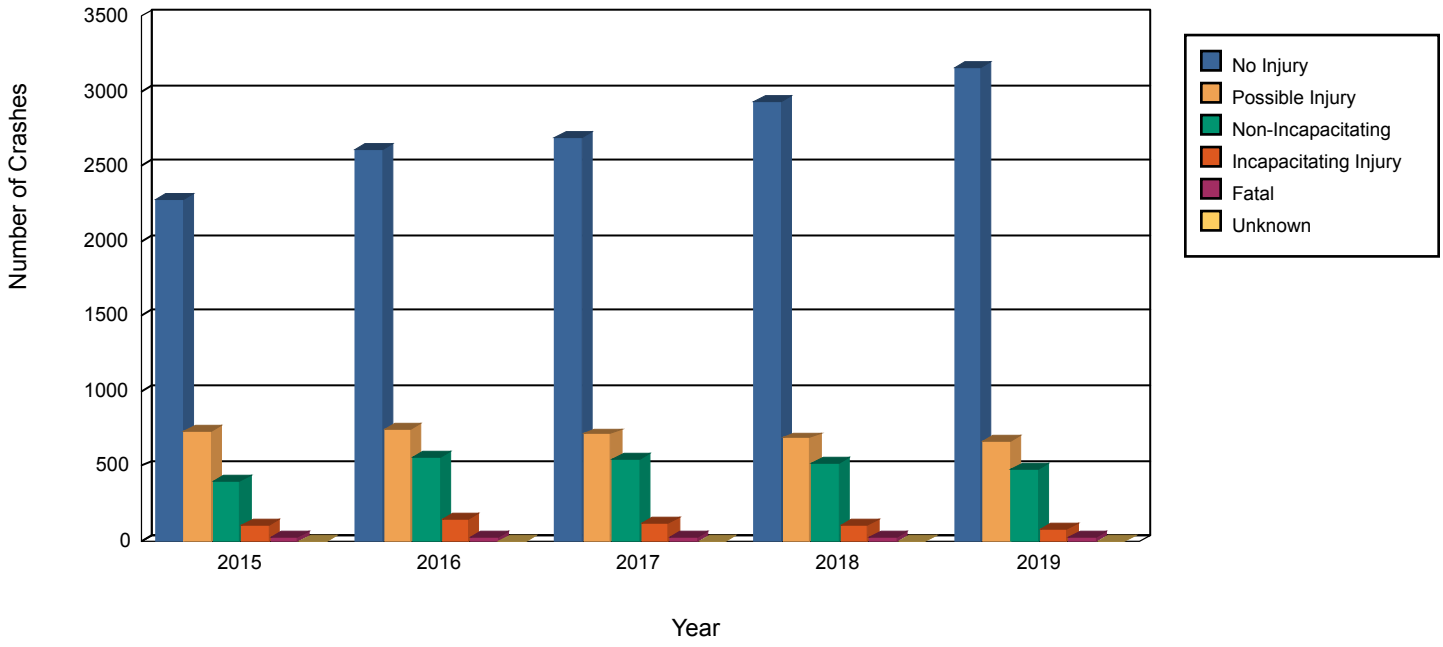
Fatal Crashes



Injury Severity	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
O	101	0	0	0	0
C	707	707	0	718	0
B	972	972	0	1,001	0
A	254	254	0	262	0
K	41	0	41	2	41

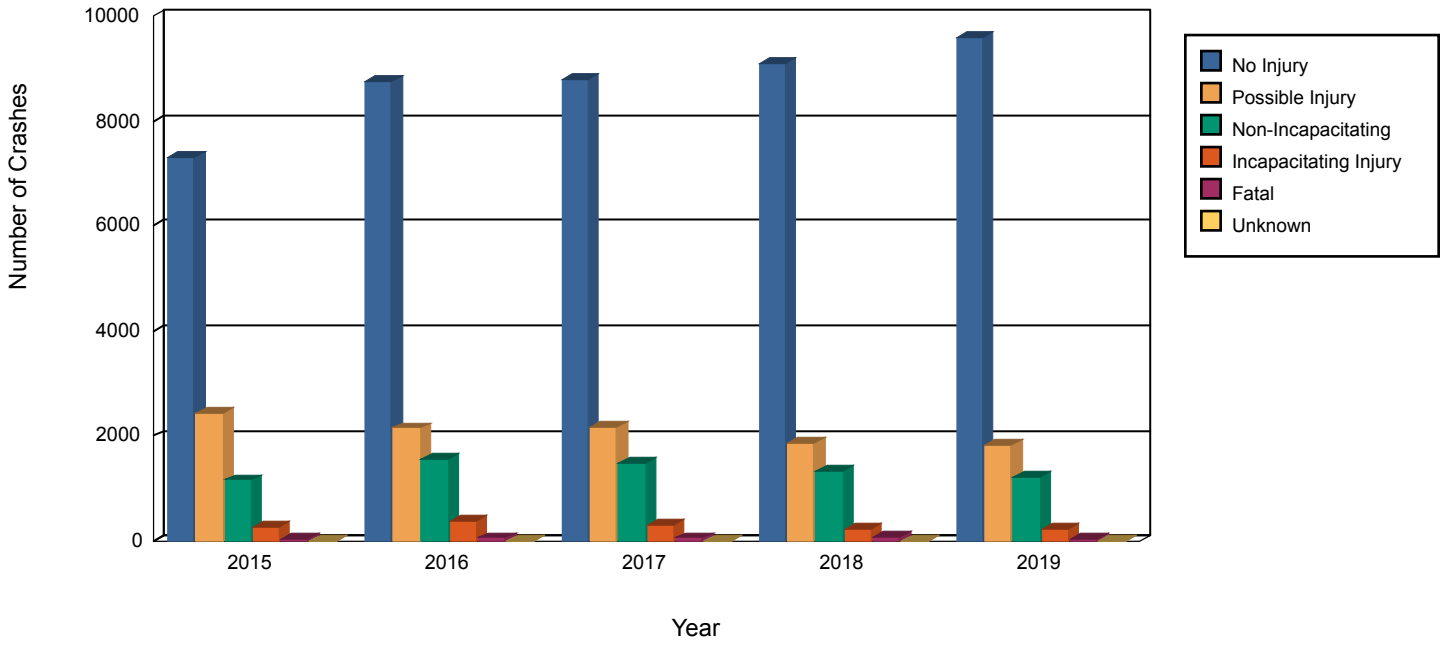
Safety Analysis Report

All Arterials and Local Roads Older Driver Crashes by Year (Phoenix)



Year	No Injury	Possible Injury	Non Incapacitating	Incapacitating Injury	Fatal	Unknown	Total
2015	2,273	732	403	112	27	0	3,547
2016	2,604	750	559	146	28	0	4,087
2017	2,691	713	552	120	31	0	4,107
2018	2,932	687	519	111	30	0	4,279
2019	3,152	663	485	83	22	0	4,405

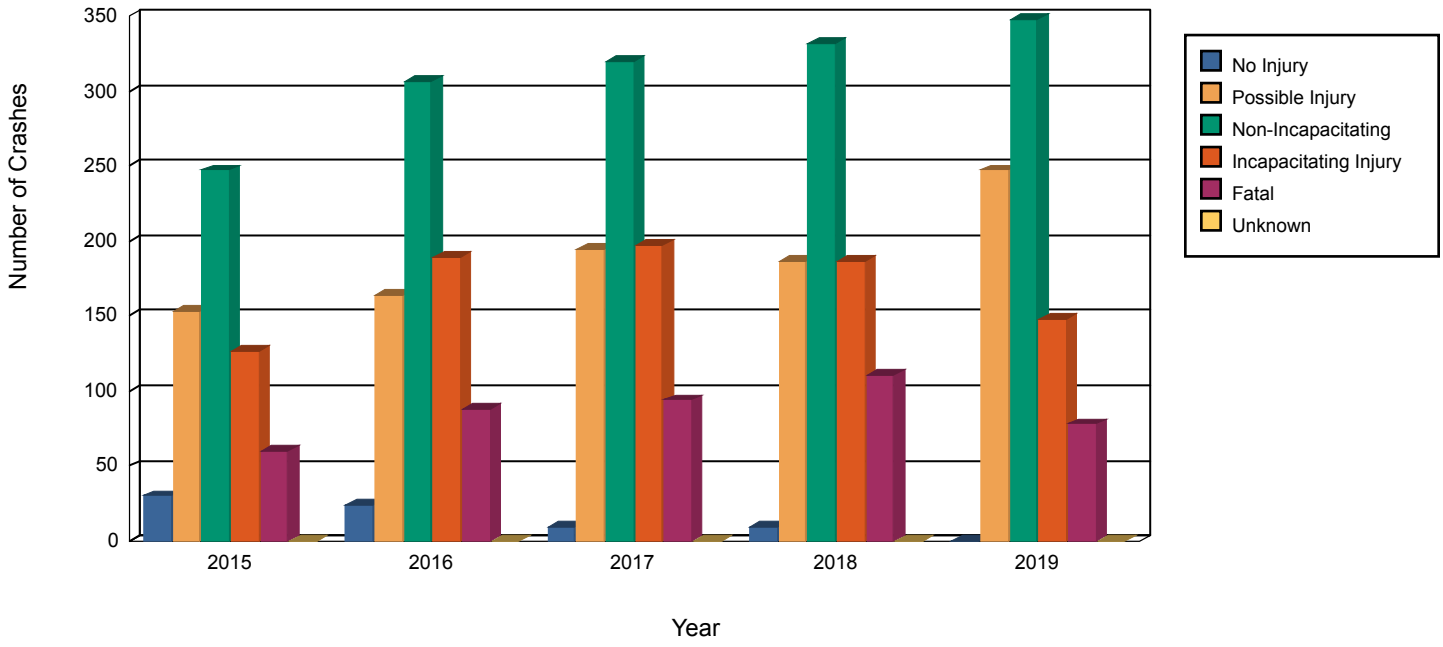
All Arterials and Local Roads Younger Driver Crashes by Year (Phoenix)



Year	No Injury	Possible Injury	Non Incapacitating	Incapacitating Injury	Fatal	Unknown	Total
2015	7,302	2,448	1,163	285	52	0	11,250
2016	8,758	2,150	1,552	378	59	0	12,897
2017	8,773	2,179	1,501	313	62	0	12,828
2018	9,089	1,859	1,334	240	72	0	12,594
2019	9,589	1,836	1,226	238	55	0	12,944

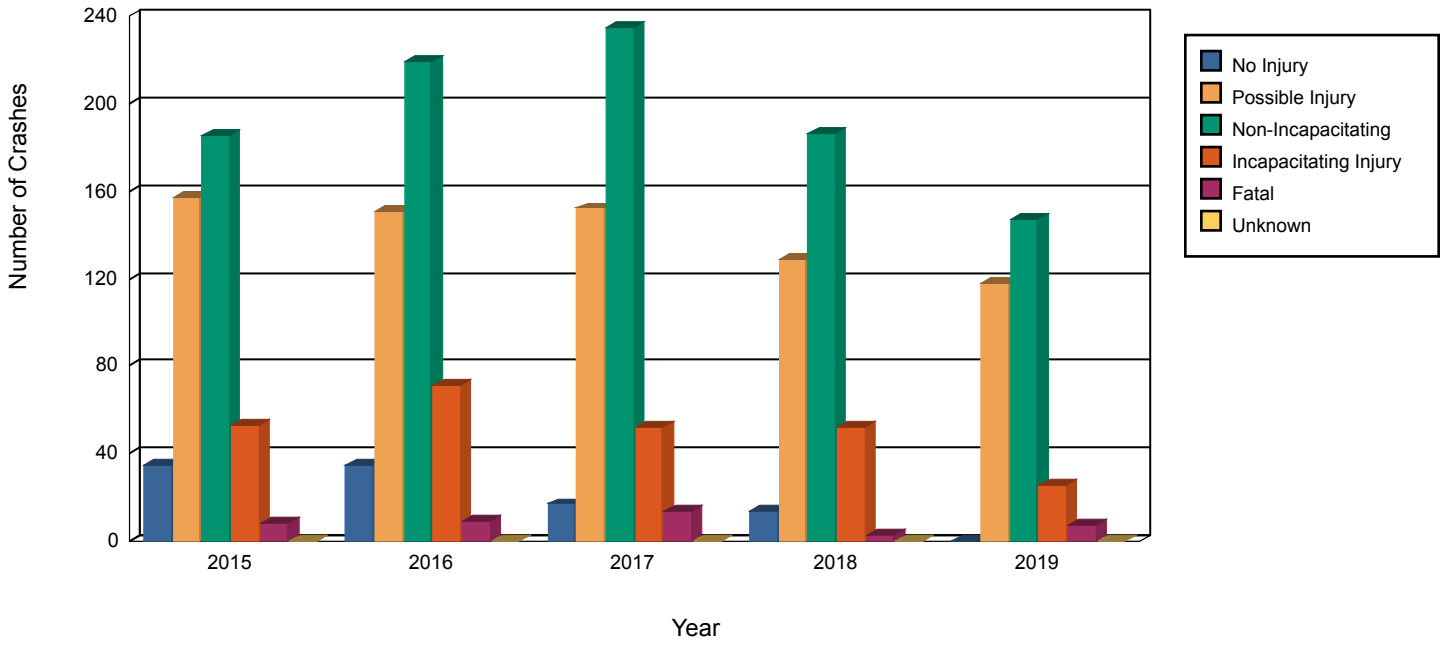
Safety Analysis Report

All Arterials and Local Roads Pedestrian Crashes by Year (Phoenix)



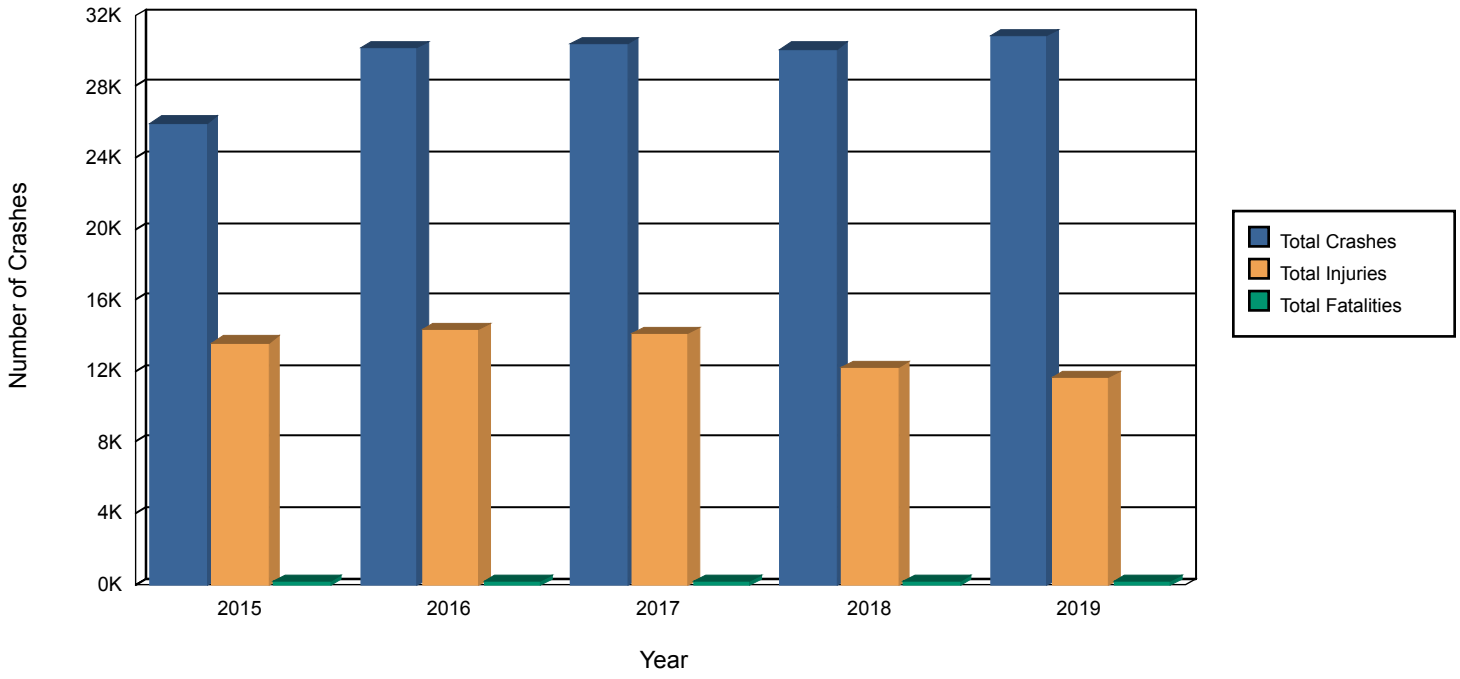
Year	No Injury	Possible Injury	Non Incapacitating	Incapacitating Injury	Fatal	Unknown	Total
2015	30	153	247	127	60	0	617
2016	24	164	306	189	88	0	771
2017	9	194	319	197	94	0	813
2018	9	186	332	187	111	0	825
2019	0	247	347	148	78	0	820

All Arterials and Local Roads Bicyclist Crashes by Year (Phoenix)



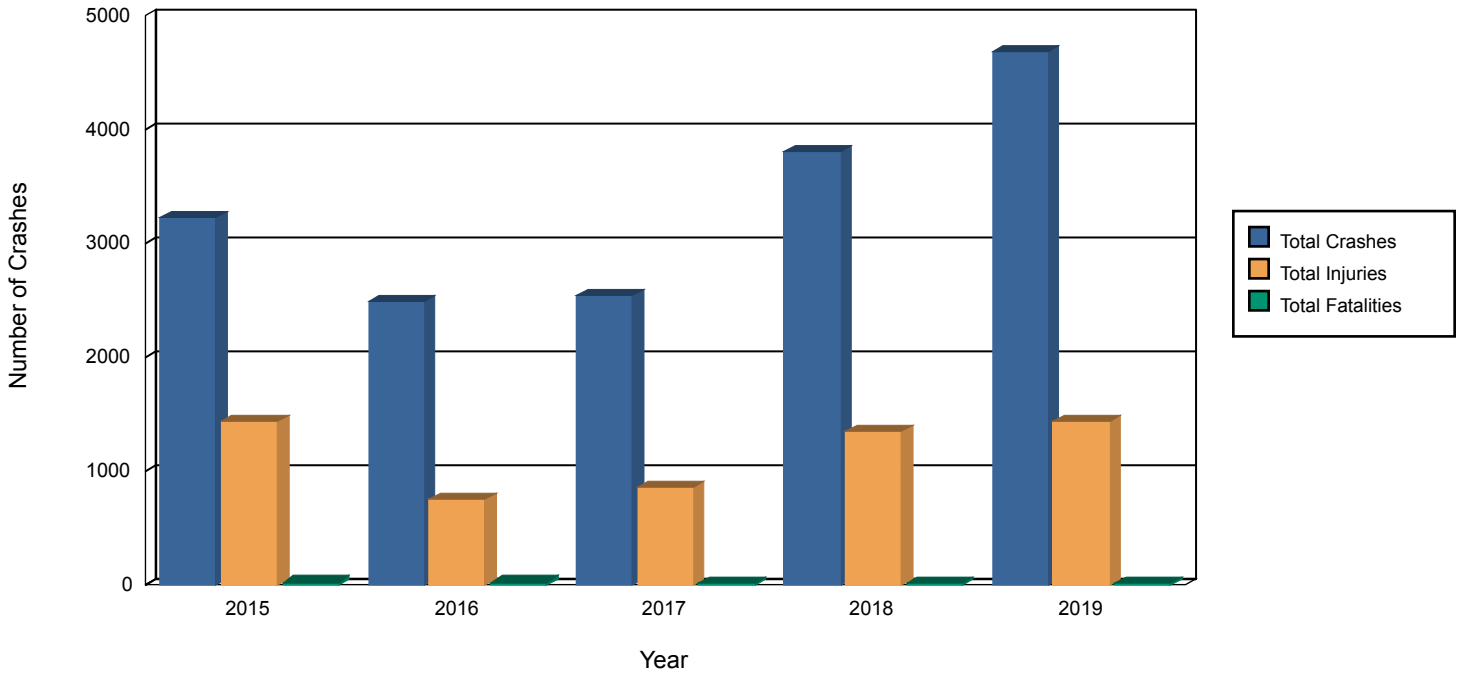
Year	No Injury	Possible Injury	Non Incapacitating	Incapacitating Injury	Fatal	Unknown	Total
2015	35	157	185	53	8	0	438
2016	35	151	219	71	9	0	485
2017	17	152	235	52	14	0	470
2018	14	129	186	52	3	0	384
2019	0	118	147	26	7	0	298

All Arterials and Local Roads Car Involved Crashes by Year (Phoenix)



Year	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
2015	25,962	8,605	137	13,604	147
2016	30,195	9,393	167	14,343	175
2017	30,426	9,330	175	14,120	185
2018	30,130	8,148	182	12,196	197
2019	30,847	7,897	147	11,620	155

All Arterials and Local Roads Truck Involved Crashes by Year (Phoenix)

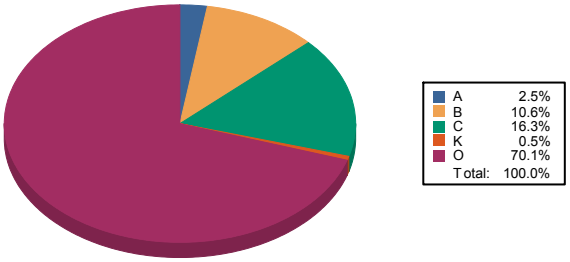


Year	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
2015	3,218	884	17	1,433	19
2016	2,487	511	19	746	19
2017	2,543	557	15	847	15
2018	3,807	905	18	1,347	18
2019	4,683	986	15	1,431	18

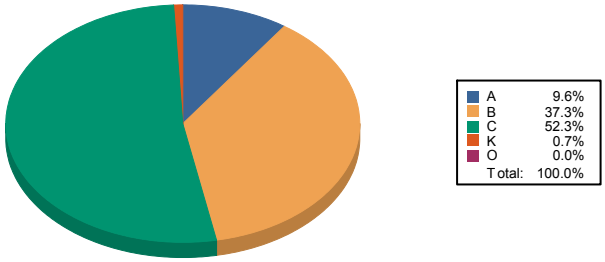
Safety Analysis Report

All Arterials and Local Roads Car Involved Crashes by Injury Severity (Phoenix)

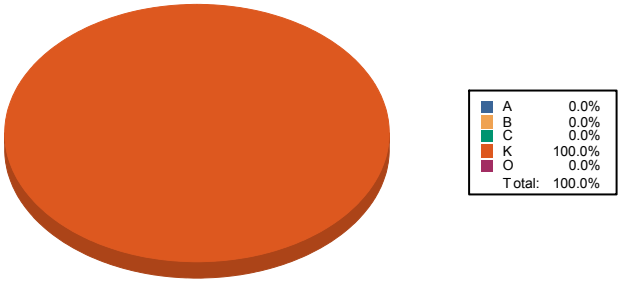
All Crashes



Injury Crashes



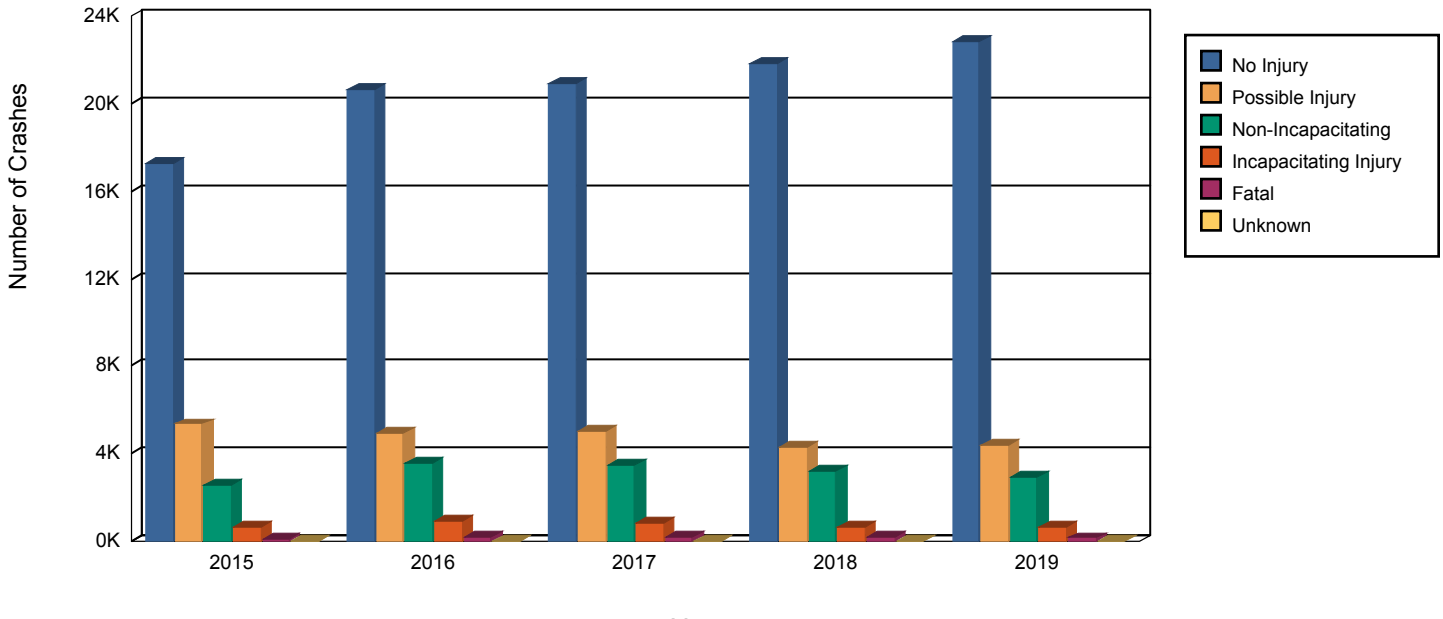
Fatal Crashes



Injury Severity	All Crashes	Injury Crashes	Fatal Crashes	Total Injuries	Total Fatalities
O	103,379	0	0	0	0
C	23,984	23,984	0	34,446	0
B	15,709	15,709	0	24,602	0
A	3,680	3,680	0	6,343	0
K	808	0	808	492	859

Safety Analysis Report

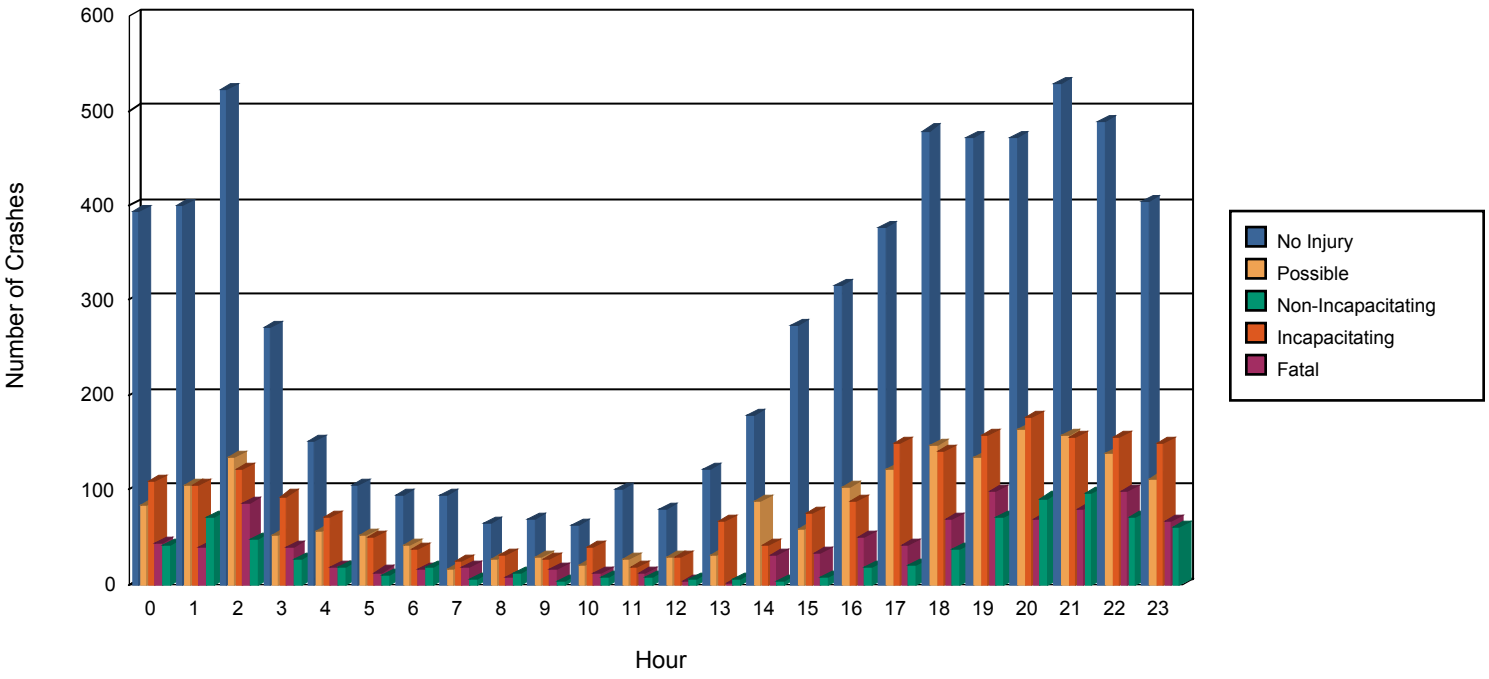
All Arterials and Local Roads Car Involved Crashes by Year (Phoenix)



Year	No Injury	Possible Injury	Non Incapacitating	Incapacitating Injury	Fatal	Unknown	Total
2015	17,220	5,347	2,589	669	137	0	25,962
2016	20,635	4,930	3,558	905	167	0	30,195
2017	20,921	5,051	3,468	811	175	0	30,426
2018	21,800	4,275	3,200	673	182	0	30,130
2019	22,803	4,381	2,894	622	147	0	30,847

Safety Analysis Report

Alcohol Impaired Drivers, 2015-2019 (Phoenix)



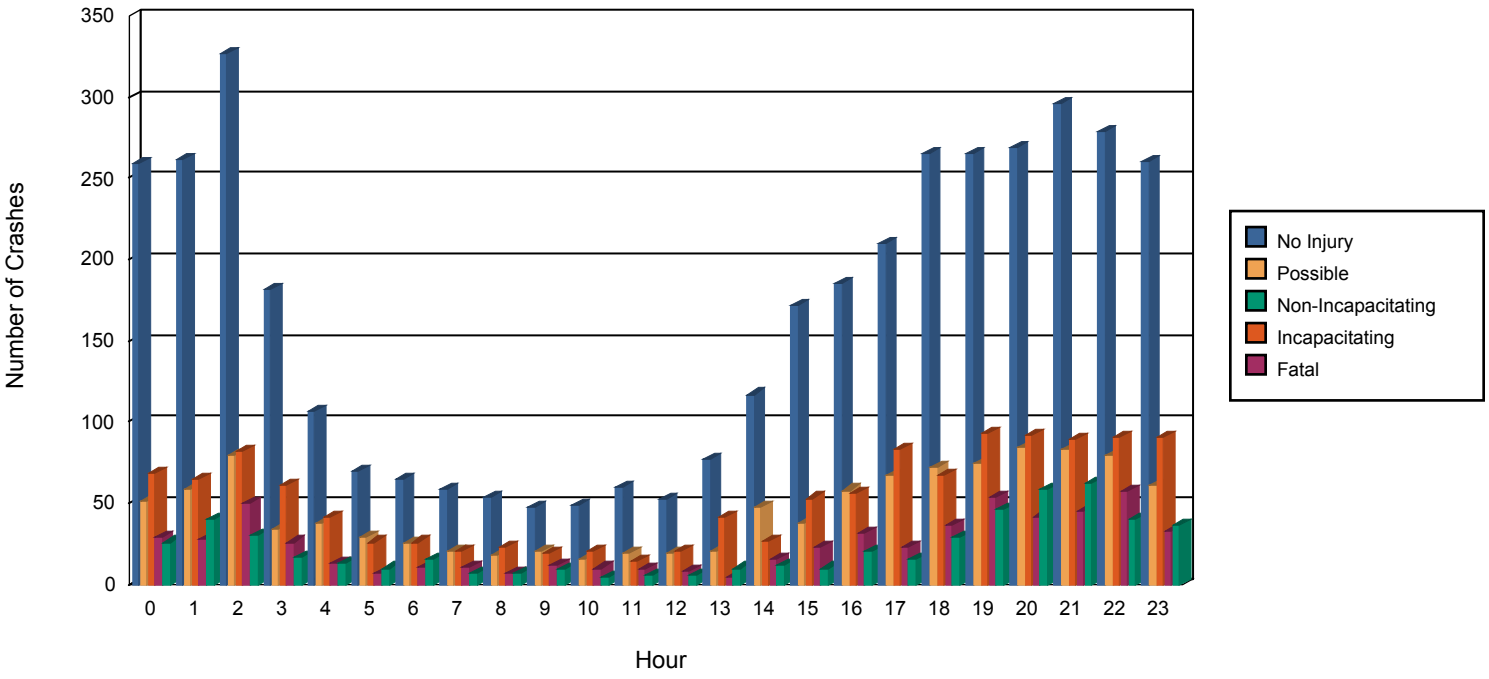
Hour	No Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Unknown	Total
0	394	83	108	43	42	0	670
1	399	105	104	39	71	0	718
2	522	135	122	86	47	0	912
3	271	52	93	40	27	0	483
4	151	56	70	18	19	0	314
5	104	51	49	13	10	0	227
6	95	41	37	16	18	0	207
7	95	17	25	18	5	0	160
8	65	26	30	7	11	0	139
9	69	28	26	16	4	0	143
10	63	20	39	11	7	0	140
11	100	27	19	11	7	0	164
12	79	29	29	4	6	0	147
13	121	30	67	2	6	0	226
14	179	87	42	30	4	0	342
15	273	59	76	33	7	0	448
16	316	103	87	50	19	0	575
17	376	121	148	42	21	0	708
18	479	147	140	68	38	0	872

Hour	No Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Unknown	Total Total
19	472	135	158	99	70	0	934
20	472	164	176	69	91	0	972
21	529	158	155	80	96	0	1,018
22	489	139	156	99	70	0	953
23	404	112	149	67	61	0	793

Filters:
TrafficUnit.UnitType = DRIVER
Person.Physical = ALCOHOL
Year Between 2015 2019

Safety Analysis Report

Impaired Drivers 2015 - 2019 (Phoenix)



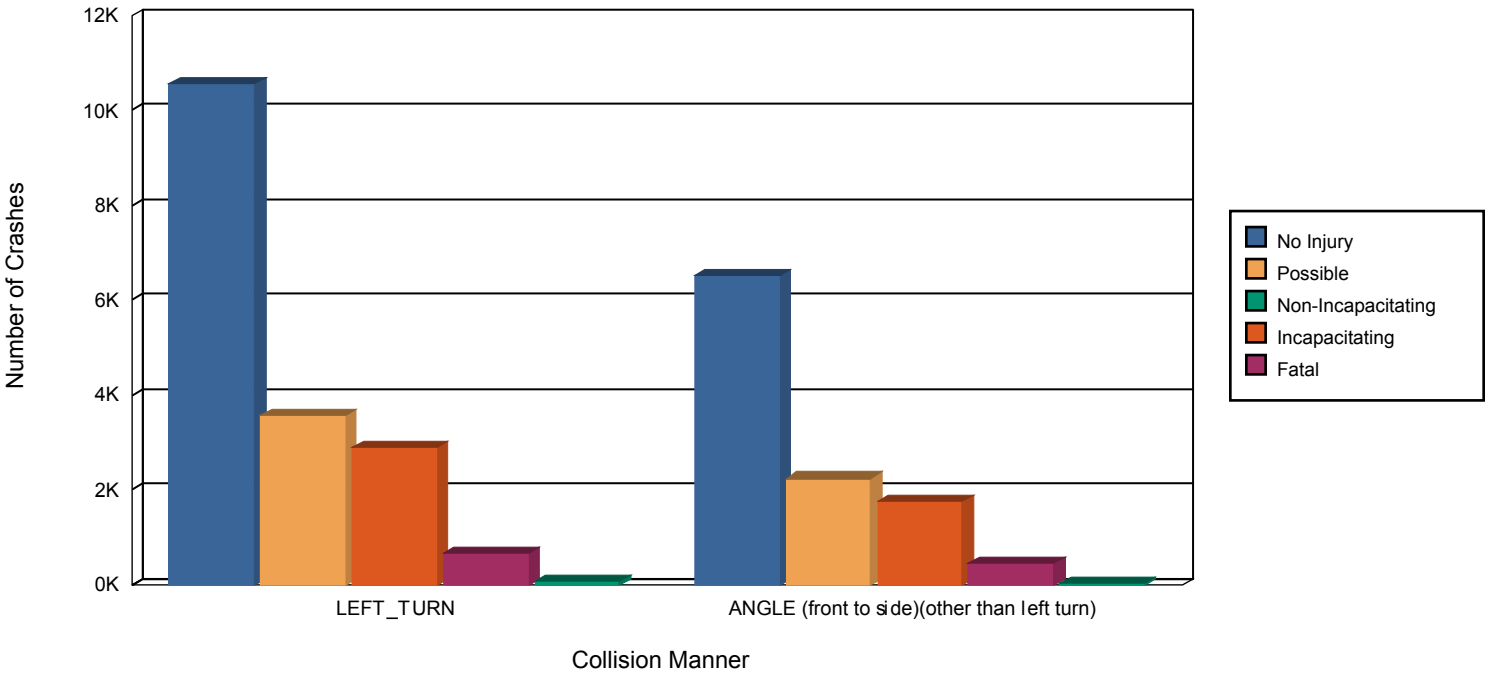
Hour	No Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Unknown	Total
0	259	51	68	29	26	0	433
1	261	59	65	28	40	0	453
2	327	79	82	50	30	0	568
3	182	34	61	26	17	0	320
4	107	38	41	13	13	0	212
5	70	29	26	7	10	0	142
6	65	25	26	11	16	0	143
7	59	20	20	11	7	0	117
8	54	18	23	7	7	0	109
9	48	20	19	12	9	0	108
10	49	16	20	10	4	0	99
11	60	19	14	9	6	0	108
12	52	19	21	8	6	0	106
13	77	21	41	4	10	0	153
14	117	48	27	16	12	0	220
15	172	38	53	23	10	0	296
16	185	58	56	32	21	0	352
17	210	67	83	23	15	0	398
18	265	72	67	36	29	0	469

Hour	No Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Unknown	Total Total
19	265	75	93	54	46	0	533
20	269	84	92	42	59	0	546
21	296	83	89	45	62	0	575
22	279	79	91	57	40	0	546
23	260	61	91	33	36	0	481

Filters:
Person.PersonType = DRIVER
Year Between 2015 2019
Person.Physical = ALCOHOL,DRUGS

Safety Analysis Report

Signalized Intersection Left Turn and Angle Collisions 2015 - 2019 (Phoenix)



Collision Manner	No Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Unknown	Total
LEFT_TURN	10,555	3,555	2,880	656	72	0	17,718
ANGLE (front to side)(other than left turn)	6,523	2,244	1,751	445	44	0	11,007

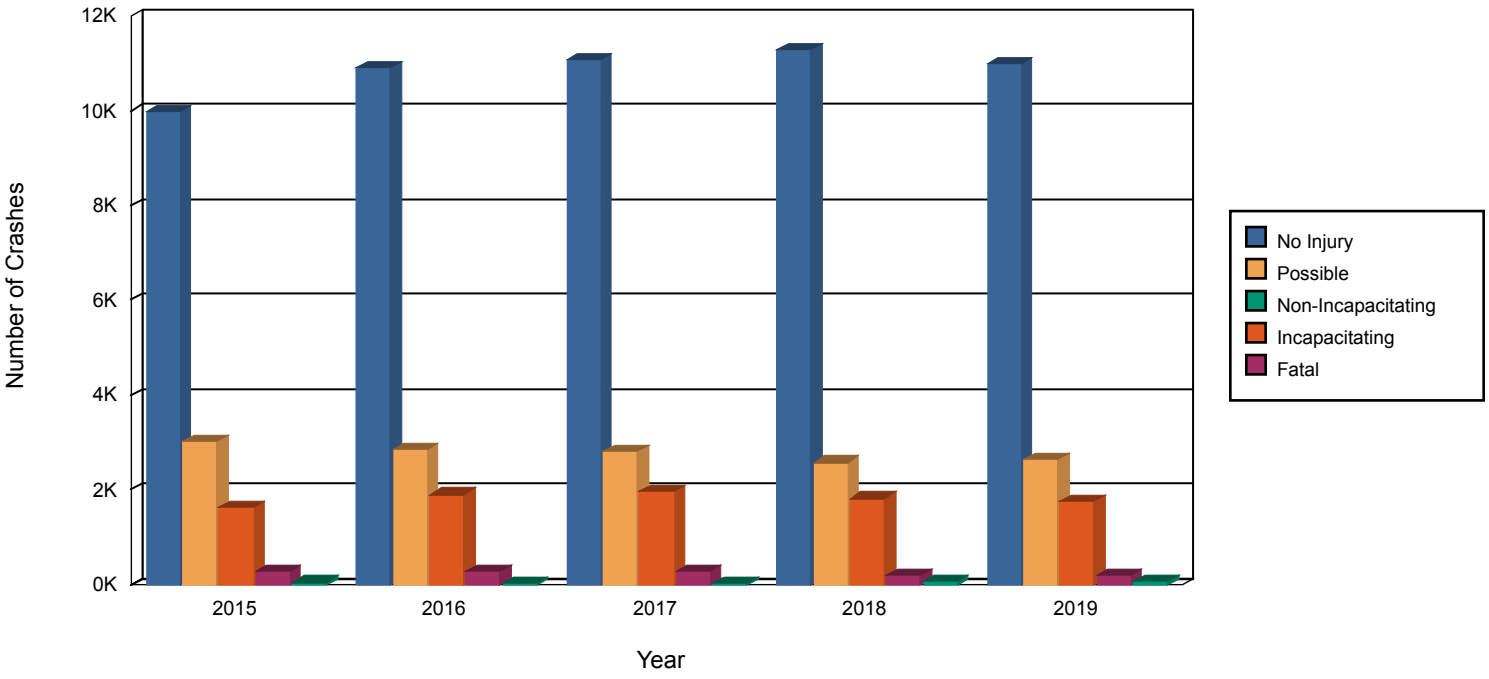
Filters:

Incident.CollisionManner = ANGLE (front to side)(other than left turn),LEFT_TURN
TrafficUnit.ControlType = TRAFFIC_CONTROL_SIGNAL,FLASHING_TRAFFIC_CONTROL_SIGNAL,SIGNAL

Year Between 2015 2019

Safety Analysis Report

Speed-Related Collisions 2015 - 2019 (Phoenix)



Year	No Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Unknown	Total
2015	9,974	3,017	1,631	268	48	0	14,938
2016	10,894	2,860	1,902	297	39	0	15,992
2017	11,084	2,795	1,967	261	41	0	16,148
2018	11,282	2,580	1,818	199	54	0	15,933
2019	10,980	2,623	1,743	201	51	0	15,598

Filters:

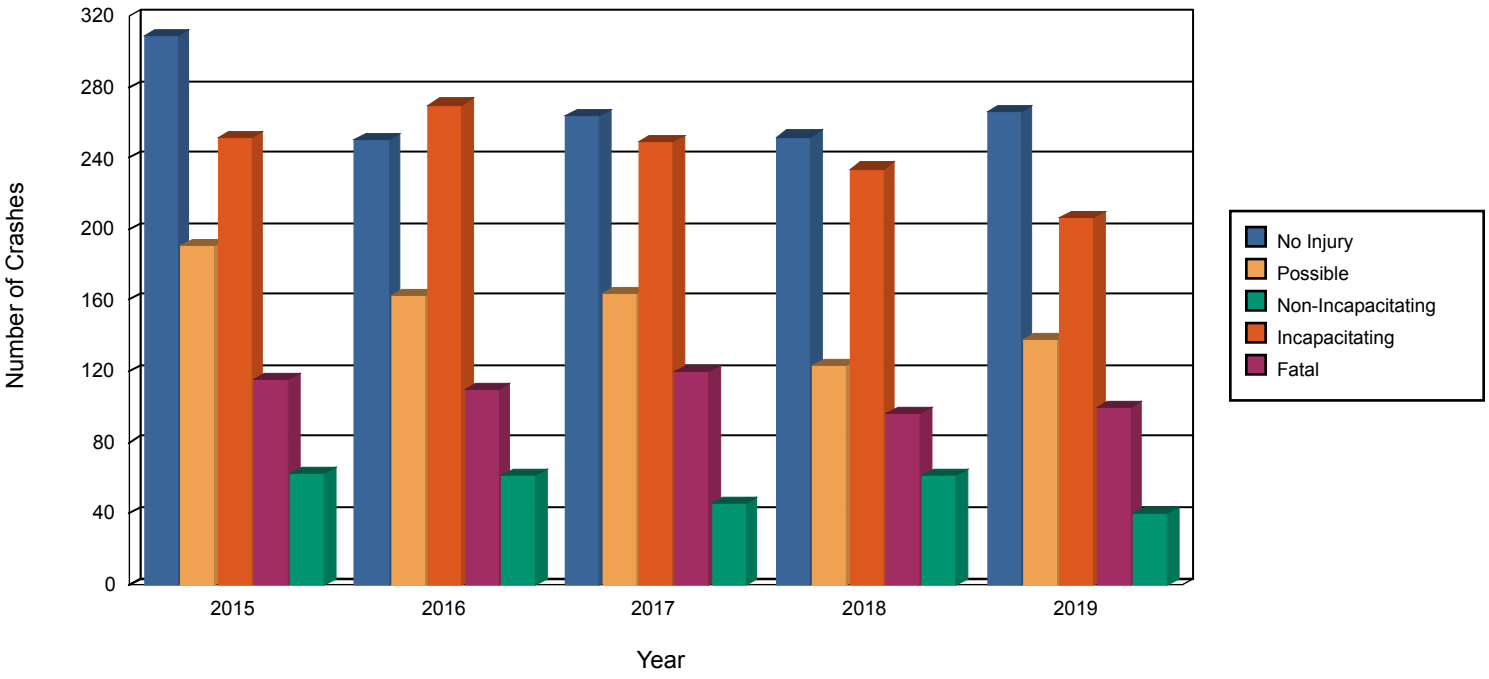
Person.Violation = SPEED_TO_FAST_FOR_CONDITIONS,EXCEEDED_LAWFUL_SPEED

Person.PersonType = DRIVER

Year Between 2015 2019

Safety Analysis Report

Unrestrained Driver Collisions 2015 - 2019 (Phoenix)



Year	No Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	Unknown	Total
2015	309	191	251	115	63	0	929
2016	250	163	270	110	61	0	854
2017	264	164	249	120	46	0	843
2018	252	123	234	96	61	0	766
2019	266	138	206	100	40	0	750

Filters:

Year Between 2015 2019
Person.PersonType = DRIVER
Person.SafetyDevice = None Used

APPENDIX B: HIGH INJURY NETWORK (HIN)

BACKGROUND

Development of the High Injury Network (HIN), or the mapping of corridors where high numbers of people have been killed and severely injured in traffic crashes, is a tool for road safety initiatives. This approach will help city staff focus limited resources on what's needed and where so that funds can be invested in the areas that are most impacted by death and injury. Further data analysis of roadway characteristics along the HIN will allow for identification and assignment of appropriate design solutions.

The HIN was and should continue to be used during the public engagement process to build greater public and political buy-in for changes. The HIN may also be used to inform decisions during cross-departmental collaboration and about prioritizing investments, safe street improvements, education, and police enforcement.

CITY OF PHOENIX HIGH INJURY NETWORK (HIN) METHODOLOGY

The City of Phoenix's HIN used a 5-year historical data set (2016-2020) from the ADOT statewide crash database that included 5,473 motor vehicles crashes that resulted in serious injury or death (KSI). This data was separated into the two non-overlapping categories of Signalized Intersections (150-foot circular buffer from the center of intersections with a traffic signal or HAWK beacon) and Corridors (linear arterial and collector roadway segments).

From this dataset, it was brought into ESRI ArcGIS and location codes and joining exercises were done to connect crash data points to roads/corridors or at intersections. Once this was done, crashes per mile for corridors and crashes per intersection were calculated. The final stage was using the ESRI statistics to understand the standard deviation of crashes per mile and crashes per intersection. Standard deviation is a measure of how spread out a set of data is. The greater frequency of KSI crashes, the higher the standard deviation, which indicates the farther away the location is from the city-wide average. Locations with zero KSI crashes were included in their respective datasets.

After identifying the standard deviation of the crashes per mile and crashes per intersection, a classification analysis in ESRI was done that grouped the crashes per mile via its standard deviation into 5 groups.

AOnce the output from the data analysis was mapped, the RSAP project management team reviewed outcomes and decided to include signalized Intersections with 6 or more KSI crashes (standard deviation > 1.98) and corridors with 12 or more KSI crashes per mile (standard deviation > 2.17) on the HIN. fter identifying the standard deviation of the crashes per mile and crashes per intersection, a classification analysis in ESRI was done that grouped the crashes per mile via its standard deviation into 5 groups.

Intersections

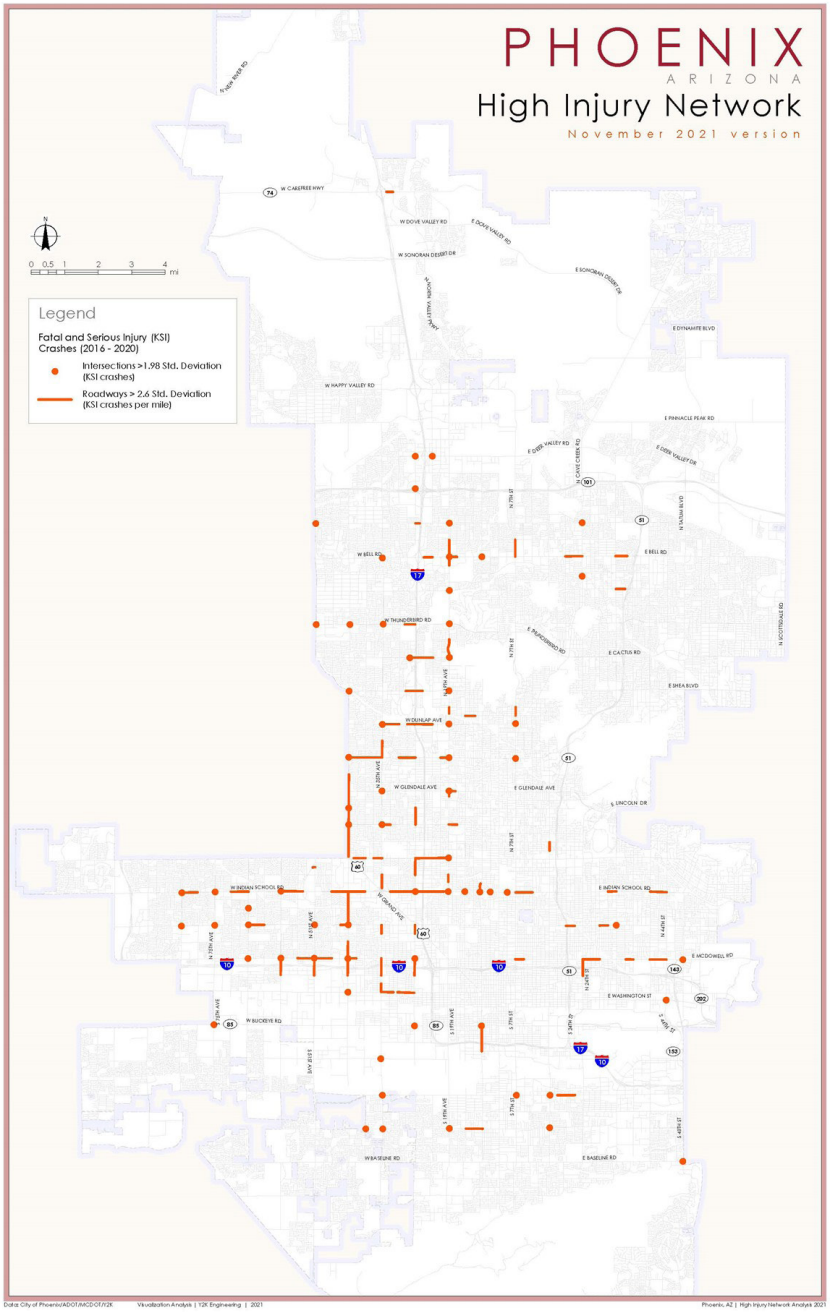
The City of Phoenix HIN identifies 68 signalized intersections with the highest propensity of KSI crashes. This group represents less than 6% of Phoenix's signalized intersections and 12% of all KSI crashes.

TABLE 1 : ALPHABETIZED LIST OF NOV 2021 HIN INTERSECTIONS

Location	Location (Cont)	Location (Cont)
3RD AVE & INDIAN SCHOOL RD	23RD AVE & DEER VALLEY RD	43RD AVE & THUNDERBIRD RD
3RD ST & INDIAN SCHOOL RD	27TH AVE & BEARDSLEY RD	43RD AVE & VAN BUREN ST
7TH AVE & BELL RD	27TH AVE & BUCKEYE RD	44TH ST & WASHINGTON ST
7TH AVE & BUCKEYE RD	27TH AVE & DEER VALLEY RD	48TH ST & BASELINE RD
7TH AVE & INDIAN SCHOOL RD	27TH AVE & INDIAN SCHOOL RD	48TH ST & CHANDLER BLVD
7TH ST & BROADWAY RD	27TH AVE & MCDOWELL RD	48TH ST & MCDOWELL RD
7TH ST & CAVE CREEK RD	28TH DR & CACTUS RD	51ST AVE & MCDOWELL RD
7TH ST & NORTHERN AVE	32ND ST & THOMAS RD	51ST AVE & THOMAS Rd
15TH AVE & INDIAN SCHOOL RD	35TH AVE & BELL RD	51ST AVE & THUNDERBIRD RD
16TH ST & BROADWAY RD	35TH AVE & BETHANY HOME RD	51ST AVE & UNION HILLS DR
16TH ST & SOUTHERN AVE	35TH AVE & BROADWAY RD	59TH AVE & INDIAN SCHOOL RD
19TH AVE & BELL RD	35TH AVE & DUNLAP AVE	59TH AVE & MCDOWELL RD
19TH AVE & CACTUS RD	35TH AVE & GLENDALE AVE	67TH AVE & MCDOWELL RD
19TH AVE & CAMELBACK RD	35TH AVE & LOWER BUCKEYE RD	67TH AVE & OSBORN RD
19TH AVE & DUNLAP AVE	35TH AVE & SOUTHERN AVE	67TH AVE & THOMAS RD
19TH AVE & GLENDALE AVE	35TH AVE & THUNDERBIRD RD	75TH AVE & BUCKEYE RD
19TH AVE & GREENWAY RD	39TH AVE & SOUTHERN AVE	75TH AVE & INDIAN SCHOOL RD
19TH AVE & INDIAN SCHOOL RD	43RD AVE & BETHANY HOME RD	75TH AVE & THOMAS RD
19TH AVE & NORTHERN AVE	43RD AVE & MARYLAND AVE	83RD AVE & INDIAN SCHOOL RD
19TH AVE & PEORIA AVE	43RD AVE & MCDOWELL RD	83RD AVE & THOMAS RD
19TH AVE & SOUTHERN AVE	43RD AVE & NORTHERN AVE	CAVE CREEK RD & GREENWAY PKWY
19TH AVE & THUNDERBIRD RD	43RD AVE & PEORIA AVE	-

Segments

The City of Phoenix HIN identifies 87 roadway segments that have the highest propensity of KSI crashes. This group represents less than 3% of Phoenix's roads and 12% of all KSI crashes. A map of the HIN is provided below:



HIN PROJECT CONSOLIDATION AND CROSS CHECK

Step 1: There were an original 155 locations (intersections and segments) on the HIN. After a review of intersecting, connecting, related, or contiguous locations that included review of projects that were recently completed, in process, or programmed the 155 locations were consolidated to 98 Projects. It is noted that there are some locations that did not move forward to projects based on need to hold due to upcoming projects or study efforts.

Step 2: Once the 98 Projects were identified, a high-level project type was assigned: Intersection Improvement, Corridor, or Corridor and Intersection Improvement. The Corridor and Intersection Improvement project type indicates that there was a consolidation of an intersection and a segment from the HIN.

Step 3: RSAP Equity Analysis and SS4A Underserved Communities (Federal40 Initiative) were evaluated next. Of the 98 Projects, 61 are identified in BOTH the RSAP Equity Analysis and the SS4A Underserved Communities. To determine if the Project was included in the RSAP Equity Analysis and SS4A Underserved Communities, a spatial review was completed. If a Project was either fully included, adjacent - one side of street, or at least one corner (intersections) of the RSAP Equity Analysis and SS4A Underserved Communities, the result is a 'yes.'

17 of the 98 Projects (not in the 61) are identified as part of the SS4A Underserved Communities, but not in the RSAP Equity Analysis. 2 of the 98 Projects (not in the 61) are identified as part of RSAP Equity Analysis, but not in the SS4A Underserved Communities. And 17 Projects are not identified in either.

Step 4: Understanding that this information will be used to consider projects for the SS4A grant application (2022) and to develop the implementation plan, the next step reviewed a series of capital and operation programs that include: the Phoenix Street Transportation CIP, Phoenix T2050 Major Arterial Program, Phoenix T2050 Mobility Areas, and the MAG Momentum 2050 plan. Phoenix staff also conducted a manual review of the project list to determine if any were recently completed, partially completed, or programmed. Projects that were substantially completed as of August 2022 were removed.

HIN PROJECT PRIORITIZATION

To determine which locations should be prioritized and implemented, two factors were applied per type of project category: Intersections, Segments, and Composite (Segments + Intersections).

First, the locations were rank ordered by the amount of KSI crashes in that project type group, then the group was divided into thirds: Tiers 1, 2, and 3.

Then, within each Tier group, the locations were prioritized if it is part of an area of need determined by the Phoenix RSAP Equity Analysis. If the location is either fully in, adjacent – one side, or at least one corner (intersections), it is noted as a 'yes.'

Phoenix staff also conducted a manual review of the project list to determine if any were recently completed, partially completed, or programmed. Projects that were substantially completed as of August 2022 were removed.

THE HIN AS A ROAD SAFETY TOOL

A high-level review of potential contributing factors and roadway characteristics along the HIN was performed during development of the Road Safety Action Plan. Further site specific evaluation may be required for identification and assignment of appropriate solutions at these high risk locations. The HIN should be updated every three years based on the most recent five years of crash data and continue to be used to inform decisions during cross-departmental collaboration and about prioritizing investments, safe street improvements, education, and police enforcement. The HIN is one of several tools and strategies the city will use to improve road safety. Locations outside of the HIN will not be precluded from funding and implementation of safety improvements

APPENDIX C: ROAD SAFETY TOOLBOXES

BACKGROUND

To support the implementation of various strategies presented in this Plan, the City of Phoenix will utilize proven best practices, guidelines, toolkits, and handbooks from external organizations that include the Federal Highway Administration (FHWA), National Cooperative Highway Research Program (NCHRP), National Highway Traffic Safety Administration (NHTSA), and the Institute of Transportation Engineers (ITE). These resources are collectively referred to as toolboxes. Several toolboxes have been identified that relate to the Strategies in this Plan and are organized by Focus Area. They are to be used to support advancing the RSAP strategies, apply proven engineering, enforcement, education, and evaluation designs and methods, and as quick references to determine how to best approach and solve a traffic safety issues within the city. This is not an exhaustive list of resources that apply to road safety.

GENERAL STRATEGIES

Lessons Learned from Development of Vision Zero Action Plans, FHWA-SA-20-073, January 2021.

https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA-SA-20-073_Lessons_Learned_from_Development_of_Vision_Zero_Action_Plans.pdf

The FHWA assisted in the development of Vision Zero Action Plans (VZAPs) for two communities—City of Daly City (California) and Macon-Bibb County (Georgia). The VZAPs serve as a framework that details goals, objectives, and action items, using the Safe System Approach to the extent possible, to implement the safety programs that will guide each community toward zero fatalities. The Transportation Safety Planning and the Zero Deaths Vision: A Guide for Metropolitan Planning Organizations and Local Communities served as a guiding document in the processes. The purpose of this report is to summarize and generalize the two communities' plan-development processes. This report also includes information on opportunities, challenges and lessons learned.

Strategies to Coordinate Zero Deaths Efforts for State and Local Agencies, FHWA-SA-20-061, November 2020.

https://safety.fhwa.dot.gov/zerodeaths/docs/Strategies_for_VZ_Coordination_112020.pdf

The document is designed to help State and local agencies foster and build stronger relationships that support coordinated zero deaths efforts. The document describes work toward the Safe System Approach for reaching the zero deaths goal, including managing speed for safety, strengthening safety

culture, and leveraging data and community input to prioritize changes.

Transportation Safety Planning and the Zero Deaths Vision: A Guide for Metropolitan Planning Organizations and Local Communities, FHWA-SA-18-024, August 2018.

https://safety.fhwa.dot.gov/tsp/fhwasa18024/MPOLocalSafetyPlanGuide_508compliant.pdf

This document provides references to key information for metropolitan planning organizations and local communities to understand the safety planning process and develop their own local or regional safety plan.

Primer on Safe System Approach for Pedestrians and Bicyclists, FHWA-SA-21-065, May 2021

https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa21065.pdf

The Safe System approach acknowledges that humans make mistakes and, importantly, are vulnerable to the forces that occur during a crash. By focusing on eliminating fatal and serious injuries the Safe System approach inherently places a priority on pedestrians and bicyclists, who are at a higher risk of fatal or serious injury than a person driving or traveling in a motor vehicle. The purpose of this primer is to provide transportation agencies a baseline understanding of the Safe System approach and how it relates to bicycle and pedestrian safety.

A Strategic Approach to Transforming Traffic Safety Culture to Reduce Deaths and Injuries NCHRP Web-Only Document 252, 2018

https://nap.nationalacademies.org/download/25286#

A strategic approach to transform traffic safety culture should leverage the values and change the beliefs of all relevant traffic safety stakeholders across the social environment. The purpose of this report is to provide state agencies responsible for traffic safety (and their traditional, as well as non-traditional, traffic safety partners) with guidance for a strategic approach to transform the traffic safety culture of road users and stakeholders. The goal is to use this approach to sustain improvements in traffic safety for all road users, including non-motorized users.

Traffic Safety Culture Primer, Montana DOT, August 2019

https://www.mdt.mt.gov/other/webdata/external/research/docs/research_proj/tsc/TSC_PRIMER/PRIMER.pdf

This primer provides a definition of traffic safety culture and explain how it influences road user behavior and traffic safety. With this understanding, traffic safety stakeholders can communicate to colleagues, existing and new partners, and leaders about its importance. Ultimately, growing a positive traffic safety culture needs to be integrated into safety planning processes including Strategic Highway Safety Plans

(among others). The report defines traffic safety culture as a system of beliefs about traffic safety. A basic model is presented that shows the relationship between belief systems and behaviors, which can affect traffic safety.

Guidance for Evaluating Traffic Safety Culture Strategies, FHWA/MT-21-001/8882-309-14, January 2021

https://rosap.ntl.bts.gov/view/dot/55813/dot_55813_DS1.pdf

This report summarizes a project that conducted a literature review of current practices in the evaluation of traffic safety culture strategies. This review focused on transportation safety literature but also extended to evaluating safety culture in other public health sectors. A description of the literature was provided as a report, which was also converted to a journal submission. A separate resource document was created to provide traffic safety stakeholders with guidance about the steps and conditions that are necessary for the evaluation of traffic safety culture strategies.

A Primer for Traffic Safety Culture, ITE Journal, May 2014

https://westerntransportationinstitute.org/wp-content/uploads/2018/01/ITEJMay_TrafficSafetyCulturePrimer_Ward_Otto_linkenbach.pdf

In November 2013, ITE Journal reported on the Institute of Transportation Engineers' participation in the first National Roadway Safety Culture Summit that took place in August 2013. The article, "Partnering Across Disciplines for Traffic Culture Change" detailed the summit's focus on the impact safety culture has on roadway crashes and how that culture can contribute to eliminating fatalities and serious injuries on roadways. The summit concluded with a call to action to create a toolkit, best practices, and guidance on models for measuring behavior and changes for reliability, validity, and interventions. Work is ongoing to develop a common, tangible definition of traffic safety culture and the associated materials to help promote it.

Sustainable & Safe: A Vision and Guidance for Zero Road Deaths, World Resources Institute, 2015.

https://files.wri.org/d8/s3fs-public/sustainable-safe.pdf

This report is to facilitate the application of the Safe System approach to road safety. It provides an overview of the concepts and evidence behind a Safe System, discusses the relevance of this approach to low- and middle-income countries, and the wider benefits to health and the environment, and presents practical guidance that can be applied to develop a strategy and action plan to reduce traffic deaths while also achieving broader sustainability goals. The guidance focuses on action areas that have been shown to save lives and reduce serious injuries.

Safe Systems: Guiding Principles and International Applications, CSCRS-R7, Collaborative Sciences Center for Road Safety, Chapel Hill, NC, June 2019

https://www.roadsafety.unc.edu/wp-content/uploads/2019/07/CSCRS_R3_Final-Report.pdf

This report examines the state-of-the-practice in Safe Systems. It is divided into two sections. The first examines the concept of Safe Systems, focusing on our emerging understanding of crash causation, as well as how this understanding may be applied to integrate safety considerations into transportation practice in the United States. The second presents a review of the practices of the four countries with the most established Safe Systems programs— Sweden, the Netherlands, Australia, and New Zealand—and details how each has structured their approach to road safety around Safe Systems principles.

Guidebook on Identification of High Pedestrian Crash Locations, FHWA-HRT-17-106, April 2018.

https://www.fhwa.dot.gov/publications/research/safety/17106/17106.pdf

This guidebook documents methods and examples used to identify or prioritize high pedestrian crash sites to assist State and local agencies in identifying high pedestrian crash locations such as intersections (points), segments, facilities, and areas. The process of identifying high pedestrian crash locations results in a prioritized list of potential locations on the roadway system that could benefit from safety improvement projects. Discusses performance measures and provides information on six different screening methods for identifying high pedestrian crash locations

FHWA Road Safety Audit Guidelines, FHWA-SA-06-06, 2006

https://safety.fhwa.dot.gov/rsa/guidelines/documents/FHWA_SA_06_06.pdf

The purpose of this document is to provide a foundation for public agencies to draw upon when developing their own Road Safety Audit (RSA) policies and procedures and when conducting RSAs within their jurisdiction. The availability of a consistent guideline is anticipated to lead to a better understanding of the core concepts of RSAs and to promote their use. An RSA program can range from something very simple to the full integration of safety into every stage of each project.

BEHAVIOR RELATED STRATEGIES

Arizona Department of Transportation Traffic Safety for School Areas Guidelines, 2006

https://azdot.gov/sites/default/files/2019/07/adot-traffic-safety-for-school-area-guidelines.pdf

Provides guidelines for school zone traffic control and enforcement for Arizona. The guidelines are

published by the Arizona Department of Transportation (ADOT) and apply to the entire Arizona Highway System. These guidelines are applicable to school officials (public and private), school planners, traffic engineers, police, and other public safety personnel throughout Arizona. They identify the role for local officials, parents, and school officials in school area traffic control.

Bicycle Safety Education for Children From a Developmental and Learning Perspective, DOT HS 811 880, January 2014

https://www.nhtsa.gov/sites/nhtsa.gov/files/bicycle_safety_education_for_children-811880.pdf

The purpose of this literature review is two-fold. First, this report describes the nature of children and adolescents' bicycle injuries in addition to understanding the types of programs that exist and their effectiveness. Second, this report explores the psychological domains related to riding a bicycle in childhood and adolescence such as motor skill development, cognitive development, brain development, and risk-taking and social influences. Understanding how each of these interacts with children's abilities to learn and ride a bicycle safely in traffic allows researchers and safety practitioners to design more effective bicycle education programs to teach children and adolescents how to safely negotiate traffic as bicyclists.

Cycling Savvy Empowerment for Unlimited Travel – Online website

https://cyclingsavvy.org/

Cycling Savvy is a program of the American Bicycling Education Association. Their mission is to provide programs and resources for the education of bicyclists as drivers of vehicles, and bicycling-related education for traffic engineers, transportation planners, law enforcement professionals, educators, and the general public. Various educational courses are available from this website, including i-person and online courses.

Automated Enforcement Program Checklist For Red Light Cameras and Automated Speed Enforcement, May 2021

https://www.iihs.org/media/431e551b-3f64-4591-8e30-ad35a069f41f/cF4n4g/News/2021/050621%20auto%20enforcement/AE-checklist-May-2021.pdf

Two-page checklist created by AAA, Advocates for Highway Safety, GOHS, IIHS-ILD and NSC. The checklist provides a minimum list of considerations to help an agency follow best practices. The goal is to operate a successful program that reduces crashes and prevents deaths and injuries while maintaining strong public support.

Noteworthy Speed Management Practices, FHWA-SA-20-047, August 2020

https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa20047/fhwasa20047.pdf

This report provides an avenue of information for practitioners in that it summarizes eight case studies which highlight noteworthy practices over a range of speed management issues. The case study strategies include Strategic Speed Management Program; Self-Enforcing Roadways; Setting Credible Speed Limits; High Visibility Enforcement; Successful Strategies for Adoption of Safety Cameras; Targeted Reporting of Speeding-Related Crashes; Consistent Speed Limit for Vulnerable Road Users; and Network Approach to Setting Speed Limits.

FHWA Website, Noteworthy Speed Management Practices: Successful Strategies for Adoption of Safety Cameras, September 2020

https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa20047/sec6.cfm

A case study to show how the implementation of safety camera was implemented in New York City, along with some of the key takeaways and lessons learned. New York City faced typical oppositions to safety cameras such as legislative restrictions and citizen resistance. They successfully instituted a safety camera program in school zones through several strategies.

Red Light Camera Systems Operational Guidelines, FHWA, January 2005

https://safety.fhwa.dot.gov/intersection/signal/fhwasa05002.pdf

The Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA) have developed this operational guideline for use by State and local agencies for the implementation and operation of red light camera systems. The purpose of these guidelines is to assist jurisdictions who are considering the implementation of red light camera systems and help them avoid inconsistent or incorrect application of such systems. The information contained in this document is intended to foster discussions and initiatives that will improve intersection safety by reducing crashes due to red light running. This document is not a regulatory requirement and the decision to use red light cameras is a matter for local decision-makers.

Evaluation of NHTSA Distracted Driving Demonstration Projects in Connecticut and New York, DOT HS 811 635, March 2014

https://www.nhtsa.gov/sites/nhtsa.gov/files/811635_eval_nhtsa_distracted_driving_demo_proj_comm_ct_and_ny.pdf

The communities of Hartford, Connecticut, and Syracuse, New York, implemented year-long campaigns to test whether NHTSA's high-visibility enforcement (HVE) model could be applied to reduce two specific forms of distracted driving – driving while talking on a hand-held cell phone or texting. The HVE model applies strong laws, vigorous targeted law enforcement, extensive media that emphasizes the enforcement, and evaluation. Both sites conducted 4 waves of enforcement between April 2010 and April 2011. NHTSA developed and bought TV and radio spots featuring the tag line Phone in One Hand, Ticket in the Other. Both sites generated ample earned media. Police wrote 100 to 200 citations

per 10,000 population for each wave in each site. The results show that high-visibility enforcement campaigns can reduce the number of people who use hand-held cell phones while driving.

"See Me AZ" Public Safety Campaign: MAG online website

https://azmag.gov/Programs/Transportation/Safety-Programs/See-Me-AZ

"See Me AZ" seeks to raise awareness of pedestrian and motorist laws and change the behaviors that lead to pedestrian and cyclist crashes and fatalities. Provides regional resources for improving pedestrian and bicyclist safety in the region, including YouTube campaign ads, video testimonials, safety tips for drivers, bicyclists and pedestrians, and relevant crash data visualizations.

NHTSA Traffic Safety Marketing Website

https://www.trafficsafetymarketing.gov/

Online site that contains marketing materials for numerous topics relating to traffic safety including Bicycle Safety, Distracted Driving, Drowsy Driving, Drug-Impaired Driving, Drunk Driving, Motorcycle Safety, Older Driver Safety, Pedestrian Safety, Speed Prevention, Teen Safety and Vehicle Safety. Specific safety campaign materials are provided within each safety topic area that may include pamphlets, videos, as well as guidebooks for the campaign. Some materials are available in Spanish.

NHTSA Website: High Visibility Enforcement (HVE) Toolkit

https://www.nhtsa.gov/enforcement-justice-services/high-visibility-enforcement-hve-toolkit

Provides information on types of enforcement (Saturation Patrol, Wave, Integrated Enforcement, and Multi-Jurisdictional Enforcement), placement of HVE, visibility elements, training and measuring effectiveness. Also provides information on publicity methods for HVE, implementation and resources in an online website. In addition, NHTSA provides template materials (press releases, talking points, posters, etc.), for the following individual program areas: Impaired Driving; Occupant Protection; Speed/ Aggressive Driving; and Distracted Driving.

Impaired Driving Guidebook: Three Keys to Renewed Focus and Success, IACP Impaired Driving Subcommittee

https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/impaired_driving_guidebook-three_keys_to_renewed_focus_and_success.pdf

This Guidebook is intended to serve as a guide to law enforcement executives on how to most effectively renew their efforts to eliminate impaired driving on our roadways. The Subcommittee came to agreement that success lies in three key areas, and this Guidebook has a section dedicated to each: (1) Law Enforcement Leadership; (2) Criminal Justice Collaboration; and (3) Effective Communication Strategies.

PEDESTRIANS AND BICYCLISTS STRATEGIES

School Site Planning, Design, and Transportation, Informational Report, ITE Technical Committee TENC-105-01, June 2013

https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=IR-137-E

Provides information to aid school and local officials, engineers, architects, planners, and developers in creating walkable, community-based schools. A major emphasis is on the design of new schools for maximum walkability, traffic safety, and efficiency. This report also addresses these issues for the improvement or redevelopment of existing school sites.

Evaluation of Pedestrian Hybrid Beacons on Arizona Highways, SPR-756, September 2019

https://apps.azdot.gov/files/ADOTLibrary/publications/project_reports/pdf/spr756.pdf

The focus of this Arizona Department of Transportation (ADOT) research was to: investigate the safety and operational impacts of the PHB installations that have occurred on Arizona's state highways (higher-speed roads) to understand their impacts on vehicles and pedestrians; investigate the relationship between crashes at PHB locations and the spacing from nearby signalized intersections; investigate the relationship between crashes at PHB locations and other roadway characteristics; and determine whether modifications to ADOT guidance are needed to advise ADOT on site selection and use of PHBs.

Evaluation of Pedestrian Hybrid Beacons and Rapid Flashing Beacons, FHWA-HRT-16-040, July 2016

https://www.fhwa.dot.gov/publications/research/safety/16040/16040.pdf

This report documents an FHWA project that includes four studies that investigated how characteristics of rectangular rapid-flashing beacons (RRFBs) and pedestrian hybrid beacons (PHBs) affected the likelihood of drivers yielding to a pedestrian. The results of this project supported the development of two Manual on Uniform Traffic Control Devices official interpretations for the RRFB: Official Interpretation #4(09)-41 (I)—Additional Flash Pattern for RRFBs and Official Interpretation #4(09)-58 (I)—Placement of RRFB Units Above Sign. (1–3) The overall 96 percent high yielding for PHBs identified in this research, along with findings from previous studies, support the use of this device at a variety of locations, such as on high-speed roads, wide roads, and at residential intersections.

Rectangular Rapid Flashing (RRFB) Countermeasure Tech Sheet, June 2018

https://safety.fhwa.dot.gov/ped_bike/step/docs/TechSheet_RRFB_508compliant.pdf

Two-page technical sheet on the application of RRFBs. Developed as part of the FHWA STEP program.

Interim Approval 21 – Rectangular Rapid-Flashing Beacons at Crosswalks, FHWA, March 2018

https://mutcd.fhwa.dot.gov/resources/interim_approval/ia21/index.htm

Provides requirements, guidance, and options for the optional use of the RRFBs under the terms of the Interim Approval. (The next edition of the MUTCD is expected to contain requirements, guidance and options for the design and use of RRFBs, and at that time the IA will be archived.)

Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, FHWA-SA-17-072, July 2018

https://safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf

This document provides guidance to agencies, including best practices for each step involved in selecting countermeasures. By focusing on uncontrolled crossing locations, agencies can address a significant national safety problem and improve quality of life for pedestrians of all ages and abilities. Agencies may use this guide to develop a customized policy or to supplement existing local decision-making guidelines. Provides a Countermeasure Selection Table for uncontrolled intersections based on posted speed limit, ADT and roadway configuration. Also provides a table listing the safety issues addressed by countermeasure type.

Pedestrian Lighting Primer, FHWA-SA-21-087, April 2022

https://safety.fhwa.dot.gov/roadway_dept/night_visib/docs/Pedestrian_Lighting_Primer_Final.pdf

Federal Highway Administration (FHWA) primer to used be a resource for transportation practitioners interested in the safety and security benefits of pedestrian lighting as well as lighting design considerations at locations with existing or future pedestrian activity. Presents a summary of existing research indicating the benefits of lighting for improving pedestrian safety, citing studies that resulted in CMFs that quantify reductions in the number of vehicle/pedestrian crashes due to lighting, provides an overview of the pedestrian lighting design process, and presents a lighting design example that depicts a typical scenario for pedestrian lighting facilities.

Research Report: Street Lighting for Pedestrian Safety, FHWA-SA-20-062, December 2020.

https://safety.fhwa.dot.gov/roadway_dept/night_visib/docs/StreetLightingPedestrianSafety.pdf

This document details three separate experiments used to form pedestrian lighting recommendations that consider the visibility needs of both children and adults. In the first study, participant drivers were evaluated on their ability to detect the presence of child-sized pedestrians under variations of luminaire type (2200 K, 4000 K, and 5000 K), mounting height (road scale and ped scale), as well as variations in luminance and illuminance of the visual target. A second experiment evaluated the ability for walking pedestrians (adults and children) to detect hazards in their path under the same lighting conditions used in the first experiment. The final experiment evaluated the abilities of adults and children to determine

when it would be no longer safe to cross a mid-block crosswalk as vehicles approach under varying lighting conditions. The outcomes of this research are presented as recommendations for crosswalk lighting design to include considerations for children, depending on pedestrian volume and road class.

Pedestrian and Bicyclist Road Safety Audit (RSA) Guide and Prompt Lists, FHWA-SA-20-042, September 2020

https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa20042.pdf

This guide is intended to support agencies that are interested in conducting pedestrian- and bicycle-focused RSAs and includes information on safety risks for both modes, the RSA process, necessary data, and the roles and responsibilities of the RSA Team. Also included are updated prompt lists for pedestrians and bicyclists to use in the field. This guide will aid practitioners understand pedestrian and bicyclist issues in their jurisdiction and potentially achieve other goals in addition to safety, like enhancing quality of life, improving community health, or increasing pedestrian and bicycle mode share. Describes overview of the 8-step RSA process.

Improving Intersections for Pedestrians and Bicyclists Informational Guide, FHWA-SA-22-017, April 2022.

https://safety.fhwa.dot.gov/intersection/about/fhwasa22017.pdf

The purpose of this guide is to inform the state of the practice concerning intersection planning and design to implement solutions that help achieve the goal for zero fatalities and serious injuries while improving mobility for bicyclists and pedestrians. The primary intersection types discussed in this guide include traditional signalized intersections, roundabouts, Median U-Turn (MUT) intersections, Reduced Crossing U-Turn (RCUT) intersections, Quadrant Roadway (QR) intersections, Displaced Left Turn (DLT) intersections, and Diverging Diamond Interchanges (DDI). This guide also includes discussion about stop-controlled and uncontrolled intersection crossings for bicyclists and pedestrians. This guide illustrates integration of bikeways and pedestrian pathways at and across traditional and alternative intersections, describes countermeasures applicable to pedestrian and bicyclist crossings at intersections, and summarizes the application of intersection analysis methods for the safety and mobility of pedestrians and bicyclists.

NCHRP 926 - Guidance to Improve Pedestrian and Bicyclist Safety at Intersections, 2020

https://nap.nationalacademies.org/download/25808

NCHRP Research Report 926 provides a succinct process for selecting intersection designs and operational treatments that provide safety benefits for pedestrians and bicyclists, and the most appropriate situation for their application. The Guide provides a step-by-step process for selecting intersection safety treatments based on site conditions, effectiveness, level of public process, and their potential to reduce certain common pedestrian and bicycle crash types. The appendix is a Countermeasure Glossary documenting 34 pedestrian and bicycle intersection safety countermeasures with two-page

listings of key information for each. Also provides design trade-off of safety countermeasures.

Bicycle Safety Guide and Countermeasure Selection System, BIKESAFE, FHWA (originally published 2006)

http://www.pedbikesafe.org/bikesafe/

The Bicycle Safety Guide and Countermeasure Selection System is intended to provide practitioners with the latest information available for improving the safety and mobility of those who bike. The online tools provide the user with a list of possible engineering, education, or enforcement treatments to improve bicycle safety and/or mobility based on user input about a specific location. Provides countermeasure list, selection tool and selection matrices as well as case studies and resources.

Pedestrian Safety Guide and Countermeasure Selection Tool, PEDSAFE, FHWA (originally published 2004)

http://www.pedbikesafe.org/pedsafe/

The FHWA Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) is an interactive tool for reviewing pedestrian safety countermeasures at intersections and along the network. PEDSAFE includes intersection features or countermeasures such as RRFBs, PHBs, countdown timers at pedestrian signals, and curb design. A total of 67 engineering, education, and enforcement countermeasures are discussed. The treatments and programs selected for inclusion in this on-line document are those that have been in place for an extended period of time and/or have proven effective. New countermeasures continue to be developed, implemented, and evaluated.

Bikeway Selection Guide, FHWA, 2019

https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

This document is a resource to help transportation practitioners consider and make informed decisions about tradeoffs relating to the selection of bikeway types. The report highlights linkages between the bikeway selection process and the transportation planning process. This guide presents these factors and considerations in a practical process-oriented way. It draws on research where available and emphasizes engineering judgment, design flexibility, documentation, and experimentation. Provides bicyclist design user profiles and a chart that relates preferred bikeway type to ADT and motorist speed.

FHWA Separated Bike Lane Planning and Design Guide, May 2015

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/separatedbikelane_pdg.pdf

Outlines planning considerations for separated bike lanes (also sometimes called "cycle tracks" or "protected bike lanes") and provides a menu of design options covering typical one and two-way scenarios. It highlights different options for providing separation, while also documenting midblock

design considerations for driveways, transit stops, accessible parking, and loading zones. It provides detailed intersection design information covering topics such as turning movement operations, signalization, signage, and on-road markings. Case studies highlight best practices and lessons learned throughout the document.

Primer on Safe System Approach for Pedestrians and Bicyclists, FHWA-SA-21-065, May 2021

https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa21065.pdf

The Safe System approach acknowledges that humans make mistakes and, importantly, are vulnerable to the forces that occur during a crash. By focusing on eliminating fatal and serious injuries the Safe System approach inherently places a priority on pedestrians and bicyclists, who are at a higher risk of fatal or serious injury than a person driving or traveling in a motor vehicle. The purpose of this primer is to provide transportation agencies a baseline understanding of the Safe System approach and how it relates to bicycle and pedestrian safety. Topics include, safe speeds, safe roads, safe vehicles, safe road users and post-crash care.

Advancing Pedestrian and Bicyclist Safety: A Primer for Highway April 2016 Safety Professionals, DOT HS 812 258, April 2016

https://www.nhtsa.gov/staticfiles/nti/pdf/812258-Peds_Bike_Primer.pdf

This primer is intended for highway safety professionals, including State Highway Safety Officials, as well as their partners and grantees, as a reference for an integrated and comprehensive effort to improve pedestrian and bicycle safety and support broader transportation-related goals. The primer summarizes the most promising infrastructure treatments and behavioral programs available for addressing specific safety problems and highlights how these approaches can be combined and implemented. It identifies opportunities for various agencies to collaborate and combine their respective approaches and funding for a more comprehensive program. It also offers real-world examples of what States and local jurisdictions are doing to address pedestrian and bicycle issues in a comprehensive manner. Finally, the primer includes descriptions of key concepts and definitions of common terms and acronyms to help readers understand the essentials of pedestrian and bicycle safety issues when discussing and collaborating with diverse partners to develop comprehensive programs.

Maricopa Association of Governments Shade and Thermal Comfort Online Website

https://azmag.gov/Programs/Transportation/Active-Transportation/Active-Transportation-Plan/Active-Transportation-Toolbox/Pedestrian-Infrastructure/Shade-and-Thermal-Comfort

Provides recommendations on shade design considerations, that are based on weather data collected over the period 2005–2015 for the afternoon hours, defined as noon through 6pm. Summer months in this analysis are considered May through October. Provides several shade examples involving

landscape trees and structures. Quantifies a thermally comfortable pedestrian route (Developed by ASU researchers.)

Urban and Community Forestry 2016 Arizona Shade Tree Planting Prioritization, Arizona Department of Forestry and Fire Management, 2016.

https://dffm.az.gov/sites/default/files/media/2016_AZ_STPP_Report_2017-01-06.pdf

This report summarizes the intent, methodology, and results of the 2016 Shade Tree Planting Prioritization analysis of the Urban and Community Forestry Program (UCF) at the Arizona Department of Forestry and Fire Management (DFFM). The purpose of the analysis was to assess existing urban forests in Arizona's communities and identify shade tree planting needs.

INTERSECTION STRATEGIES

AASHTO Highway Safety Manual User Guide, August 2014

https://onlinepubs.trb.org/onlinepubs/nchrp/docs/nchrp17-50_userguide.pdf

The Highway Safety Manual (HSM) is the premier guidance document for incorporating quantitative safety analysis in the highway transportation project planning and development processes. The HSM includes predictive methods for infrastructure improvement project alternative analysis and development/design, including: (1) the use of national safety performance functions (models) developed to predict crashes by severity specific facility types and base conditions; and (2) associated crash modification factors (CMFs) to estimate the potential effects of design alternatives or changes from base conditions. The second edition of the HSM is expected to be published by AASHTO in 2022.

Screening Your Network to Improve Roadway Safety Performance – Getting Started

https://safety.fhwa.dot.gov/systemic/fhwasa17008/fhwasa17008.pdf

A 5-page FHWA document to describe a network screening in a five steps process. Network screening provides documentation and justification for prioritizing safety needs. The five steps are: 1. Establish a focus; 2. Identify the types of sites or facilities to be screened; 3. Select performance measures; 4. Choose a screening method; and 5. Screen and evaluate results. This is provided as part of the Every Day Counts (EDC) program.

Selecting Projects and Strategies to Maximize Highway Safety Improvement Program Performance, FHWA-SA-20-001, March 2021

https://safety.fhwa.dot.gov/hsip/docs/FHWA-SA-20-001_Maximizing_HSI_Performance_508.pdf

This guide presents fundamental analytical methods and a conceptual framework for maximizing the effectiveness of the HSIP by increasing the individual performance of its projects. To address fatal and serious-injury crashes, agencies should focus on the change in fatal and serious-injury crashes, rather than all crashes or all injuries, when selecting projects and should prioritize and select projects using quantitative methods such as the benefit-cost ratio (BCR) when possible. While intended primarily for State agencies, the guide contains helpful information that can be used by local agencies

Unsignalized Intersection Improvement Guide (UIIG) Toolkit, Online website maintained by ITE, 2015

https://toolkits.ite.org/uiig/

The purpose of the UIIG is to assist and guide users through the process of evaluating their unsignalized intersections and identifying opportunities to enhance their safety and operational performance. The contents of the UIIG are presented under two sections: information and Toolkit. The Information section provides important background material related to the types, users, common problems and treatments, and general considerations associated with unsignalized intersections. The Toolkit provides a number of resources to assist the user in: (1) collecting data on the existing conditions and characteristics of the intersection; and (2) identifying potential treatments that may improve the safety and mobility at the intersection.

MAG Left Turn Crash Mitigation Implementation Template & Guidance, May 2018

https://azmag.gov/Portals/0/Documents/MagContent/LT-Crash-Mitigation-Implementation-Template-Guidance.pdf

The overall goal of this guidance is to help address the "Eliminate Deaths and Serious Injuries Related to Crashes at Intersections" Action Area in the MAG STSP by assessing intersection safety improvements as they relate to creating positive offsets at left-turn lanes. The specific objective is to provide technical guidance to local agencies in identifying locations with left-turn safety concerns and in mitigating these issues, with a focus on improving negative offsets at opposing left-turn lanes. The guidelines were developed assuming agencies have limited staff, resources, and data. Important left-turn safety issues can be identified efficiently through aerial photography (e.g. Maricopa County aerials, Google Maps), with field reviews as needed.

Applying Transportation Asset Management to Traffic Signals: A Primer, FHWA-HOP-20-048, January 2022

https://ops.fhwa.dot.gov/publications/fhwahop20048/fhwahop20048.pdf

This primer provides information for applying transportation asset management (TAM) principles to traffic signals assets. It also describes how transportation agencies can benefit from including traffic signals in their asset management planning and integrating asset management practices for traffic signal assets. This primer provides information for transportation agencies responsible for: (1) Managing and maintaining traffic signals. (2) Improving asset management practices. (3) Planning new traffic

signal assets and understanding the long-term responsibility (and cost) involved.

The Evolution of ITS in Transportation Asset Management, ENT-2020-4, May 2020

https://enterprise.prog.org/wp-content/uploads/ENT-ITS-Asset-Mgmt-final-report.pdf

The report summarizes the current state of ITS asset management, both in the ENTERPRISE member agencies and across North America, and to describe the attributes and criteria being used to effectively support ITS asset management. ENTERPRISE pooled-fund study for the Michigan DOT.

Evolving and Phasing Out Legacy ITS Devices and Systems Final Report, ENT-2019-2, October 2019

https://enterprise.prog.org/Projects/2019/ENT_PhasingOutLegacyITS_Report_FINAL_Oct2019.pdf

This project documented nearly 60 case studies, including decision factors, criteria, approaches, and tools agencies use to help guide decision-making when evolving and phasing out ITS devices and systems. Based on the case studies, a set of criteria and applicable tools was developed for ten common ITS devices and systems. These criteria are intended to assist agencies with identifying and navigating through multiple considerations while assessing ITS devices and systems to determine potential evolutions or eliminations.

Manual on Pedestrian and Bicycle Connections to Transit, FTA-FL-26-7012-00, July 2017

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/64496/ftareportno0111.pdf

Provides a compendium of best practices to help transportation professionals improve pedestrian and bicycle safety and access to transit, including information on evaluating, planning for, and implementing improvements to pedestrian and bicycle access to transit. In addition to covering key concepts such as access sheds, connected networks, and station area comfort, safety, and legibility, the manual covers needs specific to pedestrians, such as complete sidewalks and safe, convenient crossings, and to bicyclists, such as bicycle parking and on-transit accommodations.

Designing for Transit A Guide for Supporting Public Transit Through Complete Streets, Monterey-Salinas Transit, 2020

https://mst.org/wp-content/media/DesigningForTransit-2020-Edition.pdf

The guide addresses bus stops, which are the most fundamental infrastructure element of transit service. The bus stops section covers the minimum required dimensions for a bus to stop and for the sidewalk and curb space at the bus stop to provide Americans with Disabilities Act (ADA)-compliant access to the bus. The guide also addresses where and how bus stops interact with the street network to inform where around an intersection to place a stop, or what choices to make when placing a stop away from an intersection (including in suburban and rural areas). This section also addresses minimum street dimensions for accommodating buses and providing other transit-supportive or priority treatments

along roadways. Furthermore, the guide addresses access between bus stops and the places people want to go, for pedestrians, including people with disabilities, and bicyclists.

Signalized Intersections Informational Guide, Second Edition, FHWA-SA-13-027, July 2013

https://safety.fhwa.dot.gov/intersection/signal/fhwasa13027.pdf

This document serves as an introduction to and guide for evaluating the safety, design, and operations of signalized intersections. It also provides tools to deliver better balanced solutions for all users. It takes a holistic approach to signalized intersections and considers the safety and operational implications of a particular treatment on all system users (e.g., motorists, pedestrians, bicyclists, and transit users). Readers will find the tools and information necessary to make insightful intersection assessments and to understand the impacts of potential improvement measures.

Decision-Making Guide for Traffic Signal Phasing, NCHRP 284, 2020

https://nap.nationalacademies.org/catalog/25905/decision-making-guide-for-traffic-signal-phasing

The TRB National Cooperative Highway Research Program's NCHRP Web-Only Document 284: Decision-Making Guide for Traffic Signal Phasing is designed to give professionals designing or operating signalized intersections the tools they need to provide safe and efficient overall operations, considering both crash risk and movement delays. The guide synthesizes existing best practices as well as new information from the accompanying research effort (NCHRP 03- 118). This guide covers right-turn, left turn, and pedestrian phasing mode and sequence concepts. Concept definitions and best practices are provided for right-turn and pedestrian phasing mode and sequence. For left-turn phasing, this guide summarizes the concepts / existing best practices and includes additional information from the accompanying research effort (NCHRP 03-118). The guide presents safety performance functions (SPFs) and crash modification factors (CMFs) for left-turn phasing modes as well as charts to determine the operational impact of each phase mode. A methodology for combining the effect of safety and operations of the various left-turn phase modes is also provided in this guide.

Leading Pedestrian Interval – FHWA Proven Safety Countermeasure, FHWA-SA-21-032, October 2018

https://safety.fhwa.dot.gov/provencountermeasures/lead_ped_int.cfm

FHWA Webpage for LPI as a Proven Safety Countermeasures, providing the typical duration and safety benefits.

NACTO Urban Street Design Guide – Leading Pedestrian Interval, September 2013

https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/leading-pedestrian-interval/

Provides information on the application, benefits, and consideration with the use of LPI, as well as ways

to increase the effectiveness, along with three references on LPI studies.

SDOT Policy for Leading Pedestrian intervals, Seattle Department of Transportation, April 2019

https://www.seattle.gov/documents/Departments/SDOT/VisionZero/SDOT%20Policy%20on%20Leading%20Pedestrian%20Intervals%20-%20Signed.pdf

This policy applies to the selection of locations and implementation of LPI within the public right of way within the City of Seattle. Includes selection criteria, schedule, and design guidelines for LPI application.

Guidelines for Determining Traffic Signal Change and Clearance Intervals: An ITE Recommended Practice, 2020

https://www.ite.org/technical-resources/topics/traffic-engineering/traffic-signal-change-and-clearance-intervals/2020

Guidance on yellow change and red clearance intervals for signalized intersections. The goal of this guidance is to create a consensus methodology for calculating and evaluating traffic signal change intervals that can be consistently implemented by transportation agencies. The recommendations presented are intended to yield reasonable times for the yellow change and red clearance intervals for traffic signals, assisting transportation professionals in enhancing intersection safety, maintaining reasonable traffic flow, and providing for movement of vehicles, bicycles, and pedestrians. The calculation methodology in the report is based on the extended kinematic equation. The report provides guidance for applying the methodology and for selecting input values for both through and turning movements at signalized intersections. Input values include perception-reaction time, approach speed, deceleration rate, approach grade, intersection width, vehicle length, and conflicting movement start-up delay.

Guidelines for Determining Traffic Signal Change and Clearance Intervals, By Douglas E. Noble, P.E., PTOE (F), ITE Journal, March 2020.

https://www.ite.org/pub/?id=20D7513D-BD0A-5BEF-5751-1C87F61F551B

An ITE Journal article that summarizes the ITE Recommended Practice adopted by ITE.

A Methodology and Case Study: Evaluating the Benefits and Costs of Implementing Automated Traffic Signal Performance, FHWA-HOP-20-003, June 2020

https://ops.fhwa.dot.gov/publications/fhwahop20003/fhwahop20003.pdf

This primer describes a methodology to evaluate the benefits and costs of objectives- and performance-based traffic signal operations and maintenance. The methodology includes a quantitative component supported by a subjective analysis. The intent of the methodology is to describe advantages and disadvantages of using a performance-based traffic signal monitoring process, executed through the automated traffic signal performance measures (ATSPM), when compared to the traditional approaches of monitoring and retiming traffic signals.

ITS Strategic Plan 2012, Maricopa Association of Governments, December 2012

https://azmag.gov/Portals/0/Documents/ITS_2013-01-10_2012-ITS-Strategic-Plan.pdf

Provides ITS Strategic Plan and goals for the MAG Region. The MAG ITS Strategic Plan provides a framework, a set of regional ITS priorities and a strategy for focusing available funding toward achieving regional mobility and safety objectives, as well as continuing to support local agencies in deploying and enhancing their ITS programs.

Benefits of Adaptive Traffic Control Deployments – A Review of Evaluation Studies, NCHRP 20-07, TASK 414, November 2019

https://onlinepubs.trb.org/Onlinepubs/nchrp/docs/NCHRP20-07_Task414FinalReport.pdf

Study conducted for the AASHTO Standing Committee on Highways. This is a comprehensive analysis of ATCSs deployed and evaluated in the US and allows a detailed analysis of ATCS deployments and investigation of numerous criteria important for ATCS deployments and evaluation. Relevant data are collected through literature reviews and surveys of deploying agencies and used to populate a database of Assessment Tool for Adaptive Traffic Control ((AT)2C). The main purpose of the (AT)2C is to help practitioners and researchers to identify, compare, assess, and monitor statistics of relevant ATCS technologies, mainly from the perspective of their field benefits achieved in the field. The last sections of the report give a sample of analyses that can be performed in this direction.

A Safe System-Based Framework and Analytical Methodology for Assessing Intersections, FHWA-SA-21-008, January 2021.

https://safety.fhwa.dot.gov/intersection/ssi/fhwasa21008.pdf

This report presents a Safe System for Intersections (SSI) method that intersection planners and designers can readily implement, that dovetails with the typical U.S. project development process, and that uses commonly available project-level data. The SSI method is presented in the context of a Stage 1 Intersection Control Evaluation (ICE), at the scoping phase of project development. The method incorporates concepts of conflict point identification and classification, exposure, kinetic energy transfer, conflict point severity, and intersection movement complexity. Application of the SSI method results in multiple measures of effectiveness (MOEs) and a set of SSI scores that characterize the extent to which an intersection alternative in a given context aligns with the principles of kinetic energy management and a Safe System. The SSI MOEs and SSI scores can serve as additional safety metrics to inform the process of screening alternatives and identifying an optimal solution for an intersection. The report includes an overview of Safe System concepts and principles, a detailed description of the SSI method, example project applications, and a future vision for the method.

Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections, FHWA-SA-09-020, July, 2020.

https://safety.fhwa.dot.gov/intersection/signal/fhwasa09020.pdf

This document presents information on suggested effective, low-cost intersection countermeasures developed using intersection safety research results and input from an intersection safety expert panel. These low-cost countermeasures can be applied to a large number of intersections with a high frequency of crashes using a systematic approach. The net impact of such an approach can produce significant reductions in statewide intersection crashes, fatalities, and serious injuries. Low-cost countermeasures are defined as those ranging from $1,000 to $50,000 per intersection. The countermeasures include signing and pavement marking, J-turn treatments, traffic signal countermeasures, lighting, high friction surfaces and speed reductions.

ROADWAY SEGMENT STRATEGIES

FHWA Proven Safety Countermeasures: Corridor Access Management, 2012

https://safety.fhwa.dot.gov/provencountermeasures/corridor_access_mgmt.cfm

One-page pdf that provides a listing of access management strategies (including raised medians that preclude across-roadway movements), and a crash modification factor of 25 to 31% in fatal and injury crashes along urban/suburban arterials.

Intersection Proven Safety Countermeasure Technical Summary: Corridor Access Management, FHWA-SA-15-005, Updated July 2020

https://safety.fhwa.dot.gov/intersection/cam/fhwasa15005.pdf

This Technical Summary was prepared to assist transportation professionals with decisions pertaining to Corridor Access Management, including planning, permitting, design, selection, and implementation. This document provides a substantive overview of important access-related issues: safety performance (i.e. crashes), effects on pedestrian and bicycle facilities, and community and business economic impacts.

Intersection Proven Safety Countermeasure Technical Summary: Executive Summary: Corridor Access Management, FHWA-SA-15-006

https://safety.fhwa.dot.gov/intersection/cam/fhwasa15006.pdf

Four-page document to summarize the FHWA report and highlight the key points with respect to access management and summarizes CMFs for medians for access management..

State of the Practice in Highway Access Management: A Synthesis of Highway Practice, NCHRP Synthesis 404, 2010

https://accessmanagement.info/wp-content/uploads/2013/07/nchrp_syn_404.pdf

This synthesis reports how various agencies have acted on the various components of an access management program, what have been barriers to action, and how new efforts might improve implementation of access management strategies. Primary focus areas considered are legal and legislative bases, contents of policies and programs, implementation aspects, reported effectiveness of program implementation, and profiles of contemporary practice. The emphasis is placed on states, but counties, municipalities, and metropolitan planning organizations are also considered.

State Best Practice Policy for Medians, FHWA Safety Program, FHWA-SA-11-019, 2013

https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa11019/fhwasa11019.pdf

FHWA's Safety Office has promoted the evidence-based safety benefits of raised medians (or refuge areas). This flyer highlights three agencies that have implemented policies and plans that promote the inclusion of raised medians: the New York State Department of Transportation (NYSDOT), the Oregon Department of Transportation (ODOT), and the Florida Department of Transportation (FDOT). Four-page pamphlet

2014 Median Handbook, Florida DOT, Updated October 2017

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/sm-old-files/am-and-si/fdot-median-handbook-sept-2014-edits-10-25-2017.pdf?sfvrsn=401841d5_2

The purpose of this document is to guide the professional through the existing rules, standards and procedures, as well as to provide current national guidance on the best ways to plan for medians and median openings. It is a comprehensive guide to allow the professional to make the best decisions on median planning. The primary thrust of this handbook is the unsignalized median opening. Even though much of this material can be used with signalized intersection planning. Includes information on medians for access management and landscaping and sight distance issues.

FHWA Proven Safety Countermeasures: Medians and Pedestrian Crossing Islands in Urban and Suburban Areas, FHWA-SA-12-011, 2012

https://www.eesi.org/files/cs-fhwa_medians.pdf

Two-page write-up on the benefits of raised medians and pedestrian crossing islands as proven Safety Countermeasures.

https://safety.fhwa.dot.gov/provencountermeasures/ped_medians.cfm

One page write-up and crash modification factor for the reduction of pedestrian crashes.

FHWA Lighting Handbook, August 2012

https://safety.fhwa.dot.gov/roadway_dept/night_visib/lighting_handbook/pdf/fhwa_handbook2012.pdf

Provides guidance to designers and State, city, and town officials concerning the application of roadway lighting. Supplementing and referring to other resources developed by AASHTO, IES, and CIE this document contains information on: Policy and Guidance – discussing references, policy, and recommendations used by FHWA in evaluating and administering funds for roadway and street lighting projects; Basic Terms and Concepts; Warranting Criteria – including various warranting methods available when considering lighting; Lighting Impacts – (both positive and negative) of lighting systems and ways to control and mitigate; Application Considerations; and Other Systems and Issues – discussing additional lighting and non-lighting elements impacting the roadway user.

Web-Based Training for FHWA Roadway Lighting Workshop Module 3: Street and Roadway Lighting Design, FHWA-SA-18-035, May 2018

https://safety.fhwa.dot.gov/roadway_dept/night_visib/roadway_lighting_workshop/Module3Workbook_021219.pdf

Participant workbook for Web-Based Training for FHWA Roadway Lighting Workshop, Module 3: Street and Roadway Lighting Design. Module 3 covers lighting design criteria, calculations, field measurements, and light pollution. Other modules include Module 1: Roadway Lighting Design Overview, Module 2: Lighting Hardware and Light Source Considerations for Roadway Lighting, and Module 4: Other Roadway Lighting Topics. The modules for the FHWA Web-Based Training for FHWA Roadway Lighting Workshop can be found at: https://safety.fhwa.dot.gov/roadway_dept/night_visib/roadway_lighting_workshop/


COMING
CUSHMAN & WAKEFIELD

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 36

Text Amendments to Phoenix City Code Chapter 5A - Industrial Gas Pipeline License (Ordinance G-7028)

Request for City Council to adopt text amendments to Phoenix City Code Chapter 5A for Industrial Gas Pipeline Licenses to include a definition for public right-of-way, insert a new subsection in section 5A-17 (License Fees), update insurance and bonding requirements, clarify terms related to notices, and adopt other conforming changes.

Summary

Ordinance G-2199 was adopted by City Council on May 19, 1981, to create a new City Code Chapter 5A for the City to issue Industrial Gas Pipeline License to licensees for the construction, operation, maintenance, and reconstruction of an industrial gas pipeline. Certain terms and conditions in this chapter were amended in Ordinance G-3961 that was adopted by City Council on Oct. 9, 1996.

The Ordinance related to this item amends Chapter 5A of the City Code to define public right-of-way, provide a different license fee structure under section 5A-17 provided certain requirements are satisfied, update the standards for insurance coverage and bonding, clarify terms related to notices, and adopt other conforming changes.

Section 5A-17, License Fees, shall be amended to add subsection B. The amendment shall provide a framework for annual license fees that fairly compensate the City when the industrial gas pipelines are crossing only one right-of-way area to provide gas products to an industrial gas user.

Financial Impact

There is no financial impact to the budget. The annual compensation for gas pipelines to cross one right-of-way area will be up to $125,000. If the licensee’s industrial gas pipelines cross more than one right-of-way, the licensee shall remit annual license fees of two percent of gross revenues for the additional crossings.

Responsible Department

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

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 37

Intergovernmental Agreement with Maricopa County Department of Transportation to Improve Southern Avenue from 51st Avenue to 37th Lane (Ordinance S-48973)

Request to authorize the City Manager, or his designee, to enter into an Intergovernmental Agreement with the Maricopa County Department of Transportation (MCDOT) to improve Southern Avenue from 51st Avenue to 37th Lane. Further request the City Council to grant an exception pursuant to Phoenix City Code section 42-20 to authorize indemnification and assumption of liability provisions that otherwise would be prohibited by Phoenix City Code section 42-18. Additionally request to authorize the City Controller to disburse all funds related to this item. The total estimated financial impact to the City is $9,360,440.

Summary

Southern Avenue from 51st Avenue to 37th Lane is a scalloped east-west arterial roadway with various pavement sections, including discontinuous curb, gutter and sidewalks. The County currently maintains and operates Southern Avenue between 49th Lane to 46th Drive and 46th Avenue to 44th Lane. The remainder of the road segment is maintained and operated by the City. The project improvements will include asphalt, concrete paving with a raised median, bike lanes, curb and gutter, sidewalks, a bus bay, Information Technology Services conduit, traffic signals, streetlighting, and new storm drains consistent with the City of Phoenix design standards.

MCDOT will be the project lead and is scheduled to begin construction in July 2025. Upon completion and final acceptance of the project, the City will accept responsibility for all permitting, operation, maintenance and traffic control until the City's annexation process is complete. The City shall be responsible to own, operate and maintain the project area.

Contract Term

The agreement will be effective on the date it is executed by all the governing organizations and shall remain in effect until all stipulations previously indicated have been satisfied.

Financial Impact

The total estimated City contribution is $9,360,440 or about 50 percent of the total, which is estimated at $18,720,882. The City will begin a five-year repayment plan for its cost share beginning on July 1, 2025, in the amount of $1,872,088 each fiscal year through July 1, 2030. Funding is available in the Street Transportation Department's Capital Improvement Program.

Location

Southern Avenue from 51st Avenue to 37th Lane
Council District: 7

Responsible Department

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

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 38

Apply for U.S. Department of Transportation Safe Streets and Roads for All Grant Opportunity for Federal Fiscal Year 2021-22 - Bipartisan Infrastructure Law Funding (Ordinance S-48976)

Request to authorize the City Manager, or his designee, to apply for, accept and, if awarded, enter into an agreement for disbursement of federal funding from the U.S. Department of Transportation through the Federal Fiscal Year 2021-22 Safe Streets and Roads for All grant opportunity. If awarded, the funding will be used for implementation of projects and strategies in the City's Road Safety Action Plan. Further request to authorize the City Treasurer to accept, and the City Controller to disburse, all funds related to this item. Funding for this grant opportunity is available through the Federal Bipartisan Infrastructure Law. The total grant funds applied for will not exceed $30 million and the City's local match would not exceed $7.5 million.

Summary

The Safe Streets and Roads for All (SS4A) is a new funding program under the Bipartisan Infrastructure Law, which was signed into law on Nov. 15, 2021. The U.S. Department of Transportation issued a Notice of Funding Opportunity for the SS4A program for $1 billion in Federal Fiscal Year (FFY) 2021-22 on May 24, 2022. The intent of the new program is to offer a competitive discretionary grant opportunity to support planning, infrastructure, and behavioral and operational initiatives to prevent death and serious injuries involving all roadway users, including pedestrians, bicyclists, public transportation users, personal conveyance, micromobility users, motorists and commercial vehicle operators.

At the same time, the Street Transportation Department is working to complete the Road Safety Action Plan (RSAP), and Council approval is being requested on Sept. 7, 2022. One of the key SS4A grant requirements to apply for funding designated under Implementation Grants, which has $600 million available (of the total $1 billion) is to have an approved RSAP. Applying under year one of a five-year grant program puts the City in a competitive advantage, since most local and national jurisdictions have not initiated their road safety action plans yet. If awarded, funds under this first year of funding would enable the City to deliver on the much-anticipated and needed projects and strategies defined and prioritized in Phoenix's RSAP.

The City intends to submit a grant application with a total project cost up to $37.5 million, which includes final design, environmental, and construction costs related to the implementation of projects that will deliver countermeasure solutions to improve roadway safety Citywide.

The SS4A grant submittal deadline is Sept. 15, 2022.

Financial Impact

The estimated total cost for the project is approximately $37.5 million. The maximum federal participation rate is 80 percent with a minimum local match of 20 percent of the total project cost. If awarded, the federal match would not exceed $30 million (80 percent) and the City's costs would be approximately $7.5 million (20 percent) for the local match.

Funding for the local match is available in the Street Transportation Department's Capital Improvement Program budget. Potential grant funding received is available through the Federal Bipartisan Infrastructure Law, from the U.S. Department of Transportation through the FFY 2021-22 SS4A grant opportunity.

Responsible Department

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

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 39

Transportation Funding through Maricopa Association of Governments in Federal Fiscal Year 2022 (Ordinance S-48982)

Request to authorize the City Manager, or his designee, to apply for, accept, and if awarded, enter into agreements for fiscal year 2022 transportation funding through the Maricopa Association of Governments for the non-federal Roadway Safety Program and federal Congestion Mitigation Air Quality Particulate Matter 10 micrometers or smaller certified street sweepers. Further request an exemption from the indemnification prohibition set forth in the Phoenix City Code section 42-18 for a governmental entity pursuant to Phoenix City Code section 42-20. Additionally request to authorize the City Treasurer to accept and the City Controller to disburse all funds related to this item. If awarded, the City's estimated cost share will not exceed $400,000.

Summary

On Aug. 1, 2022, the Maricopa Association of Governments (MAG) announced a call for projects for two programs: the non-federal Roadway Safety Program (RSP) and federal Congestion Mitigation and Air Quality Improvement (CMAQ) Particulate Matter 10 micrometers or smaller (PM-10) certified street sweepers. There is approximately $1,960,737 in RSP and $1,343,220 in CMAQ funding available under this current call. The due date for applications is Sept. 16, 2022. The City intends to submit applications for up to six RSP projects and two PM-10 certified street sweepers to replace two older sweepers. Obtaining grant funding, either federal or non-federal, allows the City to leverage local dollars to design, build and procure new projects and equipment for the benefit of the community.

Financial Impact

The maximum federal participation and the local match requirements vary with each program. For the RSP, the City will fund the cost of design or 10 percent of the total project costs, and the grant will fund construction costs or 90 percent of the project cost. For CMAQ PM-10 certified street sweepers, federal participation is capped at 94.3 percent of the total eligible equipment costs. The City will fund the required 5.7 percent local match plus any overmatch amount to fund additional City-required features or specifications that are not eligible for reimbursement under CMAQ.

If all six RSP applications are approved, the City local match requirement is estimated at $300,000. If both CMAQ PM-10 certified street sweepers are approved, the estimated local match would be $100,000. This amount includes the 5.7 percent local match and other non-reimbursable items that are specific to the City's PM-10 certified street sweepers. If awarded, funding will be available in the Street Transportation Department's Capital Improvement Program budget.

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

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 40

91st Avenue Wastewater Treatment Plant, Plant 2B Rehabilitation - Construction Manager at Risk Construction Services - WS90100112 (Ordinance S-48969)

Request to authorize the City Manager, or his designee, to enter into an agreement with McCarthy Building Companies, Inc. to provide Construction Manager at Risk Construction Services for the 91st Avenue Wastewater Treatment Plant, Plant 2B Rehabilitation 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 $73.5 million.

Summary

The purpose of this project is to rehabilitate or replace assets throughout Plant 2B at the 91st Avenue Wastewater Treatment Plant (WWTP) and incorporate current technologies and equipment.

McCarthy Building Companies, Inc.'s (McCarthy) initial services will include preparation of a Guaranteed Maximum Price proposal for the Construction Services provided under the agreement and participating with the City in a process to establish a Small Business Enterprise (SBE) goal for the project. McCarthy will be responsible for construction means and methods related to the project and fulfilling the SBE program requirements. McCarthy will be required to solicit bids from prequalified subcontractors and to perform the work using the City’s subcontractor selection process. McCarthy may also compete to self-perform limited amounts of work.

McCarthy’s services include but are not limited to: replacement and rehabilitation of equipment per final plans and specifications, solicitation of bids for major portions of work, scheduling and managing site operations, acquisition and maintenance of required permits and licenses, and coordination of schedules and activities with other contractors, engineers, City departments, utility companies, and other agencies as required.

The 91st Avenue Wastewater Treatment Plant is owned by the five-city Sub-Regional Operating Group (SROG) and operated by the City of Phoenix.

Procurement Information
The selection was made using a qualifications-based selection process set forth in section 34-603 of the Arizona Revised Statutes. Scoring and selection were made in conjunction with the Construction Manager at Risk (CMAR) Preconstruction Services selection process.

Contract Term
The term of the agreement is four 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 McCarthy will not exceed $73.5 million, including all subcontractor and reimbursable costs.

Funding is available in the Water Services Department's Capital Improvement Program budget using SROG funds.

Concurrence/Previous Council Action
The SROG managers:

- Authorized the project on Sept. 6, 2020.

The City Council approved:

- Professional Services Agreement 153379 (Ordinance S-47068) on Nov. 18, 2020; and
- CMAR Preconstruction Services Agreement 152905 (Ordinance S-46930) on Sept. 16, 2020.

Location
91st Avenue WWTP
Council District: 7

Responsible Department
This item is submitted by Deputy City Managers Karen Peters and Mario Paniagua, the Water Services Department, and the City Engineer.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 41

Wastewater Monitoring System Contract RFP-2021-WWC- 503- Request for Award (Ordinance S-48970)

Request to authorize the City Manager, or his designee, to enter into a contract with Kando Environmental to provide Wastewater Monitoring Systems for the Water Services 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 $1,780,000.

Summary

The Water Services Department Wastewater Collections Division, Wastewater Treatment Division and Environmental Services Division are each faced with wastewater quality challenges related to the collection system. These challenges are primarily related to the control of industrial/commercial wastewater which affects the viability of treatment and the frequency of pollutant loading. This contract will provide reliable sensor-based, real-time monitoring, and decision support systems (Monitoring System) integrated with analytics to evaluate wastewater quality and flow.

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

Procurement Information

A Request for Proposal procurement was processed in accordance with City of Phoenix Administrative Regulation 3.10.

One vendor submitted a proposal that was deemed responsive and responsible. An evaluation committee of City staff evaluated the offer based on the following criteria with a maximum possible point total of 1000:

Qualifications and Experience (0-350 points)
Monitoring System Capability and Capacity (0-255 points)
Approach to Field Implementation and Training (0-245 points)
Cost (0-150 points)

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

Kando Environmental: 657.50 points

Contract Term
The contract will begin on or about Sept. 19, 2022, for a two-year term with three one-year options to extend.

Financial Impact
The aggregate contract value will not exceed $1,780,000. Funding is available in the Water Services Department Capital Improvement Program budget.

Responsible Department
This item is submitted by Deputy City Manager Karen Peters and the Water Services Department.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 42

Intergovernmental Agreement - Weather Station Operation for Turf Irrigation Management, University of Arizona (Ordinance S-48979)

Request to authorize the City Manager, or his designee, to enter into an Intergovernmental Agreement with the Arizona Board of Regents, University of Arizona, for maintenance and operation of the Phoenix Encanto, Phoenix Greenway, and Desert Ridge weather stations, which are owned by the City of Phoenix. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the agreement will not exceed $90,000.

Summary
The University of Arizona operates the Arizona Meteorological Network, a statewide network that measures local weather conditions to provide real-time information about suggested landscape watering levels for residences and businesses in Phoenix and throughout Arizona. Included in the Intergovernmental Agreement (IGA) are the following services: operate, calibrate, and maintain weather station instrumentation at the three above-listed sites; collect daily weather data; and generate climate information for posting to the internet, for business and residential use.

Contract Term
The agreement will begin on or about Oct. 1, 2022 for a period of five years.

Financial Impact
The aggregate value of this IGA will not exceed $90,000 (including applicable taxes). Funds are available in the Water Services Department Operating Budget.

Responsible Department
This item is submitted by Deputy City Manager Karen Peters and the Water Services Department.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 43

Salt River Project Construction and Service Agreements for Deer Valley Water Treatment Plant Cortez Substation (Ordinance S-48303) - Amendment (Ordinance S-48980)

Request Council to amend the not-to-exceed value of Ordinance S-48303, from $600,000 to $660,000 due to equipment cost escalation. Further request to authorize the City Controller to disburse all funds related to this item.

Summary
The City Manager, or his designee, has been authorized by the Phoenix City Council to enter into contracts with the Salt River Project (SRP) to upgrade protective electrical equipment for the Cortez Substation at the Deer Valley Water Treatment Plant. These upgrades will replace transformer protection devices that have reached the end of their useful lifecycle. The replacement of these devices will ensure facility and personnel safety and help ensure continuous operation of this water treatment plant. The original authorization occurred on Feb. 2, 2022, for the agreement to not exceed $600,000.00. Subsequent to that authorization, equipment price escalation occurred and has increased the new proposal estimate to $660,000. This request is for Council to increase the not-to-exceed amount by $60,000 for a total of $660,000.

Contract Term
The contract term remains unchanged. The contract term is for four years starting on or about Feb. 2, 2022.

Financial Impact
Upon approval of $60,000 in additional funds, the revised amount for the service agreements will not exceed $660,000. Funds are available in the Water Services Department's Capital Improvement Program budget.

Concurrence/Previous Council Action
City Council originally approved the SRP agreements for Deer Valley Water Treatment Plant Cortez Substation (Ordinance S-48303) on Feb. 2, 2022.

Location
Deer Valley Water Treatment Plant
Council District: 1

Responsible Department

This item is submitted by Deputy City Manager Karen Peters and the Water Services Department.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 44

Third Party Lab Audit/Assessments Contract - RFP 2122-WES-334 - Request for Award (Ordinance S-48983)

Request to authorize the City Manager, or his designee, to enter into agreements with Shepherd Technical Services, Inc. and NV5/Dade Moeller to provide independent consulting services for the Water Services Department, Environmental Services Division. Further request to authorize the City Controller to disburse all funds related to this item. The total value of the agreements will not exceed $350,000.

Summary

The purpose of the agreements is to provide independent consulting services for the Environmental Services Division. The audits/assessments will be conducted to review the analytical activities of City of Phoenix Laboratory and Field Operations. The agreements will provide audit/assessment services for the purpose of process improvement and ensuring compliance while strengthening the City's quality assurance system.

Procurement Information

The recommendations were made using a Request for Proposal procurement process in accordance with the City of Phoenix Administrative Regulation 3.10.

Two vendors submitted bids and are listed below and all bids were found to be responsive and responsible. An evaluation committee of City staff evaluated those offers based on the following criteria with a maximum possible point total of 1000:

Qualifications and Experience - 500 points
Method of Approach/Hours - 400 points
Cost - 100 points

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

Shepherd Technical Services, Inc.: 525 points
NV5/Dade Moeller: 650 points

Contract Term
The agreements will begin on or about Sept. 7, 2022, for a five-year term.

Financial Impact
The aggregate value will not exceed $350,000.

Funding is available in the Water Services Department Operating budget.

Responsible Department
This item is submitted by Deputy City Manager Karen Peters and the Water Services Department.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 45

Final Plat - TSMC Supplier Site C - PLAT 220035 - Southeast Corner of 3rd Avenue and Pinnacle Peak Road

Plat: 220035
Project: 21-3478
Name of Plat: TSMC Supplier Site C
Owner: DV Parcel C Owner, LLC
Engineer: James A. Brucci, RLS
Request: A 1 Lot Commercial Plat
Reviewed by Staff: Aug. 9, 2022
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 3rd 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: 9/7/2022, **Item No.** 46

Abandonment of Right-of-Way - ABND 200568 - Georgia Avenue, between 28th Drive and 27th Avenue (Resolution 22065)

Abandonment: ABND 200568
Project: 99-817
Applicant(s): Grand Canyon University
Request: To abandon the Georgia Avenue right-of-way between 28th Drive and 27th Avenue.
Date of Decision/Hearing: Feb. 18, 2021

Summary
This resolution of abandonment should be recorded concurrent with the resolution of abandonment for ABND 210041. There is no particular order of recording required.

Location
Georgia Avenue, between 28th Drive and 27th Avenue
Council District: 5

Financial Impact
A consideration fee was also collected as part of this abandonment in the amount of $168,400.00.

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

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 47

Abandonment of Right-of-Way - ABND 210041 - 28th Drive, between Colter Street and Georgia Avenue (Resolution 22066)

Abandonment: ABND 210041
Project: 99-817
Applicant: Baird Fullerton, Grand Canyon University
Request: The entirety of 28th Drive right-of-way, between Colter Street and Georgia Avenue
Date of Decision/Hearing: Sept. 23, 2021

Summary
This resolution of abandonment should be recorded concurrent with the resolution of abandonment for ABND 200568. There is no particular order of recording required.

Location
28th Drive, between Colter Street and Georgia Avenue
Council District: 5

Financial Impact
A fee was also collected as part of this abandonment in the amount of $159,400.00.

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

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 48

Abandonment of Right-of-Way - ABND 220018 - 13220 North Cave Creek Road (Resolution 22062)

Abandonment: ABND 220018
Project: 99-40878
Applicant: Nicholas Taylor
Request: The right-of-way on the eastern boundary of the parcel identified by APN 116 -11-01-0240 for approximately 15-feet.
Date of Decision/Hearing: May 26, 2022.

Location
13220 North Cave Creek Road.
Council District: 5

Financial Impact
A consideration fee was also collected as part of this abandonment in the amount of $7,500.00.

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

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 49

Abandonment of Alley - ABND 220006 - 5402 East Calle Tuberia (Resolution 22064)

Abandonment: ABND 220006
Project: 00-524
Applicant: Daniel Plapp
Request: A portion of the alley off of Calle Tuberia adjacent to parcels 128-21-001, -007, -005, 006A, and -008 as shown on the associated exhibit.
Date of Decision/Hearing: April 14, 2022

Location
5402 East Calle Tuberia.
Council District: 6

Financial Impact
A consideration fee was also collected as part of this abandonment in the amount of $1,087.60.

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

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 50

Remove/Replace Zoning District - 19th Avenue and Parsons Road - Annexation 507 (Ordinance G-7016)

Request to authorize the City Manager, or his designee, to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by removing the Maricopa County R-2 zoning district and replacing it with the City of Phoenix R-2 zoning district on the property at the location described below, which was annexed into the City of Phoenix on Apr. 20, 2022, by Ordinance S-48549.

Location

19th Avenue and Parsons Road
Council District: 1
Parcel Addresses: None assigned and 1518 W. Parsons 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 CODE OF THE CITY OF PHOENIX, ARIZONA, PART II, CHAPTER 41, THE ZONING ORDINANCE OF THE CITY OF PHOENIX, BY AMENDING SECTION 601, THE ZONING MAP OF THE CITY OF PHOENIX, BY CHANGING THE ZONING DISTRICT CLASSIFICATION FOR THE ANNEXED PARCEL DESCRIBED HEREIN (19TH AVENUE AND PARSONS ROAD ANNEXATION, NO. 507) FROM COUNTY R-2 TO CITY R-2 (MULTIFAMILY RESIDENCE DISTRICT).

_____

WHEREAS, on April 20, 2022, via Ordinance S-48549, the City of Phoenix annexed an approximately 15.30-acre site located at 19th Avenue and Parsons Road, in a portion of Section 6, Township 4 North, Range 3 East, as described more specifically in “Exhibit A” and incorporated herein by this reference; and,

WHEREAS, as required by A.R.S. § 9-471.L, the city of Phoenix is required to adopt zoning districts on the subject parcel to permit uses and densities no greater than those allowed by the prior County zoning district; and,

WHEREAS, immediately prior to annexation the zoning applicable to this territory was Maricopa County’s R-2 zoning district; and

WHEREAS, the City’s R-2 (Multifamily Residence District) zoning district is equivalent to Maricopa County's R-2 zoning district;

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

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SECTION 1. The approximately 15.30-acre property located at 19th Avenue and Parsons Road, in a portion of Section 6, Township 4 North, Range 3 East, which is described in “Exhibit A” and depicted in “Exhibit B” has been annexed to the City of Phoenix, and the present corporate limits of the City have been extended and increased to include such property.

SECTION 2. Pursuant to A.R.S. §9-471(L), the property depicted in Exhibit B is hereby removed from Maricopa County's R-2 zoning district and placed into the City’s R-2 (Multifamily Residence) zoning district. This zoning designation shall take effect thirty days after this Ordinance is adopted, without further action by the City Council, and

SECTION 3. The City Clerk shall cause a copy of this Ordinance, together with “Exhibits A” and “Exhibit B” to be filed and recorded in the Records of the Office of the Maricopa County Recorder, and

SECTION 4. 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 5. 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. Development of the site shall be in conformance with the Zoning Exhibit entitled “Bungalows at Norterra”, consisting of 1 full-size sheet, stamped received October 12, 2021, as modified by the following stipulations, and approved by the Planning and Development Department.

2. Development of the site shall be in substantial conformance with the Narrative Report entitled “Bungalows at Norterra”, consisting of 5 pages, dated October 8, 2021, and stamped received October 12, 2021, as modified by the following stipulations, and approved by the Planning and Development Department.

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3. Design for the site development must provide for at least two paved points of access to existing and improved public roads, as approved or modified by the Planning and Development Department.

4. 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 6. 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 7th day of September, 2022.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:
_____
_____

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REVIEWED BY:

_____
Jeffrey Barton, City Manager

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

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Exhibit A
19TH AVENUE AND PARSONS ROAD ANNEXATION
Legal Description

Lots 35 through 38, Section 6, Township 4 North, Range 3 East, G&SRB&M, Maricopa County, Arizona as shown on the BLM supplemental Plat for AZ140040N0030E0 of official records of the Bureau of Land Management, dated September 22, 1954;

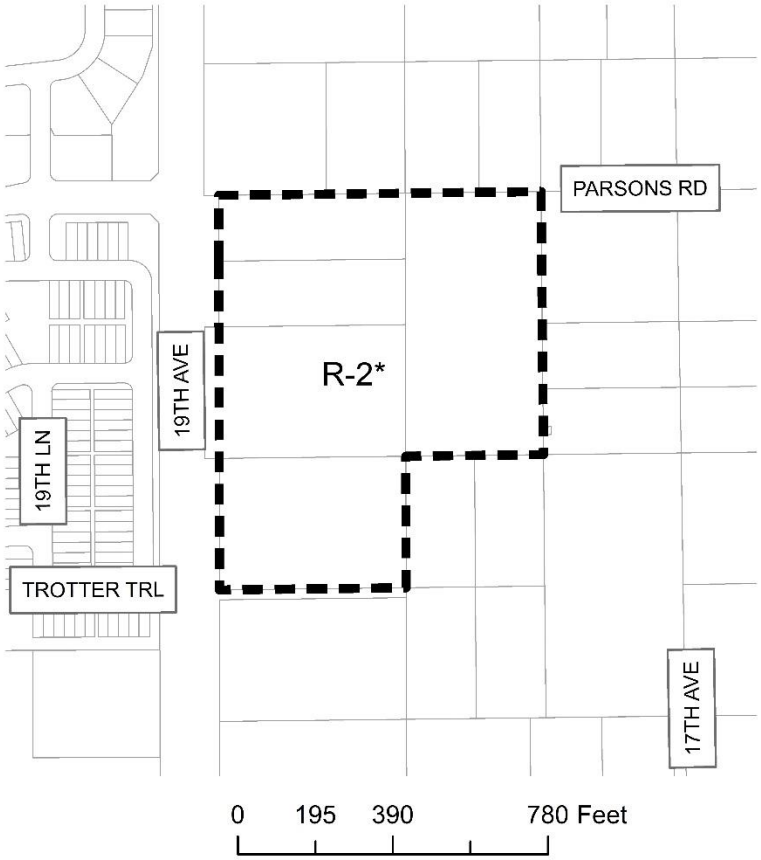
EXCEPTING THEREFROM any part lying within the area previously annexed by the City of Phoenix by its Ordinance No. G-4798, recorded at Instrument No. 2006-0754468 official records of Maricopa County, Arizona.

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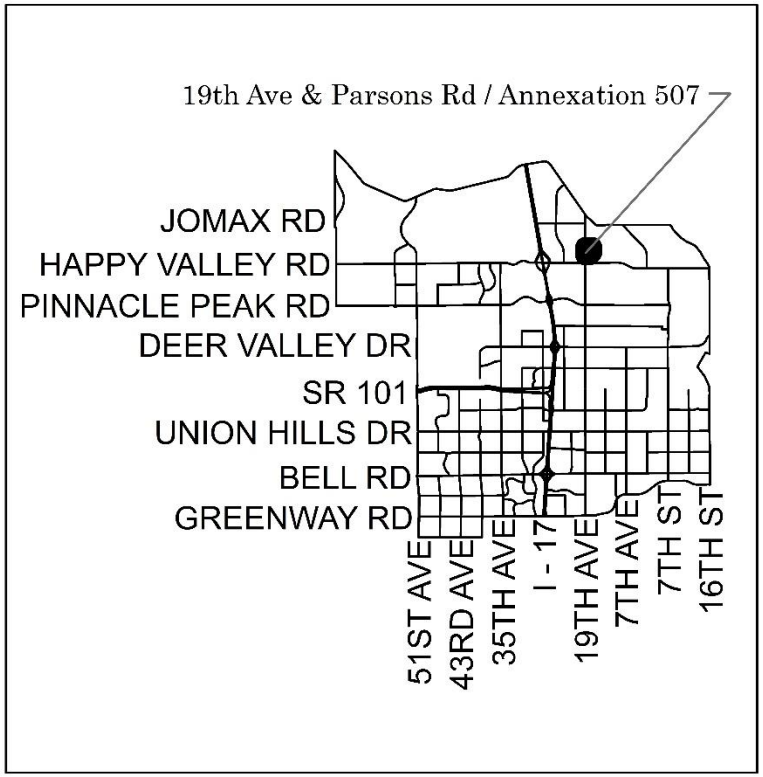
EQUIVALENCY ZONING MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:



Annexation Case: 19th Ave & Parsons Rd / Annexation 507
Zoning Overlay: N/A
Planning Village: Deer Valley



NOT TO SCALE

N

Drawn Date: 7/19/2022

\\one\pdd\Shared\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2022 Ord\Equivalency Zoning Maps\19th Ave & Parsons Rd Annexation 507.mxd

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 51

Amend City Code - Ordinance Adoption - Rezoning Application Z-3-B-15-1 (Norterra PUD) - Northwest Corner of 19th Avenue and Happy Valley Road (Ordinance G-7021)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-3-B-15-1 and rezone the site from PUD (Planned Unit Development) to PUD (Planned Unit Development) for a Major Amendment to the Norterra PUD to allow an increase in dwelling units and hotel rooms, and to modify parking and sign standards.

Summary

Current Zoning: PUD
Proposed Zoning: PUD
Acreage: 405.40 acres
Proposed Use: Major Amendment to the Norterra PUD to allow an increase in dwelling units and hotel rooms, and to modify parking and sign standards

Owner: USAA Real Estate Company, et al.
Applicant: USAA Real Estate Company
Representative: William F. Allison, Withey Morris, PLC

Staff Recommendation: Approval, subject to stipulations.
VPC Info: The Deer Valley Village Planning Committee heard this case on April 14, 2022 for information only.
VPC Action: The Deer Valley Village Planning Committee heard this case on July 14, 2022 and recommended approval, per the staff recommendation, by a vote of 11-0.
PC Action: The Planning Commission heard this case on Aug. 4, 2022 and recommended approval, per the Deer Valley Village Planning Committee recommendation with an additional stipulation, by a vote of 7-1-1.

Location

Northwest corner of 19th Avenue and Happy Valley Road
Council District: 1
Parcel Address: 25322 N. 21st Ave., 26300 N. Norterra Parkway, et al.

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-3-B-15-1) FROM PUD (PLANNED UNIT DEVELOPMENT) TO PUD (PLANNED UNIT DEVELOPMENT).

_____

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

SECTION 1. The zoning of a 405.40-acre site located at the northwest corner of 19th Avenue and Happy Valley Road in a portion of Section 1, Township 4 North, Range 4 East, as described more specifically in Exhibit “A,” is hereby changed from “PUD” (Planned Unit Development), to “PUD” (Planned Unit Development).

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,

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

1. An updated Development Narrative for the Norterra 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 Development Narrative date stamped June 2, 2022.

    a. Front Cover, add “City Council adopted: [Insert Adoption date]”

    b. Page 39, Parking Section, modify the first sentence to read: The minimum number of required parking spaces shall be as set forth in Section 702 of the Phoenix Zoning Ordinance, minus 10%, except in Zones 1, 2 and 3 where a 25% parking reduction from Section 702 requirements shall be allowed and as modified by those standards in the sections below.

2. A Master Pedestrian Circulation Plan shall be completed prior to preliminary site plan approval. The Master Pedestrian Circulation Plan shall be generally consistent with the Conceptual Circulation Plan exhibit (Exhibit 8) within the Development Narrative date stamped June 2, 2022, as updated and amended as necessary.

3. The developer shall submit an updated Trip Generation Statement addressing the additional residential and commercial allowance in comparison to the existing approved Traffic Impact Study, prior to preliminary site plan approval. Any substantial changes may require an updated Traffic Impact Study to be approved, prior to preliminary site plan approval. The developer shall be responsible for all cost and construction identified in the study, as approved by the Street Transportation Department.

4. The property owner shall record documents that disclose the existence and operational characteristics of the Phoenix 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.

5. 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.

6. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 Waiver of Claims forms. The waiver shall be recorded with the

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Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

7. Prior to occupancy, the developer must provide a qualified engineer's report certifying the average annual interior noise exposure for any residential unit or enclosed public assembly area, within Zone 6 of the Norterra PUD Land Use Plan, will not exceed 45 decibels.

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 7th day of September, 2022.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:
_____
_____

REVIEWED BY:

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_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (3 Pages)
B – Ordinance Location Map (1 Page)

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-3-B-15-1

A portion of Section 1 and Section 2, Township 4 North, Range 2 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

BEGINNING at the southeast corner of said Section 1, a 3-inch Maricopa County (M.C.) brass cap in handhole (B.C.H.), from which the south quarter corner of said Section 1, a 3-inch City of Phoenix (C.O.P.) brass cap in handhole, bears North 89°37'02" West (basis of bearing), a distance of 2674.52 feet;
THENCE along the south line of said Section 1, North 89°37'02" West, a distance of 2674.52 feet, to said south quarter corner and the monument line of Norterra Parkway, USAA Amended, recorded in Book 691, page 26, Maricopa County Records (M.C.R.);
THENCE leaving said south line, along said monument line, North 00°29'52" West, a distance of 300.04 feet, to the beginning of a curve;
THENCE northwesterly along said curve to the left, having a radius of 645.00 feet, concave southwesterly, through a central angle of 72°05'42", a distance of 811.60 feet, to curves end;
THENCE North 72°35'34" West, a distance of 206.86 feet;
THENCE leaving said monument line, North 17°24'26" East, a distance of 77.00 feet, to the easterly right-of-way line of said Norterra Parkway;
THENCE leaving said easterly right-of-way line, North 17°30'02" East, a distance of 9.67 feet, to the beginning of a curve;
THENCE northeasterly along said curve to the right, having a radius of 400.00 feet, concave southeasterly, through a central angle of 46°06'04", a distance of 321.85 feet, to the curves end;
THENCE North 63°36'06" East, a distance of 195.44 feet;
THENCE North 27°39'03" West, a distance of 284.62 feet;
THENCE North 62°20'57" East, a distance of 39.69 feet, to the beginning of a curve;
THENCE northeasterly along said curve to the left, having a radius of 740.00 feet, concave northwesterly, through a central angle of 39°16'33", a distance of 507.26 feet, to the beginning of a compound curve;
THENCE northerly along said compound curve to the left, having a radius of 990.69 feet, concave westerly, through a central angle of 13°56'20", a distance of 241.01 feet, to the easterly line of Lot 1, said USAA Amended, and a point of intersection with a non-tangent line;
THENCE along said easterly line, North 00°00'00" East, a distance of 327.93 feet, to the westerly line, USAA Norterra Master Plan Parcel 1, described in Document 2017-0324971, M.C.R., and the beginning of a non-tangent curve;
THENCE leaving said easterly line, northerly, along said westerly line, and along said non-tangent curve to the left, having a radius of 1010.83 feet, concave westerly, whose radius bears South 80°29’16” West, through a central angle of 0°03’05”, a distance of 0.90 feet, to the intersection of a non-tangent curve;
THENCE northerly along said non-tangent curve to the left, having a radius of 1227.50 feet, concave westerly, whose radius bears South 77°46’50” West, through a central

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angle of 04°29’32”, a distance of 96.24 feet, to a point of intersection with a non-tangent line;
THENCE leaving said westerly line, North 20°35’40” West, a distance of 38.54 feet, to the beginning of a curve;
THENCE northwesterly along said curve to the left, having a radius of 701.70 feet, concave southwesterly, through a central angle of 14°34’09”, a distance of 178.43 feet, to said westerly line;
THENCE along said westerly line, northwesterly along said curve to the left, having a radius of 701.70 feet, concave southerly, through a central angle of 23°27’03”, a distance of 287.20 feet, to a point of intersection with a non-tangent line;
THENCE leaving said westerly line, North 61°21’58” West, a distance of 58.09 feet;
THENCE North 65°05’57” West, a distance of 32.22 feet;
THENCE North 66°54’56” West, a distance of 63.80 feet;
THENCE North 73°59’30” West, a distance of 283.47 feet;
THENCE North 89°59’46” West, a distance of 1362.15 feet, to said monument line of Norterra Parkway, and a point of intersection with a non-tangent curve;
THENCE along said monument line, southerly along said non-tangent curve to the left, having a radius of 1100.00 feet, whose radius bears South 72°25’36” East, through a central angle of 07°28’12”, a distance of 143.41 feet, to a point of intersection with a non-tangent line;
THENCE leaving said monument line, North 79°53'48" West, a distance of 55.00 feet, to the southeast corner of Lot 4, USAA Unit 1, recorded in Book 900, page 40, M.C.R.;
THENCE along the southerly line of said Lot 4, North 90°00'00" West, a distance of 865.48 feet, to the southwest corner of said Lot 4;
THENCE leaving said southerly line, South 80°00'27" West, a distance of 25.00 feet, to a line parallel with and 25 feet westerly of the west line of said Lot 4;
THENCE along said parallel line, North 09°59'33" West, a distance of 239.89 feet;
THENCE North 03°20'16" West, a distance of 360.07 feet;
THENCE North 00°00'22" East, a distance of 813.73 feet;
THENCE North 41°11'36" East, a distance of 60.13 feet;
THENCE North 82°12'31" East, a distance of 366.73 feet;
THENCE North 00°43'06" West, a distance of 84.05 feet, to the north line of said Section 1;
THENCE leaving said parallel line, along said north line, North 89°16'54" East, a distance of 214.28 feet, to the southwest corner of Section 36, Township 5 North, Range 2 East;
THENCE along the south line of said Section 36, also being the north line of said Section 1, North 89°26'46" East, a distance of 2653.24 feet, to the south quarter corner of said Section 36;
THENCE continuing along the south line of said Section 36 and said north line of said Section 1, North 89°25'44" East, a distance of 2470.22 feet, to the northeast corner of said Section 1;
THENCE leaving said south line of Section 36 and said north line of Section 1, along the east line of said Section 1, South 00°14'41" East, a distance of 2081.96 feet, to the east quarter corner of said Section 1;
THENCE continuing along said east line, South 00°13'09" East, a distance of 2644.80

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feet, to the POINT OF BEGINNING.

Containing 17,658,218 square feet or 405.3769 acres, more or less.

Subject to existing right-of-ways and easements.

This parcel description is based on said USAA Amended Final Plat, recorded in Book 691, page 26, M.C.R. and other client provided information. This parcel description is located within an area surveyed by Wood, Patel & Associates, Inc. during the month of January, 2012. Any monumentation noted in this parcel description is within acceptable tolerance (as defined in Arizona Boundary Survey Minimum Standards dated 02/14/2002) of said positions based on said survey.

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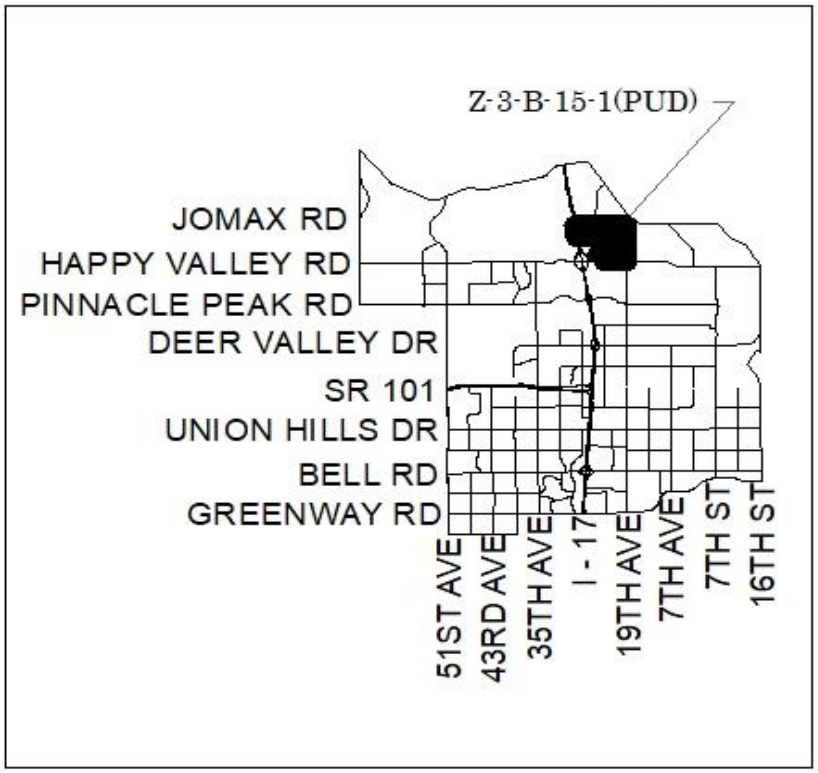
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA: - - - - -

Zoning Case Number: Z-3-B-15-1(PUD)
Zoning Overlay: N/A
Planning Village: Deer Valley





NOT TO SCALE

N

Drawn Date: 8/9/2022

S:\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2022 Ord\9-7-22\Z-3-B-15-1(PUD).mxd

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 52

Amend City Code - Ordinance Adoption - Rezoning Application Z-63-21-3- Approximately 220 Feet West of the Northwest Corner of 19th Avenue and Greenway Road (Ordinance G-7022)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-63-21-3 and rezone the site from R-O (Residential Office) to C-2 (Intermediate Commercial District) to allow a pool company with outdoor display.

Summary

Current Zoning: R-O
Proposed Zoning: C-2
Acreage: 1.37 acres
Proposal: Pool company with outdoor display

Owner: Brian W. Morris
Applicant: Dennis Newcombe, Gammage & Burnham, PLC
Representative: Lindsay C. Schube, Gammage & Burnham, PLC

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Deer Valley Village Planning Committee heard this case on June 9, 2022, and recommended approval, per the staff recommendation, by a vote of 8-0.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval, per the Deer Valley Village Planning Committee recommendation, by a vote of 9-0.

Location

Approximately 220 feet west of the northwest corner of 19th Avenue and Greenway Road
Council District: 3
Parcel Address: 1924 W. Greenway 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-63-21-3) FROM R-O (RESIDENTIAL OFFICE DISTRICT) TO C-2 (INTERMEDIATE COMMERCIAL DISTRICT).

_____

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

SECTION 1. The zoning of a 1.37-acre propoerty located approximately 220 feet west of the northwest corner of 19th Avenue and Greenway Road in a portion of Section 1, Township 3 North, Range 2 East, as described more specifically in Exhibit “A,” is hereby changed from “R-O” (Residential Office District) to “C-2” (Intermediate Commercial 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, violation of which shall be treated in the same manner as a violation of the City of Phoenix Zoning Ordinance:

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1. Residential density shall be limited to a maximum of 4 dwelling units per acre.

2. A minimum 35-foot-wide landscape setback shall be provided along Greenway Road, 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.

3. The required landscape setbacks shall be planted with minimum 75% 2-inch caliper and 25% 3-inch caliper size trees and with five 5-gallon shrubs per tree, as approved by Planning and Development Department.

4. All uncovered employee and customer surface parking lot areas shall be landscaped with minimum 2-inch caliper drought-tolerant shade trees and five 5-gallon shrubs per tree. Landscaping shall be dispersed throughout the parking areas and achieve 20 percent shade at maturity, as approved by 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 sidewalk along Greenway Road shall be a minimum of 8 feet in width and detached with a minimum 11-foot-wide landscape strip located between the sidewalk and the back of curb, planted to the following standards, as approved or modified by the Planning and Development Department.

    a. Minimum 2-inch caliper drought-tolerant shade trees that provide sidewalk shade to a minimum of 75% 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.

7. A minimum of 2 bicycle parking spaces shall be provided through Inverted U, artistic racks, and/or within a secure bicycle storge area. Racks shall be located near a primary building entrance and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance. Artistic racks shall adhere to the City of Phoenix Preferred Designs in Appendix K or the Comprehensive Bicycle Master Plan, as approved by the Planning and Development Department.

8. The developer shall construct a modified P1243-1 driveway along Greenway Road to restrict access to right-in, right-out and left-in only, as approved by the Planning and Development and Street Transportation Department.

9. 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

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the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

10. 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 7th day of September, 2022.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

DRAFT

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

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-63-21-3

THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 1, TOWNSHIP 3 NORTH, RANGE 2 EAST OF THE GIL4 AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 1, BEING A CITY OF PHOENIX BRASS CAP IN HANDHOLE FROM WHICH THE SOUTH QUARTER CORNER BEAR SOUTH 87 DEGREES 36 MINUTES 19 SECONDS WEST FOR A DISTANCE OF 2501.18 FEET (BASIS OF BEARING);

THENCE SOUTH 87 DEGREES 36 MINUTES 19 SECONDS WEST ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 1, A DISTANCE OF 223.98 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 87 DEGREES 36 MINUTES 19 SECONDS WEST ALONG SAID SOUTH LINE, A DISTANCE OF 195.40 FEET;

THENCE LEAVING SAID SOUTH LINE NORTH 01 DEGREES 10 MINUTES 40 SECONDS WEST, A DISTANCE OF 55 FEET TO THE SOUTHWEST CORNER OF LOT 4 SIERRA PRIETA ESTATES RECORDED IN BOOK 112 OF MAPS, PAGE 24, MARICOPA COUNTY RECORDS;

THENCE CONTINUING NORTH 01 DEGREES 10 MINUTES 43 SECONDS WEST, A DISTANCE OF 88 FEET;

THENCE NORTH 24 DEGREES 35 MINUTES 59 SECONDS EAST, A DISTANCE OF 230.89 FEET TO THE CENTERLINE OF AN EXISTING ALLEY BEING 16 FEET WIDE;

THENCE NORTH 87 DEGREES 36 MINUTES 19 SECONDS EAST ALONG SAID CENTERLINE OF AN EXISTING ALLEY, A DISTANCE OF 109.40 FEET;

THENCE SOUTH 01 DEGREES 10 MINUTES 40 SECONDS EAST ALONG THE CENTERLINE OF AN EXISTING ALLEY BEING 20 FEET WIDE AND THE EXTENSION THEREOF, A DISTANCE OF 344.75 FEET BACK TO THE POINT OF BEGINNING.

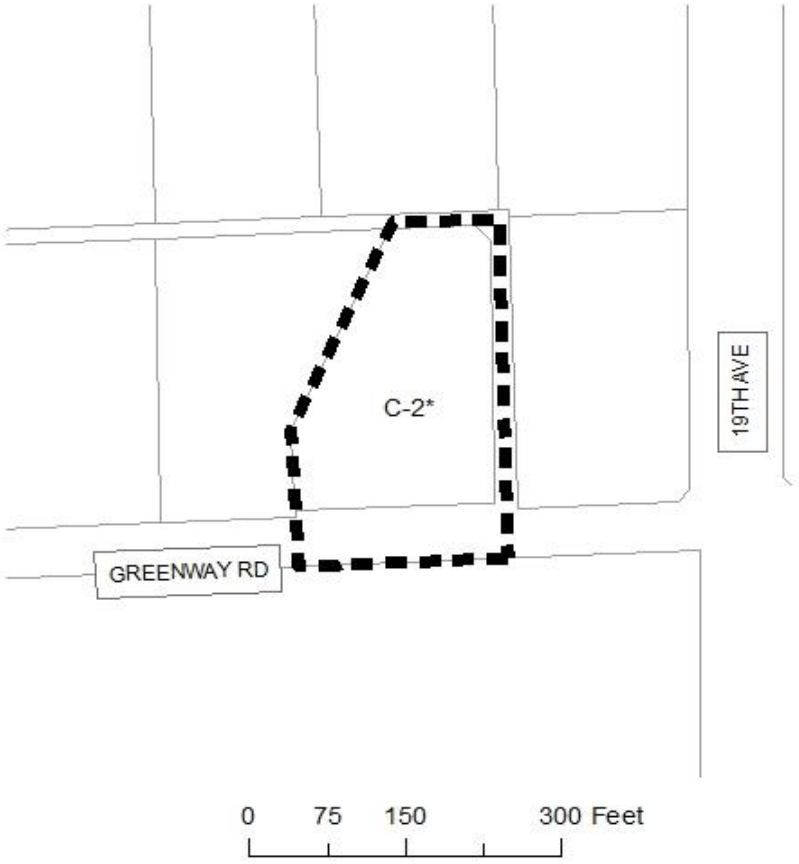
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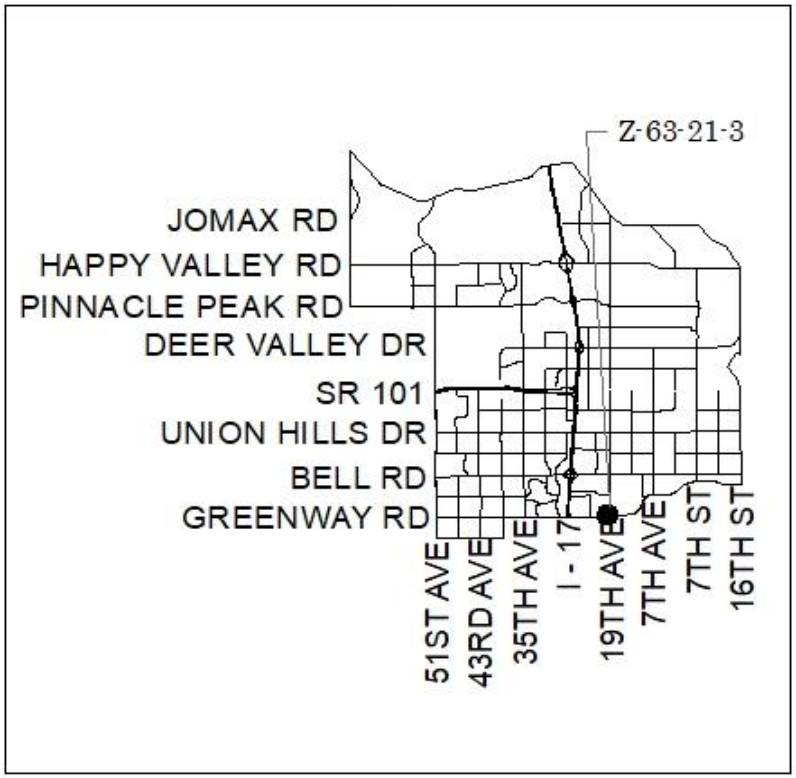
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-63-21-3
Zoning Overlay: N/A
Planning Village: Deer Valley





NOT TO SCALE

N

Drawn Date: 8/9/2022

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City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 53

Amend City Code - Ordinance Adoption - Rezoning Application Z-SP-2-22-3 - Approximately 175 Feet East of the Northeast Corner of 17th Avenue and Hatcher Road (Ordinance G-7025)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-SP-2-22-3 and rezone the site from C-2 (Intermediate Commercial District) to C-2 SP (Intermediate Commercial District, Special Permit) to allow self-service storage and all underlying C-2 uses.

Summary

Current Zoning: C-2
Proposed Zoning: C-2 SP
Acreage: 0.94 acres
Proposed Use: Self-service storage and all underlying C-2 uses

Owner: North Central Garage Club, LLC
Applicant: Benjamin Graff, Quarles & Brady, LLP
Representative: Holdsworth Construction Inc.

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The North Mountain Village Planning Committee heard this case on June 15, 2022 and recommended approval, per the staff recommendation, by a vote of 16-0 -1.
PC Action: The Planning Commission heard this case on Aug. 4, 2022 and recommended approval, per the Addendum A Staff Report, by a vote of 9-0.

Location

Approximately 175 feet east of the northeast corner of 17th Avenue and Hatcher Road
Council District: 3
Parcel Address: 1635 W. Palmer Drive.

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 (Z-SP-2-22-3) 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 0.94 acre property located approximately 175 feet east of the northeast corner of 17th Avenue and Hatcher Road, in a portion of Section 30, Township 3 North, and Range 3 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 and all 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”.

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,

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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 conceptual site plan date stamped July 27, 2022, 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 conceptual building renderings date stamped June 9, 2022 with specific regard to materials, colors, and horizontal patterns, as approved by the Planning and Development Department.

3. A minimum of four bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near the 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.

4. The developer shall dedicate a minimum 25-feet of right-of-way and construct the south half of Palmer Drive, as approved by the Planning and Development Department.

5. The developer shall dedicate a minimum 10-foot-wide sidewalk easement for the north side of Hatcher Road, as approved by the Planning and Development Department.

6. The developer shall construct a minimum 5-foot-wide detached sidewalk and minimum 8-foot-wide landscape area located between the back of curb and sidewalk along the north side of Hatcher Road, 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.

    a. Minimum 2-inch caliper single-trunk large canopy drought-tolerant shade trees shall be provided between the back of curb and sidewalk to provide a minimum 75 percent shade.

    b. The area between the back of curb and sidewalk shall be planted with drought tolerant shrubs and vegetative groundcovers with a maximum mature height of 24 inches to provide a minimum of 75 percent live coverage at maturity, as approved by the Planning and Development Department.

7. The developer shall underground all existing electrical utilities within the public right-of-way that are impacted or need to be relocated as part of the project.

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The developer shall coordinate with the affected utility companies for their review and permitting.

8. 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.

9. 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.

10. 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 7th day of September, 2022.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

DRAFT

By:

_____

_____

REVIEWED BY:

_____

Jeffrey Barton, City Manager

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

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-SP-2-22-3

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN PHOENIX, IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

All that portion of the following described property lying North of the North line of Hatcher Road:

BEGINNING at a point 175 feet East of the Southwest corner of the Northeast quarter of the Southwest quarter of Section 30, Township 3 North, Range 3 East of Gila and Salt River Base and Meridian, Maricopa County, Arizona;

THENCE North 249 feet:

THENCE East 155 feet;

THENCE South 494 feet;

THENCE Northwesterly along North boundary of the Arizona Canal right of way 160 feet;

THENCE North 200 feet to the POINT OF BEGINNING.

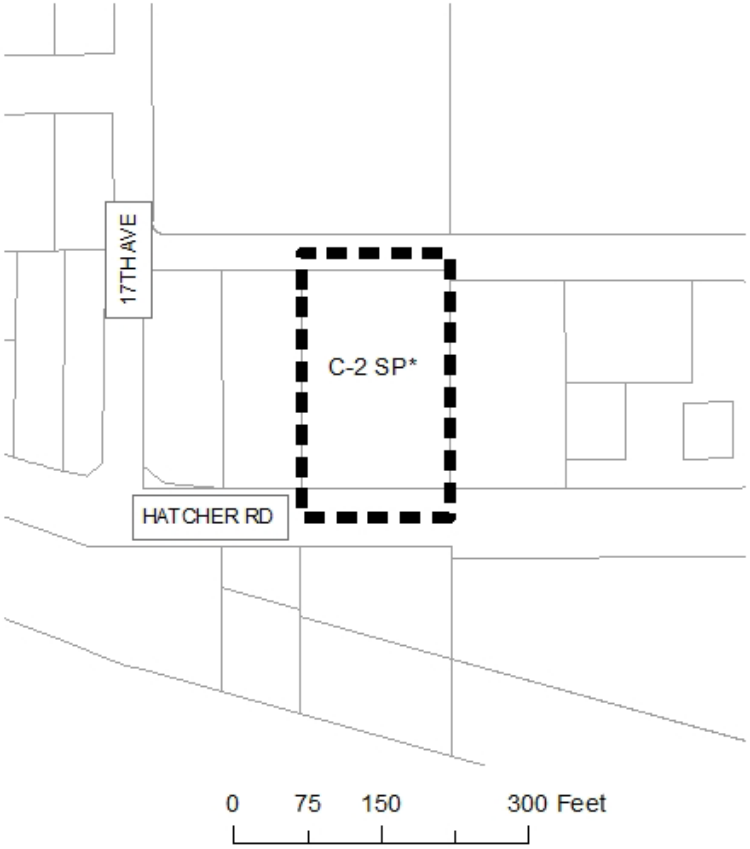
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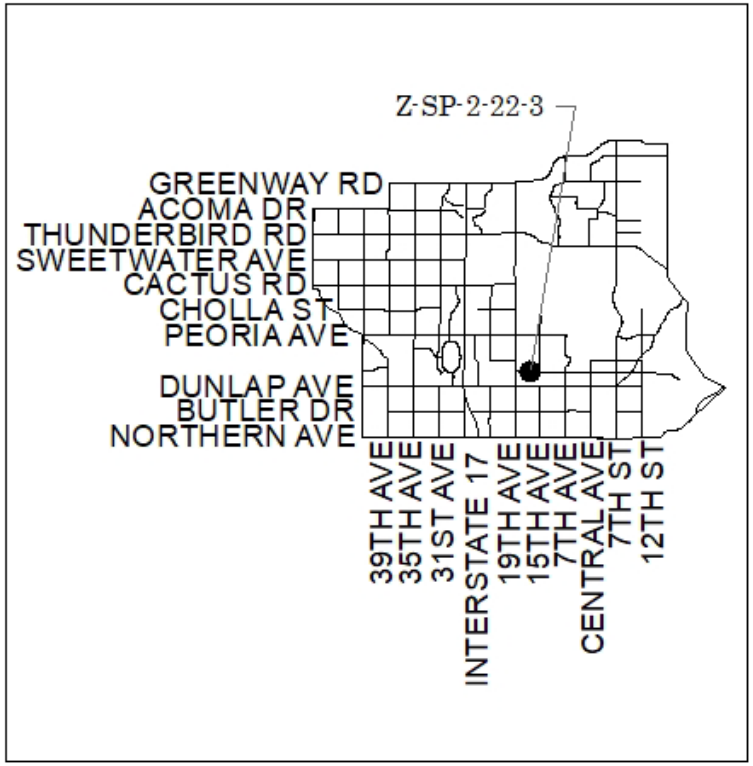
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA: - - - -

Zoning Case Number: Z-SP-2-22-3
Zoning Overlay: N/A
Planning Village: North Mountain





NOT TO SCALE

N

Drawn Date: 8/9/2022

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City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 54

Amend City Code - Ordinance Adoption - Rezoning Application Z-36-22-4 - Southwest Corner of 31st Avenue and McDowell Road (Ordinance G-7018)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-36-22-4 and rezone the site from R-5 SP (Multifamily Residence District, Special Permit) and C-3 SP (General Commercial, Special Permit) to R-5 (Multifamily Residence District) and C-3 (General Commercial) for the removal of a Special Permit to allow underlying R-5 and C-3 uses.

Summary

Current Zoning: R-5 SP (3.28 acres) and C-3 SP (0.95 acres)
Proposed Zoning: R-5 (3.28 acres) and C-3 (0.95 acres)
Acreage: 4.23 acres
Proposed Use: Removal of a Special Permit to allow underlying R-5 and C-2 uses

Owner: Isaac Elementary School District No. 5
Applicant: City of Phoenix, Planning Commission
Representative: Benjamin Graff, Quarles & Brady, LLP

Staff Recommendation: Approval.
VPC Info: The Maryvale Village Planning Committee heard this case on June 8, 2022 for information only.
PC Action: The Planning Commission heard this case on Aug. 4, 2022 and recommended approval, per the staff recommendation, by a vote of 9-0.

Location

Southwest corner of 31st Avenue and McDowell Road
Council District: 4
Parcel Address: 3101 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-36-22-4) FROM R-5 SP (MULTIFAMILY RESIDENCE DISTRICT, SPECIAL PERMIT) AND C-3 SP (GENERAL COMMERCIAL, SPECIAL PERMIT) TO R-5 (MULTIFAMILY RESIDENCE DISTRICT) AND C-3 (GENERAL COMMERCIAL).

_____

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

SECTION 1. The zoning of a 4.23-acre property located at the southwest corner of 31st Avenue and McDowell Road in a portion of Section 2, Township 1 North, Range 2 East, as described more specifically in Exhibit “A,” is hereby changed from 3.28 acres of “R-5 SP” (Multifamily Residence District, Special Permit) and 0.95 acres of “C-3 SP” (General Commercial, Special Permit) to 3.28 acres of “R-5” (Multifamily Residence District) and 0.95 acres of “C-3” (General Commercial).

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.”

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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 7th day of September, 2022.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (2 Pages)
B – Ordinance Location Map (1 Page)

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-36-22-4

A portion of Section 2, Township 1 North, Range 2 East of the Gila and Salt River Base and Meridian, described as follows:

PARCEL NO. 1

Lot 1, Block 1, EL RETIRO TRACT, according to Book 32 of Maps, page 9, records of Maricopa County, Arizona;
EXCEPT that part of said Lot 1 in Block 1 of El Retiro, described as follows:
BEGINNING at the Northeast corner of Lot 1;
thence Westerly, along the North line of Lot 1 to the Northwest corner thereof;
thence Southerly, along the West line of Lot 1, to the South line of the North 7 feet thereof;
thence Easterly, along the South line of the North 7 feet of Lot 1, to the East 10 feet thereof;
thence Southeasterly to a point on the East line of Lot 1 which bears Southerly a distance of 17 feet from the point of beginning;
thence to the POINT OF BEGINNING; and
EXCEPT that part of said Lot 1, Block 1, EL RETIRO, described as follows:
BEGINNING at the Northeast corner of said Lot 1;
thence South along the East line thereof a distance of 17 feet to the TRUE POINT OF BEGINNING;
thence Northwest to the Southwest corner of North 7 feet of the East 10 feet of said Lot 1;
thence West along the South line of said North 7 feet a distance of 2 feet;
thence Southeast to a point on said East line which is 5 feet South of the TRUE POINT OF BEGINNING;
thence to the TRUE POINT OF BEGINNING.

PARCEL NO. 2

That part of the Northeast quarter of Section 2, Township 1 North, Range 2 East of the Gila and Salt River Base and Meridian, described as follows:
COMMENCING at the Northwest corner of the Northeast quarter of Section 2;
thence South along the West line of said quarter Section, a distance of 866 feet and 3 inches;
thence East parallel with the North line of said quarter Section, a distance of 264 feet;
thence North parallel with the West line of said quarter Section, a distance of 866 feet and 3 inches to the North line of said quarter Section;

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thence West along the North line of said quarter Section, a distance of 264 feet to the POINT OF BEGINNING;
EXCEPT that part of the Northeast quarter of Section 2, Township 1 North, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County Arizona, described as follows:
BEGINNING at a point on the West line of said Northeast quarter which bears South a distance of 866.25 feet from the Northwest corner thereof, said point being the Northwest corner of SHARON GARDENS AMENDED, according to the plat of record in the office of the County Recorder of Maricopa County, Arizona, in Book 92 of Maps, page 16;
thence North along said West line a distance of 533 feet;
thence East to the East line of the West 30 feet of said Northeast quarter;
thence South along said East line to the point of curvature of a circular curve to the left having a radius of 12 feet;
thence along the arc of said curve to a point of tangency in the North line of said SHARON GARDENS AMENDED;
thence Westerly along said North line to the POINT OF BEGINNING.

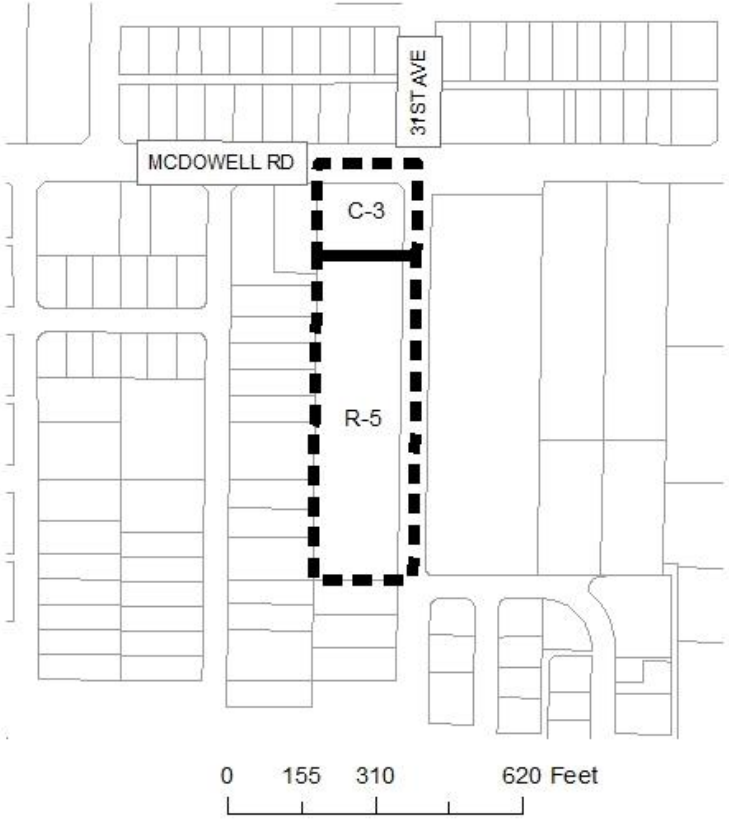
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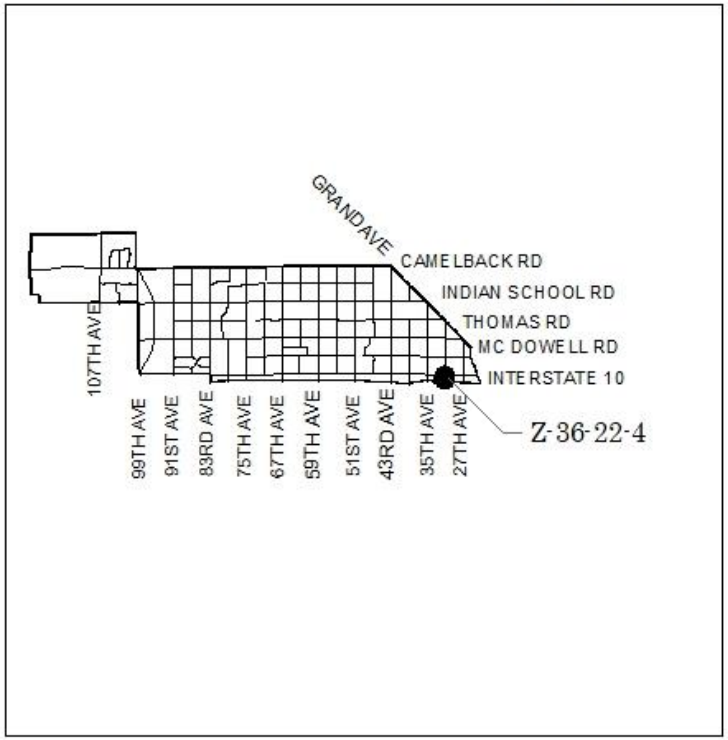
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA: - - - -

Zoning Case Number: Z-36-22-4
Zoning Overlay: N/A
Planning Village: Maryvale





NOT TO SCALE

N

Drawn Date: 8/19/2022

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City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 55

Amend City Code - Ordinance Adoption - Rezoning Application Z-19-22-7 - Northeast Corner of 39th Avenue and Vineyard Road (Ordinance G-7023)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-19-22-7 and rezone the site from R1-8 (Single-Family Residence District) to R-2 (Multifamily Residence District) to allow multifamily residential.

Summary

Current Zoning: R1-8
Proposed Zoning: R-2
Acreage: 11.08 acres
Proposed Use: Multifamily residential

Owner: Laveen Land, LLC
Applicant: Prestige BeckShar Development, LLC
Representative: Michael T. Maerowitz, Snell & Wilmer

Staff Recommendation: Approval, subject to stipulations.
VPC Info: The Laveen Village Planning Committee heard this case on June 13, 2022, for information only.
VPC Action: The Laveen Village Planning Committee heard this case on July 11, 2022, and recommended approval, per the staff recommendation (Addendum A) with a modification and additional stipulations, by a vote of 8-0.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval, per the Laveen Village Planning Committee recommendation, by a vote of 8-1 vote.

Location

Northeast corner of 39th Avenue and Vineyard Road.
Council District: 7
Parcel Address: 3820, 3850, 3880 W. Vineyard Road; and 6605 S. 39th 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-19-22-7) FROM R1-8 (SINGLE-FAMILY RESIDENCE DISTRICT) TO R-2 (MULTIFAMILY RESIDENCE DISTRICT).

_____

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

SECTION 1. The zoning of an 11.08-acre site located at the northeast corner of 39th Avenue and Vineyard Road in a portion of Section 34, Township 1 North, Range 2 East, as described more specifically in Exhibit “A,” is hereby changed from “R1-8” (Single-Family Residence District) 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,

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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 to the site plan and open space exhibit date stamped March 17, 2022, and elevations date stamped July 11, 2022**,** as modified by the following stipulations and approved by the Planning and Development Department.

2. All garage doors shall have decorative embellishments such as window panels, added materials surrounding the door, and/or trellises, as approved by the Planning and Development Department.

3. The maximum building height shall be 30 feet, except units along the north and east sides of the site shall be limited to a maximum building height of 18 feet, as approved by the Planning and Development Department.

4. The common open space area shall provide a shaded playground element, as approved by the Planning and Development Department.

5. The developer shall provide the option for EV-Ready (wiring for electric vehicle charging) garages and a minimum of 10 EV charging stations.

6. Required landscape setbacks shall be planted with minimum 50-percent 2-inch caliper and 50-percent 3-inch caliper large canopy drought-tolerant trees, 20 feet on center or in equivalent groupings, with 5-gallon shrubs per tree, as approved by the Planning and Development Department.

7. Sidewalks along 39th Avenue and Vineyard Road shall be detached with a minimum 5-foot-wide landscaped strip located between the sidewalk and back of curb and planted to the following standards, as approved by the Planning and Development Department:

    a. Minimum 3-inch caliper, large canopy, single-trunk, shade trees placed to provide a minimum of 75% shade on adjacent sidewalks.

    b. Drought tolerant shrubs and vegetative groundcovers with a maximum mature height of 24 inches to provide a minimum of 75% live coverage at maturity.

    c. Where utility conflicts arise, the developer shall work with the Planning and Development on an alternative design solution consistent with a pedestrian environment.

8. The developer shall dedicate a minimum of 30-feet of right-of-way and construct the east side of 39th Avenue, as approved by the Planning and

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Development Department.

9. The developer shall dedicate a minimum of 30-feet of right-of-way and construct the north side of Vineyard Road, as approved by the Planning and Development Department.

10. The developer shall underground all electrical utilities within the public right-of-way that are impacted by or need to be relocated as part of the project. The developer shall coordinate with affected utility company for their review and permitting.

11. The developer shall underground and relocate any existing irrigation facilities outside of City right-of-way along 39th Avenue. The developer shall Contact SRP to identify existing land rights and establish appropriate process to relocate facility. Relocations that require additional dedications or land transfer require completion prior to obtaining plat and/or civil plan review approval.

12. The developer shall make reasonable efforts to work with the Street Transportation Department and neighbors in proximity to the site to identify improvements, including speed bumps, roundabout, and/or similar improvements, for mitigating vehicle speeding on Vineyard Road and 39th Avenue adjacent to the site agreed upon by neighbors, the Street Transportation Department and developer in accordance with the City's procedures for installing such improvements.

13. 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.

14. A minimum of 28 bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near building entrances or amenity areas 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.

15. 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.

16. 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

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applicant shall conduct Phase II archaeological data recovery excavations.

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.

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 7th day of September, 2022.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:
_____
_____

DRAFT

REVIEWED BY:

_____
Jeffrey Barton, City Manager

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

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-19-22-7

Parcel No. 1:
The East half of the West two-thirds of the Southwest quarter of the Southwest quarter of the Northeast quarter of Section 34, Township 1 North, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

Parcel No. 2:
The West 40 feet of the West one-third of the Southwest quarter of the Southwest quarter of the Northeast quarter of Section 34, Township I North, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

Parcel No. 3:
The West one-third of the Southwest quarter of the Southwest quarter of the Northeast quarter of Section 34, Township 1 North, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona; EXCEPT the West 40 feet thereof.

Parcel No. 4:
The South 230.00 feet of the East one-third of the Northwest quarter of the Southwest quarter of the Northeast quarter of Section 34, Township 1 North, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

Parcel No. 5:
The East one-third of the Southwest quarter of the Southwest quarter of the Northeast quarter of Section 34, Township 1 North, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona

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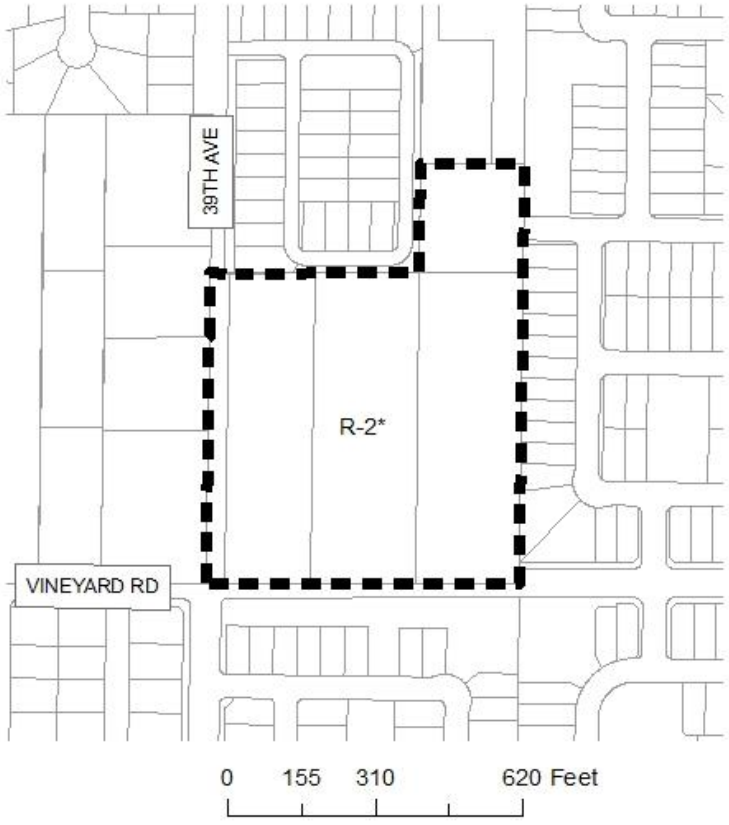
ORDINANCE LOCATION MAP

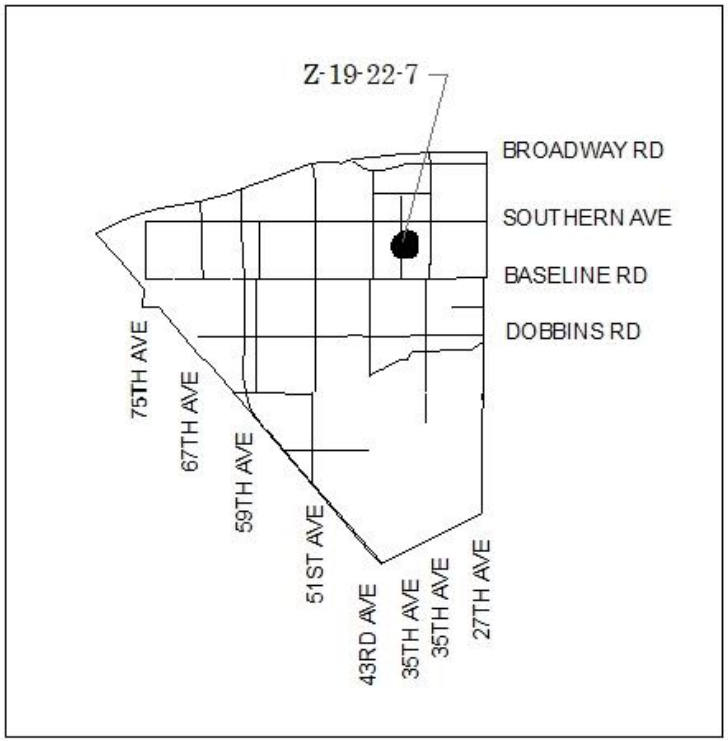
EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *

SUBJECT AREA: - - - - -

Zoning Case Number: Z-19-22-7
Zoning Overlay: N/A
Planning Village: Laveen





NOT TO SCALE

N

Drawn Date: 8/11/2022

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City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 56

Amend City Code - Ordinance Adoption - Rezoning Application Z-20-22-7 - Approximately 535 Feet North of the Northeast Corner of 47th Avenue and Polk Street (Ordinance G-7017)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-20-22-7 and rezone the site from CP/GCP (Commerce Park District, General Commerce Park Option) to A-1 (Light Industrial District) to allow industrial uses.

Summary

Current Zoning: CP/GCP
Proposed Zoning: A-1
Acreage: 18.58 acres
Proposed Use: Industrial uses

Owner: Jane Rittenberg and William A Goldring
Applicant: Clarion Partners
Representative: Alex Hayes, Withey Morris, PLC

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Estrella Village Planning Committee heard this case on June 21, 2022 and recommended approval, per the staff recommendation, by a vote of 7-0.
PC Action: The Planning Commission heard this case on Aug. 4, 2022 and recommended approval, per the Estrella Village Planning Committee recommendation by a vote of 9-0.

Location

Approximately 535 feet north of the northeast corner of 47th Avenue and Polk Street.
Council District: 7
Parcel Addresses: 625, 685, 861 N. 47th 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-20-22-7) FROM CP/GCP (COMMERCE PARK, GENERAL COMMERCE PARK OPTION) TO A-1 (LIGHT INDUSTRIAL DISTRICT).

_____

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

SECTION 1. The zoning of an 18.58-acre site located approximately 535 feet north of the northeast corner of 47th Avenue and Polk Street in a portion of Section 4, Township 1 North, Range 2 East, as described more specifically in Exhibit “A,” is hereby changed from “CP/GCP” (Commerce Park, General Commerce Park Option), to “A-1” (Light Industrial 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,

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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 March 18, 2022, as modified by the following stipulations and approved by the Planning and Development Department.

2. The 47th Avenue landscape setback shall be planted with minimum 50 percent 2-inch caliper and minimum 50 percent 3-inch caliper large canopy, drought tolerant trees and planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.

3. 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 percent shade at maturity, as approved by Planning and Development Department.

4. 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.

5. One outdoor employee resting area of no less than 400 square feet or two 200-square foot areas shall be provided on site. Each required pedestrian area shall include a minimum of two pedestrian seating benches, constructed of quality and durable materials, and shaded to a minimum of 75 percent using minimum 2-inch caliper large canopy drought-tolerant shade trees and/or architectural shade, as approved by the Planning and Development Department.

6. A minimum of 12 bicycle parking spaces shall be provided through Inverted U and/or artistic racks dispersed throughout the site installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, or in a secure room, as approved by the Planning and Development Department.

7. 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.

8. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.

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9. 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.

10. In the event archeological 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 Archeologist, and allow time for the Archeology 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 7th day of September, 2022.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:

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_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

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

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-20-22-7

LOT 1A, LOT SPLIT MAP FOR 624 N. 44TH AVENUE, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 1416 OF MAPS, PAGE 48, AND THE ADJACENT 33 FOOT RIGHT OF WAY ALONG 47TH AVENUE, SITUATED IN A PORTION OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 NORTH, RANGE 2 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 4;

THENCE NORTH 00 DEGREES 12 MINUTES 55 SECONDS WEST, ALONG THE MID-SECTION LINE OF SAID SECTION 4, A DISTANCE OF 1335.00 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING NORTH 00 DEGREES 12 MINUTES 55 SECONDS WEST, ALONG THE MID-SECTION LINE OF SAID SECTION 4, A DISTANCE OF 912.50 FEET;

THENCE NORTH 89 DEGREES 45 MINUTES 50 SECONDS EAST, A DISTANCE OF
33.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1A, AND THE EASTERLY RIGHT OF WAY LINE OF 47TH AVENUE;

THENCE NORTH 89 DEGREES 45 MINUTES 50 SECONDS EAST, ALONG THE NORTH LINE OF SAID LOT 1A, A DISTANCE OF 853.77 FEET;

THENCE SOUTH 00 DEGREES 12 MINUTES 55 SECONDS EAST, ALONG THE EAST LINE OF SAID LOT 1A, A DISTANCE OF 912.74 FEET;

THENCE SOUTH 89 DEGREES 46 MINUTES 45 SECONDS WEST, ALONG THE SOUTH LINE OF SAID LOT 1A, A DISTANCE OF 853.77 TO THE SOUTHWEST CORNER OF SAID LOT 1A, AND THE EASTERLY RIGHT OF WAY LINE OF 47TH AVENUE;

THENCE SOUTH 89 DEGREES 47 MINUTES 05 SECONDS WEST TO THE MID- SECTION LINE OF SAID SECTION 4, A DISTANCE OF 33.00 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 809,280 SQUARE FEET OR 18.579 ACRES, MORE OR LESS.

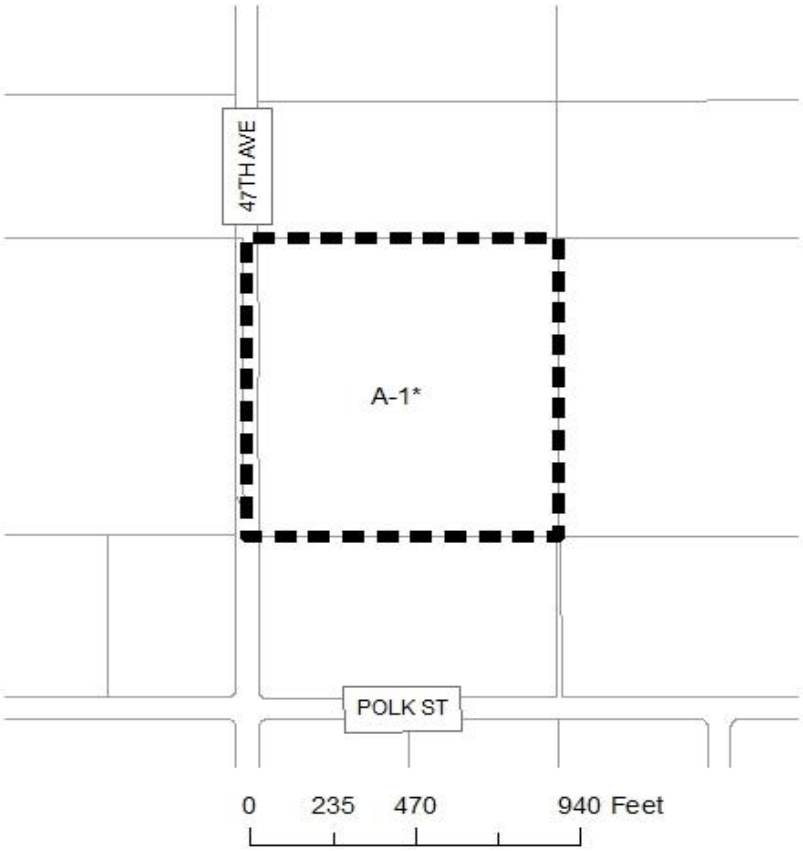
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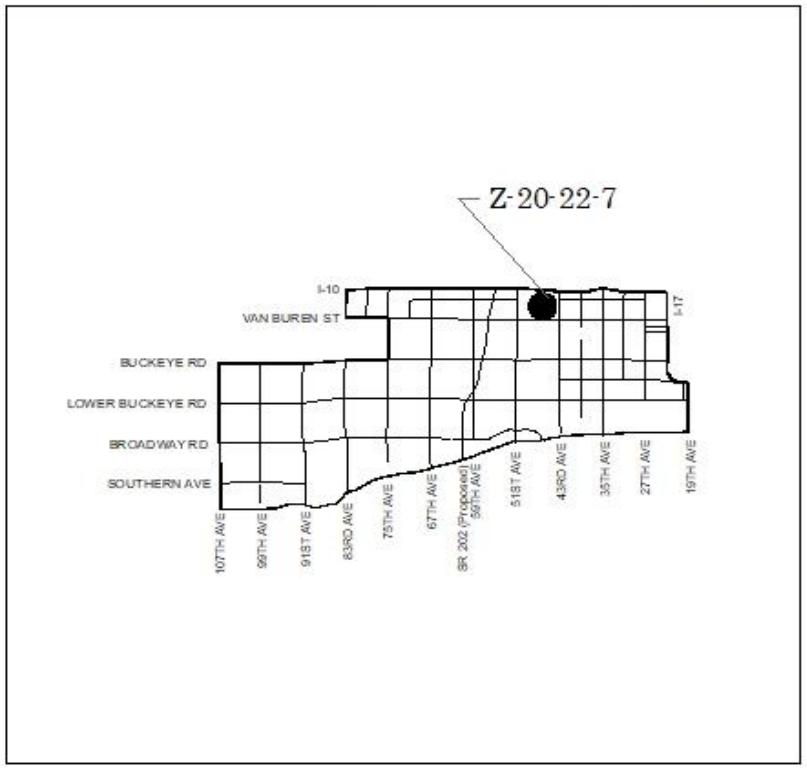
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-20-22-7
Zoning Overlay: N/A
Planning Village: Estrella





NOT TO SCALE

N

Drawn Date: 8/9/2022

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City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 57

Amend City Code - Ordinance Adoption - Rezoning Application Z-22-22-8 - Approximately 220 Feet North of the Northeast Corner of 59th Avenue and Elliot Road (Ordinance G-7026)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-22-22-8 and rezone the site from C-1 (Neighborhood Retail) to C-2 (Intermediate Commercial) to allow commercial uses. This is a companion case to Z-SP-3-22-8, and should be heard first, followed by Z-SP-3-22-8.

Summary

Current Zoning: C-1
Proposed Zoning: C-2
Acreage: 4.90 acres
Proposed Use: Commercial uses

Owner: Miller 160, LLC
Applicant: Wentworth Property Company
Representative: George Pasquel III, Withey Morris, PLC

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Laveen Village Planning Committee heard this case on July 11, 2022, and recommended approval, per the staff recommendation, with modifications by a vote of 8-0.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval per the Laveen Village Planning Committee recommendation, by a vote of 9-0.

Location

Approximately 220 feet north of the northwest corner of 59th Ave and Elliot Road
Council District: 8
Parcel Address: N/A

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-22-22-8) FROM C-1 (NEIGHBORHOOD RETAIL) TO C-2 (INTERMEDIATE COMMERCIAL).

_____

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

SECTION 1. The zoning of a 4.90-acre site located approximately 220 feet north of the northeast corner of 59th Avenue and Elliot Road in a portion of Section 8, Township 1 South, Range 2 East, as described more specifically in Exhibit “A,” is hereby changed from “C-1” (Neighborhood Retail) to “C-2” (Intermediate Commercial).

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:

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1. The development shall be in general conformance with the site plan date stamped June 30, 2022, as modified by the following stipulations and approved by the Planning and Development Department.

2. All elevations of the buildings shall contain architectural embellishments and detailing such as textural changes, pilasters, offsets, recesses, variation in window size and location, and/or overhang canopies, as approved by the Planning and Development Department.

3. Building elevations shall be developed with a common architectural theme.

4. The conceptual site plan, elevations, and landscape plan for future development of the commercial pad shall be reviewed and approved by the Planning Hearing Officer through the public hearing process, including review by the Laveen Village Planning Committee, for stipulation modification prior to preliminary site plan approval with specific regard to the inclusion of the below elements. This is a legislative review for conceptual purposes only. Specific development standards and requirements will be determined by the Planning Hearing Officer and the Planning and Development Department.

    a. Pedestrian connections, shade, and architectural style shall be consistent with the Laveen Southwest Growth Study.

5. A 25-foot minimum landscape setback shall be provided along 59th Avenue, as approved by the Planning and Development Department.

6. A minimum 10-foot landscape setback shall be provided along the north and east sides of the site and shall be planted with minimum 3-inch caliper trees placed 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.

7. All uncovered surface parking lot areas for employees and customers shall be landscaped with minimum 2-inch caliper size large canopy drought tolerant shade trees. Landscaping shall be dispersed throughout the parking area and achieve minimum 25% shade at maturity, as approved by the Planning and Development Department.

8. A minimum of 10 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.

9. A pedestrian connection shall be provided between the site and the adjacent multifamily development to the east, as approved by the Planning and Development Department.

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10. A shared-use path shall be provided along the east side of 59th Avenue in accordance with the city of Phoenix standard trail detail, as approved by the Parks and Recreation and Planning and Development Departments.

11. The developer shall construct a minimum 5-foot-wide detached sidewalk along 59th Avenue with a minimum 8-foot-wide landscaped strip located between the sidewalk and back of curb and planted to the following standards, as approved by the Planning and Development Department:

    a. Minimum 3-inch caliper shade trees placed a minimum of 20 feet on center or in equivalent groupings, to provide a minimum of 50% shade at maturity.

    b. Drought tolerant shrubs and vegetative groundcovers with a maximum mature height of 24 inches to provide a minimum of 75% live coverage at maturity.

    c. 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. The developer shall dedicate a minimum of 55-feet for the east half of 59th Avenue, as approved by the Planning and Development Department.

13. 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.

14. 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.

15. 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

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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 7th day of September, 2022.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

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

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-22-22-8

THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 2 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICIPA COUNTY, ARIZONA

EXCEPT THE SOUTH 253 FEET AND THE WEST 33 FEET THEREOF.

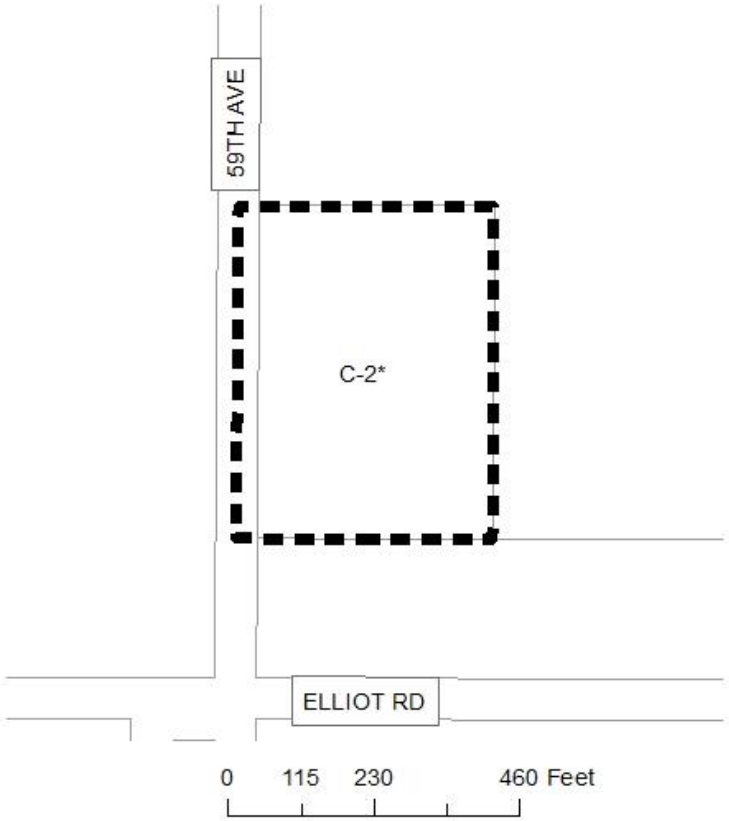
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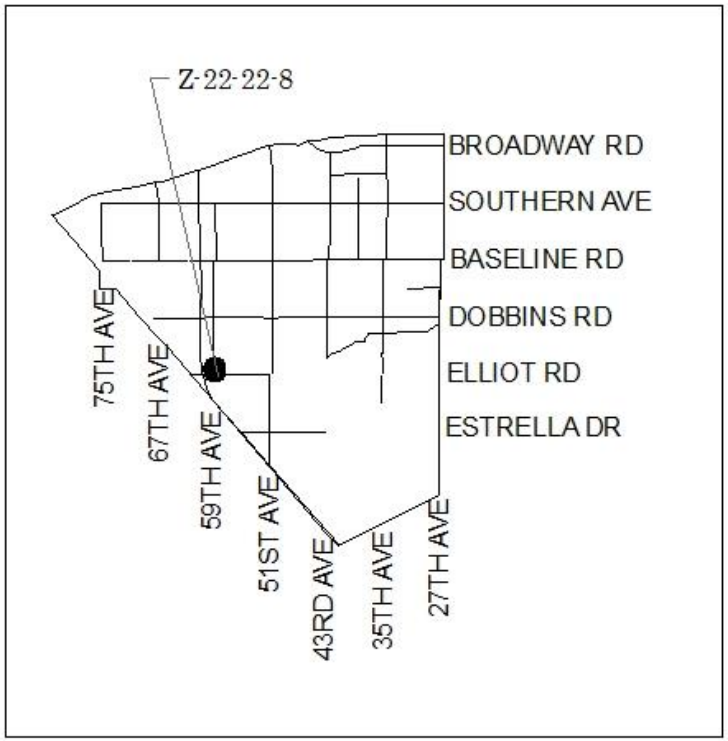
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-22-22-8
Zoning Overlay: N/A
Planning Village: Laveen





NOT TO SCALE

N

Drawn Date: 8/16/2022

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City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 58

Amend City Code - Ordinance Adoption - Rezoning Application Z-23-22-8 - Northwest Corner of 35th Street and Culver Street (Ordinance G-7024)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-23-22-8 and rezone the site from R1-6 (Single-Family Residence District) to R-4 (Multifamily Residence District) to allow multifamily residential.

Summary

Current Zoning: R1-6
Proposed Zoning: R-4
Acreage: 0.36 acres
Proposed Use: Multifamily residential

Owner: First Mill LLC
Applicant: Artin Knadjian, AAK Architecture & Interiors, Inc.
Representative: Artin Knadjian, AAK Architecture & Interiors, Inc.

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Camelback East Village Planning Committee heard this case on June 7, 2022, and recommended approval, per the staff recommendation, by a vote of 16-0.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval, per the Camelback East Village Planning Committee recommendation, by a vote of 9-0.

Location

Northwest corner of 35th Street and Culver Street
Council District: 8
Parcel Address: 1234 and 1390 N. 35th 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 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-23-22-8) FROM R1-6 (SINGLE-FAMILY RESIDENCE DISTRICT) TO R-4 (MULTIFAMILY RESIDENCE DISTRICT).

_____

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

SECTION 1. The zoning of a 0.36 acre property located at the northwest corner of 35th Street and Culver Street in a portion of Section 1, Township 1 North, Range 3 East, as described more specifically in Exhibit “A,” is hereby changed from “R1-6” (Single-Family Residence District) to “R-4” (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,

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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 March 25, 2022, with specific regard to the inclusion of lap siding, metal canopies and CMU veneer, as modified by the following stipulations and approved by the Planning and Development Department.

2. A minimum building setback of 33 feet shall be required along the west property line, as approved by the Planning and Development Department.

3. Minimum 2-inch caliper single-trunk large canopy drought-tolerant shade trees shall be provided along the west property line, planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.

4. The developer shall construct a minimum 5-foot-wide detached sidewalk and minimum 5-foot-wide landscape area located between the back of curb and sidewalk along the west side of 35th Street, as approved by the Planning and Development Department.

    a. Minimum 2-inch caliper single-trunk large canopy drought-tolerant shade trees shall be provided between the back of curb and sidewalk to provide a minimum 75 percent shade.

    b. The area between the back of curb and sidewalk shall be planted with drought tolerant shrubs and vegetative groundcovers with a maximum mature height of 24 inches to provide a minimum of 75 percent live coverage at maturity, 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. A minimum of six bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near the building entrances or in a secure location inside the building 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. 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

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the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

7. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.

8. 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.

9. The developer shall grant and record an avigation easement to the City of Phoenix for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.

10. 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.

11. 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.

12. 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 7th day of September, 2022.

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_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

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

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-23-22-8

That part of the Northeast quarter of Section 1, Township 1 North, Range 3 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

BEGINNING at a point 603 feet West and 852 feet South of the Northeast corner of the Northwest quarter of Section 1:

Thence West 120 feet:

Thence South 96 feet:

Thence East 120 feet:

Thence North 96 feet to the POINT OF BEGINNING.

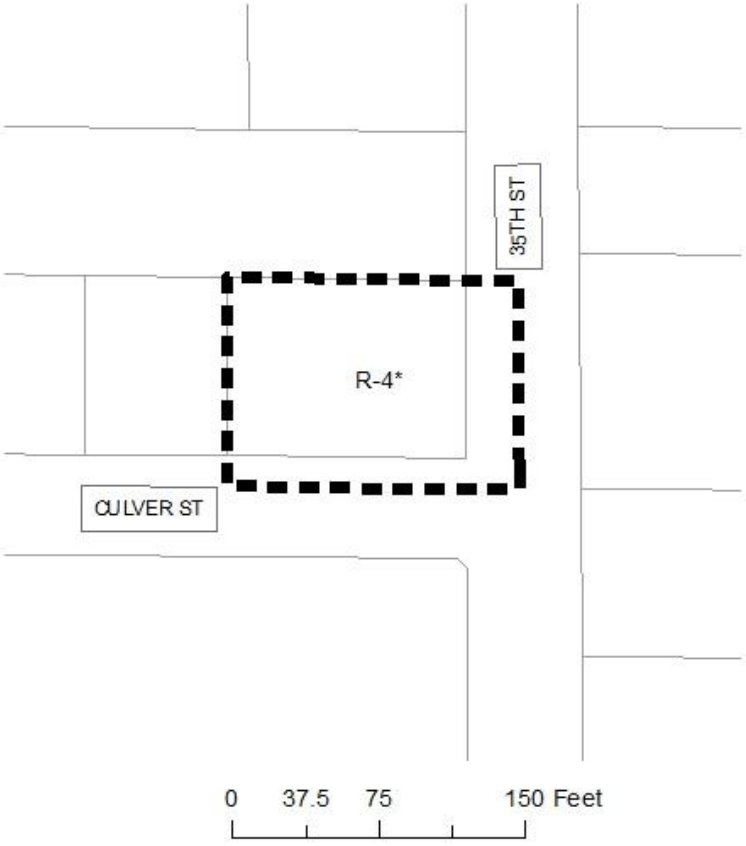
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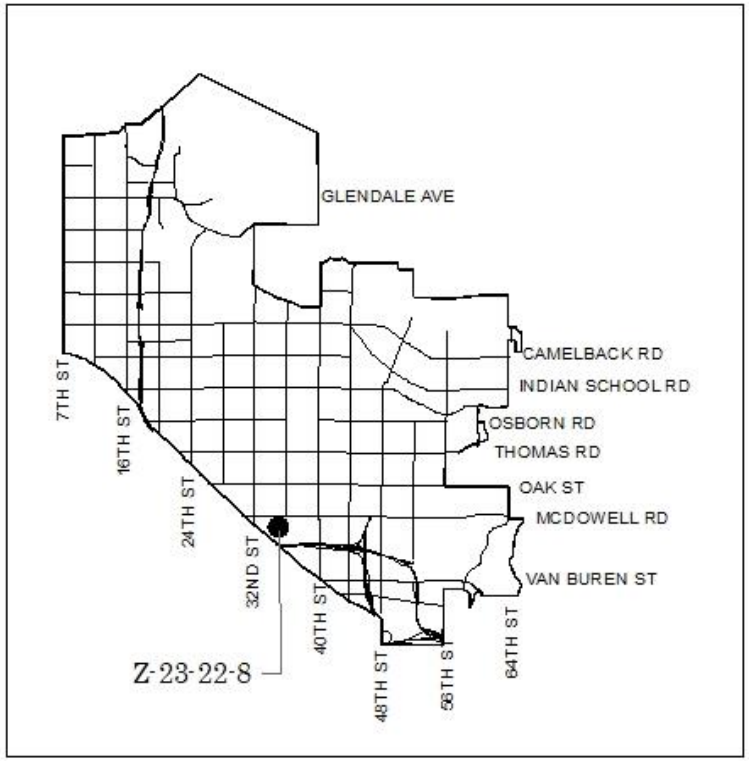
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-23-22-8
Zoning Overlay: N/A
Planning Village: Camelback East





NOT TO SCALE

N

Drawn Date: 8/9/2022

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City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 59

Amend City Code - Ordinance Adoption - Rezoning Application Z-SP-3-22-8 - Approximately 420 Feet North of the Northeast Corner of 59th Avenue and Elliot Road (Ordinance G-7027)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-SP-3-22-8 and rezone the site from C-1 (Pending C-2) (Neighborhood Retail, Pending Intermediate Commercial) to C -2 SP (Intermediate Commercial, Special Permit) to allow self-service storage warehouse and underlying commercial uses. This is a companion case to Z-22-22-8, and should be heard immediately following it.

Summary

Current Zoning: C-1 (Pending C-2)
Proposed Zoning: C-2 SP
Acreage: 3.60 acres
Proposed Use: Self-service storage warehouse and underlying commercial uses

Owner: Miller 160, LLC
Applicant: Wentworth Property Company
Representative: George Pasquel III, Withey Morris, PLC

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Laveen Village Planning Committee heard this case on July 11, 2022, and recommended approval, per the staff recommendation, with a modification by a vote of 8-0.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval, per the Laveen Village Planning Committee recommendation, by a vote of 9-0.

Location

Approximately 420 feet north of the northwest corner of 59th Ave and Elliot Road
Council District: 8
Parcel Address: N/A

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-3-22-8) FROM C-1 (PENDING C-2) (NEIGHBORHOOD RETAIL, PENDING 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 3.60-acre site located approximately 420 feet north of the northeast corner of 59th Avenue and Elliot Road in a portion of Section 8, Township 1 South, Range 2 East, as described more specifically in Exhibit “A,” is hereby changed from “C-1 (Pending C-2)” (Neighborhood Retail, Pending Intermediate Commercial) to “C-2 SP” (Intermediate Commercial, Special Permit) to allow a 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.”

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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 30, 2022, as modified by the following stipulations and approved by the Planning and Development Department.

2. Buildings adjacent to a residential zoning district shall have exterior roll up doors oriented away from residential development, as approved by the Planning and Development Department.

3. A minimum 25-foot landscape setback shall be provided along 59th Avenue, as approved by the Planning and Development Department.

4. A minimum 10-foot landscape setback shall be provided along the north and east sides of the site and shall be planted with a minimum 3-inch caliper trees placed 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.

5. All uncovered surface parking lot areas for employees and customers shall be landscaped with minimum 2-inch caliper size large canopy drought tolerant shade trees. Landscaping shall be dispersed throughout the parking area and achieve minimum 25% shade at maturity, 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 pedestrian connection shall be provided between the site and the adjacent multifamily development to the east, as approved by the Planning and Development Department.

8. A shared-use path shall be provided along the east side of 59th Avenue in accordance with the city of Phoenix standard trail detail, as approved by the Parks and Recreation and Planning and Development Departments.

9. The developer shall construct a minimum 5-foot-wide detached sidewalk along

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59th Avenue with a minimum 8-foot-wide landscaped strip located between the sidewalk and back of curb and planted to the following standards, as approved by the Planning and Development Department:

a. Minimum 3-inch caliper shade trees placed a minimum of 20 feet on center or in equivalent groupings, to provide a minimum of 50% shade at maturity.

b. Drought tolerant shrubs and vegetative groundcovers with a maximum mature height of 24 inches to provide a minimum of 75% live coverage at maturity.

c. Where utility conflicts arise, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

10. The developer shall dedicate a minimum of 55-feet for the east half of 59th Avenue, as approved by the Planning and Development Department.

11. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

12. 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.

13. 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 7th day of September, 2022.

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_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

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

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-SP-3-22-8

A Storage Facility site in a portion of a parcel of land as described per document 2008-0717150 Maricopa County Recorders (MCR), located in the Southwest Quarter of Section 8, Township 1 South, Range 2 East of the Gila and Salt River Meridian, Maricopa County, Arizona, and being more particularly described as follows:

COMMENCING at a brass cap in handhole at the Southwest corner of said Section 8, from which a brass cap in handhole at the West quarter-corner of Section 8 bears North 00 degrees 14 minutes 04 seconds East, 2641.07 feet;
Thence along the West line of the Southwest quarter of said section 8, North 00 degrees 14 minutes 04 seconds East, 455.12 feet;
Thence departing said West line, South 89 Degrees 45 Minutes 56 Seconds East, 33.00 feet to the POINT OF BEGINNING;

Thence along a line parallel with and 33.00 feet East of said West line, North 00 Degrees 14 Minutes 04 Seconds East, 325.09 Feet;
Thence South 89 Degrees 57 Minutes 32 Seconds East, 372.00 Feet;
Thence South 00 Degrees 14 Minutes 04 Seconds West, 527.01 Feet;
Thence North 89 Degrees 58 Minutes 16 Seconds West, 127.00 Feet;
Thence North 00 Degrees 14 Minutes 04 Seconds East, 201.91 Feet;
Thence North 89 Degrees 57 Minutes 00 Seconds West, 245.00 Feet to the POINT OF BEGINNING.

Said portion of land containing 146,582 square feet, or 3.3651 acres, more or less.

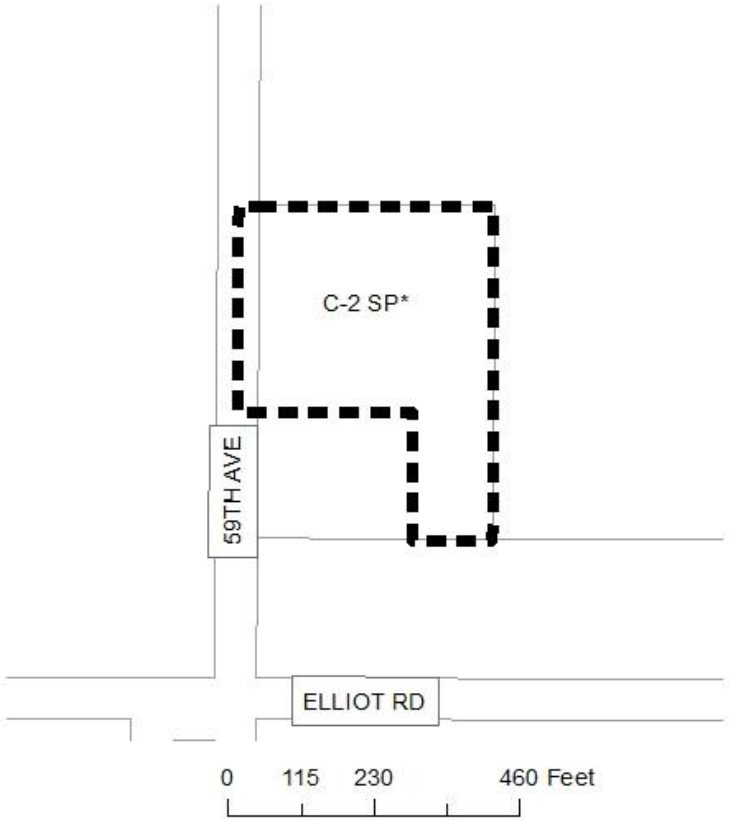
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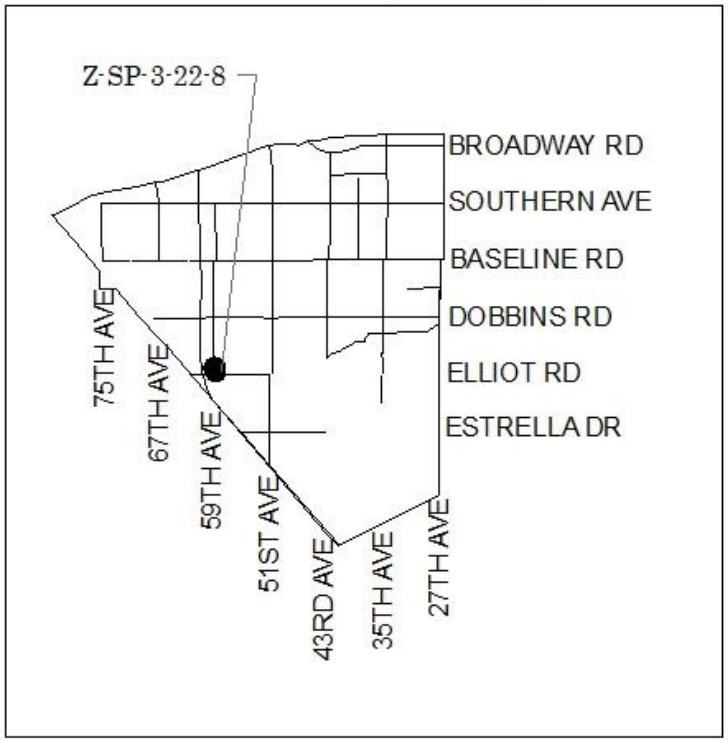
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-SP-3-22-8
Zoning Overlay: N/A
Planning Village: Laveen





NOT TO SCALE

N

Drawn Date: 8/16/2022

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City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 60

Amend City Code - Ordinance Adoption - Rezoning Application Z-19-21-8 - Southwest Corner of 24th Street and the Loop 202 Freeway (Ordinance G-7019)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-19-21-8 and rezone the site from C-2 (Intermediate Commercial), C-2 (Approved C-2 SP) (Intermediate Commercial, Approved Intermediate Commercial, Special Permit), C-2 SP (Intermediate Commercial, Special Permit), R1-6 (Single-Family Residence District), and R1-6 (Approved PAD-13) (Single-Family Residence District, Approved Planned Area Development) to WU Code T4:3 GW (Walkable Urban Code, Transect 4:3 District, Transit Gateway Character Area).

Summary

Current Zoning: C-2 (7.40 acres), C-2 (Approved C-2 SP) (2.08 acres), C-2 SP (0.27 acres), R1-6 (1.06 acres), R1-6 (Approved PAD-13) (0.65 acres)
Proposed Zoning: WU Code T4:3 GW
Acreage: 11.46
Proposal: Multifamily residential

Owner: Waheguru Properties, LLC
Applicant: LLC Central PHX, LLC
Representative: Wendy Riddell, Berry Riddell, LLC

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Central City Village Planning Committee heard this case on July 11, 2022, and recommended approval, per the staff recommendation, by a vote of 9-6.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval, per the Central City Village Planning Committee recommendation with an additional stipulation, by a vote of 9-0.

Location

Southwest corner of 24th Street and the Loop 202 Freeway
Council District: 8
Parcel Address: 1107 N. 22nd St.; 1101, 1102, 1107, 1108, 1111, 1112 N. 23rd St.; 1042, 1052, 1100, 1114 N. 24th St.; 2231, 2241, 2245, 2251, 2253, 2305, 2313, 2315,

2321, 2323, 2327, 2331 E. Moreland St.; and 2250 E. Portland 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 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-19-21-8) FROM C-2 (INTERMEDIATE COMMERCIAL DISTRICT), C-2 (APPROVED C-2 SP) (INTERMEDIATE COMMERCIAL DISTRICT, APPROVED INTERMEDIATE COMMERCIAL DISTRICT, SPECIAL PERMIT), C-2 SP (INTERMEDIATE COMMERCIAL DISTRICT, SPECIAL PERMIT), R1-6 (SINGLE-FAMILY RESIDENCE DISTRICT), AND R1-6 (APPROVED PAD-13) (SINGLE-FAMILY RESIDENCE DISTRICT, APPROVED PLANNED AREA DEVELOPMENT) TO WU CODE T4:3 GW (WALKABLE URBAN CODE, TRANSECT 4:3 DISTRICT, TRANSIT GATEWAY CHARACTER AREA).

_____

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

SECTION 1. The zoning of an 11.46-acre site located at the southwest corner of 24th Street and the Loop 202 Freeway in a portion of Section 3, Township 1 North, Range 3 East, as described more specifically in Exhibit “A,” is hereby changed from 7.40 acres of “C-2” (Intermediate Commercial District), 2.08 acres of “C-2 (Approved C-2 SP)” (Intermediate Commercial District, Approved Intermediate Commercial District, Special Permit), 0.27 acres of “C-2 SP” (Intermediate Commercial

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District, Special Permit), 1.06 acres of “R1-6” (Single-Family Residence District), and 0.65 acres of “R1-6 (Approved PAD-13)” (Single-Family Residence District, Approved Planned Area Development) to WU Code T4:3 GW (Walkable Urban Code, Transect 4:3 District, Transit Gateway Character Area).

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. In addition to the bicycle parking requirements per Section 1307.H.6 of the Phoenix Zoning Ordinance, the developer shall provide and maintain the following bicycle infrastructure, as described below and as approved by the Planning and Development Department.

    a. Guest bicycle parking for multifamily residential use shall be provided at a minimum of 0.05 spaces per unit with a maximum of 50 spaces near entrances of buildings and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance.

    b. 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.

2. The developer shall dedicate a minimum 10-foot-wide sidewalk easement along the west side of 24th Street, as approved by the Planning and Development Department. The required streetscape area shall be encompassed by the sidewalk easement.

3. The developer shall dedicate fee title right-of-way along the west side of 24th Street to accommodate the required right-turn deceleration lane, as approved by the Planning and Development Department.

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4. The developer shall construct improvements per the approved Traffic Impact Analysis.

5. 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.

6. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.

7. 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.

8. The developer shall grant and record an avigation easement to the City of Phoenix for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.

9. 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.

10. 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.

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.

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13. Prior to occupancy, the developer must provide a qualified engineer's report certifying the average annual interior noise exposure for any residential unit or enclosed public assembly area will not exceed 45 decibels.

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 7th day of September, 2022.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

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Exhibits:
A – Legal Description (3 Pages)
B – Ordinance Location Map (1 Page)

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-19-21-8

The Land referred to herein below is situated in the County of Maricopa, State of Arizona, and is described as follows:

PARCEL NO 1:

THOSE PORTIONS OF LOTS 15 THROUGH 19 AND 22 THROUGH 28 CHILDRESS PLACE ACCORDING TO BOOK 14 OF MAPS, PAGE 25 AND LOTS 1 THROUGH 10, WILIMEK COURT ACCORDING TO BOOK 33 OF MAPS, PAGE 12, RECORDS MARICOPA COUNTY, ARIZONA AND THOSE PORTIONS OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 1 NORTH RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA LYING WITHIN THE FOLLOWING DESCRIBED PARCEL OF LAND:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 3;

THENCE NORTH 00 DEGREES 13 MINUTES 00 SECONDS WEST ALONG THE EAST LINE OF SAID SECTION, SAID LINE BEING COINCIDENTAL WITH THE EXISTING CENTERLINE OF 24TH STREET, 520.72 FEET;

THENCE SOUTH 89 DEGREES 47 MINUTES 00 SECONDS WEST 43.00 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 89 DEGREES 30 MINUTES 01 SECONDS WEST 120.96 FEET;

THENCE NORTH 00 DEGREES 13 MINUTES 00 SECONDS WEST 80.02 FEET;

THENCE NORTH 89 DEGREES 39 MINUTES 15 SECONDS WEST 3.00 FEET;

THENCE NORTH 00 DEGREES 13 MINUTES 00 SECONDS WEST 60.00 FEET TO A POINT IN THE SOUTH LINE OF LOT 28 OF CHILDRESS PLACE;

THENCE NORTH 89 DEGREES 30 MINUTES 00 SECONDS WEST ALONG THE SOUTH LINE OF CHILDRESS PLACE A DISTANCE OF 1168.13 FEET TO THE SOUTHWEST CORNER OF LOT 15 OF SAID CHILDRESS PLACE;

THENCE NORTH 00 DEGREES 18 MINUTES 47 SECONDS EAST ALONG THE WEST LINE OF LOT 15 A DISTANCE OF 129.00 FEET;

THENCE NORTH 65 DEGREES 05 MINUTES 37 SECONDS EAST 421.11 FEET;

THENCE SOUTH 89 DEGREES 31 MINUTES 17 SECONDS EAST 898.08 FEET;

THENCE SOUTH 02 DEGREES 30 MINUTES 22 SECONDS EAST 370.17 FEET;

THENCE NORTH 89 DEGREES 39 MINUTES 15 SECONDS EAST 1.62 FEET;

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THENCE SOUTH 00 DEGREES 13 MINUTES 00 SECONDS EAST 77.00 FEET;

THENCE SOUTH 41 DEGREES 56 MINUTES 55 SECONDS WEST 4.47 FEET TO THE POINT OF BEGINNING.

PARCEL NO. 2:

THE SOUTH 62.00 FEET OF THE NORTH 124 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3 TOWNSHIP 1 NORTH RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;

EXCEPT THE WEST 162.50 FEET; AND

EXCEPT THE EAST 30.00 FEET.

PARCEL NO. 3:

THE NORTH 62.00 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3 TOWNSHIP 1 NORTH RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;

EXCEPT THE WEST 137.5 FEET; AND

EXCEPT THE EAST 30.00 FEET.

PARCEL NO. 4:

THAT PORTION OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 1 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT A 2 1/2 INCH BRASS CAP MARKING THE EAST QUARTER CORNER OF SAID SECTION 3, WHICH BEARS SOUTH 00 DEGREES 15 MINUTES 25 SECONDS EAST 1320.37 FEET FROM A 3 INCH CITY OF PHOENIX (COP) BRASS CAP MARKING THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 3;

THENCE ALONG THE EAST LINE OF SAID SECTION 3, NORTH 00 DEGREES 15 MINUTES 25 SECONDS WEST 970.89 FEET;

THENCE SOUTH 89 DEGREES 44 MINUTES 35 SECONDS WEST 53.17 FEET TO THE ACCESS CONTROL FENCE ALONG THE 1995 RIGHT OF WAY LINE OF THE EAST PAPAGO (STATE ROUTE 217) (STATE ROUTE 202L RED MOUNTAIN FREEWAY);

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THENCE ALONG SAID ACCESS CONTROL FENCE ALONG THE 1995 RIGHT OF WAY LINE, NORTH 89 DEGREES 31 MINUTES 17 SECONDS WEST 898.08 FEET;

THENCE CONTINUING ALONG SAID ACCESS CONTROL FENCE ALONG THE 1995 RIGHT OF WAY LINE, SOUTH 65 DEGREES 05 MINUTES 37 SECONDS WEST 421.11 FEET TO THE POINT OF BEGINNING ON THE EAST RIGHT OF WAY LINE OF 22ND STREET;

THENCE ALONG SAID EAST RIGHT OF WAY LINE, SOUTH 00 DEGREES 18 MINUTES 47 SECONDS WEST 129.00 FEET TO THE NORTH LINE OF THE SOUTH HALF OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3;

THENCE ALONG SAID NORTH LINE, NORTH 89 DEGREES 26 MINUTES 48 SECONDS WEST 198.89 FEET;

THENCE SOUTH 00 DEGREES 03 MINUTES 17 SECONDS EAST 61.96 FEET;

THENCE NORTH 89 DEGREES 31 MINUTES 21 SECONDS WEST 162.23 FEET TO SAID ACCESS CONTROL FENCE ALONG THE 1995 RIGHT OF WAY LINE;

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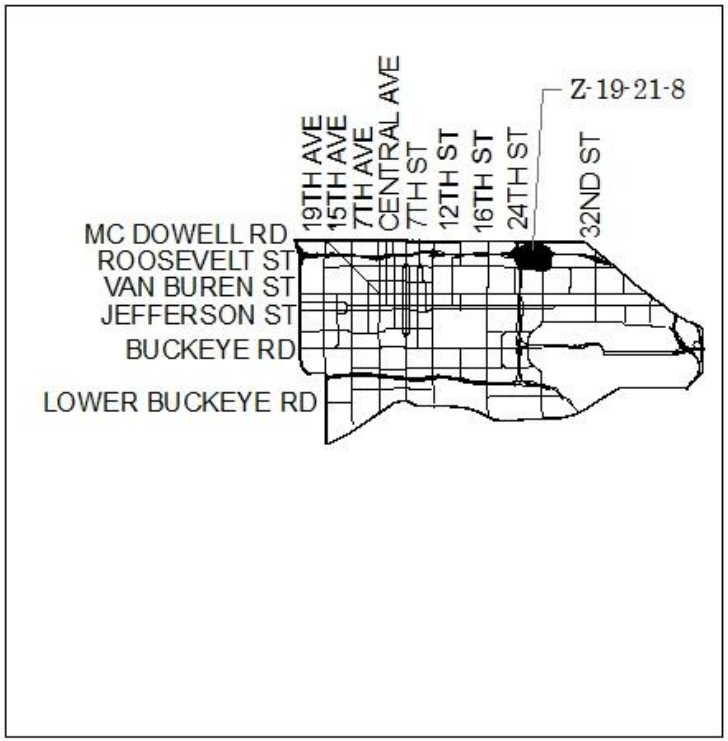
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA: - - - -

Zoning Case Number: Z-19-21-8
Zoning Overlay: N/A
Planning Village: Central City





NOT TO SCALE

N

Drawn Date: 8/18/2022

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City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 61

PCD Major Amendment - Rezoning Application Z-138-F-83-5 (Aldea Centre PUD) - Northwest Corner of 99th Avenue and Missouri Avenue

Request to approve Rezoning Application Z-138-F-83-5 and rezone the site from PUD PCD (Planned Unit Development, Planned Community District) to PUD PCD for a major amendment to the DC Ranch PCD to allow a major amendment to the Aldea Centre PUD to allow multifamily residential.

Summary

Current Zoning: PUD PCD
Proposed Zoning: PUD PCD
Acreage: 125.30
Proposed Use: Major Amendment to the DC Ranch PCD to allow a major amendment to the Aldea Centre PUD to allow multifamily residential.

Owner: John F. Long Family Revocable Living Trust
Applicant: Brian Greathouse, Burch and Cracchiolo, PA
Representative: Brian Greathouse, Burch and Cracchiolo, PA

Staff Recommendation: Approval, subject to stipulations.
VPC Info: The Maryvale Village Planning Committee heard the case on April 13, 2022 for information only.
VPC Action: The Maryvale Village Planning Committee heard this case on May 11, 2022 and recommended denial, by a vote of 6-1. However, after the meeting, it was discovered that the applicant failed to meet the notification requirements outlined in the rezoning process packet. The applicant returned to the Village Planning Committee for a recommendation at the next available meeting date.
VPC Action: The Maryvale Village Planning Committee heard this case on July 13, 2022 and recommended approval, per the staff recommendation by a vote of 6-4.
PC Action: The Planning Commission heard this case on Aug. 4, 2022 and recommended approval, per the Addendum A staff report, by a vote of 8-1.

Location

Northwest corner of 99th Avenue and Missouri Avenue
Council District: 5

Parcel Addresses: 5627, 5628, 5700, 5750, 5800, and 5850 N. 101st Ave.; 9927, 9928, 9975, 10,100, 10,150, 10,200, and 10,250 W. Montebello Ave.; and 10,000 W. Missouri Ave.

Responsible Department

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

ATTACHMENT A – Aldea Centre PUD, DC Ranch Planned Community District

Z-138-F-83-5

Planning Commission Approved Stipulations from August 4, 2022:

1. An updated Development Narrative for the Aldea Centre PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped April 26, 2022, as modified by the following stipulations:

    a. Front cover: Revise the date information on the cover page to the following:

        Major Amendment Z-183-F-83
        Submitted: November 3, 2021
        2nd Submittal: February 1, 2022
        Hearing Draft: April 26, 2022
        City Council Adopted: [Add Adoption Date]

    b. Page 60, Page 61, Section 7 City Administered Design Guidelines: Add the following language applicable to all uses: Clearly defined, accessible pedestrian pathways shall be provided to connect building entrances and public sidewalks, using the most direct route for pedestrians, as approved by the Planning and Development Department.

    c. Page 60, Page 61, Section 7 City Administered Design Guidelines: Add the following language applicable to all uses: Where pedestrian pathways cross drive aisles, they shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast with the adjacent parking and drive aisle surfaces, as approved by the Planning and Development Department.

    d. Page 61, Section 7 City Administered Design Guidelines, Design Guidelines applicable to Multifamily uses north of Montebello Ave: Add additional bullet point with the following language: “Refuse bins shall be fully screen from view by a 6-foot-tall masonry block wall and metal gate, or other high-quality materials.”

    e. Page 61, Section 7 City Administered Design Guidelines, Design Guidelines applicable to Multifamily uses north of Montebello Ave: Add additional bullet point with the following language: “A minimum of 75% of residential units facing the canal shall contain balconies.”

f. Page 37, Section G Performance and Development Standards, Section s) Residential Multifamily, First Bullet Point: Modify existing bullet point with the following language “The aggregate development of residential multifamily uses including residential multifamily apartment, condominium, and/or loft uses within the PUD area shall not exceed 827 units. This will increase the DC Ranch (East) PCD unit maximum to 2,407 units.

g. Page iii, List of Figures: Add the multifamily building rendering exhibits date stamped August 4, 2022 to the list of figures.

h. Page 61, Section 7 City Administered Design Guidelines, Design Guidelines applicable to Multifamily uses north of Montebello Avenue: After the sixth bullet on page 61 regarding architectural embellishments and detailing, add the following:

See figure ___ below for illustration of design guideline implementation.

The referenced figure shall be the multifamily building rendering exhibits date stamped August 4, 2022.

i. Page 61, Section 7 City Administered Design Guidelines, Design Guidelines applicable to Multifamily uses north of Montebello Avenue: After the last bullet, add the building rendering exhibits date stamped August 4, 2022.

2. The developer shall construct two bus stop pads along southbound 99th Avenue: one south of Montebello Avenue and the other near the northern entrance of the multifamily development along 99th Avenue. The bus stop pads shall be constructed according to City of Phoenix Standard Detail P1260 with a minimum depth of 10 feet and shall be spaced from each intersection according to City of Phoenix Standard Detail P1258.

3. 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.

4. Any cross-access agreements shall include a pedestrian pathway, as approved by the Planning and Development Department.

5. A traffic impact study shall be reviewed and approved by the Street Transportation Department prior to preliminary site plan approval. The applicant shall be responsible for any dedications and required improvements as recommended by the approved study, as approved by the Planning and Development Department.

6. The property owner shall record documents that disclose the existence, and operational characteristics of the Glendale Municipal 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.

7. For Multifamily Development
Prior to issuance of a final certificate of occupancy, the developer must install a sign (approximately 8 inches by 11 inches in size) within the development's sales/leasing office that is visible to prospective renters or purchasers which discloses the proximity of the Glendale Municipal Airport and increased frequency of overflight and related aircraft noise, as approved by the Planning and Development Department.

8. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.

9. The developer shall grant and record an avigation easement to the City of Glendale for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.

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.

PCD Stipulations

12. The development master plan shall be updated to reflect that the maximum total number of residential units within the DC Ranch (East) PCD shall not exceed 2,407 units.

13. The DC Ranch PCD master plans for the PCD shall be updated to reflect approval of this amendment if applicable, as approved by the Planning and Development Department.

14. A Master Street Plan showing all public arterial and collector streets shall be submitted to the Street Transportation and Planning and Development Departments for review and approval.

Exhibits:
A – Legal Description (2 Pages)
B – Major PCD Amendment Map (1 Page)

EXHIBIT A

LEGAL DESCRIPTION FOR Z-138-F-83-5

That part of the East half of Section 17, Township 2 North, Range 1 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, more particularly described as follows:

Commencing at the South quarter corner of said Section 17;

Thence North 00 degrees 34 minutes 51 seconds West, along the North-South mid-section line of said Section 17, a distance of 3297.00 feet to the Point of Beginning;

Thence continuing North 00 degrees 34 minutes 51 seconds West 1109.70 feet to a point on the Easterly line of the property described in Book 218 of Deeds, Page 291, Records of Maricopa County, Arizona;

Thence North 34 degrees 02 minutes 17 seconds East along said Easterly line 158.95 feet;

Thence North 25 degrees 58 minutes 17 seconds East along said Easterly line 626.00 feet to the Northeast corner of said property;

Thence South 87 degrees 38 minutes 08 seconds West along the North line of the above described property 370.31 feet to a point on the North-South mid-section line of said Section 17;

Thence North 00 degrees 34 minutes 51 seconds West along said mid-section line 43.10 feet;

Thence North 87 degrees 23 minutes 07 seconds East a distance of 582.33 feet;

Thence North 86 degrees 06 minutes 07 seconds East a distance of 626.50 feet;

Thence North 86 degrees 15 minutes 07 seconds East a distance of 616.50 feet;

Thence North 85 degrees 47 minutes 07 seconds East a distance of 484.81 feet;

Thence South 00 degrees 00 minutes 24 seconds West a distance of 345.03 feet;

Thence North 88 degrees 34 minutes 07 seconds East a distance of 394.51feet to a point on the East line of said Northeast quarter of Section 17;

Thence South 00 degrees 00 minutes 24 seconds West along said East line a distance of 2242.99 feet;

Thence South 88 degrees 44 minutes 55 seconds West, 195.26 feet to the beginning of a tangent curve whose radius point bears North 01 degrees 15 minutes 05 seconds West, 1000.00 feet;

Thence Westerly along the arc of said tangent curve through a central angle of 23 degrees 41 minutes 27 seconds and an arc length of 413.48 feet;

Thence North 67 degrees 33 minutes 38 seconds West, 161.99 feet to the beginning of a tangent curve whose radius point bears South 22 degrees 26 minutes 22 seconds West 500.00 feet;

Thence Westerly along the arc of said tangent curve through a central angle of 36 degrees 11 minutes 22 seconds and an arc length of 315.81 feet;

Thence South 76 degrees 15 minutes 00 seconds West 183.06 feet to a point on the monument line of 101st Avenue;

Thence along said monument line the following three(3) courses and distances

North 17 degrees 37 minutes 49 seconds West 280.68 feet to the beginning of a curve to the right, having a radius of 400.00 feet;

Thence along the arc of said curve to the right through a central angle of 17 degrees 20 minutes 37 seconds and an arc length of 121.08 feet;

Thence North 00 degrees 17 minutes 12 seconds West 132.82 feet to a point on the North boundary of “Pendergast Elementary School Unit 9”, a subdivision, recorded in Book 545 of Maps, Page 35, Records of Maricopa County;

Thence along said North boundary South 88 degrees 39 minutes 29 seconds West 1340.88 feet to the Point of Beginning.

Note: The above described parcel contains 5,532,246 sq. ft. or 127.0029 gross acres, more or less.

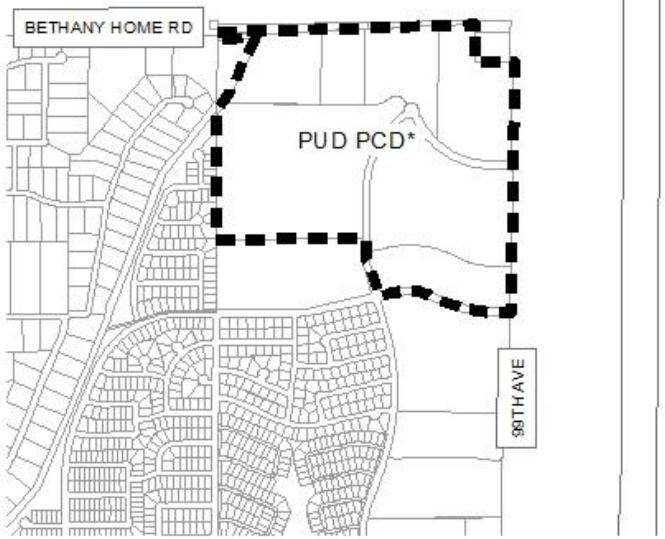


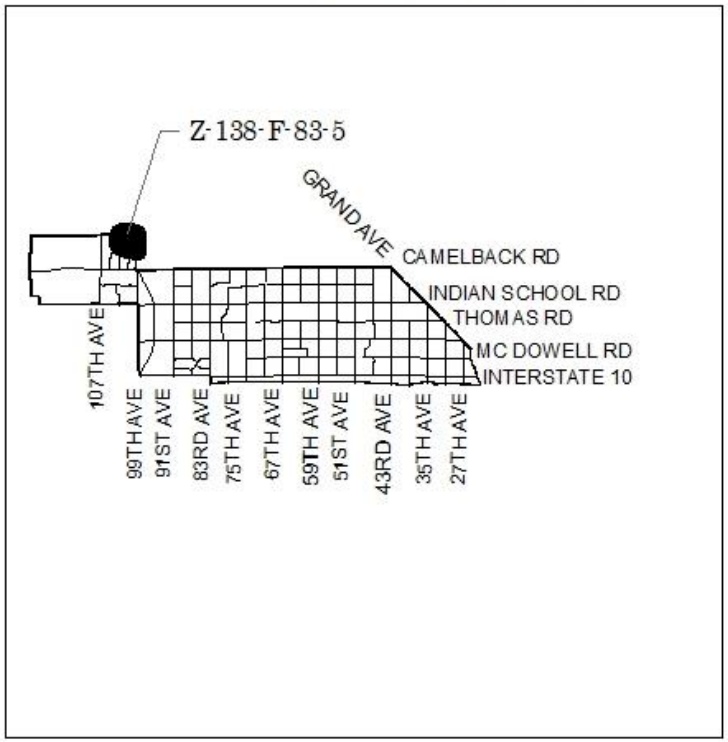
MAJOR PCD AMENDMENT MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-138-F-83-5
Zoning Overlay: N/A
Planning Village: Maryvale





NOT TO SCALE

N

Drawn Date: 8/19/2022

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City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 62

Amend City Code - Ordinance Adoption - Rezoning Application Z-18-22-1 - Northeast Corner of 19th Avenue and Yearling Road (Ordinance G-7020)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-18-22-1 and rezone the site from S-1 (Ranch or Farm Residence District) to R-2 (Multifamily Residence District) to allow single-family residential.

Summary

Current Zoning: S-1
Proposed Zoning: R-2
Acreage: 2.55
Proposal: Single-family residential

Owner: CMI Construction, LLC
Applicant: Red Hawk Development Corporation
Representative: Charles Eckert Jr.

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Deer Valley Village Planning Committee heard this case on June 9, 2022, and recommended denial, by a vote of 5-3.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval, per the Addendum A Staff Report, by a vote of 7-2.

Location

Northeast corner of 19th Avenue and Yearling Road
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

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-18-22-1) FROM S-1 (RANCH OR FARM RESIDENCE DISTRICT) 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 2.55-acre site located at the northeast corner of 19th Avenue and Yearling Road in a portion of Section 6, Township 4 North, Range 3 East, as described more specifically in Exhibit “A,” is hereby changed from “S-1” (Ranch or Farm Residence District), 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,

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

1. The development shall not exceed 18 dwelling units.

2. The development shall not exceed a maximum building height of 30 feet.

3. The development shall contain a minimum 3,500-square-foot open space area at the northeast corner of the site.

4. The common open space area shall provide a minimum of 3 active recreational elements, such as, but not limited to playground sets, ramadas, barbeque area, as approved by the Planning and Development Department.

5. The garage doors shall have a variety of decorative embellishments such as window panels, color and added materials for the pillars surrounding the door, as approved by the Planning and Development Department.

6. The required perimeter setbacks on all sides of the property shall be landscaped and include minimum 50 percent 2-inch caliper and minimum 50 percent 3-inch caliper trees planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.

7. The developer shall construct a minimum 5-foot-wide detached sidewalk and a minimum 11-foot-wide landscape area between the back of curb and sidewalk along 19th Avenue, planted to the following standards and as approved by the Planning and Development Department.

    a. Minimum 2-inch caliper drought-tolerant shade trees that provide shade to a minimum 75 percent at maturity.

    b. Drought-tolerant vegetation to achieve 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.

8. The Developer shall work with Maricopa County to de-annex the 25-foot federal patent easement area of the southern property line adjacent to Yearling Road. If the 25-foot federal patent easement area is not de-annexed within 6 months after the approval date of this rezoning, the applicant shall construct improvements over the federal patent easement area, as modified and approved by the Street Transportation Department and the Planning and Development Department.

9. The developer shall construct all streets within and adjacent to the

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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.

10. The property owner shall record documents that disclose the existence, and operational characteristics of 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.

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 7th day of September, 2022.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

DRAFT

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:

_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

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

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-18-22-1

A PORTION OF LOT 29, SECTION 6, TOWNSHIP 4 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 29; THENCE NORTH 89°25’48” EAST ALONG THE SOUTH LINE OF SAID LOT 29, A DISTANCE OF 70.00 FEET; THENCE NORTH 0°08’06” WEST PARALLEL WITH AND 70.00 FEET EAST OF THE WEST LINE OF SAID LOT 29, A DISTANCE OF 165.21 FEET TO THE TRUE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE CONTINUING NORTH 0°08’06” WEST PARALLEL WITH AND 70.00 FEET EAST OF THE WEST LINE OF SAID LOT 29, A DISTANCE OF 165.21 FEET; THENCE NORTH 89°25’47” EAST ALONG THE NORTH LINE OF SAID LOT 29, A DISTANCE OF 265.49 FEET; THENCE SOUTH 0°26’49” EAST ALONG THE EAST LINE OF THE WEST 60.00 FEET OF THE EAST 1.99 ACRES OF SAID LOT 29, A DISTANCE OF 165.21 FEET; THENCE SOUTH 89°25’48” WEST, A DISTANCE OF 266.39 FEET TO THE TRUE POINT OF BEGINNING.

A PORTION OF LOT 29, SECTION 6, TOWNSHIP 4 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 29; THENCE NORTH 89°25’48” EAST ALONG THE SOUTH LINE OF SAID LOT 29, A DISTANCE OF 70.00 FEET TO THE TRUE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE NORTH 0°08’06” WEST PARALLEL WITH AND 70.00 FEET EAST OF THE WEST LINE OF SAID LOT 29, A DISTANCE OF 165.21 FEET; THENCE NORTH 89°25’48” EAST, A DISTANCE OF 266.39 FEET; THENCE SOUTH 0°26’49” EAST ALONG THE EAST LINE OF THE WEST 60.00 FEET OF THE EAST 1.99 ACRES OF SAID LOT 29, A DISTANCE OF 165.20 FEET; THENCE SOUTH 89°25’48” WEST ALONG THE SOUTH LINE OF SAID LOT 29, A DISTANCE OF 267.29 FEET TO THE TRUE POINT OF BEGINNING.

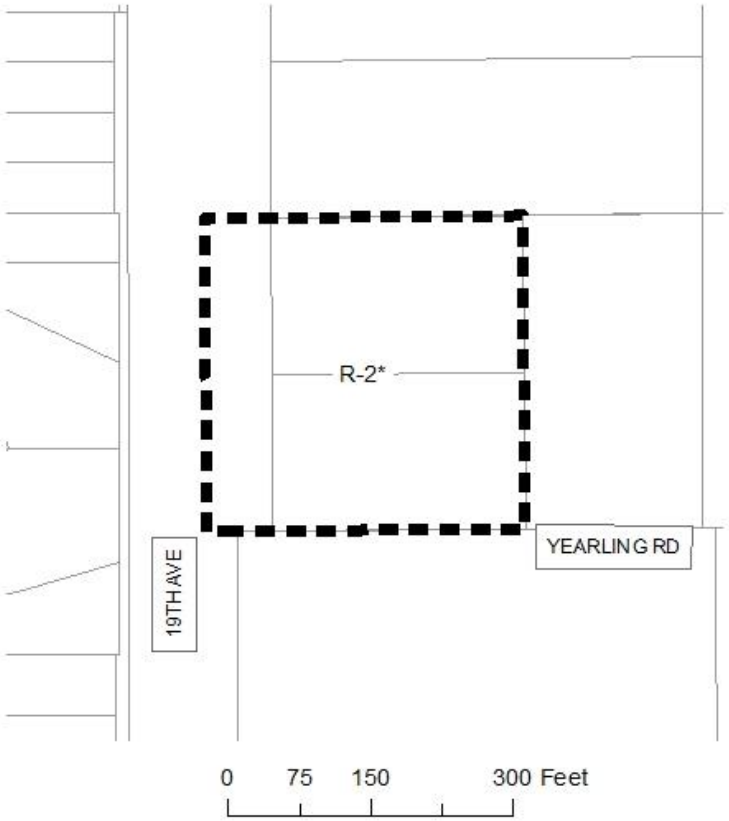
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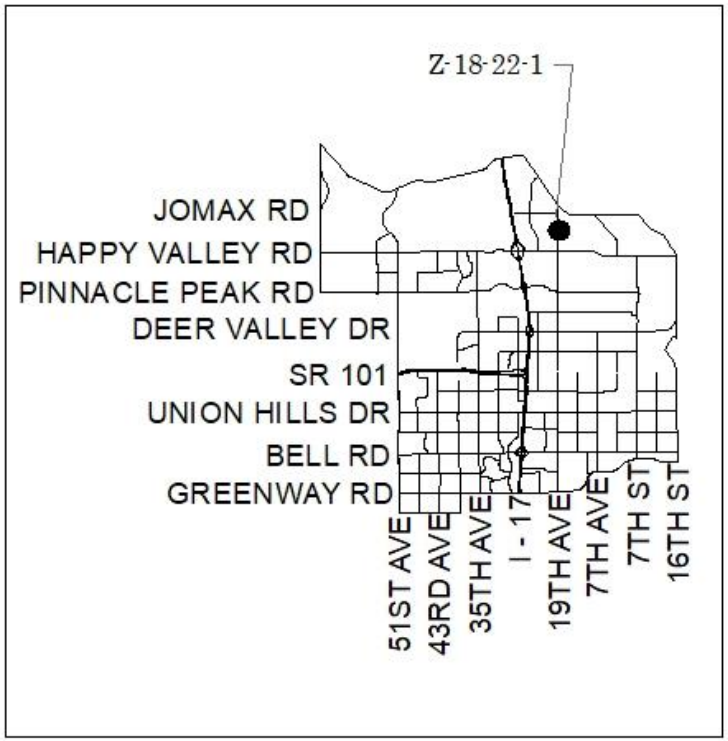
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-18-22-1
Zoning Overlay: N/A
Planning Village: Deer Valley





NOT TO SCALE

N

Drawn Date: 8/19/2022

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City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** *63

REQUEST TO CONTINUE (SEE ATTACHED MEMO) (CONTINUED FROM MARCH 2, APRIL 6 AND JUNE 1, 2022) - Public Hearing and Ordinance Adoption - Rezoning Application Z-20-21-4 - Approximately 1,300 Feet North of the Northeast Corner of Central Avenue and Indian School Road (Ordinance G-6964)

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-20-21-4 and rezone the site from UR TOD-1 (Urban Residential, Interim Transit-Oriented Zoning Overlay District One) to PUD (Planned Unit Development) to allow multifamily and single-family attached residential.

Summary

Current Zoning: UR TOD-1
Proposed Zoning: PUD
Acreage: 4.34 acres
Proposed Use: Multifamily and single-family attached residential

Owner: Midtown Central Hotel Corporation
Applicant: Cresleigh Homes Arizona, LLC
Representative: Alan Beaudoin, Norris Design

Staff Recommendation: Approval, subject to stipulations.
VPC Info: The Encanto Village Planning Committee heard this case on June 7, 2021, for information only.
VPC Action: The Encanto Village Planning Committee heard this case on Sept. 13, 2021, and recommended approval, per the staff recommendation, by a vote 11-3.
PC Action: The Planning Commission heard this case and continued the item on Oct. 7, Nov. 4, Dec. 2, 2021; and Jan. 6, 2022. The Planning Commission heard this case on Feb. 3, 2022, and recommended approval, per the Addendum A Staff Report, with an additional and modified stipulation by a vote of 6-2.
CC Action: The City Council continued the request on March 2, 2022 to April 6, 2022 to allow the item to be posted for a Public Hearing.

Location

Approximately 1,300 feet north of the northeast corner of Central Avenue and Indian

School Road
Council District: 4
Parcel Address: 4325 N. Central Ave.

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

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

To: Alan Stephenson
Deputy City Manager
Planning and Development Director

Date: September 1, 2022

From: Joshua Bednarek
Planning and Development Deputy Director

Subject: CONTINUANCE OF ITEM 63 ON THE SEPTEMBER 7, 2022 FORMAL AGENDA – Z-20-21-4 (G-6964) – APPROXIMATELY 1,300 FEET NORTH OF THE NORTHEAST CORNER OF CENTRAL AVENUE AND INDIAN SCHOOL ROAD

Item 63, rezoning application Z-20-21-4 (Uptown Residential Community PUD) is a request to rezone 4.34 acres located approximately 1,300 feet north of the northeast corner of Central Avenue and Indian School Road from UR TOD-1 (Urban Residential, Interim Transit-Oriented Zoning Overlay District One) to PUD (Planned Unit Development) to allow for multifamily and single-family attached residential development.

Staff has received correspondence from the applicant requesting a continuance to allow more time for the design team on the project to explore potential development of the site utilizing the existing zoning.

Staff recommends continuing this item to the December 7, 2022 City Council Formal meeting.

Approved:

Alan Stephenson
Deputy City Manager/Planning and Development Director

Attachment:
Exhibit A – Applicant's request for continuance

From:	Alan Beaudoin
To:	Joshua Bednarek; Stephanie Vasquez
Cc:	David Urbinato; Diana G Hernandez; wkempton@cresleigh.com
Subject:	RE: Continuance memo for Z-20-21-4 on the Sept. 7 City Council Agenda
Date:	Thursday, September 1, 2022 8:29:18 AM

Yes, three months would be great, Josh. I will be meeting with Councilwoman Pastor on the 6th to review our updated plans. We will also have our updated plan and General Conformance evaluation over to you and Adam early next week. The plan is shaping up.

Thank you both!

Alan Beaudoin
Principal

NORRIS DESIGN
P 602.254.9600

From: Joshua Bednarek <joshua.bednarek@phoenix.gov>
Sent: Tuesday, August 30, 2022 3:50 PM
To: Stephanie Vasquez <stephanie.vasquez@phoenix.gov>
Cc: David Urbinato <david.urbinato@phoenix.gov>; Diana G Hernandez <diana.hernandez@phoenix.gov>; Alan Beaudoin <abeaudoin@norris-design.com>
Subject: Continuance memo for Z-20-21-4 on the Sept. 7 City Council Agenda

Stephanie:

Can you please draft a continuance memo for Z-20-21-4 for next week's City Council Formal agenda? I have talked with the Vice Mayor about a three month continuance. Copied on the e-mail is the applicant, Alan Beaudoin.

Alan:

Based on our conversations you would like to request a three month continuance to allow your design team on the project to explore potential development of the site utilizing the existing zoning. Can you confirm that this is still the case and that three months is an adequate amount of time for the continuance?

PLANNING & DEVELOPMENT
PRESERVE SHAPE BUILD

Joshua Bednarek, LEED AP ND
Deputy Director, Planning Division
Office: 602-256-3555
E-mail: joshua.bednarek@phoenix.gov

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

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 ORDINANCE BY CHANGING THE ZONING DISTRICT CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN (Z-20-21-4) FROM UR TOD-1 (URBAN RESIDENTIAL, INTERIM TRANSIT-ORIENTED ZONING OVERLAY DISTRICT ONE) TO PUD (PLANNED UNIT DEVELOPMENT).

_____

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

SECTION 1. The zoning of a 4.34-acre site located approximately 1,300 feet north of the northeast corner of Central Avenue and Indian School Road, in a portion of Section 20, Township 2 North and Range 3 East, as described more specifically in Exhibit “A,” is hereby changed from “UR TOD-1” (Urban Residential, Interim Transit-Oriented Zoning Overlay District One) to “PUD” (Planned Unit Development).

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,

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

1. An updated Development Narrative for Uptown Residential Community 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 July 12, 2021, as modified by the following stipulations:

    a. Page 12, PUD Development Standards Table (Single-Family Attached), Add a row titled “Pedestrian connections to Central Avenue” with the following development standard: “Two pedestrian connections to the Central Avenue sidewalk from a system of interior pedestrian pathways. All units with a required stoop frontage type shall be connected to Central Avenue by a direct pedestrian pathway. The pedestrian connections to the public sidewalk shall be a minimum 5 feet wide.”

    b. Page 12, PUD Development Standards Table (Single-Family Attached), Add a row titled “Pedestrian system standards” with the following:
        - “Clearly defined, accessible pedestrian pathways shall be provided to connect building entrances, public sidewalks, and amenity areas, using the most direct route for pedestrians.”

    c. Page 14, 4. Shade. Replace with the following language and formatting:
        - 75 percent minimum shade shall be provided on public sidewalk along Central Avenue.
        - 75 percent minimum shade shall be provided on private walkways through a combination of vegetative and architectural shade but architectural shade shall not comprise more than 30 percent of the total shade.
        - All interior pedestrian pathways shall be shaded to a minimum of 75 percent

    d. Page 12, PUD Development Standards Table (Single-Family Attached), Add a row titled “Pedestrian system standards” with the following: “Clearly defined, accessible pedestrian pathways shall be provided to connect building entrances, public sidewalks, and amenity areas, using the most direct route for pedestrians.”

    e. Page 15, 6. Walls and Fences, Replace the first sentence with the following “Walls will be in accordance with the wall exhibits herein”

    f. Page 15, PUD Wall & Fence Design Standards Table, Replace the development standards for all perimeters adjacent to private parcels located near the northwest and northeast corners of the PUD from “6’ minimum; 8’ maximum” to “maximum height of 6 feet.”

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g. Page 12, PUD Development Standards Table (Single-Family Attached), Replace the development standards language for “WU Frontage Types” with the following: “All units adjacent to Central Avenue shall comply with the requirements of Section 1305, Table 1305.1. For stoop. Units 1 through 14, and 38 to 43, as depicted on the illustrative landscape plan date stamped February 1, 2022 shall comply with the requirements of Section 1305, Table 1305.1. For stoop with the frontage oriented to the south. Minimum width: 60% of building façade”

h. Page 11, PUD Development Standards Table (Single-Family Attached), Update “Maximum Projection by Porches, Patios, Balconies or port-cocheres into required Perimeter setbacks” to add “Stoops.”

i. Page 15, 7. Central Avenue Frontage, Replace “Porch” With “Stoop.”

j. Page 8. B. Land Use Plan. Replace all descriptions of “Porch” Frontage Types with “Stoop.”

k. Pages 9-10, 17, 22, 24, 25, and 30 - 34. Update the figures and exhibits contained in the narrative to be consistent with the illustrative landscape plan date stamped February 1, 2022 and add the architectural rendering figures date stamped February 1, 2022, to reflect the change from “porch” to “stoop” frontages and the added pedestrian pathway along the south property line.

l. Page 26, Section E.2. Architectural Design. Add the following to the beginning of the list and renumber the remaining entries: “The development shall be in general conformance with the architectural renderings with specific regard to parapet design, four-sided architecture, and multiple colors and materials on each building face, as approved by the Planning and Development Department.”

m. Page 3, Table of Contents. Update the table of contents to include the architectural renderings and renumber pages accordingly.

2. The developer shall dedicate a 12-foot Image Enhancement Easement along the east side of Central Avenue, as approved by the Planning and Development Department.

3. The developer shall provide improvements on Central Avenue in compliance with the Central Avenue Image Enhancement guidelines, as approved by the Planning and Development Department.

4. The developer shall dedicate a public access easement along the northern site boundary to provide legal access to APN 155-25-001L, as approved by the Planning and Development Department.

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5. 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.

6. 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.

7. The developer shall grant and record an avigation easement to the City of Phoenix for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.

8. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.

9. 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.

10. 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.

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. A maximum one point of ingress/egress shall be allowed onto Central Avenue, not including the shared easement located along the north boundary of the subject site. The width of the vehicular ingress/egress shall be no greater than 30 feet, as approved or modified by the Planning and Development Department.

13. 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 2nd day of March, 2022.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, 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-20-21-4

THAT PORTION OF THE SOUTHEAST OF SECTION 20, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 20 FROM WHICH THE CENTER QUARTER CORNER BEARS NORTH 0°15'41” EAST, A DISTANCE OF 2636.90 FEET;

THENCE ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER NORTH 0°15'41" EAST A DISTANCE OF 1352.76 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID WEST LINE, NORTH 0°15'41" EAST A DISTANCE OF 250.00 FEET;

THENCE DEPARTING SAID WEST LINE, SOUTH 89°44'19" EAST A DISTANCE OF 250.00 FEET TO THE SOUTHEAST CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCUMENT NUMBER 2009-0913462, MARICOPA COUNTY RECORDS;

THENCE ALONG THE EAST LINE OF SAID PARCEL, NORTH 0°15'41" EAST A DISTANCE OF 250.00 FEET TO THE NORTHEAST CORNER THEREOF AND TO A POINT ON THE SOUTH LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCUMENT NUMBER NOD-15422 MARICOPA COUNTY RECORDS;

THENCE ALONG SAID SOUTH LINE SOUTH 89°44'19" EAST A DISTANCE OF 200.00 FEET TO THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCUMENT NUMBER 2009-0913462, MARICOPA COUNTY RECORDS;

THENCE ALONG THE WEST LINE OF SAID PARCEL SOUTH 0°15'41" WEST A DISTANCE OF 250.00 FEET TO THE SOUTHWEST CORNER THEREOF;

THENCE ALONG THE SOUTH LINE OF SAID PARCEL SOUTH 89°44'19" EAST A DISTANCE OF 100.00 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL AND TO A POINT ON THE WEST LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DOCUMENT NUMBER 1996-0877263 MARICOPA COUNTY RECORDS;

THENCE ALONG THE WEST LINE OF SAID PARCEL SOUTH 0°15'41" WEST A DISTANCE OF 250.00 FEET;

THENCE DEPARTING SAID WEST LINE NORTH 89°44'19" WEST A DISTANCE OF 550.00 FEET TO THE POINT OF BEGINNING.
CONTAINS 187500 SQUARE FEET OR 4.3044 ACRES OF LAND, MORE OR LESS.

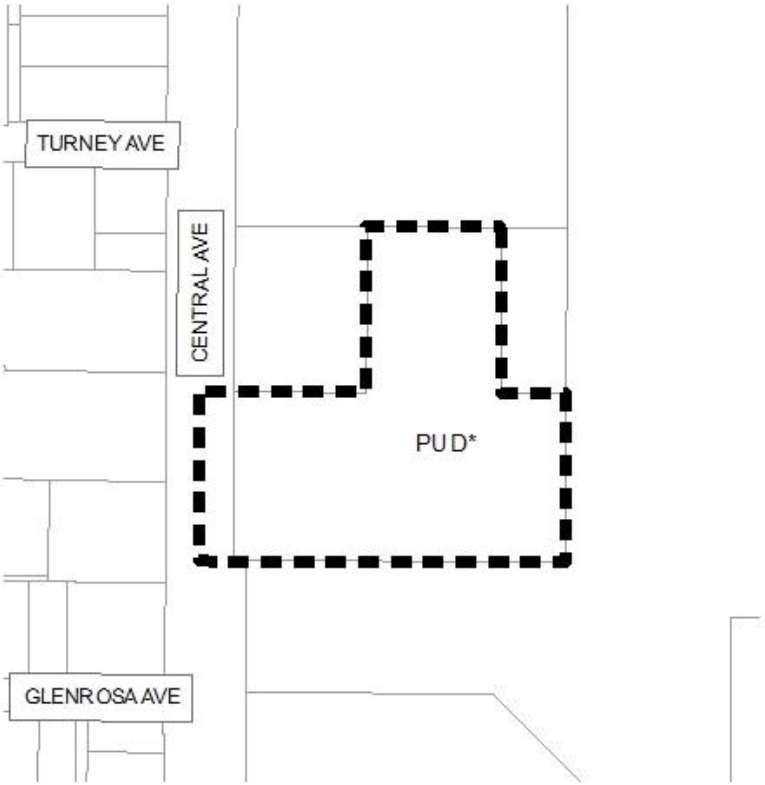
DRAFT

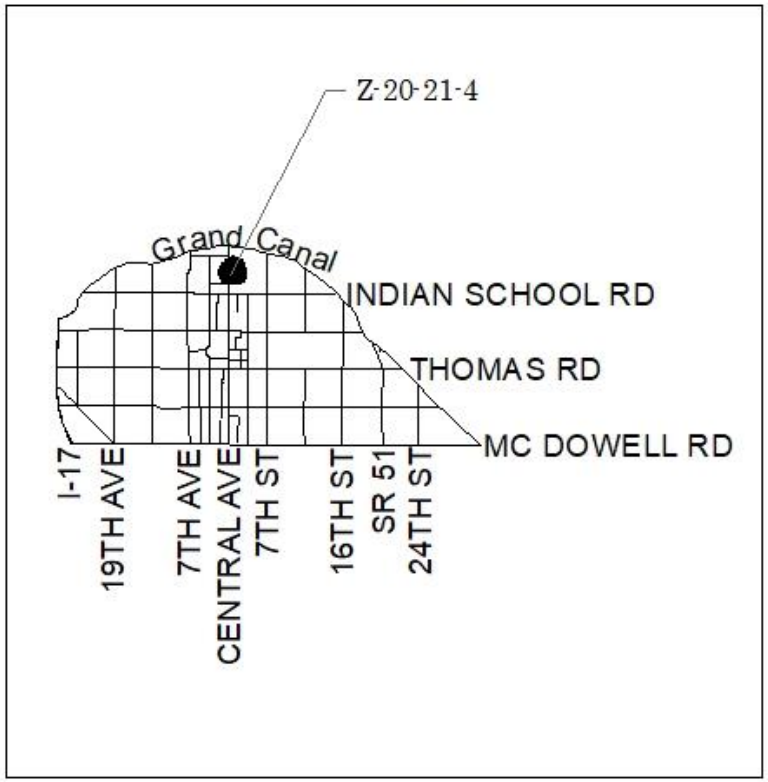
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA: - - - -

Zoning Case Number: Z-20-21-4
Zoning Overlay: Transit Overlay District (TOD-1)
Planning Village: Encanto





NOT TO SCALE

N

Drawn Date: 9/30/2021

\\one\pdd\Shared\Department Share\Information Systems\PLGIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2021 Ord\11-3-21\Z-20-21-4.mxd

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

To: Alan Stephenson
Deputy City Manager
Planning and Development Director

Date: February 25, 2022

From: Joshua Bednarek
Planning and Development Deputy Director

Subject: CONTINUANCE OF ITEM 65 ON THE MARCH 2, 2022 FORMAL AGENDA – Z-20-21-4 (G-6964) – APPROXIMATELY 1,300 FEET NORTH OF THE NORTHEAST CORNER OF CENTRAL AVENUE AND INDIAN SCHOOL ROAD

Item 65, rezoning application Z-20-21-4 is a request to rezone 4.34 acres property located approximately 1,300 feet north of the northeast corner of Central Avenue and Indian School Road from UR TOD-1 to PUD to allow for multifamily and single-family attached residential.

Staff has received correspondence from the applicant requesting a continuance in order to work further with the community and Vice Mayor Pastor.

Staff recommends continuing this item to allow the case to be posted for a public hearing to be held at the April 6, 2022 City Council Formal meeting.

Approved: _____
Alan Stephenson
Deputy City Manager/Planning and Development Director

Stephanie Vasquez

From: Wade Kempton <WKempton@cresleigh.com>
Sent: Friday, February 25, 2022 1:06 PM
To: Alan Stephenson
Cc: Joshua Bednarek; Stephanie Vasquez; Wade Kempton; Alan Beaudoin
Subject: Zoning case # Z20-21-4

Mr. Stephenson:

Cresleigh Homes Arizona, Inc. is formally requesting a continuance from the Phoenix City Council Meeting to be held on March 2, 2022 for Zoning Case #Z20-21-4 for approximately 30 days until the scheduled Phoenix City Council Meeting to be held on April 6, 2022.

Please let me know if this request is received and will be on the agenda for approval.

We appreciate your interaction with our development on Central.

Wade Kempton
Senior Vice President | Designated Broker
Cresleigh Homes Arizona, Inc.
4100 S. Lindsay Rd., Suite 129
Gilbert, AZ 85297
P. 480.899.2202
C. 602.478.2188
Direct Email. *wkempton@cresleigh.com*

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City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

To: Alan Stephenson
Deputy City Manager
Planning and Development Director

Date: April 6, 2022

From: Joshua Bednarek
Planning and Development Deputy Director

Subject: CONTINUANCE OF ITEM 80 ON THE APRIL 6, 2022 FORMAL AGENDA – Z-20-21-4 (G-6964) – APPROXIMATELY 1,300 FEET NORTH OF THE NORTHEAST CORNER OF CENTRAL AVENUE AND INDIAN SCHOOL ROAD

Item 80, rezoning application Z-20-21-4 is a request to rezone 4.34 acres property located approximately 1,300 feet north of the northeast corner of Central Avenue and Indian School Road from UR TOD-1 to PUD to allow for multifamily and single-family attached residential.

Staff has received correspondence from the applicant requesting a continuance to give them time to afford the developer and the design team an opportunity to explore an alternative development plan for the property.

Staff recommends continuing this item to allow the case to be posted for a public hearing to be held at the June 1, 2022 City Council Formal meeting.

Approved: _____
Alan Stephenson
Deputy City Manager/Planning and Development Director

Attachment:
Exhibit A - Applicant's request for continuance

From:	Alan Beaudoin
To:	Alan Stephenson
Cc:	Joshua Bednarek; Racelle Escolar; wkempton@cresleigh.com; Rachael Smith; cmoore@sunrise-eng.com
Subject:	Z-20-21-4 - Request for 60 day Continuance
Date:	Tuesday, April 5, 2022 10:36:30 AM

Alan,

On behalf of Cresleigh Homes Arizona, Inc. I am formally requesting a continuance from the Phoenix City Council Meeting to be held on April 6, 2022 for Zoning Case #Z20-21-4 for approximately 60 days until the scheduled Phoenix City Council Meeting to be held on June 1, 2022. We are requesting this time to afford the developer and the design team an opportunity to explore an alternative development plan intended to increase use intensity on the property. We intend to work diligently to find an alternative plan.

Please do not hesitate to reach out should we need to discuss our request. I plan to register and attend the City Council hearing as necessary to respond to any City Council member questions and urge the granting of the continuance request.

We appreciate your interaction with our development on Central Avenue.

Alan Beaudoin
Principal
901 East Madison Street | Phoenix, AZ 85034
P 602.254.9600

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City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

To: Alan Stephenson
Deputy City Manager
Planning and Development Director

Date: May 27, 2022

From: Joshua Bednarek
Planning and Development Deputy Director

Subject: CONTINUANCE OF ITEM 62 ON THE JUNE 1, 2022 FORMAL AGENDA – Z-20-21-4 (G-6964) – APPROXIMATELY 1,300 FEET NORTH OF THE NORTHEAST CORNER OF CENTRAL AVENUE AND INDIAN SCHOOL ROAD

Item 62, rezoning application Z-20-21-4 (Uptown Residential Community PUD) is a request to rezone 4.34 acres located approximately 1,300 feet north of the northeast corner of Central Avenue and Indian School Road from UR TOD-1 (Urban Residential, Interim Transit-Oriented Zoning Overlay District One) to PUD (Planned Unit Development) to allow for multifamily and single-family attached residential development.

Staff has received correspondence from the applicant requesting a continuance to facilitate more time to explore alternative site designs.

Staff recommends continuing this item to the September 7, 2022 City Council Formal meeting.

Approved:

Alan Stephenson
Deputy City Manager/Planning and Development Director

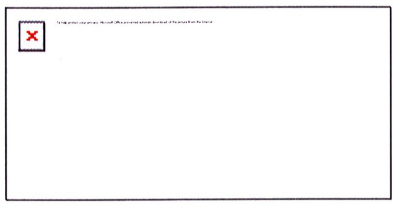
Attachment:
Exhibit A – Applicant's request for continuance

Stephanie Vasquez

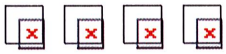
From: Alan Beaudoin <abeaudoin@norris-design.com>
Sent: Tuesday, May 24, 2022 4:02 PM
To: Joshua Bednarek
Cc: Alan Stephenson; wkempton@cresleigh.com
Subject: UpTown Community (Z-20-21-4) Request for Continuance

Josh, per our discussion this afternoon, the Applicant is agreeable to a City Council hearing continuance at the June 1, 2022 hearing. To facilitate more time to explore alternative site designs, we are agreeable to continuing the City Council review to September 7, 2022.

Thank you for your assistance.



Alan Beaudoin
Principal
901 East Madison Street | Phoenix, AZ 85034
P 602.254.9600



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City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 64

Public Hearing and Resolution Adoption - General Plan Amendment GPA-DV-1-22-1 - Approximately 330 Feet South of the Southwest Corner of the I-17 Freeway and Pinnacle Peak Road (Resolution 22063)

Request to hold a public hearing on a General Plan Amendment for the following item to consider the Planning Commission's recommendation and the related resolution if approved. Request to amend the General Plan Land Use Map designation on 24.19 acres from Commerce/Business Park and Parks/Open Space - Publicly Owned to Residential 15+ dwelling units per acre. This is a companion case to Z-30-22-1 and must be heard first, followed by Z-30-22-1.

Summary

Application: GPA-DV-1-22-1
Current Designation: Commerce/Business Park (16.32 acres) and Parks/Open Space - Publicly Owned (7.87 acres)
Proposed Designation: Residential 15+ dwelling units per acre
Acreage: 24.19 acres
Proposed Use: Multifamily residential

Owner: Laurel, et al. LLC/The Greystone Group
Applicant: Brennan Ray, Burch & Cracchiolo PA
Representative: Brennan Ray, Burch & Cracchiolo PA

Staff Recommendation: Approval.
VPC Action: The Deer Valley Village Planning Committee heard this case on July 14, 2022, and recommended approval, per the staff recommendation, by a vote of 7-4.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval, per the Deer View Village Planning Committee recommendation, by a vote of 9-0.

Location

Approximately 330 feet south of the southwest corner of the I-17 Freeway and Pinnacle Peak Road
Council District: 1
Parcel Addresses: 22641, 23000, 23300 N. Black Canyon Highway

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-DV-1-22-1, 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-DV-1-22-1. The 24.19 acres of property located approximately 330 feet south of the southwest corner of the I-17 Freeway and Pinnacle Peak Road is designated as Residential 15+ 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:

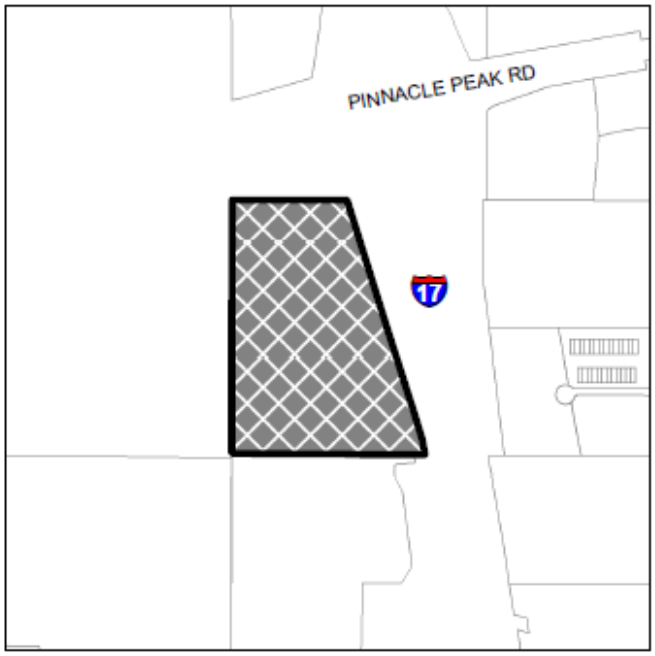
DRAFT

PROPOSED CHANGE:

Residential 15+ du/ac (24.19 +/- Acres)

Proposed Change Area

Residential 15+ du/acre



PASSED by the Council of the City of Phoenix this 7th day of September 2022.

_____

M A Y O R

ATTEST:

_____

Denise Archibald, City Clerk

DRAFT

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

DRAFT

Attachment B

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

GENERAL PLAN AMENDMENT
STAFF ANALYSIS
July 13, 2022

Application:	GPA-DV-1-22-1
Owner:	Laurel, et al. LLC/The Greystone Group
Applicant/Representative:	Brennan Ray, Burch & Cracchiolo PA
Location:	Approximately 330 feet south of the southwest corner of the I-17 Freeway and Pinnacle Peak Road
Acreage:	24.19 acres
Current Plan Designation:	Commerce / Business Park (16.32 acres) Parks / Open Space – Publicly Owned (7.87 acres)
Requested Plan Designation:	Residential 15+ dwelling units per acre
Reason for Requested Change:	Amend the General Plan Land Use Map to allow multifamily residential
Deer Valley Village Planning Committee Meeting Date:	July 14, 2022
Staff Recommendation:	Approval

FINDINGS:

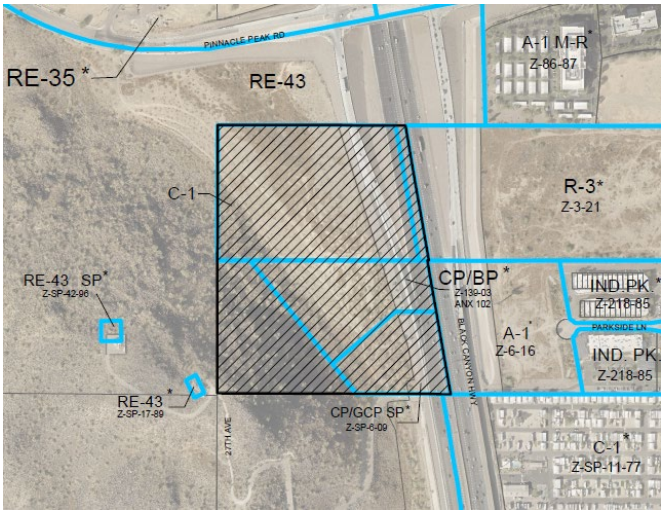
1) The companion rezoning case, Z-30-22-1, proposes development that is consistent with land uses in the surrounding area.

2) The subject site is appropriate for residential uses and provides new housing opportunities in this part of the village.

3) The proposed land use designation is appropriate for the site as it proposes access to a highway which can easily connect residents to the surrounding area and adjacent major employment center.

BACKGROUND

The subject site is 24.19 gross acres of vacant land located approximately 330 feet south of the southwest corner of the I-17 Freeway and Pinnacle Peak Road. This request proposes a minor amendment to the General Plan Land Use Map to allow multifamily development. The proposal is to modify the land use designation from Commerce / Business Park and Parks / Open Space – Publicly Owned to Residential 15+ dwelling units per acre.



Aerial Map; Source: City of Phoenix Planning and Development Department

The site is currently zoned C-1 DVAO (Neighborhood Retail, Deer Valley Airport Overlay District), CP/BP DVAO (Commerce Park District, Business Park Option, Deer Valley Airport Overlay District), CP/GCP SP DVAO (Commerce Park District, General Commerce Park Option, Special Permit, Deer Valley Airport Overlay District), and RE-43 DVAO (One-Family Residence, Deer Valley Airport Overlay District). The existing Special Permit is for an outdoor boat/RV storage and all underlying CP/GCP uses. The companion rezoning case, Z-30-22-1, proposes a change to R-3A DVAO (Multifamily Residence District, Deer Valley Airport Overlay District) to allow multifamily residential.

SURROUNDING LAND USES

NORTH

North of the subject site is vacant land and north of Pinnacle Peak Road is a juvenile detention facility. It is designated Public / Quasi-Public – Publicly Owned on the General Plan Land Use Map and zoned RE-43 DVAO.

EAST

East of the subject site is the I-17 Freeway designated as Transportation. East of the freeway is vacant land designated Mixed Use (Commercial / Commerce Park / Business Park / Residential 5 to10 dwelling units per acre / Residential 15+ dwelling units per acre). One parcel was rezoned to R-3 DVAO for multifamily residential, per Rezoning Case No. Z-3-21. Another parcel is zoned A-1 DVAO and is vacant, with a proposed warehouse and office use.

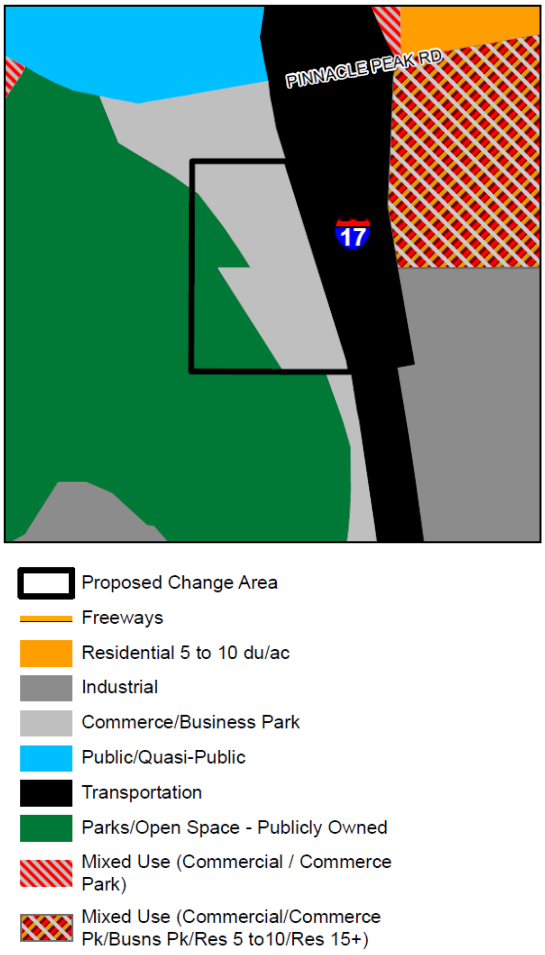
SOUTH

South of the subject site is vacant land, designated as Commerce / Business Park and Parks / Open Space – Publicly Owned and zoned RE-43 DVAO.

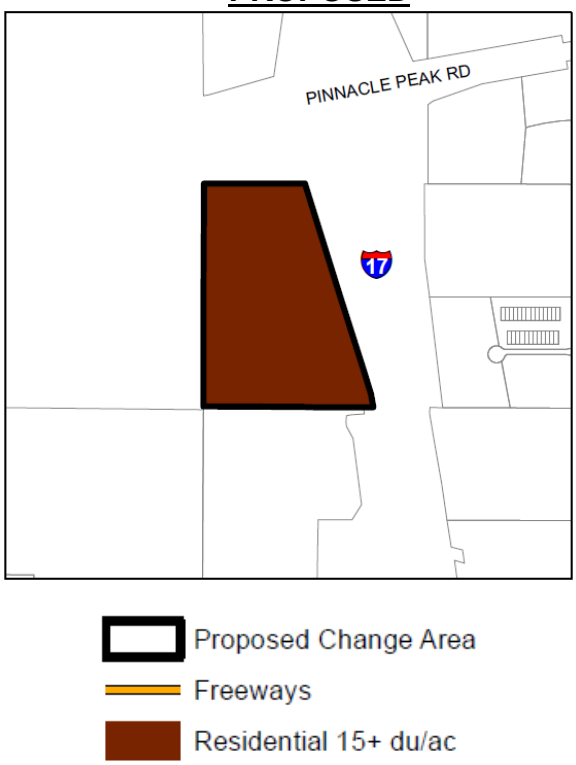
WEST

West of the subject site is Kuttu Peak, which is designated as Commerce / Business Park and Parks / Open Space – Publicly Owned and zoned RE-43 DVAO, and RE-43 SP, Special Permits for communication towers and an equipment shelter.

CURRENT



PROPOSED



RELATIONSHIP TO GENERAL PLAN CORE VALUES AND PRINCIPLES

CONNECT PEOPLE AND 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. The companion rezoning case includes stipulations for enhanced

landscaping and setback standards to ensure future development will be compatible with the area's character and buffered from the freeway.

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Include a mix of housing types and densities where appropriate within each village that support a broad range of lifestyles.

The request facilitates additional residential options with access to a freeway and within the Deer Valley employment center.

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 in the companion rezoning case, Z-30-22-1, will provide enhanced shade and setback standards. The shade trees will help provide a thermally comfortable environment for site users.

CONCLUSION AND RECOMMENDATION

Staff recommends approval of GPA-DV-1-22-1 as filed. The request aligns with the goals and policies of the General Plan and will result in a land use designation that will provide additional housing options within an employment center and near the Interstate 17 freeway, a major transportation corridor.

Writer
Sarah Stockham
July 13, 2022

Team Leader
Racelle Escolar

Exhibits
Sketch Maps (2 pages)

GENERAL PLAN AMENDMENT

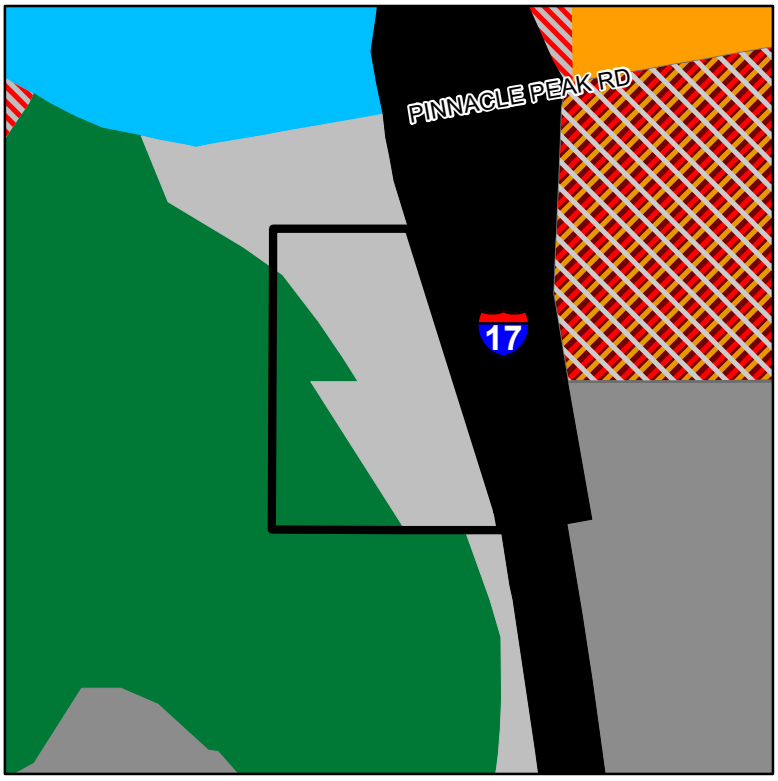
CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: GPA-DV-1-22-1	ACRES: 24.19 +/-	REVISION DATE:
VILLAGE: Deer Valley	COUNCIL DISTRICT: 1	7/13/2022
APPLICANT: Brennan Ray, Burch & Cracchiolo PA		

EXISTING:

Commerce / Business Park (16.32 +/- Acres)
Parks / Open Space-Public (7.87 +/- Acres)

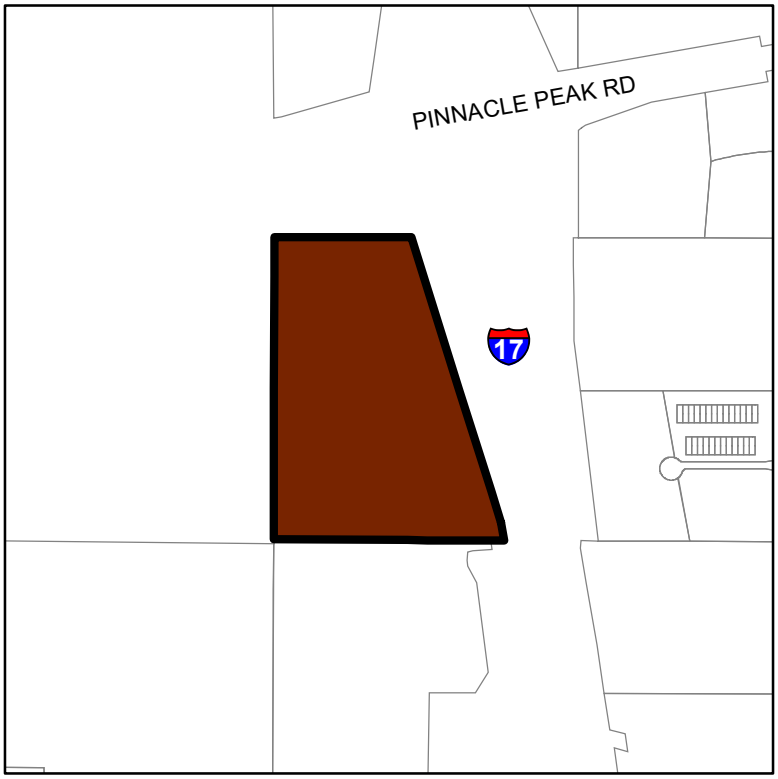
- Proposed Change Area
- Residential 5 to 10 du/ac
- Industrial
- Commerce/Business Park
- Public/Quasi-Public
- Transportation
- Parks/Open Space - Publicly Owned
- Mixed Use (Commercial / Commerce Park)
- Mixed Use (Commercial/Commerce Pk/Busns Pk/Res 5 to10/Res 15+)



PROPOSED CHANGE:

Residential 15+ du/ac (24.19 +/- Acres)

- Proposed Change Area
- Residential 15+ du/ac



GENERAL PLAN AMENDMENT

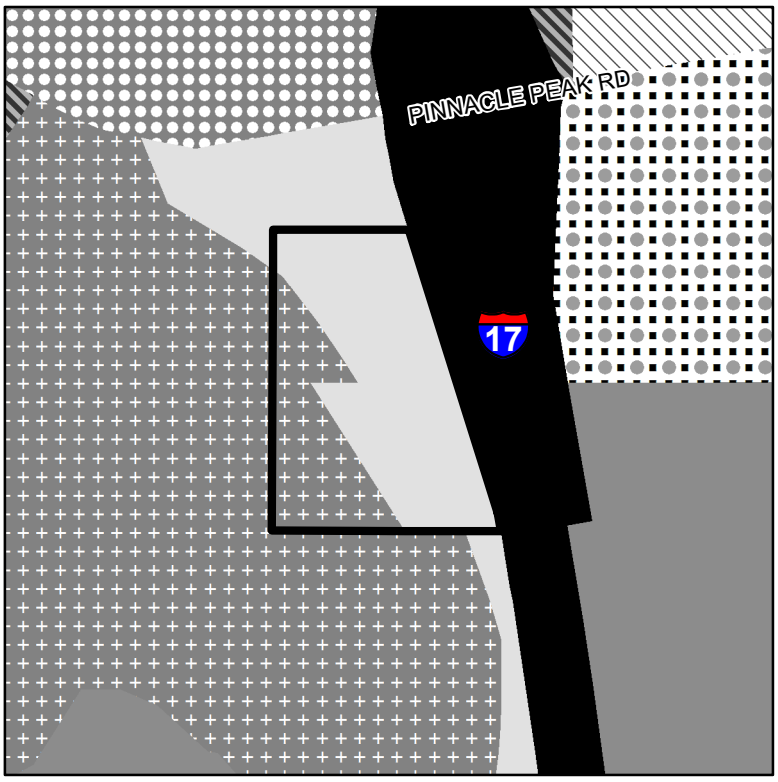
CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: GPA-DV-1-22-1_BW	ACRES: 24.19 +/-	REVISION DATE:
VILLAGE: Deer Valley	COUNCIL DISTRICT: 1	7/13/2022
APPLICANT: Brennan Ray, Burch & Cracchiolo PA		

EXISTING:

Commerce / Business Park (16.32 +/- Acres)
Parks / Open Space-Public (7.87 +/- Acres)

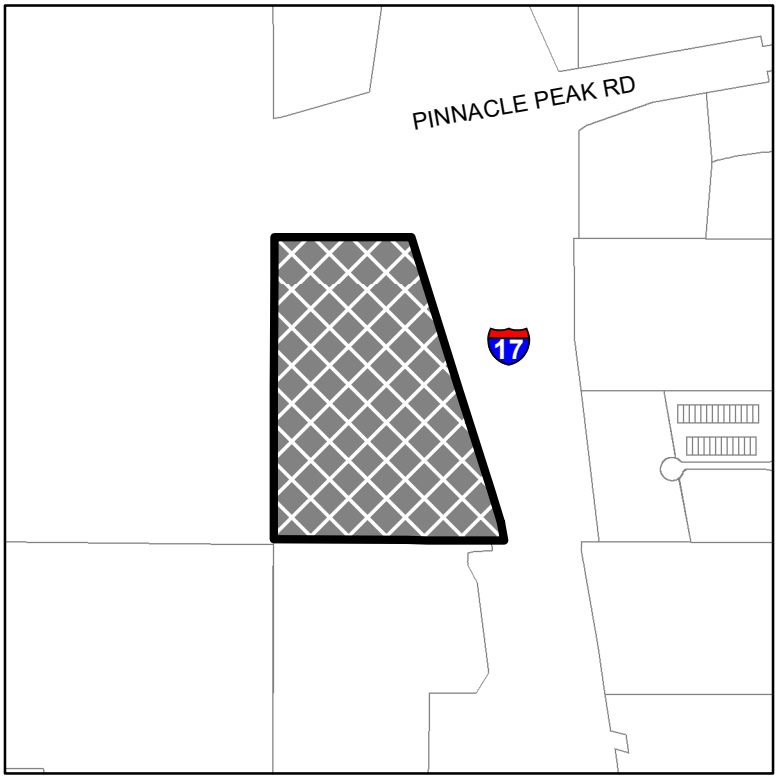
- Proposed Change Area
- Residential 5 to 10 du/acre
- Industrial
- Commerce/Business Park
- Public/Quasi-Public
- Transportation
- Parks/Open Space - Publicly Owned
- Mixed Use (Commercial / Commerce Park)
- Mixed Use (Commercial/Commerce Pk/Busns Pk/Res 5 to10/Res 15+)



PROPOSED CHANGE:

Residential 15+ du/ac (24.19 +/- Acres)

- Proposed Change Area
- Residential 15+ du/acre



Deer Valley
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
GPA-DV-1-22-1

Date of VPC Meeting	July 14, 2022
Request	Amend the General Plan Land Use Map Designation from Commerce/Business Park and Parks/Open Space – Publicly Owned to Residential 15+ dwelling units per acre
Location	Approximately 330 feet south of the southwest corner of the I-17 Freeway and Pinnacle Peak Road
VPC Recommendation	Approval, per the staff recommendation
VPC Vote	7-4

VPC DISCUSSION:

Racelle Escolar, staff, provided an overview of the rezoning and General Plan amendment requests, describing the location of the requests, the existing and proposed zoning districts and land use designations and the proposed multifamily use. Ms. Escolar reviewed the surrounding zoning districts and land uses and stated that staff recommends approval subject to stipulations as presented, including stipulations that limit building height, enhance landscaping, and create a multiuse trail.

APPLICANT PRESENTATION:

Brian Greathouse, representing the applicant with Burch & Cracchiolo, introduced himself on behalf of the applicant, The Greystone Group. Mr. Greathouse showed images of the surrounding area, sharing that the site is unique with a hillside portion and gave an overview of the conceptual site plan and elevations. Mr. Greathouse concluded by stating there had been no opposition from the public at the time of the presentation.

QUESTIONS FROM THE COMMITTEE:

Al Field asked for clarification on the site plan and the access points including emergency access. **Mr. Greathouse** showed the two points of access on the site plan and informed Mr. Field that the units would range in size being carriage-style with ground-floor garages.

Ozzie Virgil commented that there was likely no opposition due to the site's location and lack of nearby residents. Mr. Virgil asked the applicant if they are aware of the site's

proximity to the Deer Valley Airport and the noise produced by landing airplanes. **Mr. Greathouse** responded that prospective renters would be informed of this via a sign in the leasing office as well as in future lease agreements.

Trilese DiLeo asked if the windows in the units would help soundproof noise from the airport. **Ms. Escolar** pointed out that Stipulation Number 20 addresses noise by placing a 45-decibel average noise limit inside residential units and common buildings.

Ricardo Romero asked about the anticipated unit mix and costs per square foot. **Mr. Greathouse** replied that there would be 1- and 2- bedroom units anticipated to rent between $1,600 and $2,500 per month.

PUBLIC COMMENTS:

None.

APPLICANT RESPONSE:

None.

MOTION:

Trilese DiLeo motioned to recommend approval of GPA-DV-1-22-1 per staff recommendation with an additional stipulation that addresses the spirit and future enforcement of the stipulations. **Keith Greenberg** seconded.

DISCUSSION:

Chair Grossman voiced his concern about the vagueness of the additional stipulation. **Ms. Escolar** suggested that it be provided as a comment for the record, rather than a formal stipulation. **Trilese DiLeo** provided Stipulation Number 19 as an example where language can be misconstrued. **Chair Grossman** suggested amending this stipulation with different language, and so did **Keith Greenberg**. **Ms. DiLeo** clarified that Stipulation Number 19 was an example, rather, of the need for more specific language within rezoning stipulations across the board.

Trilese DiLeo rescinded her original motion. **Keith Greenberg** rescinded his second.

MOTION:

Ricardo Romero motioned to recommend approval of GPA-DV-1-22-1 per the staff recommendation. **Trilese DiLeo** seconded.

DISCUSSION:

Ozzie Virgil shared that he was on a committee for the Deer Valley Airport Overlay. Mr. Virgil shared that the original intent of the overlay district was to keep residential uses away from airplane noise as well as potential hazard zones from airplane accidents. **Mr. Greathouse** responded to clarify that the applicant had received written approval from the Deputy Director of Aviation.

Chair Grossman shared that he trusts the oversight from City departments, sees a need for residential development in the area, and believes the site will be otherwise difficult to develop.

Ozzie Virgil reiterated his serious concerns about safety and the threat of airplane accidents as the basis for his opposition.

Mark Lewis shared that there is an RV park in proximity to both the proposed project and the Deer Valley Airport and for this reason he supports the request.

VOTE:

7-4; motion to recommend approval of GPA-DV-1-22 per the staff recommendation passes with members Davenport, DiLeo, Gardner, Greenberg, Lewis, Romero, and Grossman in support and Field, Herber, Sutphen, and Virgil in opposition.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

None.

ATTACHMENT D

REPORT OF PLANNING COMMISSION ACTION
August 4, 2022

ITEM NO: 11	
	DISTRICT NO.: 1
SUBJECT:	
Application #:	GPA-DV-1-22-1 (Companion Case Z-30-22-1)
Request:	Map Amendment
Location:	Approximately 330 feet south of the southwest corner of the I-17 Freeway and Pinnacle Peak Road
From:	Commerce / Business Park and Parks/Open Space-Public
To:	Residential 15+ dwelling units per acre
Acreage:	24.19
Proposal:	Multifamily residential
Applicant:	Brennan Ray, Burch & Cracchiolo, PA
Owner:	Laurel, et al. LLC, The Greystone Group
Representative:	Brennan Ray, Burch & Cracchiolo, PA

ACTIONS:

Staff Recommendation: Approval.

Village Planning Committee (VPC) Recommendation:
Deer Valley 7/14/2022 Approval. Vote: 7-4.

Planning Commission Recommendation: Approval, per the Deer Valley Village Planning Committee recommendation.

Motion Discussion: N/A

Motion details: Commissioner Johnson made a MOTION to approve GPA-DV-1-22-1, per the Deer Valley Village Planning Committee recommendation.

Maker: Johnson
Second: Simon
Vote: 9-0
Absent: None
Opposition Present: No

Findings:

1. The companion rezoning case, Z-30-22-1, proposes development that is consistent with land uses in the surrounding area.

2. The subject site is appropriate for residential uses and provides new housing opportunities in this part of the village.

3. The proposed land use designation is appropriate for the site as it proposes access to a highway which can easily connect residents to the surrounding area and adjacent major employment center.

This publication can be made available in alternate format upon request. Please contact Les Scott at 602-261-8980, Les.scott@phoenix.gov or TTY: Use 7-1-1.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 65

Public Hearing and Ordinance Adoption - Rezoning Application Z-30-22-1 - Approximately 330 Feet South of the Southwest Corner of the I-17 Freeway and Pinnacle Peak Road (Ordinance G-7012)

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-30-22-1 and rezone the site from RE-43 DVAO (One Family Residence, Deer Valley Airport Overlay District), C-1 DVAO (Neighborhood Retail, Deer Valley Airport Overlay District), CP/BP DVAO (Commerce Park District, Business Park Option, Deer Valley Airport Overlay District), CP/GCP SP DVAO (Commerce Park District, General Commerce Park Option, Special Permit, Deer Valley Airport Overlay District) to R-3A DVAO (Multifamily Residence District, Deer Valley Airport Overlay District) to allow multifamily residential. This is a companion case to GPA-DV-1-22-1 and must be heard following GPA-DV-1-22-1.

Summary

Current Zoning: RE-43 DVAO (6.24 acres), C-1 DVAO (11.10 acres), CP/BP DVAO (5.07 acres), CP/GCP SP DVAO (2.47 acres)
Proposed Zoning: R-3A DVAO
Acreage: 24.88 acres
Proposed Use: Multifamily residential

Owner: P.P. & L Investments, LLLP, et al.
Applicant: Brennan Ray, Burch & Cracchiolo P.A.
Representative: Brennan Ray, Burch & Cracchiolo P.A.

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Deer Valley Village Planning Committee heard this case on July 14, 2022, and recommended approval, per the staff recommendation, by a 7-4 vote.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval, per the Deer Valley Village Planning Committee recommendation, by a vote of 9-0.

Location

Approximately 330 feet south of the southwest corner of the I-17 Freeway and

Pinnacle Peak Road.
Council District: 1
Parcel Address: 22641, 23000, 23300 N. Black Canyon Highway

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-30-22-1) FROM RE-43 DVAO (ONE FAMILY RESIDENCE, DEER VALLEY AIRPORT OVERLAY DISTRICT), C-1 DVAO (NEIGHBORHOOD RETAIL, DEER VALLEY AIRPORT OVERLAY DISTRICT), CP/BP DVAO (COMMERCE PARK DISTRICT, BUSINESS PARK OPTION, DEER VALLEY AIRPORT OVERLAY DISTRICT), CP/GCP SP DVAO (COMMERCE PARK DISTRICT, GENERAL COMMERCE PARK OPTION, SPECIAL PERMIT, DEER VALLEY AIRPORT OVERLAY DISTRICT) TO R-3A DVAO (MULTIFAMILY RESIDENCE DISTRICT, DEER VALLEY AIRPORT OVERLAY DISTRICT).

_____

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

SECTION 1. The zoning of a 24.88-acre site located approximately 330 feet south of the southwest corner of the I-17 Freeway and Pinnacle Peak Road in a portion of Section 13, Township 4 North, Range 2 East, as described more specifically in Exhibit “A,” is hereby changed from 6.24 acres of “RE-43 DVAO” (One Family Residence, Deer Valley Airport Overlay District), 11.10 acres of “C-1 DVAO” (Neighborhood Retail, Deer Valley Airport Overlay District), 5.07 acres of “CP/BP

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DVAO" (Commerce Park District, Business Park Option, Deer Valley Airport Overlay District), and 2.47 acres of "CP/GCP SP DVAO" (Commerce Park District, General Commerce Park Option, Deer Valley Airport Overlay District) to "R-3A DVAO" (Multifamily Residence District, 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, violation of which shall be treated in the same manner as a violation of the City of Phoenix Zoning Ordinance:

1. No development shall occur above the 10 percent slope line as determined by a slope analysis approved by the Planning and Development Department.

2. The building height shall not exceed a maximum of 40 feet.

3. A minimum 20-foot-wide landscape setback shall be provided along the I-17 frontage.

4. The required landscape setback along the Interstate 17 freeway frontage shall be landscaped with minimum 50 percent 2-inch caliper and 50 percent 3-inch caliper single-trunk large canopy drought-tolerant shade trees, planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.

5. A perimeter wall no less than 6 feet in height shall be provided along the Interstate 17 freeway, except where carriage houses are provided as shown on the site plan date stamped April 6, 2022. This wall shall include material and textural differences, such as stucco and/or split face block with a decorative element, such as tile or stamped designs, as approved by the Planning and Development Department.

6. A minimum of 10 percent open space shall be provided, as approved by the Planning and Development Department.

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7. A minimum of six amenities shall be provided, which may include but not be limited to barbeques, ramadas or pools, and distributed throughout the site, as approved by the Planning and Development Department.

8. All uncovered surface parking lot areas shall be landscaped with minimum 2-inch caliper large canopy drought tolerant shade trees. Landscaping shall be dispersed throughout the parking area and achieve 25 percent shade at maturity, as approved by Planning and Development Department.

9. The developer shall dedicate a 30-foot wide multi-use trail easement (MUTE) as shown on the site plan date stamped April 6, 2022 and construct a minimum 10-foot wide multi-use trail (MUT) within the easement in accordance with the MAG supplemental detail, as approved by the Planning and Development Department and/or Parks and Recreation Department. The developer shall work with the Site Planning section on an alternate design for this requirement through the technical appeal process.

10. The developer shall construct right-of-way improvements along the Interstate 17 frontage road for the limits of the subject site including sidewalks, as determined and approved by the Arizona Department of Transportation.

11. The developer shall obtain appropriate ingress/egress easements from the State of Arizona to gain access from Pinnacle Peak Road.

12. The developer shall provide documentation of ADOT review and approval of a traffic study prior to preliminary site plan approval.

13. Bicycle parking spaces shall be provided 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.

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. This parcel is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 1280 M of the Flood Insurance Rate Maps (FIRM) dated September 18, 2020. The following requirements shall apply, as approved by the Planning and Development Department:

    a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the

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proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.

b. A copy of the Grading and Drainage Plan needs to be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements.

c. FEMA approved CLOMR-F or CLOMR is required prior to issuance of a Grading and Drainage permit.

16. The property owner shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence and operational characteristics of Phoenix Deer Valley Airport (DVT) to future owners or tenants of the property.

17. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department. If temporary equipment used during construction exceeds the height of the permanent structure a separate Form 7460-1 shall be submitted to the FAA and a "No Hazard Determination" obtained prior to the construction start date.

18. The developer shall provide Avigation Notice consistent with Section 658.D, Deer Valley Airport Overlay District, of the Phoenix Zoning Ordinance, prior to final site plan approval.

19. Prior to issuance of a final certificate of occupancy, the developer must install a sign (approximately 8 inches by 11 inches in size) within the development's sales/leasing office that is visible to prospective renters or purchasers which discloses the proximity of the Phoenix Deer Valley Airport (DVT) and increased frequency of overflight and related aircraft noise, as approved by the Aviation Department.

20. Prior to occupancy, the developer must provide a qualified engineer's report certifying the average annual interior noise exposure for any residential unit or enclosed public assembly area will not exceed 45 decibels.

21. 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.

22. If Phase I data testing is required, and if, upon review of the results from the

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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.

23. 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.

24. 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 7th day of September, 2022.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:
_____

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_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

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

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-30-22-1

A PORTION OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 4 NORTH, RANGE 2 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 13 FROM WHICH THE NORTH QUARTER CORNER OF SAID SECTION 13 BEARS SOUTH 89°50'16" EAST, A DISTANCE OF 2640.10 FEET;

THENCE ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER OF SECTION 13, SOUTH 89°50'16" EAST, A DISTANCE OF 596.11 FEET TO THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE HIGHWAY 17;

THENCE LEAVING SAID NORTH LINE, ALONG SAID WESTERLY RIGHT OF WAY LINE, SOUTH 17°32'43" EAST, A DISTANCE OF 1146.20 FEET;

THENCE SOUTH 09°52'20" EAST, A DISTANCE OF 163.12 FEET;

THENCE SOUTH 80°07'35" WEST, A DISTANCE OF 37.99 FEET;

THENCE SOUTH 09°52'20" EAST, A DISTANCE OF 57.51 FEET;

THENCE LEAVING SAID RIGHT OF WAY LINE, NORTH 89°45'40" WEST, A DISTANCE OF 946.81 FEET TO SAID WEST LINE OF THE NORTHWEST QUARTER OF SECTION 13;

THENCE ALONG SAID WEST LINE, NORTH 00°12'28" EAST, A DISTANCE OF 1314.50 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 1,054,931 SQUARE FEET OR 24.218 ACRES, MORE OR LESS.

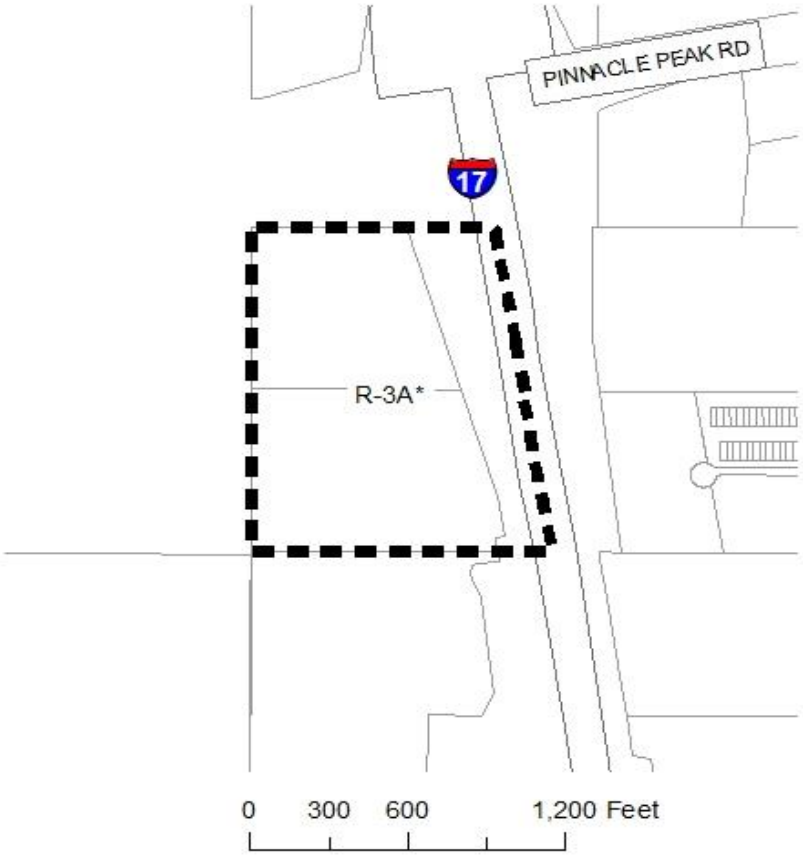
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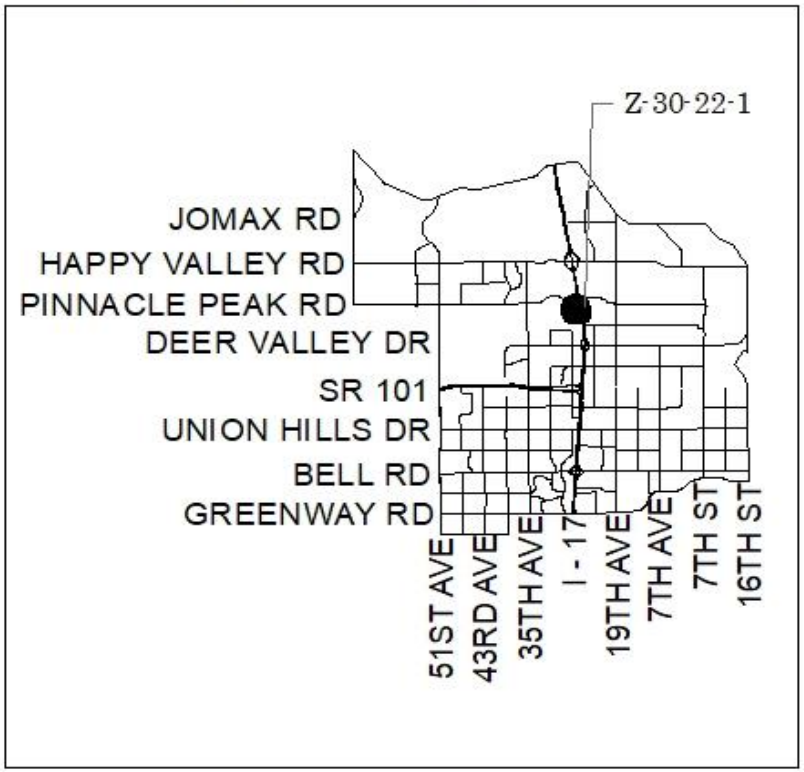
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA:

Zoning Case Number: Z-30-22-1
Zoning Overlay: Deer Valley Airport Overlay (DVAO)
Planning Village: Deer Valley





NOT TO SCALE

N

Drawn Date: 8/11/2022

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Attachment B

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-30-22-1
July 13, 2022

Deer Valley Village Planning Committee Meeting Date:	July 14, 2022
Planning Commission Hearing Date:	August 4, 2022
Request From:	RE-43 DVAO (One Family Residence, Deer Valley Airport Overlay District) (6.24 acres), C-1 DVAO (Neighborhood Retail, Deer Valley Airport Overlay District) (11.10 acres), CP/BP DVAO (Commerce Park District, Business Park Option, Deer Valley Airport Overlay District) (5.07 acres), CP/GCP SP DVAO (Commerce Park District, General Commerce Park Option, Special Permit, Deer Valley Airport Overlay District) (2.47 acres)
Request To:	R-3A DVAO (Multifamily Residence, Deer Valley Airport Overlay District) (24.88 acres)
Proposed Use:	Multifamily residential
Location:	Approximately 330 feet south of the southwest corner of the I-17 freeway and Pinnacle Peak Road
Owner:	P.P. & L. Investments, LLLP, et al.
Applicant / Representative:	Brennan Ray, Burch & Cracchiolo P.A.
Staff Recommendation:	Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commerce / Business Park and Parks / Open Space-Publicly Owned, proposed Residential 15+ dwelling units per acre	
Street Map Classification	Interstate 17	Existing Freeway	Width varies
CELEBRATE OUR DIVERSE COMMUNITY AND NEIGHBORHOODS CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Include a mix of housing types and densities where appropriate within each village that support a broad range of lifestyles.			

General Plan Conformity
The requested R-3A zoning district will allow multifamily uses and support a new housing type on a site that is appropriately located along an existing freeway and within an employment center.
CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods. The proposal, as stipulated, would allow development of a new residential community that is respectful of local conditions by providing enhanced landscaping standards and open space.
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. As stipulated, this project will shade uncovered surface parking spaces and provide a provide a minimum of 10 percent open space on the site, in addition to landscaping any required setbacks. This will help to provide shade for pedestrians in and around the community and to mitigate the urban heat island effect by covering hard surfaces, thus cooling the micro-climate around the vicinity.

Applicable Plans, Overlays, and Initiatives
Black Canyon/Maricopa Freeway Specific Plan: See Background Item No. 7. **Deer Valley Employment Center:** See Background Item No. 8. **Tree and Shade Master Plan:** See Background Item No. 9. **Complete Streets Guiding Principles:** See Background Item No. 10. **Zero Waste PHX:** See Background Item No. 11. **Housing Phoenix:** See Background Item No. 12.

Surrounding Land Uses and Zoning		
	Land Use	**Zoning**
On Site	Vacant	RE-43 DVAO, C-1 DVAO, CP/BP DVAO, CP/GCP SP DVAO
North	Vacant	RE-43 DVAO
South	Vacant	RE-43 DVAO
East (across I-17 freeway)	Vacant	R-3 DVAO, A-1 DVAO
West	Vacant	RE-43 DVAO, and RE-43 SP DVAO

R-3A - Multifamily Residence District (Planned Residential Development Option)		
Standards	**Requirements**	**Provisions on the Proposed site Plan**
Gross Acreage	-	24.88 acres
Total Maximum Number of Units	578 units, up to 661 with bonus**	294 units (Met)
Maximum Density	23.1 dwelling units per acre, up to 26.4 with bonus**	11.66 dwelling units per acre (Met)
Maximum Lot Coverage	45 percent**	Not specified*
Maximum Building Height	3 stories and 40 feet for first 150 feet; 1 foot increase in height for 5 feet of additional building setback, up to 48 feet and 4 stories**	3 stories and 40 feet (Met)
Minimum Perimeter Setbacks		
Adjacent to public street	20 feet	20 feet (Met)
Adjacent to property line	15 feet**	15 feet (Met)
Minimum Perimeter Landscape Setbacks		
Adjacent to public street	20 feet	Not specified*
Adjacent to property line	5 feet	Not specified*
Minimum open space	5 percent	48 percent (Met)
Minimum parking	588 spaces	504 (Not Met)*

R-3A - Multifamily Residence District (Planned Residential Development Option)		
Standards	**Requirements**	**Provisions on the Proposed site Plan**
	1.3 spaces per efficiency unit; 1.5 spaces per 1 or 2 bedroom unit; 2 spaces per 3 or more bedroom unit; 1.0 spaces per unit of less than 600 square feet. 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.	

*Variance or site plan revision required.
**Further restrictions may apply per Section 710 (Hillside Development) of the Zoning Ordinance.

Background/Issues/Analysis

SUBJECT SITE

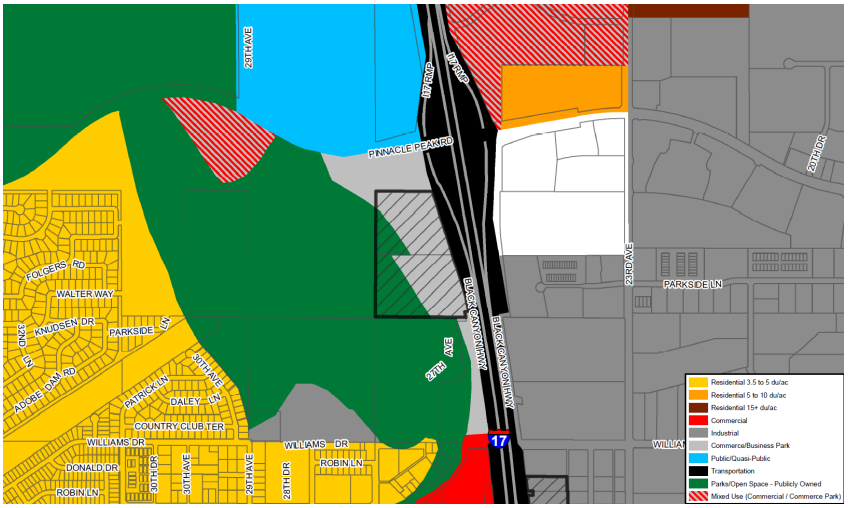
1. This request is to rezone 24.88 acres located approximately 330 feet south of the southeast corner of the I-17 freeway and Pinnacle Peak Road from RE-43 DVA (One Family Residence, Deer Valley Airport Overlay District), C-1 DVAO (Neighborhood Retail, Deer Valley Airport Overlay District), CP/BP DVAO (Commerce Park District, Business Park Option, Deer Valley Airport Overlay District), and CP/GCP SP DVAO (Commerce Park District, General Commerce Park Option, Special Permit, Deer Valley Airport Overlay District) to R-3A (Multifamily Residence District) for multifamily residential. The portion of the site with the existing Special Permit allows outdoor boat/RV storage and all underlying CP/GCP uses, however the site was never developed with this special permit use.

GENERAL PLAN LAND USE MAP DESIGNATIONS

2. The subject site is designated as Commerce / Business Park and Parks / Open Space-Publicly Owned on the General Plan Land Use Map. A concurrent minor General Plan Land Use Map amendment case, GPA-DV-1-22-1 proposes to change

the land use map designation to Residential 15+ dwelling units per acre. If approved, the request would be consistent with the General Plan Land Use Map designation.

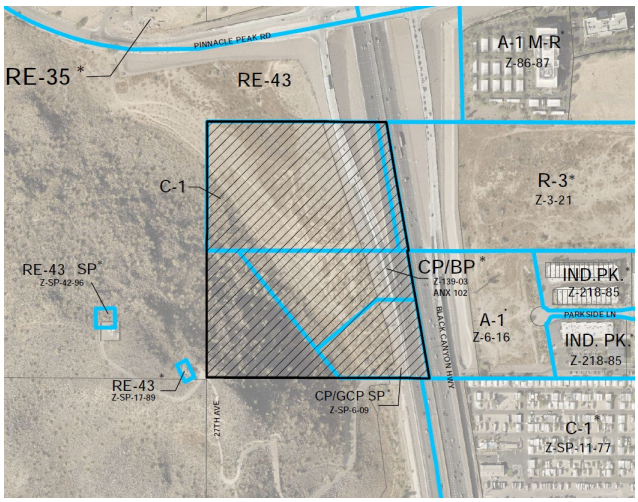
The adjacent properties to the north, south, and west are designated as Commerce/Business Park and Parks/Open Space-Publicly Owned. East of the site is the I-17 freeway which is designated as Transportation in the General Plan Land Use Map. Further north, across Pinnacle Peak Road, is designated Public/Quasi-Public.



General Plan Land Use Map, Source: Planning and Development Department

SURROUNDING LAND USES AND ZONING

3. The subject site is located on the west side of the I-17 freeway, south of Pinnacle Peak Road. Adjacent properties the north, south, and west are vacant, while zoned RE-43 DVAO. Kuttu Peak is also located west of the subject site. Small portions of the peak are zoned with Special Permits that allow communication towers and an equipment shelter. Properties immediately across the I-17 freeway are vacant and zoned R-3 DVAO and A-1 DVAO, with proposed multifamily residential and warehouse and office uses.

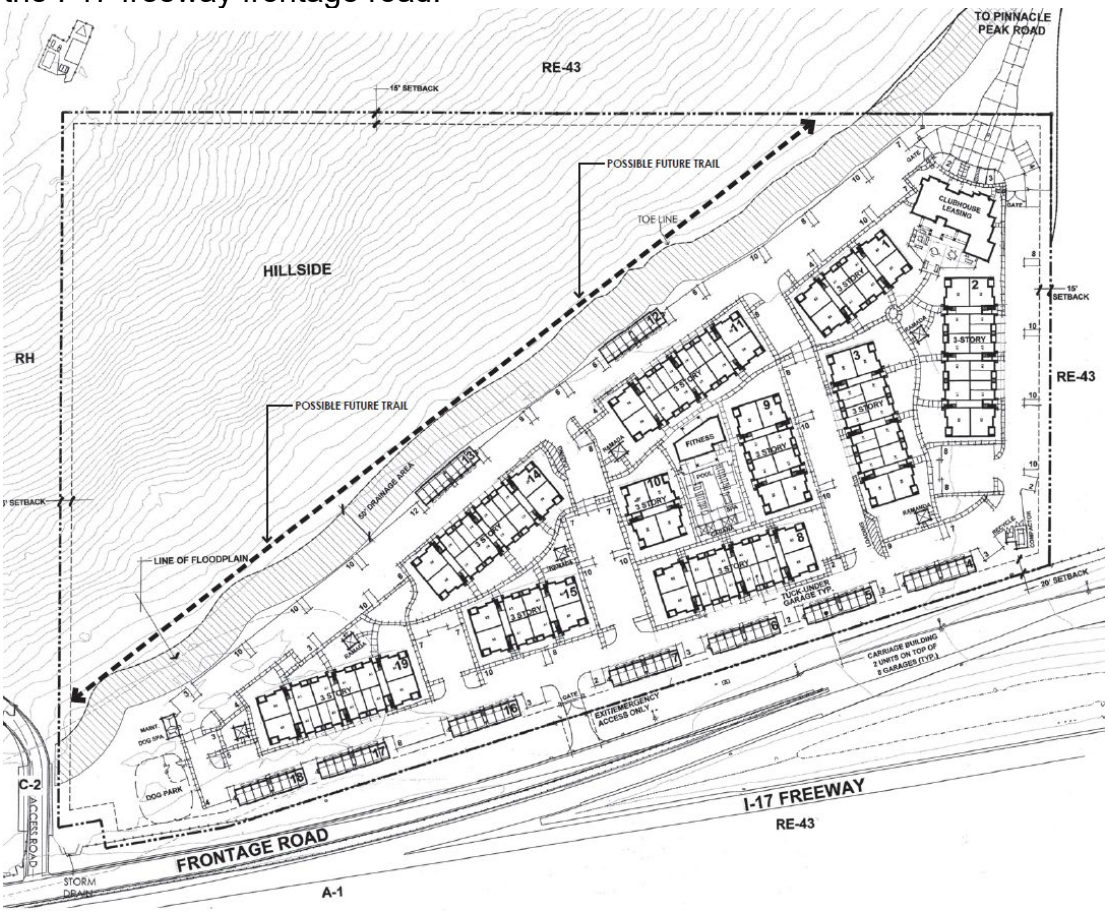


Zoning Aerial Map, Source: Planning and Development Department

PROPOSAL

4. **Site Plan**

The proposal is for 294 multifamily residences. The conceptual site plan depicts various residential buildings and amenity areas distributed throughout the site. A proposed private drive would serve the community with access to Pinnacle Peak Road, through a privately owned property, and direct access is also proposed along the I-17 freeway frontage road.



Conceptual Site Plan, Source: Todd & Associates

Staff recommends Stipulation No. 1 to limit all development on the site at or below the 10 percent slope area in order to preserve most of the site as open space along Kuttu Peak. Furthermore, the site is designated as hillside and requires a slope analysis through the development review process. Additionally, the site contains a multiuse trail designation along the western portion of the site. Stipulation No. 9 requires that the applicant dedicate a multi-use trail easement and construct a multi-use trail.

Staff recommends Stipulation Nos. 3, 4, and 5 to buffer and screen the site from the adjacent I-17 freeway. These stipulations require a 20-foot-wide landscape setback along the I-17 freeway frontage road, larger caliper trees, and a minimum six-foot-tall wall (except where carriage units are provided) along the I-17 frontage.

5. **Elevations**

The conceptual building elevations depict both two-story and three-story residential buildings, ranging from 24 feet to 36 feet in height. These building elevations will be reviewed per the requirements of Section 507.Tab A.II during the development review process. Furthermore, staff recommends Stipulation No. 2 to limit the height of all buildings on the site to a maximum of 40 feet to maintain an appropriate scale for the area.



Conceptual Building Elevations, Source: Todd & Associates

6. **Open Space**

Several open space areas are depicted in the conceptual site plan for this project. Staff recommends Stipulation Nos. 6 and 7 to promote recreational opportunities for future residents of this community. An increase in the minimum required open space percentage and number of amenities is appropriate given the proposed number of dwelling units on the site.

STUDIES AND POLICIES

7. **Black Canyon/Maricopa Freeway Specific Plan**

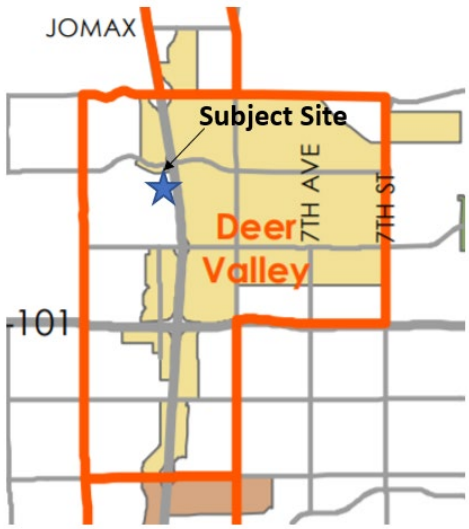
The Freeway Mitigation Program, created in the City of Phoenix by the 1988

approval of Proposition 17, authorized general obligation bonds to prepare plans and fund projects to mitigate the blighting effects on neighborhoods from existing and proposed freeway construction. The Black Canyon/ Maricopa Freeway Specific Plan study area is 32 miles long from Pinnacle Peak Road to Pecos Road. The width of the study area is one-quarter mile on each side of the freeway.

This subject site is in Segment 1 of the Black Canyon/ Maricopa Freeway Specific Plan. Due to the proximity to the I-17 freeway, staff recommends various mitigation measures such as wider landscape setbacks, two-inch and three-inch caliper trees along the I-17 frontage, and a minimum six-foot-tall wall (except where carriage units are provided) along the I-17 freeway. These are addressed in Stipulation Nos. 3, 4, and 5.

8. **Deer Valley Major Employment Center**

The subject site is located adjacent to the MAG designated Deer Valley Major Employment Center and within the city designated Deer Valley Employment Center. The substantial size and diverse nature of the labor pool found in the Deer Valley area is a key factor contributing to the overall attractiveness of this employment center. Employers located within the area have access to nearly 450,000 workers within a 20-minute drive time, and within a 30-minute drive the number of workers increases to more than 850,000. The size of the labor force will continue to increase as additional development occurs in this area. The Deer Valley employment center boasts about 9.3 million square feet of office space, 3.0 million square feet of flex space, and over 11.9 million square feet of industrial space. The proposal adds housing options adjacent to the employment center which supports the rapid growth within the area.



Major Employment Center Map, Source: City of Phoenix

9. **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. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide thermal comfort for pedestrians and to reduce the urban heat island effect. Staff is recommending the following stipulations designed to provide more open space, enhanced shade and to buffer the site from the I-17 freeway.

- All development shall occur within the 10 percent slope line (Stipulation No. 1);
- Fifty percent two-inch caliper and 50 percent three-inch caliper trees within the required landscape setbacks (Stipulation No. 3);
- A minimum of 10 percent open space shall be provided on the site (Stipulation No. 6);
- All uncovered surface parking lot areas shall be shaded a minimum of 25 percent using minimum two-inch caliper shade trees (Stipulation No. 8);

Detached sidewalks are not recommended by staff along the I-17 freeway frontage at this time, as this and other street improvements along the freeway are subject to approval per ADOT. These improvements are addressed in Stipulation No. 10.

10. **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. As stipulated, the proposed development would construct a multi-use trail along the western portion of the site and provide bicycle parking per Section 1307.H of the Phoenix Zoning Ordinance. These elements would provide recreational opportunities for future residents and/or others in the area. This is addressed in Stipulation Nos. 9 and 13.

11. **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. The application materials indicate that recycling facilities will be available to residents of this community.

12. **Housing Phoenix**
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 at a more rapid pace while using vacant land in a more sustainable fashion. If approved, this project would add 294 multifamily dwelling units on the site.

COMMUNITY INPUT SUMMARY

13. As of the writing of this report, staff has not received any letters from the public regarding this case.

INTERDEPARTMENTAL COMMENTS

14. The Street Transportation Department commented that the developer shall obtain appropriate ingress/egress easements from the State of Arizona to access Pinnacle Peak Road and coordinate with ADOT regarding required improvements and access control, in addition to requiring bicycle parking and that all street improvements be made to City and ADA standards. These comments are addressed in Stipulation Nos. 10 through 14.

15. The Water Services Department commented that a sewer main extension may be required to serve the development. In addition, the Water Services Department commented that capacity is a dynamic condition that can change over time due to a variety of factors.

16. The subject site is within the Deer Valley Airport Overlay District, Area 1. The Aviation Department requires that the property owner record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of Deer Valley Airport to future owners or tenants of the property, that the developer obtain a No Hazard Determination by the FAA and that the developer follow all notification requirements as listed in the Deer Valley Airport Overlay District requirements (Section 658 of the Phoenix Zoning Ordinance). This is addressed in Stipulation Nos. 16 through 18. Furthermore, staff recommends that the developer place a sign in the leasing office alerting residents of the nearby airport and that an engineer's report be provided to show that the interior noise level of any residential unit or enclosed public assembly area will not exceed 45 decibels. These are addressed in Stipulation Nos. 19 and 20.

17. 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. 21 through 23.

18. The Floodplain Management division of the Public Works Department provided the comment that the subject site is located within Special Flood Hazard Areas and that any proposed improvements or modifications are subject to federal regulations and the City of Phoenix Floodplain Ordinance. The Floodplain Management division must approve a Grading and Drainage Plan demonstrating compliance with the regulations prior to any permit issuance. This comment is addressed in Stipulation No. 15.

OTHER

19. 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. 24.

20. 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 requested R-3A zoning district is consistent with the Residential 15+ dwelling units per acre General Plan Land Use Map designation requested in the companion case GPA-DV-1-22-1.

2. The proposal is appropriately located along an existing freeway and within an employment center and within close proximity to major employment centers.

3. As stipulated, the proposed development will improve recreational opportunities in the area by constructing a multi-use trail along the western portion of the site adjacent to Kuttu Peak.

Stipulations

1. No development shall occur above the 10 percent slope line as determined by a slope analysis approved by the Planning and Development Department.

2. The building height shall not exceed a maximum of 40 feet.

3. A minimum 20-foot-wide landscape setback shall be provided along the I-17 frontage.

4. The required landscape setback along the Interstate 17 freeway frontage shall be landscaped with minimum 50 percent 2-inch caliper and 50 percent 3-inch caliper single-trunk large canopy drought-tolerant shade trees, planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.

5. A perimeter wall no less than 6 feet in height shall be provided along the Interstate 17 freeway, except where carriage houses are provided as shown on the site plan date stamped April 6, 2022. This wall shall include material and textural differences, such as stucco and/or split face block with a decorative element, such as tile or stamped designs, as approved by the Planning and Development Department.

6. A minimum of 10 percent open space shall be provided, as approved by the Planning and Development Department.

7. A minimum of six amenities shall be provided, which may include but not be limited to barbeques, ramadas or pools, and distributed throughout the site, as approved by the Planning and Development Department.

8. All uncovered surface parking lot areas shall be landscaped with minimum 2-inch caliper large canopy drought tolerant shade trees. Landscaping shall be dispersed throughout the parking area and achieve 25 percent shade at maturity, as approved by Planning and Development Department.

9. The developer shall dedicate a 30-foot wide multi-use trail easement (MUTE) as shown on the site plan date stamped April 6, 2022 and construct a minimum 10-foot wide multi-use trail (MUT) within the easement in accordance with the MAG supplemental detail, as approved by the Planning and Development Department and/or Parks and Recreation Department. The developer shall work with the Site Planning section on an alternate design for

this requirement through the technical appeal process.

10. The developer shall construct right-of-way improvements along the Interstate 17 frontage road for the limits of the subject site including sidewalks, as determined and approved by the Arizona Department of Transportation.

11. The developer shall obtain appropriate ingress/egress easements from the State of Arizona to gain access from Pinnacle Peak Road.

12. The developer shall provide documentation of ADOT review and approval of a traffic study prior to preliminary site plan approval.

13. Bicycle parking spaces shall be provided 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.

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. This parcel is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 1280 M of the Flood Insurance Rate Maps (FIRM) dated September 18, 2020. The following requirements shall apply, as approved by the Planning and Development Department:

    a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.

    b. A copy of the Grading and Drainage Plan needs to be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements.

    c. FEMA approved CLOMR-F or CLOMR is required prior to issuance of a Grading and Drainage permit.

16. The property owner shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence and operational characteristics of Phoenix Deer Valley Airport (DVT) to future owners or tenants of the property.

17. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department. If temporary equipment used during construction exceeds the height of the permanent structure a separate Form 7460-1 shall be submitted to the FAA and a "No Hazard Determination" obtained prior to the construction start date.

18. The developer shall provide Avigation Notice consistent with Section 658.D, Deer Valley Airport Overlay District, of the Phoenix Zoning Ordinance, prior to final site plan approval.

19. Prior to issuance of a final certificate of occupancy, the developer must install a sign (approximately 8 inches by 11 inches in size) within the development's sales/leasing office that is visible to prospective renters or purchasers which discloses the proximity of the Phoenix Deer Valley Airport (DVT) and increased frequency of overflight and related aircraft noise, as approved by the Aviation Department.

20. Prior to occupancy, the developer must provide a qualified engineer's report certifying the average annual interior noise exposure for any residential unit or enclosed public assembly area will not exceed 45 decibels.

21. 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.

22. 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.

23. 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

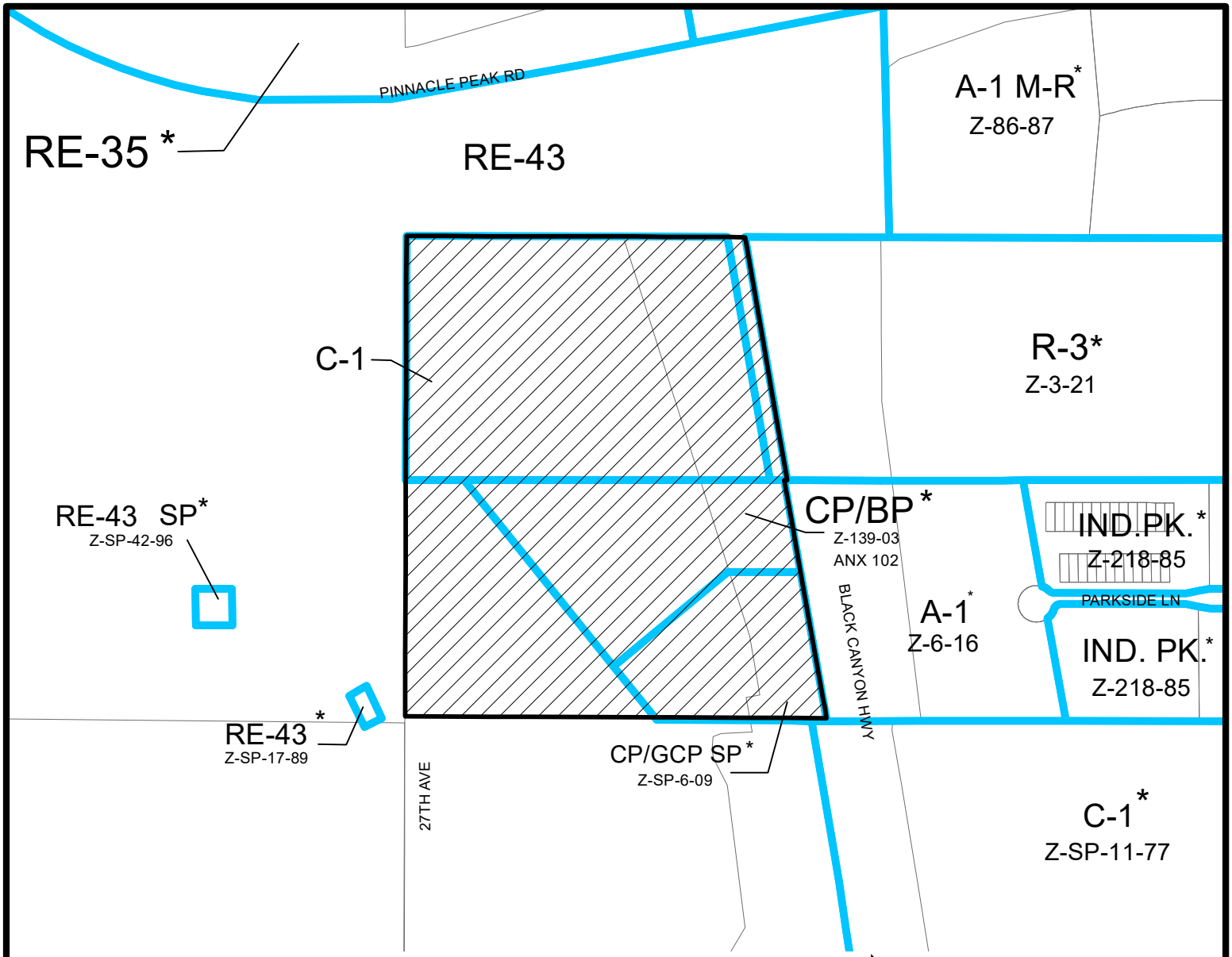
the Archaeology Office to properly assess the materials.

24. 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
Sarah Stockham
July 13, 2022

Team Leader
Racelle Escolar

Exhibits
Zoning sketch map
Aerial sketch map
Conceptual Site Plan date stamped April 6, 2022 (2 pages)
Conceptual Building Elevations date stamped April 6, 2022 (7 pages)

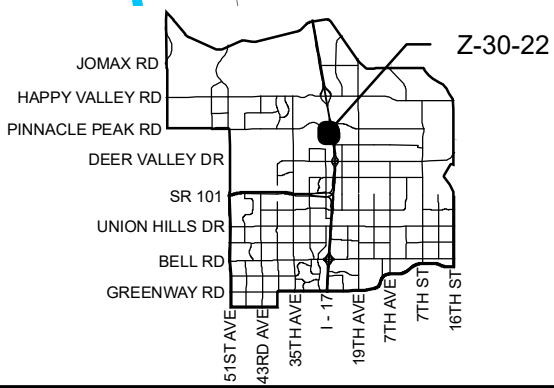


Miles

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DEER VALLEY VILLAGE

CITY COUNCIL DISTRICT: 1



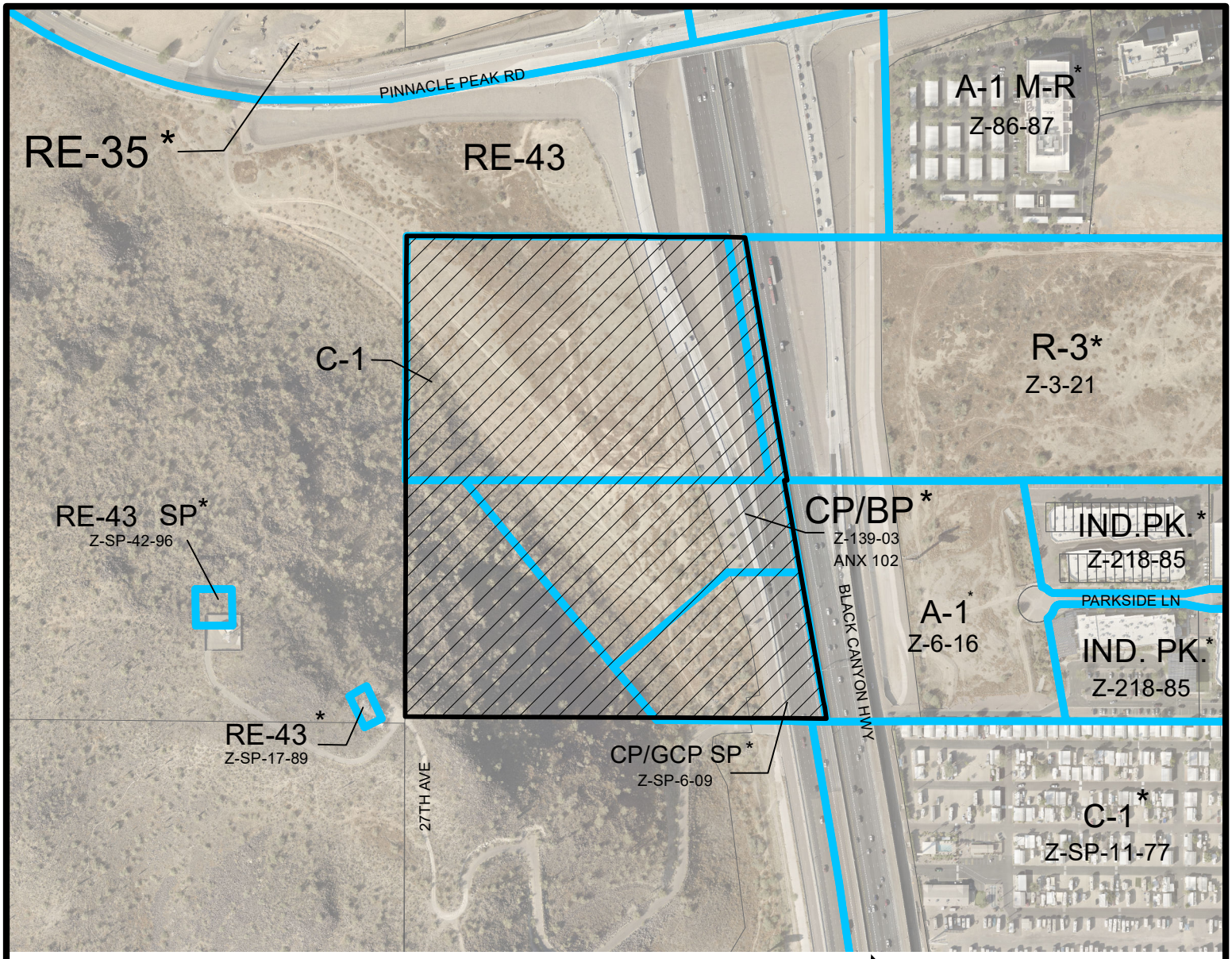
City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME: Brennan Ray, Burch & Cracchiolo PA	**REQUESTED CHANGE:**
APPLICATION NO. Z-30-22	DATE: 5/4/2022
	REVISION DATES: 7/13/2022
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 24.88 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 44-23 / ZONING MAP O-7
	FROM: C-1 DVAO (11.10 a.c.) CP/BP DVAO (5.07 a.c.) CP/GCP SP DVAO (2.47 a.c.) RE-43 DVAO (6.24 a.c.) TO: R-3A DVAO (24.88 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
C-1 DVAO, CP/BP DVAO, CP/GCP SP DVAO, RE-43 DVAO	161, N/A, N/A, 4	193, N/A, N/A, N/A
R-3A DVAO	547	657

* **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-30-22.mxd

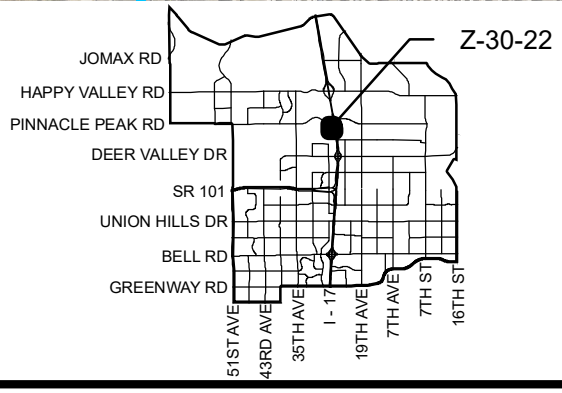


Miles

0.075 0.0375 0 0.075

DEER VALLEY VILLAGE

CITY COUNCIL DISTRICT: 1



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME: Brennan Ray, Burch & Cracchiolo PA

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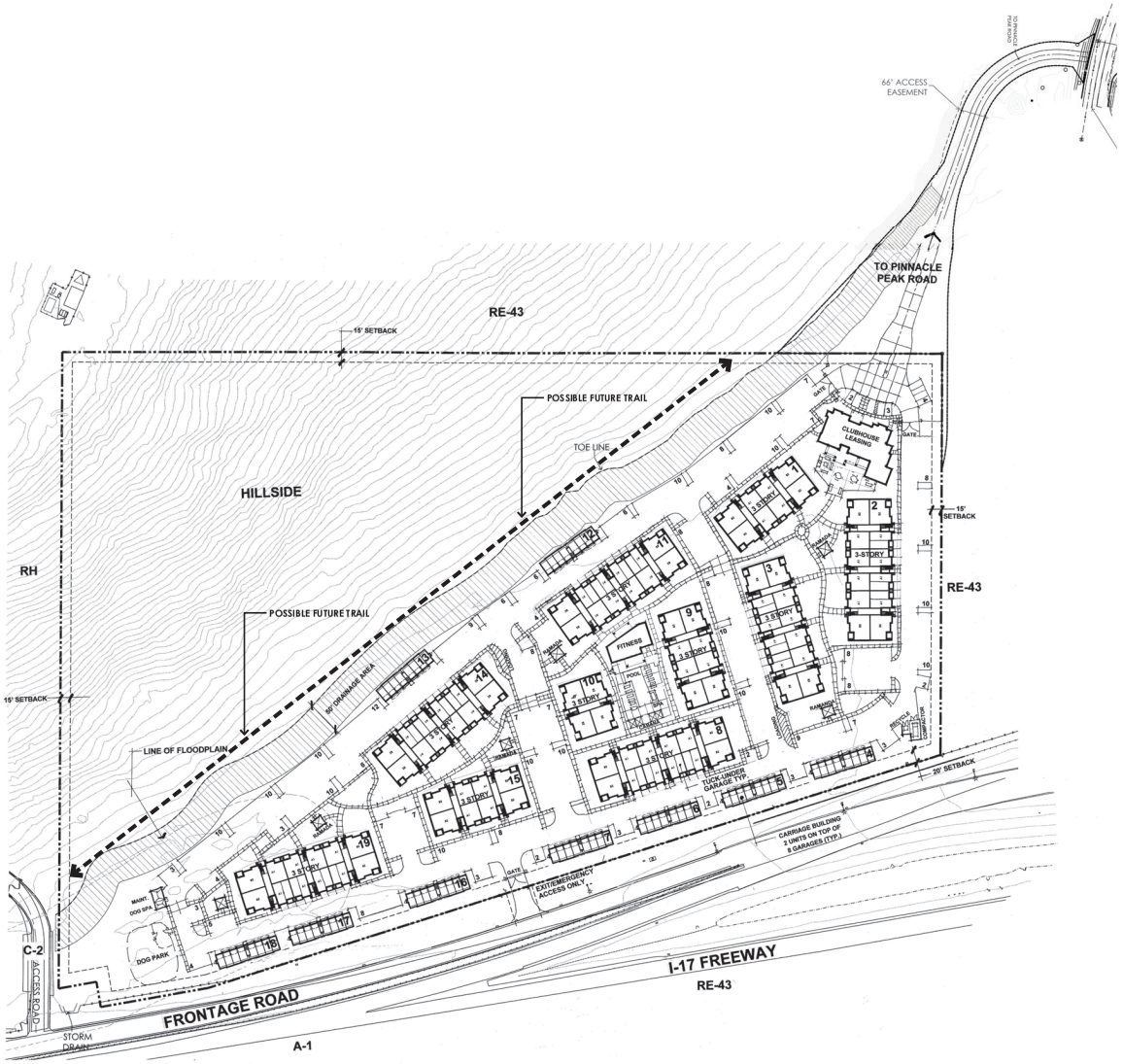
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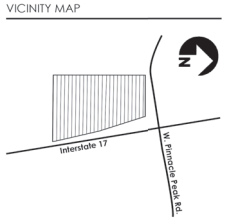
MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
C-1 DVAO, CP/BP DVAO, CP/GCP SP DVAO, RE-43 DVAO	161, N/A, N/A, 4	193, N/A, N/A, N/A
R-3A DVAO	547	657

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

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VICINITY MAP



CITY OF PHOENIX
APR 06 2022
Planning & Development Department

KIVA NO: 21-4665
PAPP NO: 2108108
SDEV NO: 2100460
ZONING MAP: 07
QTR SECTION: 44-23

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
19-2040-02

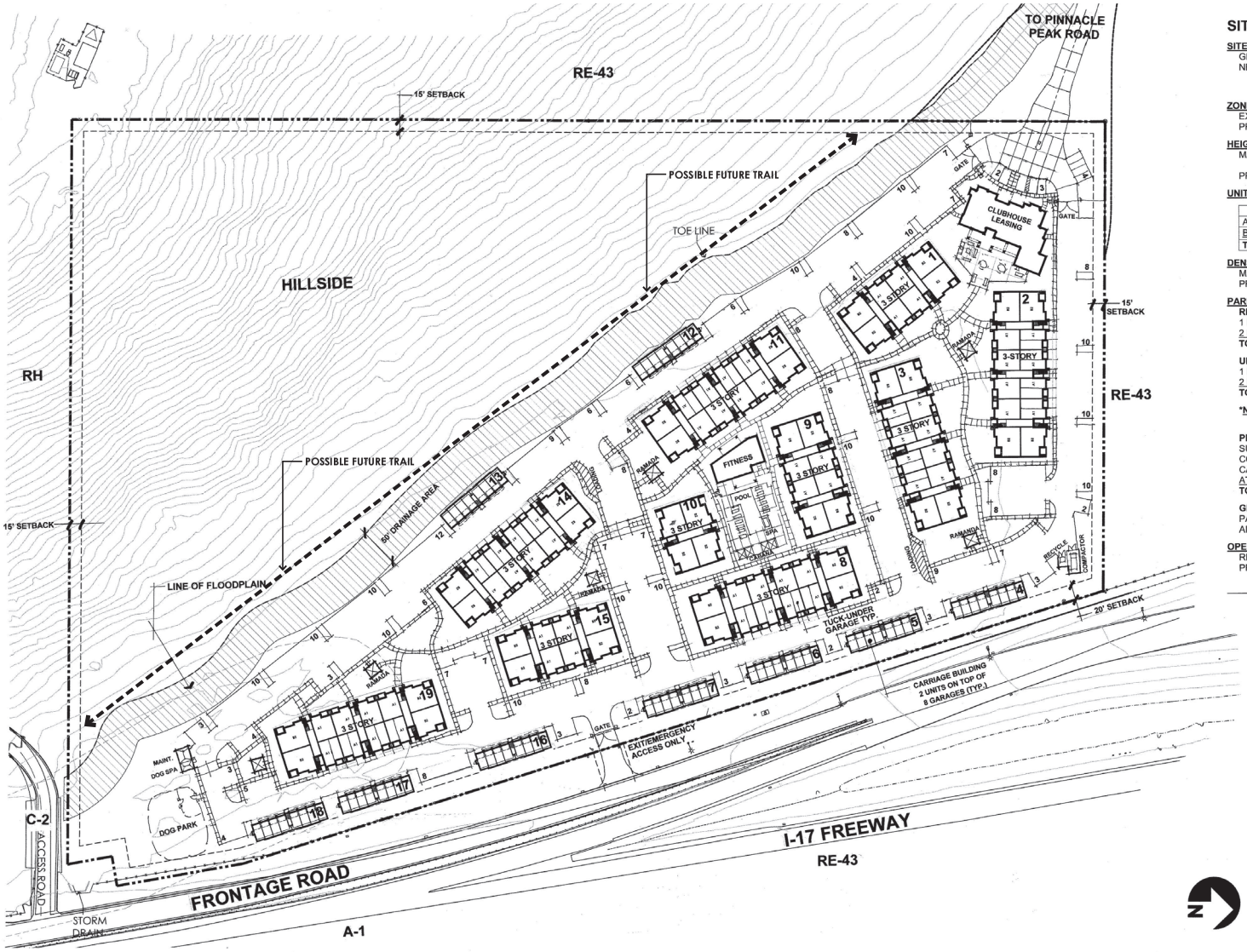
THE GREYSTONE GROUP
NEWPORT BEACH, CA

Apartments - SWC 1-17 & PINNACLE PEAK
Phoenix, Arizona
GPA & RE-ZONING SUBMITTAL #1
MARCH 31, 2022

CONCEPTUAL SITE PLAN OVERALL
Preliminary Not For Construction

REGISTERED ARCHITECT CERTIFICATE NO. 13467 GARY D. TODD 03/31/22 Date Signed STATE OF ARIZONA

A6.0



SITE DATA:

SITE AREA:
GROSS: ±25.03 ACRES (±1,090,307 SF)*
NET: ±24.22 ACRES (±1,055,023 SF)*
•Includes 25' of I-17 Frontage
•Does Not include the drive connection to Pinnacle Peak Road.

ZONING:
EXISTING ZONING: C-1, CP/BP, CP/GCP SP AND RE-43
PROPOSED: R-3A

HEIGHT:
MAXIMUM ALLOWED: 3 STORIES OR 40' FOR 150'; 1' IN 5' INCREASE TO 48', 4-STORY MAXIMUM
PROVIDED: 3 STORIES (40')

UNIT MIX:

UNIT TYPE	NO.	%
A-1 BEDROOM/1 BATH	156 D.U.	53%
B-2 BEDROOM/2 BATH	138 D.U.	47%
TOTAL	**294 D.U.**	**100%**

DENSITY:
MAXIMUM ALLOWED: 23.1 D.U./GROSS ACRE
PROVIDED: ±11.74 D.U./GROSS ACRE

PARKING:
REQUIRED PARKING:
1 BEDROOM/1 BATH (156 D.U. x 1.5 P.S./D.U.) = 234 P.S.
2 BEDROOM/2 BATH (138 D.U. x 1.5 P.S./D.U.) = 207 P.S.
TOTAL REQUIRED: 441 P.S. (1.50 P.S./D.U.)

UNRESERVED PARKING:
1 BEDROOM/1 BATH (156 D.U. x 0.5 P.S./D.U.) = 78 P.S.
2 BEDROOM/2 BATH (138 D.U. x 0.5 P.S./D.U.) = 69 P.S.
TOTAL REQUIRED: 147 P.S.*

***NOTE: UNRESERVED PARKING SPACES ARE INCLUDED IN THE TOTAL REQUIRED PARKING COUNT**

PROVIDED PARKING:
SURFACE PARKING 210 P.S.
COVERED PARKING 174 P.S. (Covered parking is not shown)
CARRIAGE BLDG.GARAGE 72 P.S.
ATTACHED GARAGE 48 P.S.
TOTAL PROVIDED 504 P.S. (1.71 P.S./D.U.)

GENERAL PARKING DIMENSIONS:
PARKING SPACE 8.5' x 18'
AISLE WIDTH 26'

OPEN SPACE:
REQUIRED: 5% OF THE GROSS AREA (0.05 x ±1,090,307 SF) = 54,515 SF
PROVIDED:
ON-SITE COMMON OPEN SPACE ±112,300 SF (Excluding the Hillside)
HILLSIDE ±410,550 SF (Excluding 50' wide drainage area)
TOTAL PROVIDED OPEN SPACE ±522,850 SF (±48%)

0' 30' 60' 120'
SCALE: 1"=60'

CITY OF PHOENIX
APR 06 2022
Planning & Development Department

KIVA NO: 21-4665
PAPP NO: 2108106
SDEV NO: 2100460
ZONING MAP: 07
QTR SECTION: 44-23

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
19-2040-02

THE GREYSTONE GROUP
NEWPORT BEACH, CA

Apartments - SWC 1-17 & PINNACLE PEAK

Phoenix, Arizona
GPA & RE-ZONING SUBMITTAL #1
MARCH 31, 2022

CONCEPTUAL SITE PLAN

Preliminary Not For Construction

REGISTERED ARCHITECT CERTIFICATE NO. 13467 GARY D. TODD 03/31/22 Expires 3/31/2023

A7.0



BUILDING TYPE I FRONT/REAR ELEVATION



BUILDING TYPE I END ELEVATIONS

0' 4' 8' 16'
SCALE: 1/8" = 1'-0"

CITY OF PHOENIX
APR 06 2022
Planning & Development Department

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
19-2040-02

THE GREYSTONE GROUP
NEWPORT BEACH, CA

Apartments - SWC 1-17 & PINNACLE PEAK

Phoenix, Arizona
GPA & RE-ZONING SUBMITTAL #1
MARCH 31, 2022

CONCEPTUAL ELEVATIONS

Preliminary Not For Construction

REGISTERED ARCHITECT CERTIFICATE NO. 13467 GARY D. TODD 03/31/22 Date Signed

A8.0



BUILDING TYPE II FRONT ELEVATION



BUILDING TYPE II END ELEVATIONS

0' 4' 8' 16'
SCALE: 1/8" = 1'-0"

CITY OF PHOENIX
APR 06 2022
Planning & Development Department

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
19-2040-02

THE GREYSTONE GROUP
NEWPORT BEACH, CA

Apartments - SWC 1-17 & PINNACLE PEAK
Phoenix, Arizona
GPA & RE-ZONING SUBMITTAL #1
MARCH 31, 2022

CONCEPTUAL ELEVATIONS
Preliminary Not For Construction

REGISTERED ARCHITECT CERTIFICATE 13467 GARY D. TODD 03/31/22

A9.0



BUILDING TYPE II REAR ELEVATION

0' 4' 8' 16'
SCALE: 1/8" = 1'-0"

CITY OF PHOENIX
APR 06 2022
Planning & Development Department

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
19-2040-02

THE GREYSTONE GROUP
NEWPORT BEACH, CA

Apartments - SWC 1-17 & PINNACLE PEAK
Phoenix, Arizona
GPA & RE-ZONING SUBMITTAL #1
MARCH 31, 2022

CONCEPTUAL ELEVATIONS
Preliminary Not For Construction

REGISTERED ARCHITECT CERTIFICATE NO. 13467 GARY D. TODD 03/31/22 Signed and Sealed for Record Purposes Only

A10.0



BUILDING TYPE III FRONT/REAR ELEVATION



BUILDING TYPE III END ELEVATIONS

0' 4' 8' 16'
SCALE: 1/8" = 1'-0"

CITY OF PHOENIX
APR 06 2022
Planning & Development Department

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
19-2040-02

THE GREYSTONE GROUP
NEWPORT BEACH, CA

Apartments - SWC 1-17 & PINNACLE PEAK
Phoenix, Arizona
GPA & RE-ZONING SUBMITTAL #1
MARCH 31, 2022

CONCEPTUAL ELEVATIONS
Preliminary Not For Construction

REGISTERED ARCHITECT
13467
GARY D. TODD
03/31/22

A11.0



CARRIAGE BUILDING FRONT ELEVATION



CARRIAGE BUILDING LEFT SIDE ELEVATION



CARRIAGE BUILDING REAR ELEVATION



CARRIAGE BUILDING RIGHT SIDE ELEVATION

0' 4' 8' 16'
SCALE: 1/8" = 1'-0"

CITY OF PHOENIX
APR 06 2022
Planning & Development Department

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
19-2040-02

THE GREYSTONE GROUP
NEWPORT BEACH, CA

Apartments - SWC 1-17 & PINNACLE PEAK
Phoenix, Arizona
GPA & RE-ZONING SUBMITTAL #1
MARCH 31, 2022

CONCEPTUAL ELEVATIONS
Preliminary Not For Construction

REGISTERED ARCHITECT CERTIFICATE NO. 13467 GARY D. TODD 03/31/22 Not Valid Without Signature

A12.0



CLUBHOUSE FRONT ELEVATION



CLUBHOUSE RIGHT SIDE ELEVATION



CLUBHOUSE REAR ELEVATION



CLUBHOUSE LEFT SIDE ELEVATION

0' 4' 8' 16'
SCALE: 1/8" = 1'-0"

CITY OF PHOENIX
APR 06 2022
Planning & Development Department

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
19-2040-02

THE GREYSTONE GROUP
NEWPORT BEACH, CA

Apartments - SWC 1-17 & PINNACLE PEAK

Phoenix, Arizona

GPA & RE-ZONING SUBMITTAL #1

MARCH 31, 2022

CONCEPTUAL ELEVATIONS

Preliminary Not For Construction

REGISTERED ARCHITECT
CERTIFICATE NO.
13467
GARY D. TODD
03/31/22
ARIZONA

A13.0



FITNESS FRONT ELEVATION



FITNESS RIGHT SIDE ELEVATION



FITNESS REAR ELEVATION



FITNESS LEFT SIDE ELEVATION

CITY OF PHOENIX
APR 06 2022
Planning & Development Department

0' 4' 8' 16'
SCALE: 1/8" = 1'-0"

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
19-2040-02

THE GREYSTONE GROUP
NEWPORT BEACH, CA

Apartments - SWC 1-17 & PINNACLE PEAK

Phoenix, Arizona

GPA & RE-ZONING SUBMITTAL #1

MARCH 31, 2022

CONCEPTUAL ELEVATIONS

Preliminary Not For Construction

REGISTERED ARCHITECT
CERTIFICATE NO.
13467
GARY D. TODD
03/31/22
STATE OF ARIZONA

A14.0

Deer Valley
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-30-22-1

Date of VPC Meeting	July 14, 2022
Request From	C-1 DVAO, CP/BP DVAO, CP/GCP SP DVAO, RE-43 DVAO
Request To	R-3 DVAO
Proposed Use	Multifamily residential
Location	Approximately 330 feet south of the southwest corner of the I-17 Freeway and Pinnacle Peak Road
VPC Recommendation	Approval, per the staff recommendation
VPC Vote	7-4

VPC DISCUSSION & RECOMMENDED STIPULATIONS:

Items 4 and 5 are companion cases and were heard together.

Racelle Escolar, staff, provided an overview of the rezoning and General Plan amendment requests, describing the location of the requests, the existing and proposed zoning districts and land use designations and the proposed multifamily use. Ms. Escolar reviewed the surrounding zoning districts and land uses and stated that staff recommends approval subject to stipulations as presented, including stipulations that limit building height, enhance landscaping, and create a multiuse trail.

APPLICANT PRESENTATION:

Brian Greathouse, representing the applicant with Burch & Cracchiolo, introduced himself on behalf of the applicant, The Greystone Group. Mr. Greathouse showed images of the surrounding area, sharing that the site is unique with a hillside portion and gave an overview of the conceptual site plan and elevations. Mr. Greathouse concluded by stating there had been no opposition from the public at the time of the presentation.

QUESTIONS FROM THE COMMITTEE:

Al Field asked for clarification on the site plan and the access points including emergency access. **Mr. Greathouse** showed the two points of access on the site plan and informed Mr. Field that the units would range in size being carriage-style with ground-floor garages.

Ozzie Virgil commented that there was likely no opposition due to the site's location and lack of nearby residents. Mr. Virgil asked the applicant if they are aware of the site's proximity to the Deer Valley Airport and the noise produced by landing airplanes. **Mr. Greathouse** responded that prospective renters would be informed of this via a sign in the leasing office as well as in future lease agreements.

Trilese DiLeo asked if the windows in the units would help soundproof noise from the airport. **Ms. Escolar** pointed out that Stipulation Number 20 addresses noise by placing a 45-decibel average noise limit inside residential units and common buildings.

Ricardo Romero asked about the anticipated unit mix and costs per square foot. **Mr. Greathouse** replied that there would be 1- and 2- bedroom units anticipated to rent between $1,600 and $2,500 per month.

PUBLIC COMMENTS:

None.

APPLICANT RESPONSE:

None.

MOTION:

Trilese DiLeo motioned to recommend approval of GPA-DV-1-22-1 per staff recommendation with an additional stipulation that addresses the spirit and future enforcement of the stipulations. **Keith Greenberg** seconded.

DISCUSSION:

Chair Grossman voiced his concern about the vagueness of the additional stipulation. **Ms. Escolar** suggested that it be provided as a comment for the record, rather than a formal stipulation. **Trilese DiLeo** provided Stipulation Number 19 as an example where language can be misconstrued. **Chair Grossman** suggested amending this stipulation with different language, and so did **Keith Greenberg**. **Ms. DiLeo** clarified that Stipulation Number 19 was an example, rather, of the need for more specific language within rezoning stipulations across the board.

Trilese DiLeo rescinded her original motion. **Keith Greenberg** rescinded his second.

MOTION:

Ricardo Romero motioned to recommend approval of GPA-DV-1-22-1 per the staff recommendation. **Trilese DiLeo** seconded.

DISCUSSION:

Ozzie Virgil shared that he was on a committee for the Deer Valley Airport Overlay. Mr. Virgil shared that the original intent of the overlay district was to keep residential uses away from airplane noise as well as potential hazard zones from airplane accidents. **Mr.**

Greathouse responded to clarify that the applicant had received written approval from the Deputy Director of Aviation.

Chair Grossman shared that he trusts the oversight from City departments, sees a need for residential development in the area, and believes the site will be otherwise difficult to develop.

Ozzie Virgil reiterated his serious concerns about safety and the threat of airplane accidents as the basis for his opposition.

Mark Lewis shared that there is an RV park in proximity to both the proposed project and the Deer Valley Airport and for this reason he supports the request.

VOTE:

7-4; motion to recommend approval of GPA-DV-1-22 per the staff recommendation passes with members Davenport, DiLeo, Gardner, Greenberg, Lewis, Romero, and Grossman in support and Field, Herber, Sutphen, and Virgil in opposition.

MOTION:

Ricardo Romero motioned to recommend approval of Z-30-22-1 per the staff recommendation. **Trilese DiLeo** seconded.

VOTE:

7-4; motion to recommend approval of Z-30-22-1 per the staff recommendation passes with members Davenport, DiLeo, Gardner, Greenberg, Lewis, Romero, and Grossman in support and Field, Herber, Sutphen, and Virgil in opposition.

STAFF COMMENTS REGARDING VPC RECOMMENDATION & STIPULATIONS:

None.

ATTACHMENT D

REPORT OF PLANNING COMMISSION ACTION
August 4, 2022

ITEM NO: 12	
	DISTRICT NO.: 1
SUBJECT:	
Application #:	Z-30-22-1 (Companion Case GPA-DV-1-22-1)
Location:	Approximately 330 feet south of the southwest corner of the I-17 Freeway and Pinnacle Peak Road
From:	C-1 DVAO, CP/BP DVAO, CP/GCP SP DVAO, and RE-43 DVAO
To:	R-3A DVAO
Acreage:	24.88
Proposal:	Multifamily residential
Applicant:	Brennan Ray, Burch & Cracchiolo, PA
Owner:	P.P. & L. Investments, LLLP, et al.
Representative:	Brennan Ray, Burch & Cracchiolo, PA

ACTIONS:

Staff Recommendation: Approval, subject to stipulations.

Village Planning Committee (VPC) Recommendation:
Deer Valley 7/14/2022 Approval, per the staff recommendation. Vote: 7-4.

Planning Commission Recommendation: Approval, per the Deer Valley Village Planning Committee recommendation.

Motion Discussion: N/A

Motion details: Commissioner Johnson made a MOTION to approve Z-30-22-1, per the Deer Valley Village Planning Committee recommendation.

Maker: Johnson
Second: Simon
Vote: 9-0
Absent: None
Opposition Present: None

Findings:

1. The requested R-3A zoning district is consistent with the Residential 15+ dwelling units per acre General Plan Land Use Map designation requested in the companion case GPA-DV-1-22-1.

2. The proposal is appropriately located along an existing freeway and within an employment center and within close proximity to major employment centers.

3. As stipulated, the proposed development will improve recreational opportunities in the area by constructing a multi-use trail along the western portion of the site adjacent to Kuttu Peak.

Stipulations:

1. No development shall occur above the 10 percent slope line as determined by a slope analysis approved by the Planning and Development Department.

2. The building height shall not exceed a maximum of 40 feet.

3. A minimum 20-foot-wide landscape setback shall be provided along the I-17 frontage.

4. The required landscape setback along the Interstate 17 freeway frontage shall be landscaped with minimum 50 percent 2-inch caliper and 50 percent 3-inch caliper single-trunk large canopy drought-tolerant shade trees, planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.

5. A perimeter wall no less than 6 feet in height shall be provided along the Interstate 17 freeway, except where carriage houses are provided as shown on the site plan date stamped April 6, 2022. This wall shall include material and textural differences, such as stucco and/or split face block with a decorative element, such as tile or stamped designs, as approved by the Planning and Development Department.

6. A minimum of 10 percent open space shall be provided, as approved by the Planning and Development Department.

7. A minimum of six amenities shall be provided, which may include but not be limited to barbeques, ramadas or pools, and distributed throughout the site, as approved by the Planning and Development Department.

8. All uncovered surface parking lot areas shall be landscaped with minimum 2- inch caliper large canopy drought tolerant shade trees. Landscaping shall be dispersed throughout the parking area and achieve 25 percent shade at maturity, as approved by Planning and Development Department.

9. The developer shall dedicate a 30-foot wide multi-use trail easement (MUTE) as shown on the site plan date stamped April 6, 2022 and construct a minimum 10-foot wide multi-use trail (MUT) within the easement in accordance with the MAG supplemental detail, as approved by the Planning and Development Department and/or Parks and Recreation Department. The developer shall work with the Site Planning section on an alternate design for this requirement through the technical appeal process.

10. The developer shall construct right-of-way improvements along the Interstate 17 frontage road for the limits of the subject site including sidewalks, as determined, and approved by the Arizona Department of Transportation.

11. The developer shall obtain appropriate ingress/egress easements from the State of Arizona to gain access from Pinnacle Peak Road.

12. The developer shall provide documentation of ADOT review and approval of a traffic study prior to preliminary site plan approval.

13. Bicycle parking spaces shall be provided 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.

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. This parcel is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 1280 M of the Flood Insurance Rate Maps (FIRM) dated September 18, 2020. The following requirements shall apply, as approved by the Planning and Development Department:

    a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.

    b. A copy of the Grading and Drainage Plan needs to be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements.

    c. FEMA approved CLOMR-F or CLOMR is required prior to issuance of a Grading and Drainage permit.

16. The property owner shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence and operational characteristics of Phoenix Deer Valley Airport (DVT) to future owners or tenants of the property.

17. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department. If temporary equipment used during construction exceeds the height of the permanent structure a separate Form 7460-1 shall be submitted to the FAA and a "No Hazard Determination" obtained prior to the construction start date.

18. The developer shall provide Avigation Notice consistent with Section 658.D, Deer Valley Airport Overlay District, of the Phoenix Zoning Ordinance, prior to final site plan approval.

19. Prior to issuance of a final certificate of occupancy, the developer must install a sign (approximately 8 inches by 11 inches in size) within the development's sales/leasing office that is visible to prospective renters or purchasers which discloses the proximity of the Phoenix Deer Valley Airport (DVT) and increased frequency of overflight and related aircraft noise, as approved by the Aviation Department.

20. Prior to occupancy, the developer must provide a qualified engineer's report certifying the average annual interior noise exposure for any residential unit or enclosed public assembly area will not exceed 45 decibels.

21. 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.

22. 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.

23. 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.

24. 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 Les Scott at 602-261-8980, leslie.scott@phoenix.gov or TTY: Use 7-1-1.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 66

Public Hearing - Amend City Code - Ordinance Adoption - Text Amendment Case Z-TA-2-22-6 - (Ordinance G-7013)

Request for a public hearing a proposed text amendment to the zoning ordinance, Text Amendment Z-TA-2-22-6, amending Chapter 6, Sections 650.D (Permitted Accessory Uses) and 650.E (Prohibited Uses) to allow package liquor retail sales and general retail sales as accessory uses to a restaurant in the Historic Canal-Side Restaurant Overlay District at the northeast corner of Central Avenue and Butler Drive.

Summary

The intent of this text amendment request is to expand the permitted accessory uses to include package liquor retail sales and general retail sales as accessory uses to a restaurant.

Owner: HH-Skyline Pads, LLC, c/o Chris Hinkson
Applicant: Brian Greathouse, Burch & Cracchiolo, PA
Representative: Brian Greathouse, Burch & Cracchiolo, PA

Staff Recommendation: Approval, as recommended in Exhibit A (attached in the Staff Report).
VPC Info: The North Mountain Village Planning Committee heard this item on June 15, 2022 for information only.
VPC Action: The North Mountain Village Planning Committee heard this case on July 20, 2022, and recommended approval, per the staff recommendation, by a vote of 12-0.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval, per the North Mountain Village Planning Committee recommendation, by a vote of 9-0.

Location

Northeast corner of Central Avenue and Butler Drive
Council District: 6
Parcel Addresses: 8525 N. Central 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 A PORTION OF THE ZONING ORDINANCE OF THE CITY OF PHOENIX BY AMENDING CHAPTER 6, SECTIONS 650.D (PERMITTED ACCESSORY USES) AND 650.E (PROHIBITED USES) TO ALLOW PACKAGE LIQUOR RETAIL SALES AND GENERAL RETAIL SALES AS ACCESSORY USES TO A RESTAURANT IN THE HISTORIC CANAL-SIDE RESTAURANT OVERLAY DISTRICT AT THE NORTHEAST CORNER OF CENTRAL AVENUE AND BUTLER DRIVE.

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

SECTION 1: That Chapter 6, Section 650.D (Permitted Accessory Uses) and 650.E (Prohibited Uses) are amended to allow package liquor retail sales and general retail sales as accessory uses to a restaurant in the Historic Canal-Side Restaurant Overlay District at the northeast corner of Central Avenue and Butler Drive, as follows:

SECTION 1. That Chapter 6, Section 650.D (Permitted Accessory Uses) is amended to read as follows:

***

D. **Permitted Accessory Uses**. Land in the HCRO district may be used as permitted accessory uses, incidental to and on the same zoning lot as a primary restaurant use, for the following:

1. Customer parking lot, provided that customers are cleared from the parking lot no later than 1:30 a.m.

2. Indoor music, provided that the music is limited to recorded music or one acoustic (unamplified) musician, such as a pianist.

3. Parking lot maintenance and trash collection, provided that these activities shall not occur between the hours of 1:00 a.m. and 7:00 a.m.

DRAFT

4. Sale of alcoholic beverages for consumption on-site.

5. Outdoor dining, provided that the outdoor dining shall not extend to the hours between 10:00 p.m. and 7:00 a.m.

6. Reception or banquet use of the restaurant.

7. PACKAGE LIQUOR RETAIL SALES.

8. GENERAL RETAIL SALES.

SECTION 2. That Chapter 6, Section 650.E (Prohibited Uses) is amended to read as follows:

***

E. **Prohibited Uses**. Land in the HCRO district shall not be used for the following uses, whether primary or accessory:

1. Patron dancing, including as part of reception or banquet uses.

~~2. Package liquor retail sales.~~

~~3.~~ 2. Drive-through and drive-in facilities.

~~4.~~ 3. Outdoor uses and/or displays, except as otherwise specifically provided in Section 650.

~~5.~~ 4. Playing of music, live or recorded, in an outdoor dining area.

~~6.~~ 5. Parking structure.

PASSED by the Council of the City of Phoenix this 7th day of September, 2022.

_____
MAYOR

ATTEST:

DRAFT

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

DRAFT

ATTACHMENT B

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report
Zoning Ordinance Text Amendment
July 11, 2022

Application No Z-TA-2-22-6: Amend Chapter 6, Sections 650.D (Permitted Accessory Uses) and 650.E (Prohibited Uses) of the Phoenix Zoning Ordinance to allow package liquor retail sales and general retail sales as accessory uses to a restaurant in the Historic Canal-Side Restaurant Overlay District.

Staff recommendation: Staff recommends approval of Z-TA-2-22-6 as shown in the recommended text in Exhibit A.

PURPOSE
The purpose of this text amendment request is to expand the permitted accessory uses to include package liquor retail sales and general retail sales as accessory uses to a restaurant.

BACKGROUND
Historically, a restaurant use has existed on the lot bounded by residential uses, Central Avenue/Murphy Bridle Path, and the Arizona Canal since 1911. In 2000, City Council adopted an amendment to the Zoning Ordinance (Ordinance No. G-4235) which established the Historic Canal-Side Restaurant Overlay District to ensure the viability of a long-standing nonconforming restaurant use while ensuring that the use did not adversely impact adjacent residential neighborhoods. The overlay district permits a restaurant with accessory uses incidental to that use, including customer parking, sale of alcoholic beverages onsite, outdoor dining, and reception or banquet uses.

The intent of this change is to expand the allowable accessory uses to include package liquor retail sales and general retail sales as accessory uses to the restaurant. The general retail sales would include items such as t-shirts, hats, mugs, and other incidental items related to the restaurant.

CONCLUSION
The proposed text amendment would allow package liquor retail sales and general retail sales as accessory uses to a restaurant. Staff recommends approval of the change to the Zoning Ordinance as proposed in Exhibit A.

Writer
Eric Morales
7/11/22

Exhibit A: Proposed Language
Exhibit B: Historic Canal-Side Restaurant Overlay District Boundary Map

Exhibit A
Z-TA-2-22-6: Historic Canal-Side Restaurant Overlay District

Proposed Language:

Amend Chapter 6, Section 650.D (Permitted Accessory Uses) to read as follows:

***

D. **Permitted Accessory Uses.** Land in the HCRO district may be used as permitted accessory uses, incidental to and on the same zoning lot as a primary restaurant use, for the following:

1. Customer parking lot, provided that customers are cleared from the parking lot no later than 1:30 a.m.

2. Indoor music, provided that the music is limited to recorded music or one acoustic (unamplified) musician, such as a pianist.

3. Parking lot maintenance and trash collection, provided that these activities shall not occur between the hours of 1:00 a.m. and 7:00 a.m.

4. Sale of alcoholic beverages for consumption on-site.

5. Outdoor dining, provided that the outdoor dining shall not extend to the hours between 10:00 p.m. and 7:00 a.m.

6. Reception or banquet use of the restaurant.

7. PACKAGE LIQUOR RETAIL SALES.

8. GENERAL RETAIL SALES.

Amend Chapter 6, Section 650.E (Prohibited Uses) to read as follows:

E. **Prohibited Uses.** Land in the HCRO district shall not be used for the following uses, whether primary or accessory:

1. Patron dancing, including as part of reception or banquet uses.

~~2. Package liquor retail sales.~~

~~3~~ 2. Drive-through and drive-in facilities.

4 3. Outdoor uses and/or displays, except as otherwise specifically provided in Section 650.

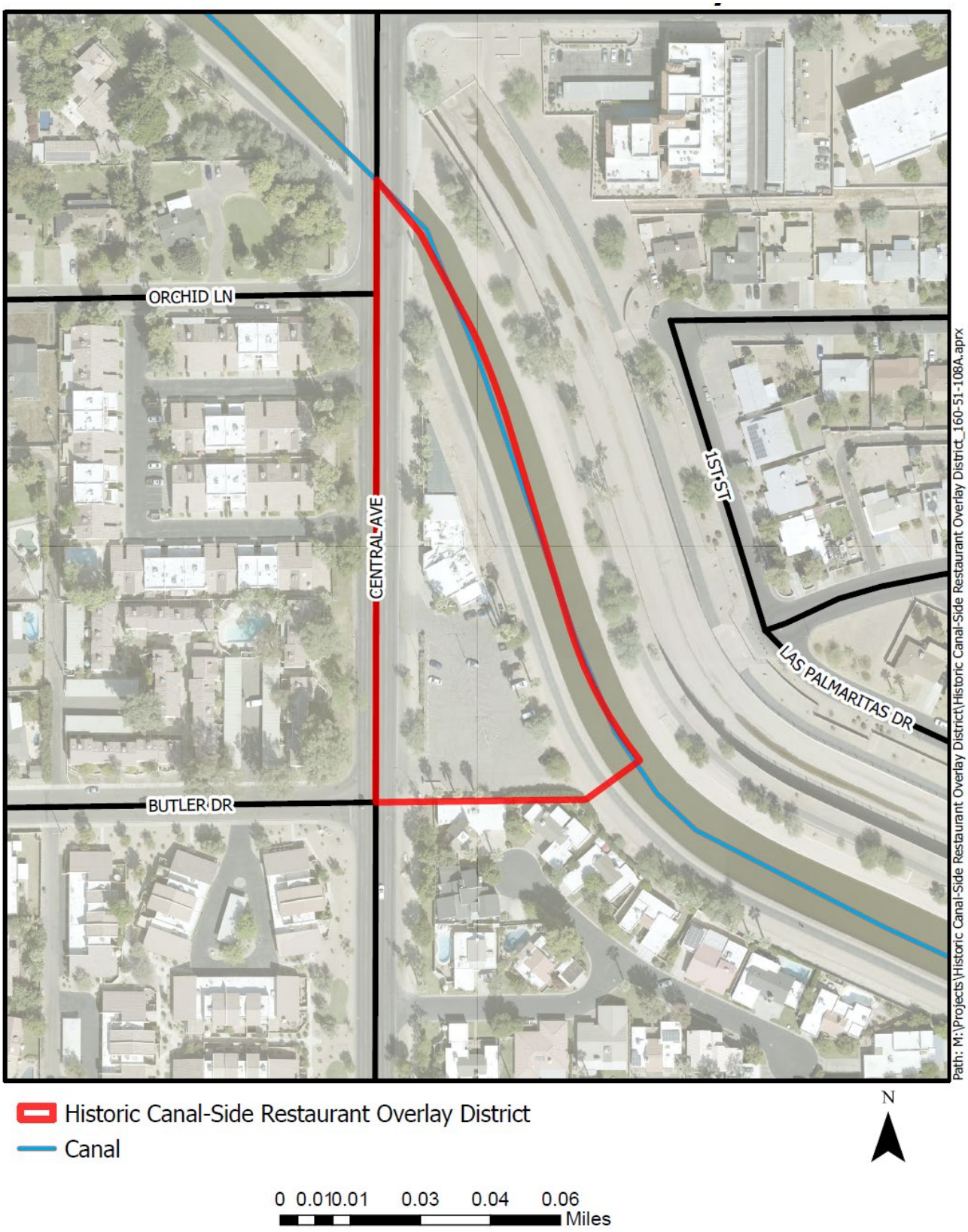
~~5~~ 4. Playing of music, live or recorded, in an outdoor dining area.

~~6~~ 5. Parking structure.

***

Exhibit B

Historic Canal-Side Restaurant Overlay District Boundary Map



North Mountain
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-2-22-6
INFORMATION ONLY

Date of VPC Meeting	June 15, 2022
Request	To amend the Historic Canal-Side Restaurant Overlay District to modify standards for alcohol consumption, and permit package liquor and general retail sales
Location	Northeast corner of Central Avenue and Butler Drive

VPC DISCUSSION:

APPLICANT PRESENTATION
Brian Greathouse, of Burch & Cracchiolo, introduced himself as representing the applicant. The subject site is located at Central Avenue and Butler Street and was constructed in 1911 as the home of the Phoenix Country Club. The site was annexed into the City of Phoenix with R1-6 zoning and a Use Permit to acknowledge the limited commercial use of the property. The site eventually lost its nonconforming status, and the City of Phoenix creates the Historic Canal-Side Restaurant Overlay District to allow only R1-6 uses and a restaurant use. The applicant, OSHO, is proposing a restaurant and marketplace like their Little O's concept and their OSHO concept in Arcadia. The concept includes dining, a small retail area, and the sales of packaged liquor products. The applicant is requesting the use conditions of the Historic Canal-Side Restaurant Overlay District be revised to accommodate the OSHO concept. The proposed change will allow the following as an accessory to a restaurant use: alcohol sales without the requirement that it be consumed on site, packaged liquor retail sales for beer and wine, and a retail marketplace. The proposed change will remove packaged liquor retail sales from the prohibited use section and allow it as an accessory to a restaurant. He added that the proposal has enjoyed widespread support.

Brian Roehrich, owner of OSHO, stated that OSHO opened in 2011 and that the proposal for this site is for a neighborhood restaurant and market that will be popular with families. OSHO has been renovating the site and anticipates having a virtually brand new restaurant by the end of the year.

QUESTIONS FROM COMMITTEE
McBride stated that the proposal is exciting. She asked if the amendment could allow for it to become a liquor store. **Klimek** responded that liquor sales would only be permitted as an accessory to a restaurant.

Ford stated that the Sunnyslope Historical Society has researched the property extensively and would be a good resource for the applicant.

Veidmark stated that she supports the proposal and is glad it will not be allowed to become a liquor store.

Argiro asked if there has been any opposition. **Greathouse** responded that there has been no opposition.

Carrell stated that he is familiar with OSHO in Arcadia which is also on the canal. He asked if there are any lessons learned. **Roehrich** responded that more bicycle parking is needed and that they seeking to orient their restaurant toward the canal and bicyclists.

Chair Krentz stated that he supports the proposal.

PUBLIC COMMENTS
None.

APPLICANT RESPONSE
None.

FLOOR/PUBLIC DISCUSSION CLOSED: MOTION, DISCUSSION, AND VOTE
None.

North Mountain
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-TA-2-22-6

Date of VPC Meeting	July 20, 2022
Request	To amend the Historic Canal-Side Restaurant Overlay District to modify standards for alcohol consumption, and permit package liquor and general retail sales
Location	Northeast corner of Central Avenue and Butler Drive
VPC Recommendation	Approve
VPC Vote	12-0-0

VPC DISCUSSION:

STAFF PRESENTATION
Klimek, staff, stated that the request was presented at the June meeting for Information Only. He then provided an overview of the subject site, the site proposal for a Little O's restaurant, and the proposed changes to the overlay district that would allow packaged liquor sales and general retail when accessory to a restaurant. He informed the committee that the staff recommendation is to approve the request and that stipulations cannot be attached to a text amendment.

APPLICANT PRESENTATION
Brian Greathouse, of Burch & Cracchiolo, provided a brief overview of the restaurant concept and the proposed changes to the overlay district. He then invited questions and offered to provide additional detail if desired by the committee.

QUESTIONS FROM COMMITTEE
Alauria and **Chair Krentz** expressed support for the project.

PUBLIC COMMENTS
None.

APPLICANT RESPONSE
None.

FLOOR/PUBLIC DISCUSSION CLOSED: MOTION, DISCUSSION, AND VOTE

MOTION:
Carrell moved approve the request per the staff recommendation. **Vice Chair Jaramillo** seconded the motion.

DISCUSSION:
None.

VOTE: 12-0-0, motion passes with Alauria, Argiro, Carrell, Ford, Larson, McBride, O'Hara, Steinmetz, Sommacampagna, Whitney, Vice Chair Jaramillo, and Chair Krentz in favor; none in dissent; and none in abstention.

ATTACHMENT E

REPORT OF PLANNING COMMISSION ACTION
August 4, 2022

ITEM NO: 18	
	DISTRICT NO.: 6
SUBJECT:	
Application #:	Z-TA-2-22-6
Location:	Northeast corner of Central Avenue and Butler Drive
Proposal:	Amend Chapter 6, Section 650.D. (Permitted Accessory Uses) and 650.E (Prohibited Uses) of the Zoning Ordinance to allow package liquor retail sales and general retail sales as accessory uses to a restaurant in the Historic Canal-Side Restaurant Overlay District
Applicant:	Brian Greathouse, Burch & Cracchiolo, PA
Owner:	Chris Hinkson, HH-Skyline Pads, LLC
Representative:	Brian Greathouse, Burch & Cracchiolo, PA

ACTIONS:

Staff Recommendation: Approval, as shown in the recommended text in Exhibit A of the Staff Report.

Village Planning Committee (VPC) Recommendation:
North Mountain 6/15/2022 Information only.
North Mountain 7/20/2022 Approval, per the staff recommendation. Vote: 12-0.

Planning Commission Recommendation: Approval, per the North Mountain Village Planning Committee recommendation.

Motion Discussion: N/A

Motion details: Commissioner Gaynor made a MOTION to approve Z-TA-2-22-6, per the North Mountain Village Planning Committee recommendation.

Maker: Gaynor
Second: Johnson
Vote: 9-0
Absent: None
Opposition Present: No

Findings: The proposed text amendment would allow package liquor retail sales and general retail sales as accessory uses to a restaurant.

Proposed Language:

Amend Chapter 6, Section 650.D (Permitted Accessory Uses) to read as follows:

***

D. **Permitted Accessory Uses.** Land in the HCRO district may be used as permitted accessory uses, incidental to and on the same zoning lot as a primary restaurant use, for the following:

1. Customer parking lot, provided that customers are cleared from the parking lot no later than 1:30 a.m.

2. Indoor music, provided that the music is limited to recorded music or one acoustic (unamplified) musician, such as a pianist.

3. Parking lot maintenance and trash collection, provided that these activities shall not occur between the hours of 1:00 a.m. and 7:00 a.m.

4. Sale of alcoholic beverages for consumption on-site.

5. Outdoor dining, provided that the outdoor dining shall not extend to the hours between 10:00 p.m. and 7:00 a.m.

6. Reception or banquet use of the restaurant.

7. PACKAGE LIQUOR RETAIL SALES.

8. GENERAL RETAIL SALES.

Amend Chapter 6, Section 650.E (Prohibited Uses) to read as follows:

E. **Prohibited Uses.** Land in the HCRO district shall not be used for the following uses, whether primary or accessory:

1. Patron dancing, including as part of reception or banquet uses.

~~2. Package liquor retail sales.~~

~~3~~ 2. Drive-through and drive-in facilities.

4 3. Outdoor uses and/or displays, except as otherwise specifically provided in Section 650.

~~5~~ 4. Playing of music, live or recorded, in an outdoor dining area.

~~6~~ 5. Parking structure.

***

This publication can be made available in alternate format upon request. Please contact Les Scott at 602-261-8980, leslie.scott@phoenix.gov or TTY: Use 7-1-1.

ATTACHMENT F

From: Mary Crozier
To: Nick Klimek
Cc: Brian Greathouse; Wallis Hardie; Kate Brophy McGee
Subject: Z-TA-2-22
Date: Monday, July 11, 2022 11:21:19 AM

Dear Nick,

The purpose of this letter is to show support for the text amendment to allow alcohol consumption and packaged liquor (beer and wine only) and a general retail sales as accessary uses to proposed Little O's site in the Historic-Canal-Side Restaurant Overlay District.

We applaud the efforts of the property owner and Burch & Cracchiolo for the extensive neighborhood outreach. It is our understanding that this text amendment will not allow this site to become a night club or an establishment that will have alcohol issues (noise, drunk and disorderly conduct) that will disrupt the adjacent neighborhood. Though the notification did not specify the precise liquor license the applicant will need to obtain, we will not support a Series 6 liquor license.

If the above information is correct, then the Board of Directors of the North Central Phoenix Homeowners Association supports the proposed text amendment change.

Thank you and please reach out if you have any questions.

Mary L. Crozier
President
North Central Phoenix Homeowners Association

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 67

Public Hearing and Resolution Adoption - General Plan Amendment GPA-EST-1-22-7 - Northeast Corner of 67th Avenue and the Roeser Road Alignment (Resolution 22061)

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. This item is a companion case to Z-31-22-7 and must be heard first, followed by Z-31-22-7.

Summary

Current Plan Designation: Residential 1-to-2 dwelling units per acre and Parks/Open Space-Publicly Owned
Proposed Plan Designation: Commercial
Acreage: 85.90 acres
Reason for Change: Minor General Plan amendment to allow commercial uses

Owner: City of Phoenix
Applicant: City of Phoenix, Planning Commission
Representative: City of Phoenix, Planning and Development Department

Staff Recommendation: Approval.
VPC Action: The Estrella Village Planning Committee heard the case on Jul. 19, 2022, and recommended a continuance, by a vote of 7-0.
PC Action: The Planning Commission heard the case on Aug. 4, 2022, and recommended approval, per the staff recommendation, by a vote of 9-0.

Location

Northeast corner of 67th Avenue and the Roeser Road alignment
Council District: 7
Parcel Address: 4815 S. 67th 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 RESOLUTION

RESOLUTION

A RESOLUTION ADOPTING AN AMENDMENT TO THE 2015 GENERAL PLAN FOR PHOENIX, APPLICATION GPA-EST-1-22-7, 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-EST-1-22-7. The 85.90 acres located at the northeast corner of 67th Avenue and the Roeser Road alignment is designated as Commercial.

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:

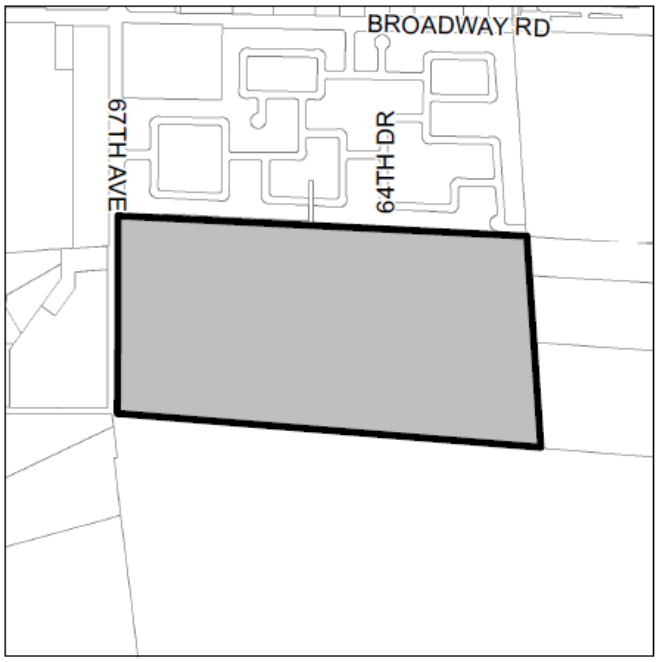
DRAFT

PROPOSED CHANGE:

Commercial (85.9 +/- Acres)

Proposed Change Area

Commercial



PASSED by the Council of the City of Phoenix this 7th day of September 2022.

_____

M A Y O R

ATTEST:

_____

Denise Archibald, City Clerk

DRAFT

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

PL:tml:LF22-1285:9-7-22:21307

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ATTACHMENT B

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

GENERAL PLAN AMENDMENT
STAFF ANALYSIS
July 12, 2022

Application:	GPA-EST-1-22-7
Applicant:	City of Phoenix, Planning Commission
Owner:	City of Phoenix
Representative:	City of Phoenix, Planning and Development Department
Location:	Northeast corner of 67th Avenue and the Roeser Road alignment
Acreage:	85.90 acres
Current Plan Designation:	Residential 1 to 2 dwelling units per acre (44.92 acres) Parks/Open Space - Publicly Owned (40.98 acres)
Requested Plan Designation:	Commercial (85.90 acres)
Reason for Requested Change:	A minor General Plan Amendment to Commercial to allow commercial uses
Estrella Village Planning Committee Meeting Date:	July 19, 2022
Staff Recommendation:	Approval

FINDINGS:

1) The subject site exceeds 10 acres, which requires a minor General Plan Amendment to the Land Use Map.

2) The companion rezoning case, Z-31-22-7, proposes intermediate commercial zoning on the site, and would allow commercial services for existing and future residents of the area. As stipulated, rezoning case Z-31-22-7 would require future

development on the site to incorporate features such as open space, bicycle parking, and pedestrian connections to help activate the Rio Salado frontage.

3) The subject site is within close proximity to the Loop 202 freeway and within the alignment of the future State Route 30 (SR-30) freeway, which will serve as a major transportation corridor for this part of the Phoenix Metropolitan region.

BACKGROUND

The subject site is located at the northeast corner of 67th Avenue and the Roeser Road alignment and is currently used for mining and material extraction. The companion Rezoning Case Z-31-22-7 is requesting to rezone the site from S-1 (Ranch or Farm Residence District) to C-2 (Intermediate Commercial) to allow future commercial uses on the site. The General Plan Land Use Map designates 44.92 acres of the subject site as Residential 1 to 2 dwelling units per acre and 40.98 acres on the southeast portion of the site as Parks/Open Space – Publicly Owned. A public park was planned at subject site, as the property is currently owned by the City of Phoenix, however, this property is identified as being within the preferred alignment of the future SR-30 freeway that will connect the Loop 202 freeway with West Valley communities. Thus, the sale or transfer of this site to the Arizona Department of Transportation (ADOT) is expected in the near future. After the development of the freeway it is anticipated that approximately one quarter of the property will be left for future development.

RIO SALADO

The subject site is also located immediately adjacent to Rio Salado (Salt River), a natural feature that separates the Estrella and Laveen Villages. The activation of Rio Salado is important on both a local and regional scale, as it furthers the vision of creating a connected corridor within the river. This vision is consistent with the intent of adopted policy plans such as the Estrella Village Plan, which encourages the orientation of development towards Rio Salado, encourages connectivity to a region-wide trail system, and identifies the “Rio Salado Area of Influence”.

The requested Commercial land use map designation is consistent with the requested C-2 zoning in the companion rezoning case Z-31-22-7, which as stipulated, would promote the activation of Rio Salado and the immediate street frontage by requiring perimeter visibility, open space, amenities, bicycle parking, a pedestrian connection to Rio Salado, and a multi-use trail along 67th Avenue.

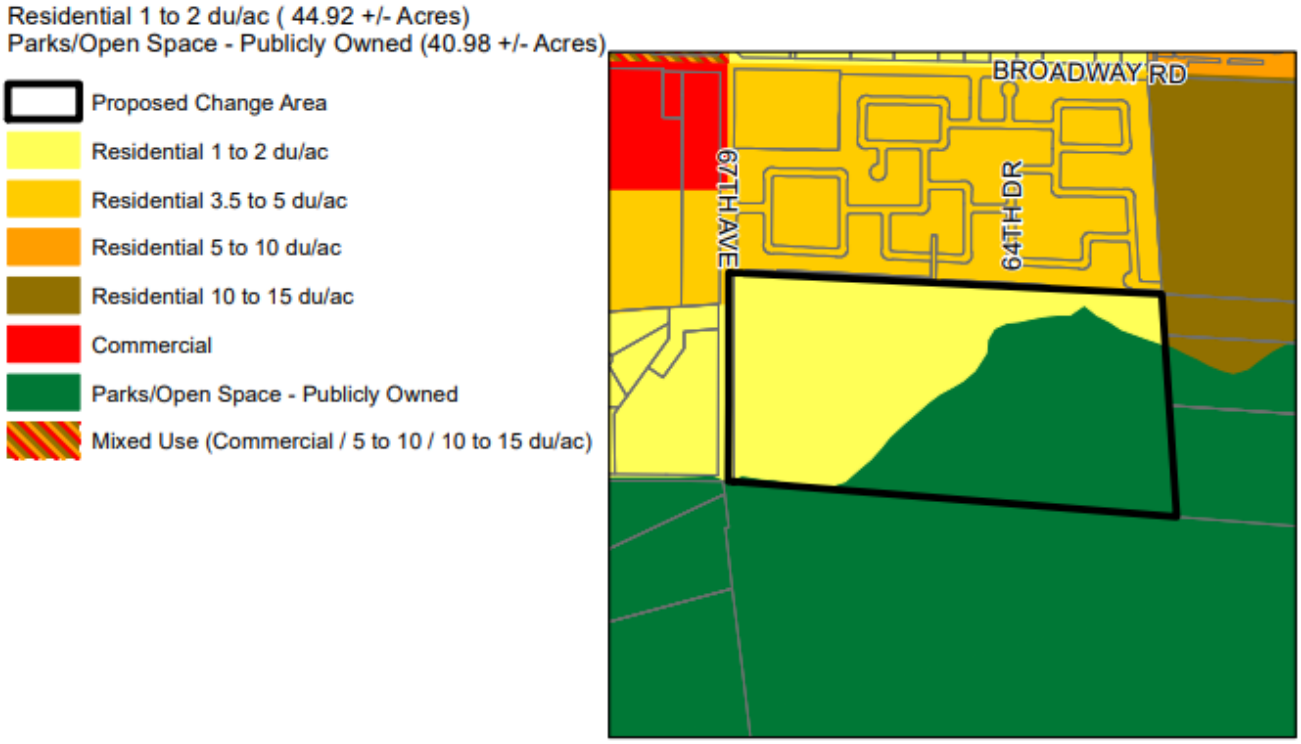
SURROUNDING LAND USES

North of the subject site is vacant land designated Residential 3.5 to 5 dwelling units per acre on the General Plan Land Use Map.

South of the subject site is undeveloped land within the channel of Rio Salado, designated as Parks/Open Space – Publicly Owned on the General Plan Land Use Map.

East of the subject site is undeveloped land designated as Residential 10 to 15 dwelling units per acre and Parks/Open Space – Publicly Owned on the General Plan Land Use Map.

West of the subject site, across 67th Avenue, is an equipment rental facility, a single-family residential subdivision under development, and vacant land. These properties are designated as Residential 1 to 2 dwelling units per acre and Residential 3.5 to 5 dwelling units per are on the General Plan Land Use Map.



Existing General Plan Land Use Map designation, Source: Planning and Development Department

RELATIONSHIP TO GENERAL PLAN CORE VALUES AND PRINCIPLES

CONNECT PEOPLE AND PLACES

- ***CORES, CENTERS & CORRIDORS; LAND USE PRINCIPLE: Locate land uses with the greatest height and most intense uses within village cores, centers and corridors based on village character, land use needs, and transportation system capacity.***

The proposed land use map designation of Commercial is appropriate at this location due to the proximity to an arterial street (67th Avenue), existing Loop 202 freeway, and future State Route 30 freeway. These transportation routes will provide connectivity to and from the site for future users. Furthermore, the site is located along a multi-use trail and shared use pathway alignment, which will promote alternative transportation modes for pedestrians and bicyclists to and from the site.

- ***CANALS AND TRAILS; DESIGN PRINCIPLE: Provide multi-use trail connections where appropriate.***

  As stipulated in the companion rezoning case, Z-31-22-7, a multi-use trail is required along the 67th Avenue frontage. This future trail will connect to other trails along and north of Broadway Road, in addition to a shared use path envisioned along Rio Salado. Thus, adding to the regional network of trails and improving recreational opportunities.

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS

- ***CERTAINTY & CHARACTER: DESIGN PRINCIPLES: Promote neighborhood identity through planning that reinforces the existing landscaping and character 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 existing vegetation, which are important in providing character to new subdivisions.***

  As stipulated in the companion rezoning case, Z-31-22-7, future development on the subject site would be required to adhere to the Estrella Village Arterial Street Landscaping Program landscape palette and standards, to promote the identity of the Village. Furthermore, building placement and orientation towards 67th Avenue and Rio Salado will be required elements on future site plans which will undergo a Planning Hearing Officer process. Lastly, open space will be required on the future development of this site and centrally placed and/or provided along the Rio Salado frontage to promote a transition to the river.

BUILD THE SUSTAINABLE DESERT CITY

- ***TREES AND SHADE: DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.***

  As stipulated in the companion rezoning case Z-31-22-7, the proposal will be required to shade the sidewalk along 67th Avenue and uncovered surface

parking stalls. This will help to provide shade for pedestrians and bicyclists in and around the community and to mitigate the urban heat island effect by covering hard surfaces, thus cooling the micro-climate around the vicinity.

CONCLUSION AND RECOMMENDATION

Staff recommends approval of GPA-EST-1-22-7. The proposed land use map designation allows for future commercial development of this site, appropriately located along an arterial street (67th Avenue), existing Loop 202 freeway, and future State Route 30 freeway. The companion rezoning case, Z-31-22-7, as stipulated, will require future uses on the subject site to incorporate features such as open space, bicycle parking, and pedestrian connections to help activate the Rio Salado frontage.

Writer
Enrique Bojórquez Gaxiola
July 12, 2022

Team Leader
Racelle Escolar

Exhibits
Sketch Maps (2 pages)

GENERAL PLAN AMENDMENT

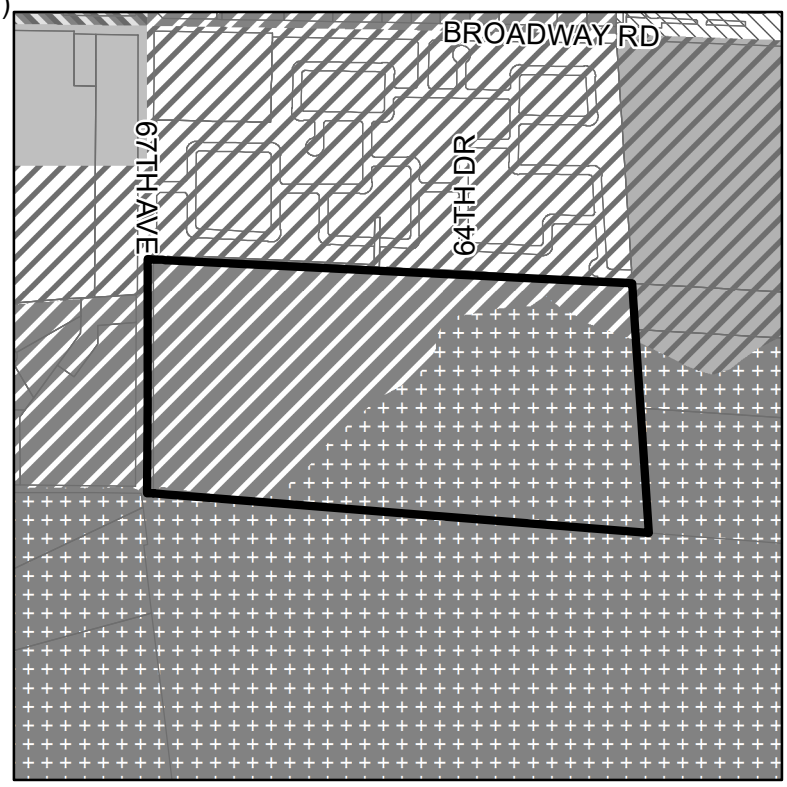
CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: GPA-EST-1-22-7_BW	ACRES: 85.9 +/-	REVISION DATE:
VILLAGE: Estrella	COUNCIL DISTRICT: 7	
APPLICANT: City of Phoenix, Planning Commission		

EXISTING:

Residential 1 to 2 du/ac (44.92 +/- Acres)
Parks/Open Space - Publicly Owned (40.98 +/- Acres)

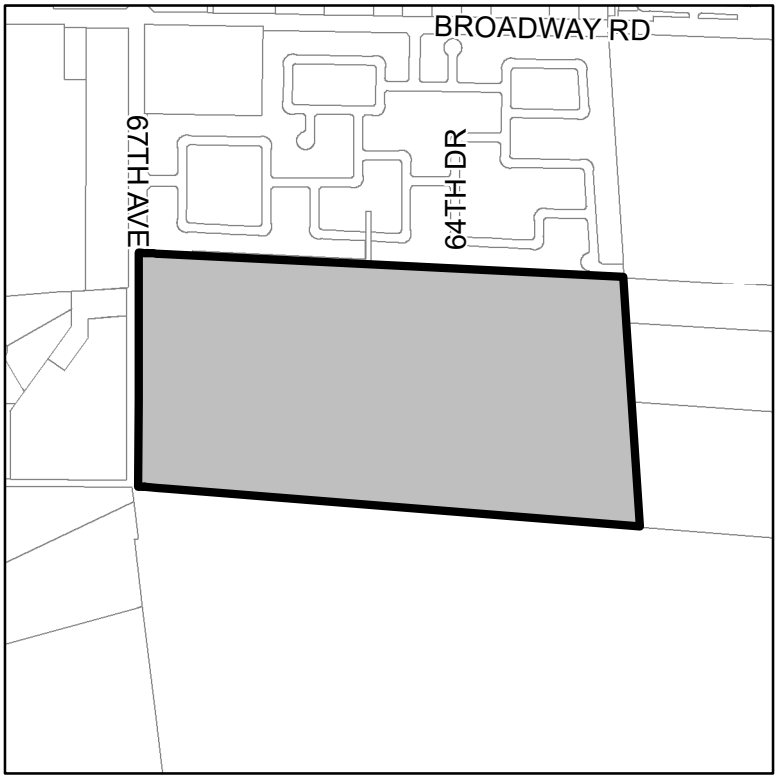
- Proposed Change Area
- Residential 1 to 2 du/acre
- Residential 3.5 to 5 du/acre
- Residential 5 to 10 du/acre
- Residential 10 to 15 du/acre
- Commercial
- Parks/Open Space - Publicly Owned
- Mixed Use Commercial 5-10 du/ac



PROPOSED CHANGE:

Commercial (85.9 +/- Acres)

- Proposed Change Area
- Commercial



GENERAL PLAN AMENDMENT

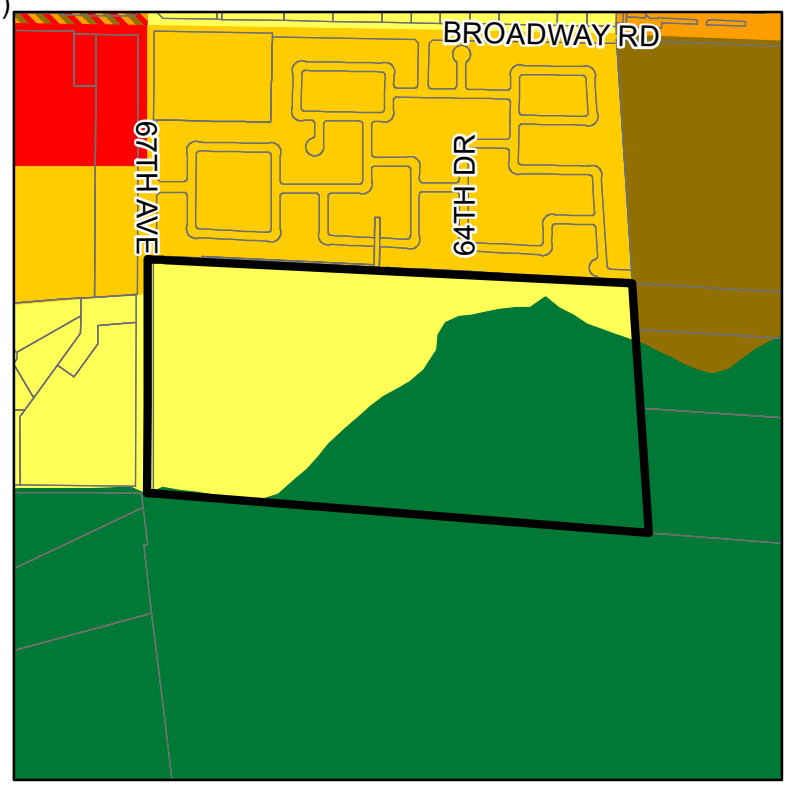
CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: GPA-EST-1-22-7	ACRES: 85.9 +/-	REVISION DATE:
VILLAGE: Estrella	COUNCIL DISTRICT: 7	
APPLICANT: City of Phoenix, Planning Commission		

EXISTING:

Residential 1 to 2 du/ac (44.92 +/- Acres)
Parks/Open Space - Publicly Owned (40.98 +/- Acres)

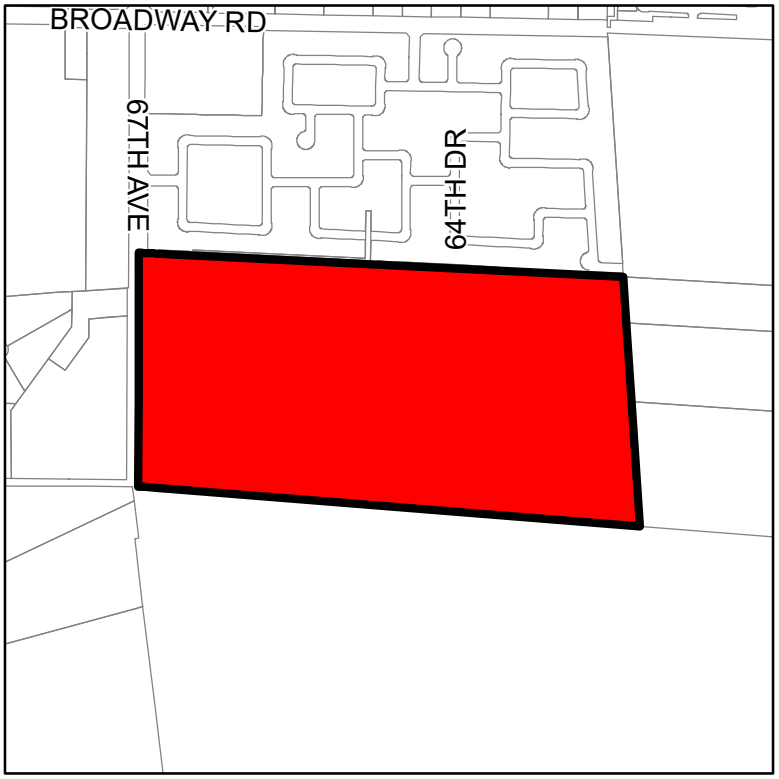
- Proposed Change Area
- Residential 1 to 2 du/ac
- Residential 3.5 to 5 du/ac
- Residential 5 to 10 du/ac
- Residential 10 to 15 du/ac
- Commercial
- Parks/Open Space - Publicly Owned
- Mixed Use (Commercial / 5 to 10 / 10 to 15 du/ac)



PROPOSED CHANGE:

Commercial (85.9 +/- Acres)

- Proposed Change Area
- Commercial



Estrella
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
GPA-EST-2-21-7

Date of VPC Meeting	July 19, 2022
Request From	Residential 1 to 2 dwelling units per acre and Parks/Open Space – Publicly Owned
Request To	Commercial
Proposed Use	Commercial uses
Location	Northeast corner of 67th Avenue and the Roeser Road alignment
VPC Recommendation	Continuance
VPC Vote	7-0

VPC DISCUSSION & RECOMMENDED STIPULATIONS:

Cases GPA-EST-1-22-7 and Z-31-22-7 are companion cases and were heard concurrently.

Enrique Bojórquez, staff, presented an overview for companion cases GPA-EST-1-22-7 and Z-31-22-7. Mr. Bojórquez discussed the location of the site, the existing and requested General Plan Land Use map and zoning designations. Mr. Bojórquez discussed the surrounding land uses and existing street network in the area, including the Loop 202 freeway just east of the site. Mr. Bojórquez stated that these requests are for a city-owned property that is within the proposed alignment of the State Route (SR) 30 freeway and will be sold to the Arizona Department of Transportation (ADOT) for future development of the SR-30 freeway. Mr. Bojórquez stated that the intent of these requests is to entitle the subject site before it is sold to ADOT to place a zoning district on the site which allows a variety of land uses that will help activate the Salt River frontage. Mr. Bojórquez stated that no community correspondence was received on these cases and proceeded to read the findings on each case. Mr. Bojórquez stated that staff recommends approval for these cases, with stipulations for rezoning case Z-31-22-7.

Questions from the committee:

Lisa M. Perez stated that the subject site is located within the Rio Salado Oeste portion of the Salt River and was used in an exercise to envision how it could develop in the future. **Ms. Perez** added that ADOT is going to be building the SR-30 freeway over this site and dispose of the remaining portion of the land after the freeway is completed. **Ms. Perez** asked if there could be public access through the site or why there are issues with requiring this. **Mr. Bojórquez** responded that a multi-use trail and shared use

pathway will be required along portions of the site upon development, which will help connect the public to the Salt River and 67th Avenue. **Ms. Perez** stated that she has concerns with having no public access through the site, and the requested C-2 zoning is fine for the site but believes there should be some public access here. **Mr. Bojórquez** responded that the site is not intended to serve as a public trailhead and instead the public will have access through the multi-use trail and shared use pathways adjacent to the site.

Dan Rush asked if it would be best to leave the existing zoning on the site. **Ms. Perez** agreed.

Melanie Burd shared that she lives in the area and would like to see more traffic and people there. Ms. Burd also agrees with Ms. Perez.

Ms. Perez stated that she no longer sees the benefit of rezoning this property now instead of having a developer rezone the property in the future.

Mr. Rush asked if Ms. Perez envisions people using the river in the future. **Ms. Perez** responded that she wants to see the activation of the Salt River and having people recreate here. Ms. Perez discussed Rio Reimagined and the larger vision of many individuals such as late Senator John McCain to connect communities along the river and active it.

Public Comment:

None.

Staff Response:

Ms. Perez asked if staff would support a continuance on these cases to a future meeting date. **Mr. Bojórquez** responded that staff, acting as the representative, would prefer to obtain a recommendation on the cases tonight but stated that the committee can recommend a continuance on each case.

Committee Discussion:

Vice Chair Wallace asked for a motion or further discussion on each item.

Motion – GPA-EST-1-22-7:

Lisa Perez motioned to recommend a continuance of GPA-EST-1-22-7 to a future meeting date. **Vice Chair Wallace** seconded the motion.

Vote – GPA-EST-1-22-7:

7-0, Motion to approve passed, with Committee Members Barquin, Burd, Cartwright, Perez, Rush, Sanou, and Wallace, in favor.

STAFF COMMENTS REGARDING VPC RECOMMENDATION & STIPULATIONS:

None.

ATTACHMENT D

REPORT OF PLANNING COMMISSION ACTION
August 4, 2022

ITEM NO: 13	
	DISTRICT NO.: 7
SUBJECT:	
Application #:	GPA-EST-1-22-7 (Companion Case Z-31-22-7)
Request:	Map Amendment
Location:	Northeast corner of 67th Avenue and the Roeser Road alignment
From:	Residential 1 to 2 and Parks/Open Space - Public
To:	Commercial
Acreage:	85.90
Proposal:	Minor General Plan Land Use Map Amendment to Commercial
Applicant:	City of Phoenix, Planning Commission
Owner:	City of Phoenix
Representative:	City of Phoenix, Planning and Development Department

ACTIONS:

Staff Recommendation: Approval.

Village Planning Committee (VPC) Recommendation:
Estrella 7/19/2022 Continued. Vote: 7-0.

Planning Commission Recommendation: Approval, per the staff recommendation.

Motion Discussion: N/A

Motion details: Commissioner Gaynor made a MOTION to approve GPA-EST-1-22-7, per the staff recommendation.

Maker: Gaynor
Second: Gorraiz
Vote: 9-0
Absent: None
Opposition Present: No

Findings:

1. The subject site exceeds 10 acres, which requires a minor General Plan Amendment to the Land Use Map.

2. The companion rezoning case, Z-31-22-7, proposes intermediate commercial zoning on the site, and would allow commercial services for existing and future residents of the area. As stipulated, rezoning case Z-31-22-7 would require future development on the site to incorporate features such as open space, bicycle parking, and pedestrian connections to help activate the Rio Salado frontage.

3. The subject site is within close proximity to the Loop 202 freeway and within the alignment of the future State Route 30 (SR-30) freeway, which will serve as a major transportation corridor for this part of the Phoenix Metropolitan region.

This publication can be made available in alternate format upon request. Please contact Les Scott at 602-261-8980, leslie.scott@phoenix.gov or TTY: Use 7-1-1.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 68

Public Hearing and Ordinance Adoption - Rezoning Application Z-31-22-7 - Northeast Corner of 67th Avenue and the Roeser Road Alignment (Ordinance G-7011)

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-31-22-7 and rezone the site from S-1 (Ranch or Farm Residence District) to C-2 (Intermediate Commercial District) to allow commercial uses. This file is a companion case and must be heard following GPA-EST-1-22-7.

Summary
Current Zoning: S-1
Proposed Zoning: C-2
Acreage: 85.90 acres
Proposed Use: Commercial uses

Owner: City of Phoenix
Applicant: City of Phoenix Planning Commission
Representative: City of Phoenix Planning and Development Department

Staff Recommendation: Approval, subject to stipulations.
VPC Action: The Estrella Village Planning Committee heard this case on Jul. 19, 2022, and recommended a continuance by a vote of 7-0.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommend approval, per the Addendum A Staff Report, by a vote of 9-0.

Location
Northeast corner of 67th Avenue and the Roeser Road alignment
Council District: 7
Parcel Addresses: 4815 S. 67th 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-31-22-7) FROM S-1 (RANCH OR FARM RESIDENCE) TO C-2 (INTERMEDIATE COMMERCIAL).

_____

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

SECTION 1. The zoning of an 85.90-acre property located at the northeast corner of 67th Avenue and the Roeser Road alignment in a portion of Section 30, Township 1 North, Range 2 East, as described more specifically in Exhibit “A,” is hereby changed from “S-1” (Ranch or Farm Residence), to “C-2” (Intermediate Commercial).

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,

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

1. Conceptual site plan and building elevations shall be reviewed and approved by the Planning Hearing Officer through the public hearing process for stipulation modification prior to preliminary site plan approval with specific regard to the inclusion of the below elements. This is a legislative review for conceptual purposes only. Specific development standards and requirements will be determined by the Planning Hearing Officer and the Planning and Development Department.

    a. Maximize the visibility of the sidewalk and multi-use trail along 67th Avenue, and pathways along Rio Salado by locating and orienting buildings towards/near these areas.

    b. Minimize the visibility of vehicular parking areas along 67th Avenue and Rio Salado.

    c. Provide access point(s) to the planned multi-use trail along 67th Avenue.

    d. Where the site has frontage along the Rio Salado, public pedestrian access through the site via a public access easement shall be provided to connect the sidewalk along 67th Avenue to the shared use pathway (SUP) along the Rio Salado, as modified and approved by the Planning and Development Department.

    e. Building elevations shall incorporate multiple architectural elements, including but not limited to balconies, patios, and windows, to promote visibility and activation along the 67th Avenue and Rio Salado frontages.

2. Landscaping along 67th Avenue shall conform with the Estrella Village Arterial Street Landscaping Program landscape palette and landscaping standards, as approved by the Planning and Development Department.

3. A minimum of one milkweed shrub, or other native nectar species, shall be planted for every required tree in addition to the required shrubs, and shall be planted in groups of three or more, as approved by the Planning and Development Department.

4. A minimum of 10 percent of the gross site area shall be retained as open space and be centrally located and/or dispersed within close proximity to Rio Salado, as approved by the Planning and Development Department.

5. A minimum of three amenities, including but not limited to benches, bicycle repair station, ramadas, shall be provided on the site, as approved by the Planning and Development Department.

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6. 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 percent shade at maturity, as approved by Planning and Development Department.

7. Bicycle parking spaces shall be provided through Inverted U and/or artistic racks 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.

8. The developer shall dedicate a 30-foot wide multi-use trail easement (MUTE) along the east side of 67th Avenue and construct a minimum 10-foot wide multi-use trail (MUT) within the easement in accordance with the MAG supplemental detail and as approved by the Planning and Development Department. Where conflicts or restrictions exist, the developer shall work with the Site Planning section on an alternate design through the technical appeal process.

9. The sidewalk along 67th Avenue shall be a minimum of 5 feet in width and detached with a minimum 11-foot wide landscape strip located between the sidewalk and back of curb and planted to the following standards, as approved by the Planning and Development Department.

    a. Minimum 2-inch caliper drought-tolerant shade trees planted to provide a minimum of 75 percent shade at maturity.

    b. Drought tolerant vegetation to achieve 75 percent live coverage at maturity.

    c. The landscape palette and planting standards, unless otherwise provided herein, shall conform with the Estrella Village Arterial Street Landscaping Program requirements for arterial streets.

    Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

10. The developer shall dedicate minimum 50 feet of right-of-way and construct the east side of 67th Avenue, as approved by the Planning and Development Department. Any right-of-way within Maricopa County Department of Transportation (MCDOT) jurisdiction shall require approval and permitting through MCDOT.

11. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights,

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median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

12. This parcel is in a Special Flood Hazard Area (SFHA) called Zone AE, on panel 2190 M of the Flood Insurance Rate Maps (FIRM) dated September 21, 2020. The following requirements shall apply, as approved by the Planning and Development Department:

    a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.

    b. A copy of the Grading and Drainage Plan shall be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements.

    c. The developer shall provide a FEMA approved CLOMR-F or CLOMR prior to issuance of a Grading and Drainage permit.

13. Prior to final site plan approval, the property owner shall record documents that disclose to purchasers of property within the development the preferred alignment and operational characteristics of the State Route 30 (SR-30 freeway). The form and content of such documents shall be reviewed by the City prior to recordation.

14. If determined necessary by the Phoenix Archeology 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 Archeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.

15. If Phase I data testing is required, and if, upon review of the results from Phase I data testing, the City Archeologist, in consultation with a qualified archeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archeological data recovery excavations.

16. In the event archeological 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 Archeologist, and allow time for the Archeology Office to properly assess the materials.

17. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 Waiver of Claims forms. The waiver shall be recorded with the Maricopa County Recorder’s Office and delivered to the City to be included in

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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 7th day of September, 2022.

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (1 Page)

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B – Ordinance Location Map (1 Page)

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-31-22-7

That portion of the South half of the Northwest quarter (S½ NW ¼) of Section 30, Township 1 North, Range 2 East, Gila and Salt River Meridian, Maricopa County, Arizona.

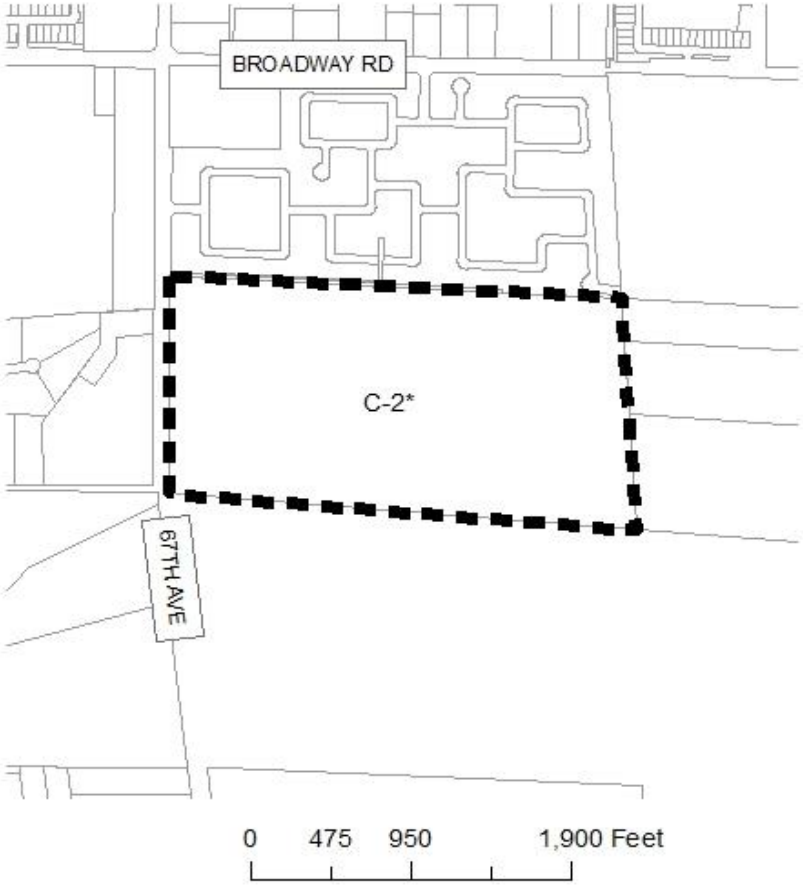
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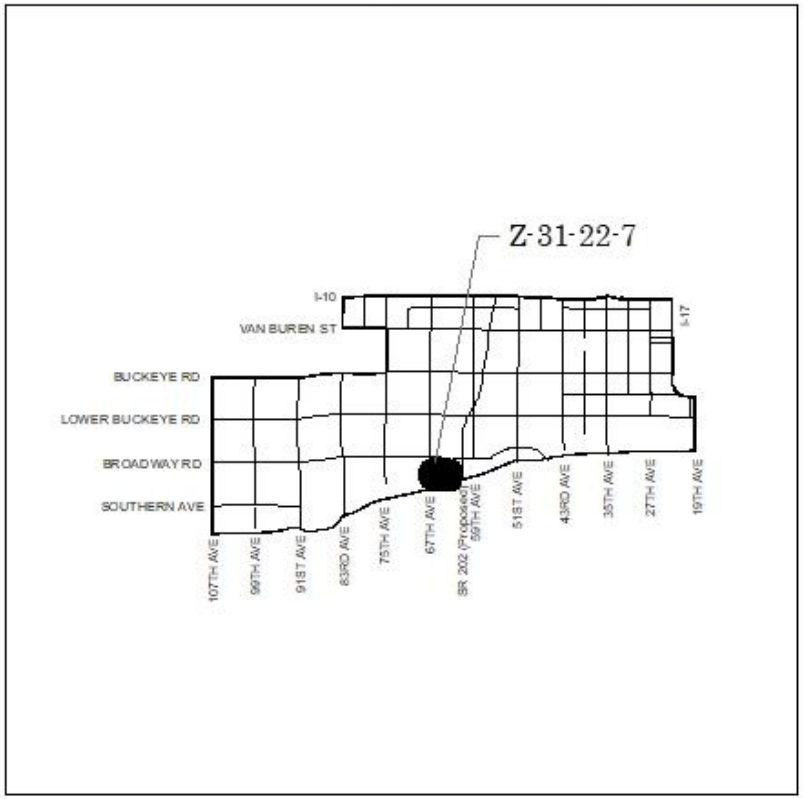
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA: - - - - -

Zoning Case Number: Z-31-22-7
Zoning Overlay: N/A
Planning Village: Estrella





NOT TO SCALE

N

Drawn Date: 8/11/2022

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ATTACHMENT B

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-31-22-7
July 12, 2022

Estrella Village Planning Committee Meeting Date:	July 19, 2022
Planning Commission Hearing Date:	August 4, 2022
Request From:	S-1 (Ranch or Farm Residence District) (85.90 acres)
Request To:	C-2 (Intermediate Commercial District) (85.90 acres)
Proposed Use:	Commercial uses
Location:	Northeast corner of 67th Avenue and the Roeser Road alignment
Owner:	City of Phoenix
Applicant:	City of Phoenix Planning Commission
Representative:	City of Phoenix Planning and Development Department
Staff Recommendation:	Approval, subject to stipulations

<table>
<tr><th colspan="4">General Plan Conformity</th></tr>
<tr><td colspan="2">General Plan Land Use Map Designation</td><td colspan="2">Current: Residential 1 to 2 dwelling units per acre and Parks/Open Space – Publicly Owned

Proposed (GPA-EST-1-22-7): Commercial</td></tr>
<tr><td rowspan="2">Street Map Classification</td><td>67th Avenue</td><td>Arterial Street</td><td>33-foot east half street</td></tr>
<tr><td>Avenida Rio Salado</td><td>Arterial Street</td><td>Not constructed</td></tr>
<tr><td colspan="4">CORES, CENTERS & CORRIDORS; LAND USE PRINCIPLE: Locate land uses with the greatest height and most intense uses within village cores, centers and corridors based on village character, land use needs, and transportation system capacity.</td></tr>
</table>

The requested C-2 zoning is appropriate at this location due to the proximity to an arterial street (67th Avenue), existing Loop 202 freeway, and future State Route 30 freeway. These transportation routes will provide connectivity to and from the site for future users. Furthermore, the site is located along a multi-use trail and shared use pathway alignment, which will promote alternative transportation modes for pedestrians and bicyclists to and from the site.

CANALS AND TRAILS; DESIGN PRINCIPLE: Provide multi-use trail connections where appropriate.

As stipulated, a multi-use trail will be required along the 67th Avenue frontage. This future trail will connect to other trails along and north of Broadway Road, in addition to a shared use path envisioned along Rio Salado. Thus, adding to the regional network of trails and improving recreational opportunities.

CERTAINTY & CHARACTER: DESIGN PRINCIPLES: Promote neighborhood identity through planning that reinforces the existing landscaping and character 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 existing vegetation, which are important in providing character to new subdivisions.

As stipulated, future development on the subject site would be required to adhere to the Estrella Village Arterial Street Landscaping Program landscape palette and standards, to promote the identity of the Village. Furthermore, building placement and orientation towards 67th Avenue and Rio Salado will be required elements on future site plans which will undergo a Planning Hearing Officer process. Lastly, open space will be required on the future development of this site and centrally placed and/or provided along the Rio Salado frontage to promote a transition to the river.

TREES AND SHADE: DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.

As stipulated, the proposal will be required to shade the sidewalk along 67th Avenue and uncovered surface parking stalls. This will help to provide shade for pedestrians and bicyclists in and around the community and to mitigate the urban heat island effect by covering hard surfaces, thus cooling the micro-climate around the vicinity.

Applicable Plans, Overlays, and Initiatives
State Route 30 (SR-30) Freeway Alignment: See Background Item No. 4. **Rio Salado Oeste Urban Waters Technical Assistance Report**: See Background Item No. 5. **Estrella Village Plan:** See Background Item No. 6. **Estrella Village Arterial Street Landscaping Program:** See Background Item No. 8. **Monarch Butterfly Pledge:** See Background Item No. 9. **Tree and Shade Master Plan:** See Background Item No. 10. **Complete Streets Guidelines:** See Background Item No. 11. **Zero Waste PHX:** See Background Item No. 12. **Housing Phoenix:** See Background Item No. 13.

Surrounding Land Uses and Zoning		
	Land Use	**Zoning**
On Site	Mining and vacant	S-1
North	Vacant	S-1 (Approved R1-8)
South	Rio Salado and vacant	S-1
East	Rio Salado and vacant	A-2
West (across the 67th Avenue)	Single-family residential, equipment rental facility, and vacant	R1-6 and RU-43 (Maricopa County)

C-2 (Intermediate Commercial District)		
Standards	**Requirements**	**Provisions on the proposed site plan**
Gross Acreage	-	85.90 acres
MINIMUM BUILDING SETBACKS		
Adjacent to street	Average 25 feet for structures not exceeding two stories or 30 feet, minimum 20 feet permitted for up to 50% of the frontage	No site plan provided
Adjacent to other property lines	When adjacent zoning is S-1, S-2, RE-43 to R-3: 50 feet (2 stories and 30 feet in height)	No site plan provided
MINIMUM LANDSCAPE SETBACKS AND STANDARDS		
Adjacent to street	Average 25 feet for structures not exceeding two stories or 30 feet, minimum 20 feet permitted for up to 50% of the frontage	No site plan provided
Adjacent to other property lines	10 feet	No site plan provided
Maximum Lot Coverage	50%	No site plan provided
Maximum Building Height	2 stories and 30 feet	No site plan provided

Background/Issues/Analysis

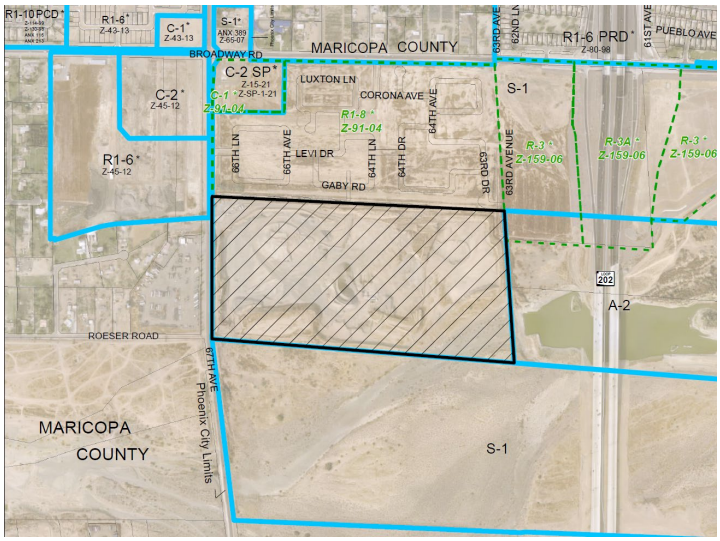
SUBJECT SITE

1. This request is to rezone 85.90 acres located at the northeast corner of 67th Avenue and the Roeser Road alignment from S-1 (Ranch or Farm Residence District) to C-2 (Intermediate Commercial District) for commercial uses. A mining and mineral extraction operation is located on the site today, while portions of the site remain vacant.

SURROUNDING LAND USES AND ZONING

2. The surrounding area contains a variety of agricultural, residential, commercial and industrial zoning districts including S-1 (Ranch or Farm Residence District), R1-8 (Single-Family Residence District), R1-6 (Single-Family Residence District), R-3 (Multifamily Residence District), C-1 (Neighborhood Retail District), C-2 (Intermediate Commercial District), and A-2 (Industrial District). Properties west of the site, across 67th Avenue, are zoned RU-43 (Rural 43) and located within unincorporated Maricopa County.

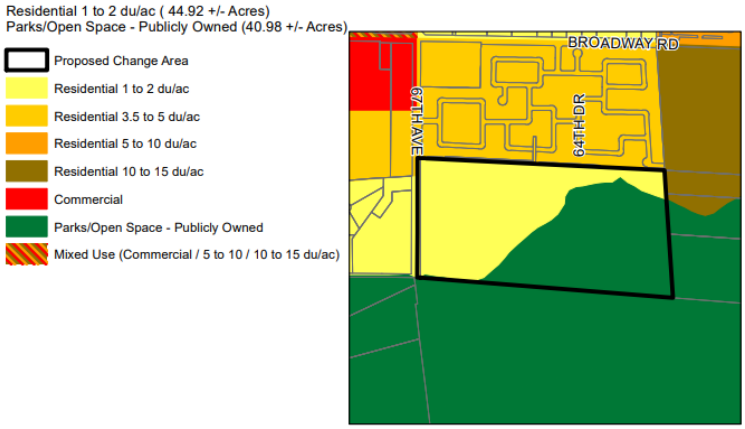
Numerous properties surrounding the subject site are currently vacant and owned by the Arizona Department of Transportation (ADOT). These sites are slated for the construction of the future SR-30 freeway, in addition to a portion of the subject site. Additional information is provided in Background Item No. 4.



Zoning Aerial Map, Source: Planning and Development Department

GENERAL PLAN LAND USE MAP DESIGNATIONS

3. The General Plan Land Use Map designation for the subject site is a mix of Residential 1 to 2 dwelling units per acre and Parks/Open Space – Publicly Owned. A concurrent minor General Plan Land Use Map amendment case, GPA-EST-1-22-7 proposes to change the land use map designation to Commercial.

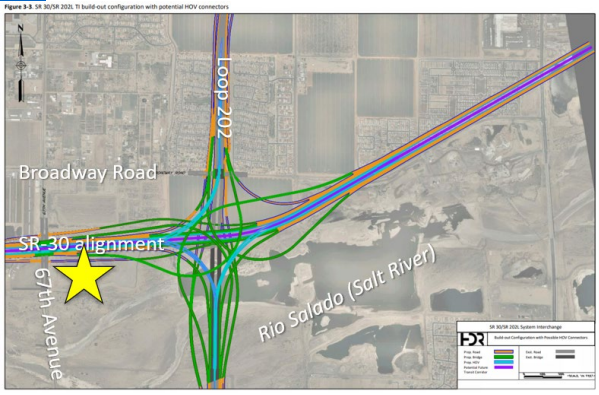


General Plan Land Use Map, Source: Planning and Development Department

The proposed land use map designation of Commercial is consistent with the requested C-2 (Intermediate Commercial) zoning district. Properties surrounding the site are designated by the General Plan Land Use Map as Parks/Open Space – Publicly Owned, Residential 1 to 2 dwelling units per acre, Residential 3.5 to 5 dwelling units per acre, and Residential 15+ dwelling units per acre.

4. **State Route 30 (SR-30) Freeway Alignment**

As of the writing of this staff report, the Arizona Department of Transportation (ADOT) had selected a preferred SR-30 freeway alignment that crosses the subject site along the north and southeastern portion. A public park was planned at the subject site, as the property is currently owned by the City of Phoenix, however, since the site is within the alignment of the SR-30 freeway, the sale or transfer of this site to the Arizona Department of Transportation (ADOT) is expected in the near future. After the development of the freeway it is anticipated that approximately one quarter of the property will be left for future development.



SR-30 freeway interchange, Source: HDR

5. **Rio Reimagined**

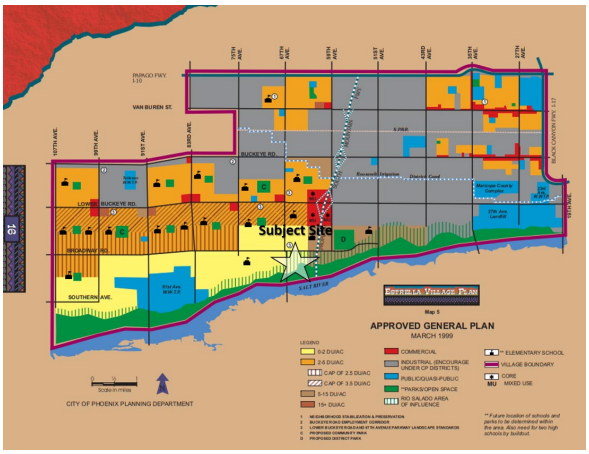
The U.S. Environmental Protection Agency's (EPA) Urban Waters Program funded a technical assistance project, which brought together a series of stakeholders, including the City of Phoenix, to develop a vision and strategies for redevelopment and reuse of property in the Rio Salado Oeste area. As part of this effort, the subject site was used in a visioning exercise to identify potential redevelopment options which included a regional campus, agrarian community, and a mixed-use community. As proposed, the C-2 zoning would allow for a variety of commercial uses such as office, retail, and mixed-use, among other uses, which will help activate the Rio Salado frontage. The rezoning of this city-owned property is an incremental step in positioning the Rio Salado corridor for future investment in alignment with the community's vision developed at this workshop, which involved area partners and property owners. This effort is in line with a larger vision to plan for the Rio Reimagined corridor.

6. **Estrella Village Plan**

The Estrella Village Plan adopted in 1999, outlines a vision for developing the Estrella Village through five main goals that include:

1. Orderly growth;
2. Identifiable village core;
3. Strong residential neighborhoods;
4. Variety of homes and jobs; and
5. Consistent streetscapes and trail linkages.

Future development will further these goals by requiring this site (or remaining portion thereof) to orient buildings towards 67th Avenue and Rio Salado to provide a sense of safety along these areas. Secondly, buildings elevations shall incorporate multiple architectural elements, including but not limited to balconies, patios, and windows, to promote visibility and activation along the 67th Avenue and Rio Salado frontages. Furthermore, by locating buildings closer to the street and river frontages, the visibility of parking areas will be reduced.



Estrella Village Plan Land Use Map, Source: City of Phoenix Planning and Development Department

This will help individuals on the site to interact with pedestrians traveling along the adjacent sidewalk, trail, or pathway to create a sense of safety or security. Connections from the site to the planned trail along 67th Avenue and shared use pathway located along Rio Salado (where not impacted by the SR-30 freeway alignment) will promote connectivity and help activate these areas. This is addressed in Stipulation No. 1.

In addition, staff recommends Stipulation No. 1 to ensure that future site plans and building elevations undergo public review via the Planning Hearing Officer (PHO) process and further the vision for redevelopment of the subject site in a manner that is consistent with the community's vision described in Background Item No. 5, in addition to larger Rio Reimagined efforts.

PROPOSAL

7. There is no specific development plan for the subject site; however, future development of the property (or remaining portions thereof) after the construction of the SR-30 freeway by ADOT, will be subject to the approved stipulations for this case and Zoning Ordinance requirements. Although no development plan exists for

this site today, staff recommends stipulations to require open space and various amenities on the site to encourage pedestrian activity and help promote the activation of Rio Salado. These are addressed in Stipulation Nos. 4 and 5.

8. **Estrella Village Arterial Street Landscaping Program**

The Estrella Village Arterial Street Landscaping Program adopted in 1999, provides a landscape palette for arterial streets within the Estrella Village to help establish the community's character. In addition to providing planting guidelines, the plan also indicates the locations to establish entry gateways that welcome individuals entering the village with an entry sign and an enhanced landscape area of 75 feet by 75 feet in size.

Stipulation No. 2 requires that landscaping along 67th Avenue, an arterial street and designated Village Parkway, adhere to the Estrella Village Arterial Street Landscaping Program to promote the vision of the Village and provide consistent streetscapes.

9. **Monarch Butterfly**

In April 2021, Mayor Kate Gallego signed the National Wildlife Federation's Mayor's Monarch Pledge. This pledge commits the city to take action to support the monarch butterfly population. In the United States, loss of milkweed habitat is a major factor in the decline of the monarchs. Arizona has at least 29 species of milkweed native to the state. Adult monarchs feed on the nectar of many flowers, but they breed only where milkweeds are found. To support the monarch butterfly population, Stipulation No. 3 addresses the planting of milkweed shrubs, or other native nectar plant species, on the subject site.

10. **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. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide thermal comfort for pedestrians and to reduce the urban heat island effect. Staff is recommending several stipulations designed to provide trees and enhance shade within the development.

Staff is recommending stipulations for parking lot and sidewalk shading:

- Uncovered surface parking lot areas shall be landscaped with minimum two-inch caliper drought-tolerant shade trees to achieve a minimum of 25 percent shade (Stipulation No. 6);

- The landscape strip between the sidewalk and curb along 67th Avenue shall be planted with minimum two-inch caliper shade trees planted to provide a minimum of 75 percent shade at maturity (Stipulation No. 9);

11. **Complete Streets Guidelines**

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. This development will help pedestrianize the immediate street frontage by providing a detached sidewalk and multi-use trail along 67th Avenue. Furthermore, bicycle parking will be required on the site to provide an alternative transportation mode. These are addressed in Stipulation Nos. 7, 8, and 9.

A shared use pathway will be required to be constructed upon development of the site along the Rio Salado frontage. Staff does not recommend this as a stipulation since the construction of the SR-30 freeway might impact the current alignment of this pathway.

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. Recycling facilities are encouraged for future developments located within the subject site.

13. **Housing Phoenix**

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 at a more rapid pace while using vacant land in a more sustainable fashion.

If this development is approved, it would allow for mixed-use or multifamily residential uses on the subject site.

COMMUNITY INPUT SUMMARY

14. As of the writing of this report, staff did not receive any correspondence from the public on this rezoning case.

INTERDEPARTMENTAL COMMENTS

15. The Street Transportation Department requires a detached sidewalk along 67th Avenue, right-of-way dedications and construction of these, plus other general street improvement requirements. These comments are addressed in Stipulation Nos. 9, 10, and 11.

16. The Floodplain Management division of the Public Works Department commented that this parcel is in a Special Flood Hazard Area (SFHA) called Zone AE, on panel 2190M of the Flood Insurance Rate Maps (FIRM) dated September 21, 2020. Stipulation No. 12 addresses floodplain requirements.

OTHER

17. The subject site is within and immediately adjacent to the State Route (SR) 30 freeway preferred alignment, thus potentially leading to dust, odors or other impacts to future uses on the site. Stipulation No. 13 requires disclosure to purchasers of property within the development on the existence and operational characteristics of the SR-30 freeway.

18. 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. 14 through 16.

19. 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. 17.

20. 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. As stipulated, the subject site will help activate the Rio Salado frontage and promote pedestrian activity, including recreation, in this part of the Estrella Village.

2. The subject site is appropriate for commercial development due to its proximity to the existing Loop 202 freeway, future State Route 30 freeway, and an arterial street, which serve as major transportation routes.

3. As stipulated, the proposed development will promote the vision of various policy plans including the Tree and Shade Master Plan, Estrella Village Area Plan and Estrella Village Arterial Street Landscaping Program.

Stipulations

1. Conceptual site plan and building elevations shall be reviewed and approved by the Planning Hearing Officer through the public hearing process for stipulation modification prior to preliminary site plan approval with specific regard to the inclusion of the below elements. This is a legislative review for conceptual purposes only. Specific development standards and requirements will be determined by the Planning Hearing Officer and the Planning and Development Department.

    a. Maximize the visibility of the sidewalk and multi-use trail along 67th Avenue, and pathways along Rio Salado by locating and orienting buildings towards/near these areas.

    b. Minimize the visibility of vehicular parking areas along 67th Avenue and Rio Salado.

    c. Provide access point(s) to the planned multi-use trail along 67th Avenue and shared use pathway along Rio Salado where feasible.

    d. Building elevations shall incorporate multiple architectural elements, including

but not limited to balconies, patios, and windows, to promote visibility and activation along the 67th Avenue and Rio Salado frontages.

2. Landscaping along 67th Avenue shall conform with the Estrella Village Arterial Street Landscaping Program landscape palette and landscaping standards, as approved by the Planning and Development Department.

3. A minimum of one milkweed shrub, or other native nectar species, shall be planted for every required tree in addition to the required shrubs, and shall be planted in groups of three or more, as approved by the Planning and Development Department.

4. A minimum of 10 percent of the gross site area shall be retained as open space and be centrally located and/or dispersed within close proximity to Rio Salado, as approved by the Planning and Development Department.

5. A minimum of three amenities, including but not limited to benches, bicycle repair station, ramadas, shall be provided on the site, as approved by the Planning and Development Department.

6. 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 percent shade at maturity, as approved by Planning and Development Department.

7. Bicycle parking spaces shall be provided through Inverted U and/or artistic racks 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.

8. The developer shall dedicate a 30-foot wide multi-use trail easement (MUTE) along the east side of 67th Avenue and construct a minimum 10-foot wide multi-use trail (MUT) within the easement in accordance with the MAG supplemental detail and as approved by the Planning and Development Department. Where conflicts or restrictions exist, the developer shall work with the Site Planning section on an alternate design through the technical appeal process.

9. The sidewalk along 67th Avenue shall be a minimum of 5 feet in width and detached with a minimum 11-foot wide landscape strip located between the sidewalk and back of curb and planted to the following standards, as approved by the Planning and Development Department.

a. Minimum 2-inch caliper drought-tolerant shade trees planted to provide a minimum of 75 percent shade at maturity.

b. Drought tolerant vegetation to achieve 75 percent live coverage at maturity.

c. The landscape palette and planting standards, unless otherwise provided herein, shall conform with the Estrella Village Arterial Street Landscaping Program requirements for arterial streets.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

10. The developer shall dedicate minimum 50 feet of right-of-way and construct the east side of 67th Avenue, as approved by the Planning and Development Department. Any right-of-way within Maricopa County Department of Transportation (MCDOT) jurisdiction shall require approval and permitting through MCDOT.

11. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

12. This parcel is in a Special Flood Hazard Area (SFHA) called Zone AE, on panel 2190 M of the Flood Insurance Rate Maps (FIRM) dated September 21, 2020. The following requirements shall apply, as approved by the Planning and Development Department:

a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.

b. A copy of the Grading and Drainage Plan shall be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements.

c. The developer shall provide a FEMA approved CLOMR-F or CLOMR prior to issuance of a Grading and Drainage permit.

13. Prior to final site plan approval, the property owner shall record documents that disclose to purchasers of property within the development the preferred alignment and operational characteristics of the State Route 30 (SR-30 freeway). The form and content of such documents shall be reviewed by the City prior to recordation.

14. If determined necessary by the Phoenix Archeology 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 Archeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.

15. If Phase I data testing is required, and if, upon review of the results from Phase I data testing, the City Archeologist, in consultation with a qualified archeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archeological data recovery excavations.

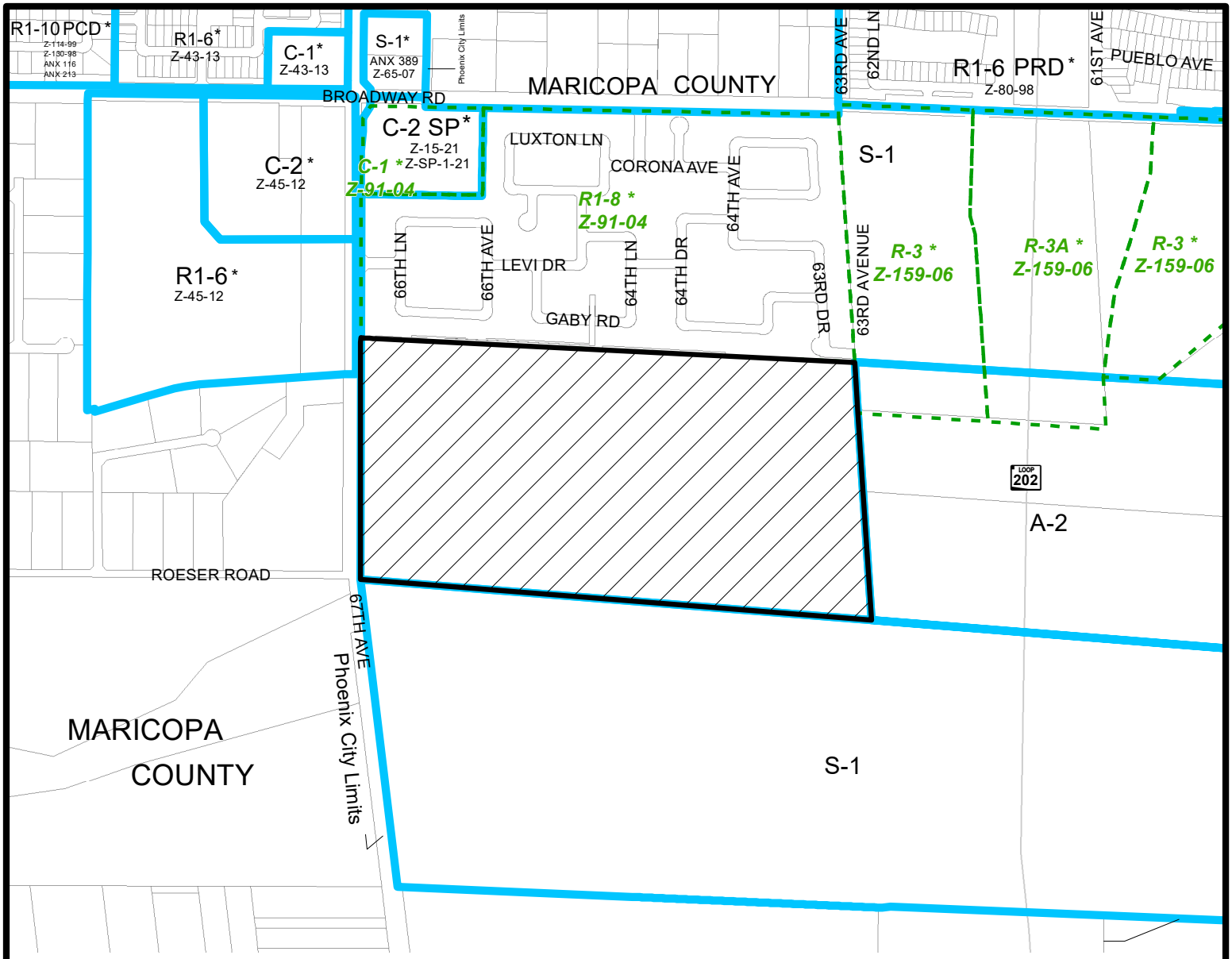
16. In the event archeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33- foot radius of the discovery, notify the City Archeologist, and allow time for the Archeology Office to properly assess the materials.

17. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 Waiver of Claims forms. 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
Enrique Bojórquez Gaxiola
July 12, 2022

Team Leader
Racelle Escolar

Exhibits
Zoning sketch map
Aerial sketch map



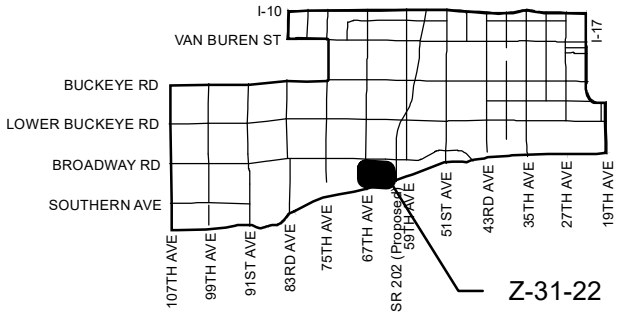
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ESTRELLA VILLAGE

CITY COUNCIL DISTRICT: 7

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME:	City of Phoenix, Planning Commission
APPLICATION NO.	Z-31-22
DATE:	4/18/2022
REVISION DATES:	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.	85.90 Acres
AERIAL PHOTO & QUARTER SEC. NO.	QS 4-13
ZONING MAP	E-4

REQUESTED CHANGE:

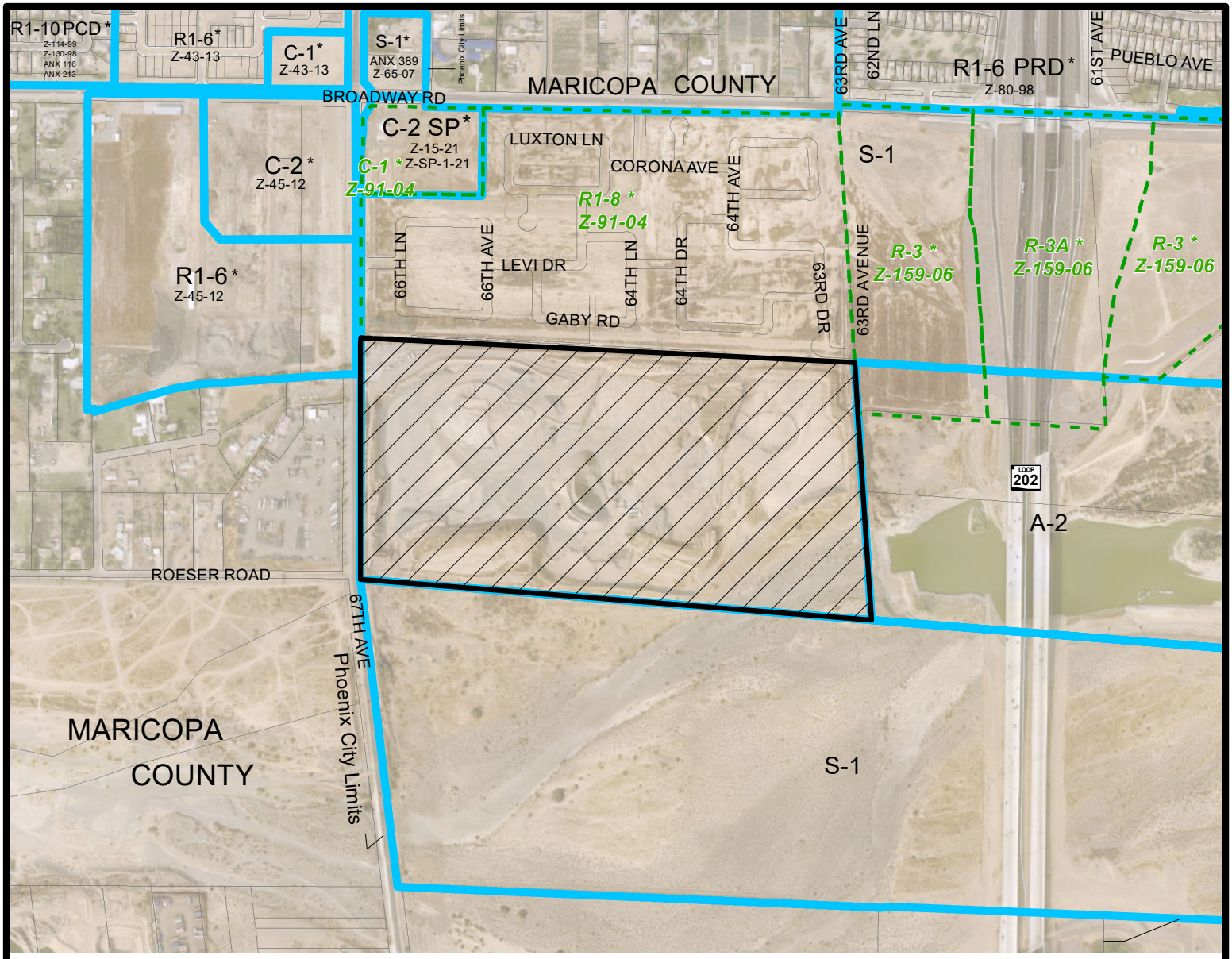
FROM: S-1 (85.90 a.c.)

TO: C-2 (85.90 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
S-1	85	N/A
C-2	1245	1494

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

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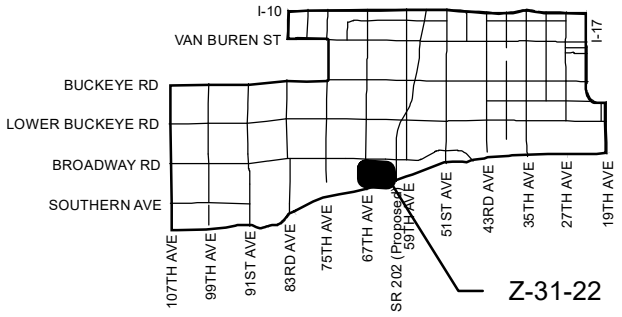
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ESTRELLA VILLAGE

CITY COUNCIL DISTRICT: 7

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME:	City of Phoenix, Planning Commission
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ZONING MAP	E-4

REQUESTED CHANGE:

FROM: S-1 (85.90 a.c.)

TO: C-2 (85.90 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
S-1	85	N/A
C-2	1245	1494

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

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Estrella
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-31-22-7

Date of VPC Meeting	July 19, 2022
Request From	S-1
Request To	C-2
Proposed Use	Commercial uses
Location	Northeast corner of 67th Avenue and the Roeser Road alignment
VPC Recommendation	Continuance
VPC Vote	7-0

VPC DISCUSSION & RECOMMENDED STIPULATIONS:

Cases GPA-EST-1-22-7 and Z-31-22-7 are companion cases and were heard concurrently.

Enrique Bojórquez, staff, presented an overview for companion cases GPA-EST-1-22-7 and Z-31-22-7. Mr. Bojórquez discussed the location of the site, the existing and requested General Plan Land Use map and zoning designations. Mr. Bojórquez discussed the surrounding land uses and existing street network in the area, including the Loop 202 freeway just east of the site. Mr. Bojórquez stated that these requests are for a city-owned property that is within the proposed alignment of the State Route (SR) 30 freeway and will be sold to the Arizona Department of Transportation (ADOT) for future development of the SR-30 freeway. Mr. Bojórquez stated that the intent of these requests is to entitle the subject site before it is sold to ADOT to place a zoning district on the site which allows a variety of land uses that will help activate the Salt River frontage. Mr. Bojórquez stated that no community correspondence was received on these cases and proceeded to read the findings on each case. Mr. Bojórquez stated that staff recommends approval for these cases, with stipulations for rezoning case Z-31-22-7.

Questions from the committee:

Lisa M. Perez stated that the subject site is located within the Rio Salado Oeste portion of the Salt River and was used in an exercise to envision how it could develop in the future. Ms. Perez added that ADOT is going to be building the SR-30 freeway over this site and dispose of the remaining portion of the land after the freeway is completed. **Ms. Perez** asked if there could be public access through the site or why there are issues with requiring this. **Mr. Bojórquez** responded that a multi-use trail and shared use

pathway will be required along portions of the site upon development, which will help connect the public to the Salt River and 67th Avenue. **Ms. Perez** stated that she has concerns with having no public access through the site, and the requested C-2 zoning is fine for the site but believes there should be some public access here. **Mr. Bojórquez** responded that the site is not intended to serve as a public trailhead and instead the public will have access through the multi-use trail and shared use pathways adjacent to the site.

Dan Rush asked if it would be best to leave the existing zoning on the site. **Ms. Perez** agreed.

Melanie Burd shared that she lives in the area and would like to see more traffic and people there. Ms. Burd also agrees with Ms. Perez.

Ms. Perez stated that she no longer sees the benefit of rezoning this property now instead of having a developer rezone the property in the future.

Mr. Rush asked if Ms. Perez envisions people using the river in the future. **Ms. Perez** responded that she wants to see the activation of the Salt River and having people recreate here. Ms. Perez discussed Rio Reimagined and the larger vision of many individuals such as late Senator John McCain to connect communities along the river and active it.

Public Comment:

None.

Staff Response:

Ms. Perez asked if staff would support a continuance on these cases to a future meeting date. **Mr. Bojórquez** responded that staff, acting as the representative, would prefer to obtain a recommendation on the cases tonight but stated that the committee can recommend a continuance on each case.

Committee Discussion:

Vice Chair Wallace asked for a motion or further discussion on each item.

Motion – Z-31-22-7:

Lisa Perez motioned to recommend a continuance of Z-31-22-7 to a future meeting date. **Vice Chair Wallace** seconded the motion.

Vote – Z-31-22-7:

7-0, Motion to approve passed, with Committee Members Barquin, Burd, Cartwright, Perez, Rush, Sanou, and Wallace, in favor.

STAFF COMMENTS REGARDING VPC RECOMMENDATION & STIPULATIONS:

No comments.

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

ADDENDUM A
Staff Report: Z-31-22-7
August 1, 2022

Estrella Village Planning Committee Meeting Date:	July 19, 2022
Planning Commission Hearing Date:	August 4, 2022
Request From:	S-1 (Ranch or Farm Residence District) (85.90 acres)
Request To:	C-2 (Intermediate Commercial District) (85.90 acres)
Proposed Use:	Commercial uses
Location:	Northeast corner of 67th Avenue and the Roeser Road alignment
Owner:	City of Phoenix
Applicant:	City of Phoenix Planning Commission
Representative:	City of Phoenix Planning and Development Department
Staff Recommendation:	Approval, subject to stipulations

The Estrella Village Planning Committee heard this rezoning request on July 19, 2022 and voted (7-0) to continue rezoning case Z-31-22-7 and companion general plan amendment case GPA-EST-1-22-7 to a future meeting. Committee members raised concerns with the lack of public access through the site and questions regarding the purpose of rezoning the subject property.

As a result of the discussion at the July 19, 2022 Village Planning Committee meeting, staff recommends modifying a stipulation to require public access through the site between the sidewalk on 67th Avenue and the Rio Salado where frontage exists along the subject site. This will ensure that the public will have a more direct access to the Rio Salado from 67th Avenue if a frontage along the river exists upon development of the site. Staff recommends modifying **Stipulation No. 1** regarding future review of site plans and elevations by the Planning Hearing Officer with the inclusion of specific elements including public pedestrian access through the subject site.

Staff recommends approval per the modified stipulations provided below:

Stipulations

1. Conceptual site plan and building elevations shall be reviewed and approved by the Planning Hearing Officer through the public hearing process for stipulation modification prior to preliminary site plan approval with specific regard to the inclusion of the below elements. This is a legislative review for conceptual purposes only. Specific development standards and requirements will be determined by the Planning Hearing Officer and the Planning and Development Department.

    a. Maximize the visibility of the sidewalk and multi-use trail along 67th Avenue, and pathways along Rio Salado by locating and orienting buildings towards/near these areas.

    b. Minimize the visibility of vehicular parking areas along 67th Avenue and Rio Salado.

    c. Provide access point(s) to the planned multi-use trail along 67th Avenue ~~and shared use pathway along Rio Salado where feasible~~.

    D. WHERE THE SITE HAS FRONTAGE ALONG THE RIO SALADO, PUBLIC PEDESTRIAN ACCESS THROUGH THE SITE VIA A PUBLIC ACCESS EASEMENT SHALL BE PROVIDED TO CONNECT THE SIDEWALK ALONG 67TH AVENUE TO THE SHARED USE PATHWAY (SUP) ALONG THE RIO SALADO, AS MODIFIED AND APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

    ~~d.~~ Building elevations shall incorporate multiple architectural elements, including
    e. but not limited to balconies, patios, and windows, to promote visibility and activation along the 67th Avenue and Rio Salado frontages.

2. Landscaping along 67th Avenue shall conform with the Estrella Village Arterial Street Landscaping Program landscape palette and landscaping standards, as approved by the Planning and Development Department.

3. A minimum of one milkweed shrub, or other native nectar species, shall be planted for every required tree in addition to the required shrubs, and shall be planted in groups of three or more, as approved by the Planning and Development Department.

4. A minimum of 10 percent of the gross site area shall be retained as open space and be centrally located and/or dispersed within close proximity to Rio Salado, as approved by the Planning and Development Department.

5. A minimum of three amenities, including but not limited to benches, bicycle repair station, ramadas, shall be provided on the site, as approved by the Planning and Development Department.

6. 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 percent shade at maturity, as approved by Planning and Development Department.

7. Bicycle parking spaces shall be provided through Inverted U and/or artistic racks 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.

8. The developer shall dedicate a 30-foot wide multi-use trail easement (MUTE) along the east side of 67th Avenue and construct a minimum 10-foot wide multi-use trail (MUT) within the easement in accordance with the MAG supplemental detail and as approved by the Planning and Development Department. Where conflicts or restrictions exist, the developer shall work with the Site Planning section on an alternate design through the technical appeal process.

9. The sidewalk along 67th Avenue shall be a minimum of 5 feet in width and detached with a minimum 11-foot wide landscape strip located between the sidewalk and back of curb and planted to the following standards, as approved by the Planning and Development Department.

    a. Minimum 2-inch caliper drought-tolerant shade trees planted to provide a minimum of 75 percent shade at maturity.

    b. Drought tolerant vegetation to achieve 75 percent live coverage at maturity.

    c. The landscape palette and planting standards, unless otherwise provided herein, shall conform with the Estrella Village Arterial Street Landscaping Program requirements for arterial streets.

    Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

10. The developer shall dedicate minimum 50 feet of right-of-way and construct the east side of 67th Avenue, as approved by the Planning and Development Department. Any right-of-way within Maricopa County Department of Transportation (MCDOT) jurisdiction shall require approval and permitting through MCDOT.

11. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

12. This parcel is in a Special Flood Hazard Area (SFHA) called Zone AE, on panel 2190 M of the Flood Insurance Rate Maps (FIRM) dated September 21, 2020. The following requirements shall apply, as approved by the Planning and Development Department:

    a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.

    b. A copy of the Grading and Drainage Plan shall be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements.

    c. The developer shall provide a FEMA approved CLOMR-F or CLOMR prior to issuance of a Grading and Drainage permit.

13. Prior to final site plan approval, the property owner shall record documents that disclose to purchasers of property within the development the preferred alignment and operational characteristics of the State Route 30 (SR-30 freeway). The form and content of such documents shall be reviewed by the City prior to recordation.

14. If determined necessary by the Phoenix Archeology 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 Archeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.

15. If Phase I data testing is required, and if, upon review of the results from Phase I data testing, the City Archeologist, in consultation with a qualified archeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archeological data recovery excavations.

16. In the event archeological 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 Archeologist, and allow time for the Archeology Office to properly assess the materials.

17. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 Waiver of Claims forms. 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.

ATTACHMENT E

REPORT OF PLANNING COMMISSION ACTION
August 4, 2022

ITEM NO: 14	
	DISTRICT NO.: 7
SUBJECT:	
Application #:	Z-31-22-7 (Companion Case GPA-EST-1-22-7)
Location:	Northeast corner of 67th Avenue and the Roeser Road alignment
From:	S-1
To:	C-2
Acreage:	85.9
Proposal:	Commercial uses
Applicant:	City of Phoenix, Planning Commission
Owner:	City of Phoenix
Representative:	City of Phoenix, Planning and Development Department

ACTIONS:

Staff Recommendation: Approval, subject to stipulations.

Village Planning Committee (VPC) Recommendation:
Estrella 7/19/2022 Continued. Vote: 7-0.

Planning Commission Recommendation: Approval, per the Addendum A Staff Report.

Motion Discussion: N/A

Motion details: Commissioner Perez made a MOTION to approve Z-31-22-7, per the Addendum A Staff Report.

Maker: Perez
Second: Gaynor
Vote: 9-0
Absent: None
Opposition Present: No

Findings:

1. As stipulated, the subject site will help activate the Rio Salado frontage and promote pedestrian activity, including recreation, in this part of the Estrella Village.

2. The subject site is appropriate for commercial development due to its proximity to the existing Loop 202 freeway, future State Route 30 freeway, and an arterial street, which serve as major transportation routes.

3. As stipulated, the proposed development will promote the vision of various policy plans including the Tree and Shade Master Plan, Estrella Village Area Plan and Estrella Village Arterial Street Landscaping Program.

Stipulations:

1. Conceptual site plan and building elevations shall be reviewed and approved by the Planning Hearing Officer through the public hearing process for stipulation modification prior to preliminary site plan approval with specific regard to the inclusion of the below elements. This is a legislative review for conceptual purposes only. Specific development standards and requirements will be determined by the Planning Hearing Officer and the Planning and Development Department.

    a. Maximize the visibility of the sidewalk and multi-use trail along 67th Avenue, and pathways along Rio Salado by locating and orienting buildings towards/near these areas.

    b. Minimize the visibility of vehicular parking areas along 67th Avenue and Rio Salado.

    c. Provide access point(s) to the planned multi-use trail along 67th Avenue ~~and shared use pathway along Rio Salado where feasible~~.

    D. WHERE THE SITE HAS FRONTAGE ALONG THE RIO SALADO, PUBLIC PEDESTRIAN ACCESS THROUGH THE SITE VIA A PUBLIC ACCESS EASEMENT SHALL BE PROVIDED TO CONNECT THE SIDEWALK ALONG 67TH AVENUE TO THE SHARED USE PATHWAY (SUP) ALONG THE RIO SALADO, AS MODIFIED AND APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.

    ~~d.~~ e. Building elevations shall incorporate multiple architectural elements, including but not limited to balconies, patios, and windows, to promote visibility and activation along the 67th Avenue and Rio Salado frontages.

2. Landscaping along 67th Avenue shall conform with the Estrella Village Arterial Street Landscaping Program landscape palette and landscaping standards, as approved by the Planning and Development Department.

3. A minimum of one milkweed shrub, or other native nectar species, shall be planted for every required tree in addition to the required shrubs, and shall be planted in groups of three or more, as approved by the Planning and Development Department.

4. A minimum of 10 percent of the gross site area shall be retained as open space and be centrally located and/or dispersed within close proximity to Rio Salado, as approved by the Planning and Development Department.

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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.

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    a. Minimum 2-inch caliper drought-tolerant shade trees planted to provide a minimum of 75 percent shade at maturity.

    b. Drought tolerant vegetation to achieve 75 percent live coverage at maturity.

    c. The landscape palette and planting standards, unless otherwise provided herein, shall conform with the Estrella Village Arterial Street Landscaping Program requirements for arterial streets.

    Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

10. The developer shall dedicate minimum 50 feet of right-of-way and construct the east side of 67th Avenue, as approved by the Planning and Development Department. Any right-of-way within Maricopa County Department of Transportation (MCDOT) jurisdiction shall require approval and permitting through MCDOT.

11. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

12. This parcel is in a Special Flood Hazard Area (SFHA) called Zone AE, on panel 2190 M of the Flood Insurance Rate Maps (FIRM) dated September 21, 2020. The following requirements shall apply, as approved by the Planning and Development Department:

    a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.

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17. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 Waiver of Claims forms. 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 Les Scott at 602-261-8980, leslie.scott@phoenix.gov or TTY: Use 7-1-1.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 69

Public Hearing and Resolution Adoption - General Plan Amendment GPA-CE-2-21-8 - Southwest Corner of 48th Street and Washington Street (Resolution 22067)

Request to hold a public hearing on a General Plan Amendment for the following item to consider the Planning Commission's recommendation and the related resolution if approved. Request to amend the General Plan Land Use Map designation on 17.82 acres from Industrial and Commerce/Business Park to Mixed Use. This is a companion case to Z-64-21-8 and must be heard first, followed by Z-64-21-8.

Summary

Application: GPA-CE-2-21-8
Current Designation: Industrial and Commerce/Business Park
Proposed Designation: Mixed Use
Acreage: 17.82 acres
Proposed Use: Multifamily residential

Owner: Lincoln National Life Insurance Company
Applicant: Odyssey Group Holdings, LLC
Representative: Nick Wood, Esq., Snell & Wilmer, LLP

Staff Recommendation: Approval.
VPC Info: The Camelback East Village Planning Committee heard this case on Dec. 7, 2021, for information only.
VPC Action: The Camelback East Village Planning Committee heard this case on June 7, 2022, and recommended approval, per the staff recommendation, by a vote of 16-0.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval, per the Camelback East Village Planning Committee recommendation, by a vote of 9-0.

Location

Southwest corner of 48th Street and Washington Street.
Council District: 8
Parcel Addresses: 225, 235, 333 S. 48th Street, 4775, 4701 E. Washington Street

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-CE-2-21-8, 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-CE-2-21-8. The 17.82 acres of property located at the southwest corner of 48th Street and Washington Street is designated as Mixed Use.

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:

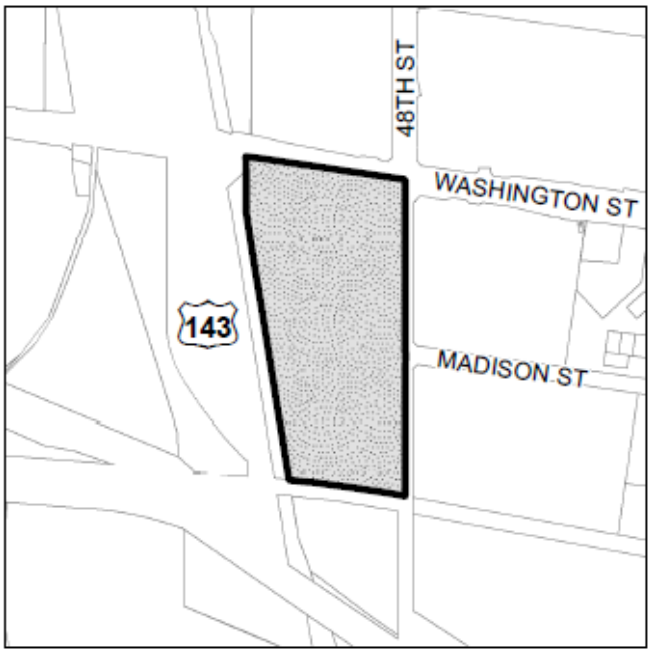
DRAFT

PROPOSED CHANGE:

Mixed Use (17.82 +/- Acres)

Proposed Change Area

Mixed Use



PASSED by the Council of the City of Phoenix this 7th day of September 2022.

_____

M A Y O R

ATTEST:

_____

Denise Archibald, City Clerk

DRAFT

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

DRAFT

ATTACHMENT B

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

GENERAL PLAN AMENDMENT
STAFF ANALYSIS
June 3, 2022

Application:	GPA-CE-2-21-8
Applicant:	Odyssey Group Holdings, LLC
Owner:	Lincoln National Life Insurance Company
Representative:	Nick Wood, Esq., Snell & Wilmer, LLP
Location:	Southwest corner of 48th Street and Washington Street
Acreage:	17.82 acres
Current Plan Designation:	Industrial (8.96 acres) and Commerce / Business Park (8.86 acres)
Requested Plan Designation:	Mixed Use (17.82 acres)
Reason for Requested Change:	Minor General Plan Amendment to allow multifamily residential uses
Camelback East Village Planning Committee Date:	June 7, 2021
Staff Recommendation:	Approval

FINDINGS:

1) The proposed General Plan Land Use Map designation of Mixed Use is consistent with the designation to the north and with citywide transit-oriented development policy guidelines.

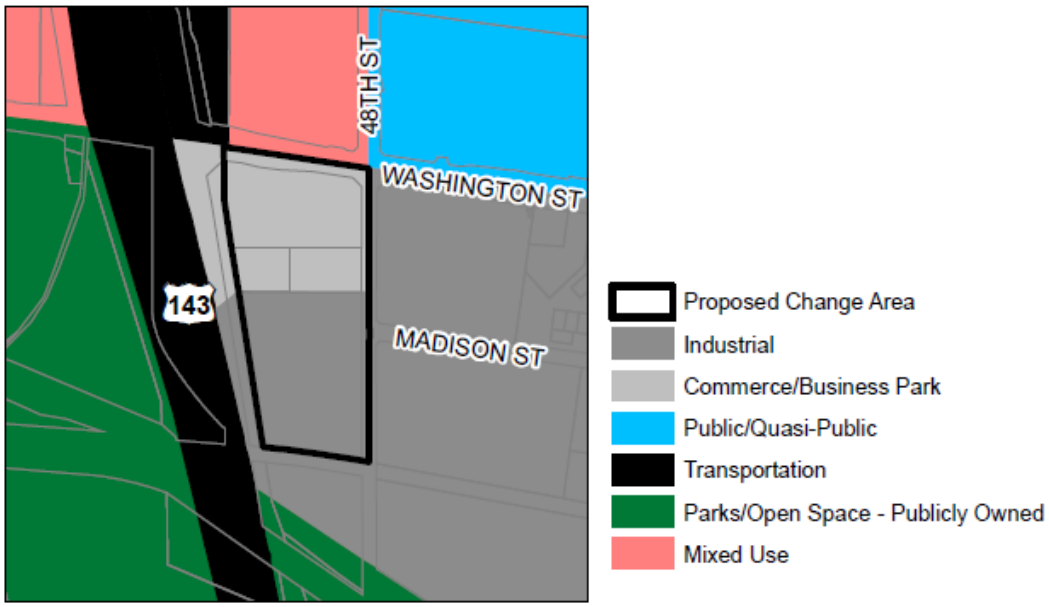
2) The Mixed Use land use designation will permit residential development that will add to the diverse housing options within proximity to a light rail station and employment uses.

3) The companion rezoning case, Z-64-21-8, contains development standards that will promote development at an appropriate scale for the general area.

BACKGROUND

The subject site is located at the southwest corner of 48th Street and Washington Street and is vacant. The companion Rezoning Case No. Z-64-21-8 is a request to allow PUD zoning for multifamily residential uses on the entirety of the site.

Currently, the General Plan Land Use Map designation on the site is Industrial and Commerce / Business Park. The subject site fronts Washington Street, a major arterial, and is approximately 700 feet west of the 50th Street / Washington Street light rail station.



Existing General Plan Land Use Map, Source: City of Phoenix Planning and Development Department

EXISTING CONDITIONS AND SURROUNDING LAND USES

The table below provides a summary of the surrounding General Plan (GP) Land Use Map designations, existing land uses and zoning.

Location	GP Land Use	Existing Land Uses	Zoning
North (across Washington Street)	Mixed Use	Office	A-2 (Approved C-2 M-R)
South	Industrial	Railroad tracks, office, warehouse	A-2
East (across 48th Street)	Industrial	Restaurant, office, warehouse	A-2
West	Transportation	Highway	A-2

The subject site is located near the 50th Street / Washington Street light rail station. In 2015, the City of Phoenix adopted guidelines and policy plans to encourage walkable, opportunity-rich communities connected to light rail. While the subject site borders the Gateway TOD Policy Plan area boundaries, the request for a Mixed Use land use map designation is consistent with citywide goals to encourage a variety of uses to activate areas near light rail stations. Further, the companion rezoning case would provide for additional housing options near a light rail station and employment uses. A mix of housing types are encouraged in and around light rail station areas and employment centers.



Aerial Map, Source: City of Phoenix Planning and Development Department

RELATIONSHIP TO GENERAL PLAN CORE VALUES AND PPRINCIPLES

- **CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Promote and encourage compatible development and redevelopment with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.**

  This proposal is appropriately located along a major arterial street, near a light rail station and near employment uses. Further, the opportunity to add additional housing choices is consistent with the goals of the transit-oriented development policy guidelines and the Housing Phoenix Plan.

- **CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods.**

  The concurrent rezoning case Z-64-21-8 proposes multifamily development

along a major arterial street and near an existing light rail station and employment uses. Increased intensity at this site can be supported given the proximity to those transportation options.

- **CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Include a mix of housing types and densities where appropriate within each village that support a broad range of lifestyles.**

  The request facilitates additional residential options adjacent to a major arterial street, near a light rail station and near employment uses.

CONCLUSION AND RECOMMENDATION

Staff recommends approval of GPA-CE-2-21-8 as filed. The request aligns with the goals and polices of the General Plan, transit oriented development guidelines and will result in a land use designation that will continue to support surrounding uses while maximizing the property's location near a light rail station. Further, this proposed Minor General Plan Amendment request is consistent with surrounding General Plan Land Use Map designations to the north and northwest.

Writer

Sarah Stockham
June 3, 2022

Exhibits

Sketch Maps (2 pages)

GENERAL PLAN AMENDMENT

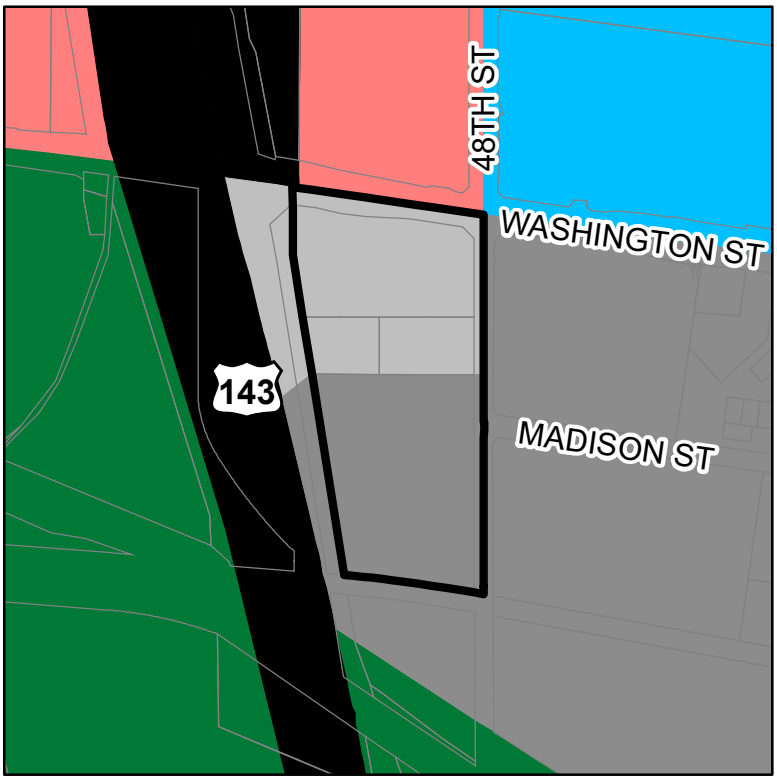
CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: GPA-CE-2-21-8	ACRES: 17.82 +/-	REVISION DATE:
VILLAGE: Camelback East	COUNCIL DISTRICT: 8	12/16/2021
APPLICANT: City of Phoenix Planning and Development Department		

EXISTING:

Commerce/Business (8.86 +/- Acres)
Industrial (8.96 +/- Acres)

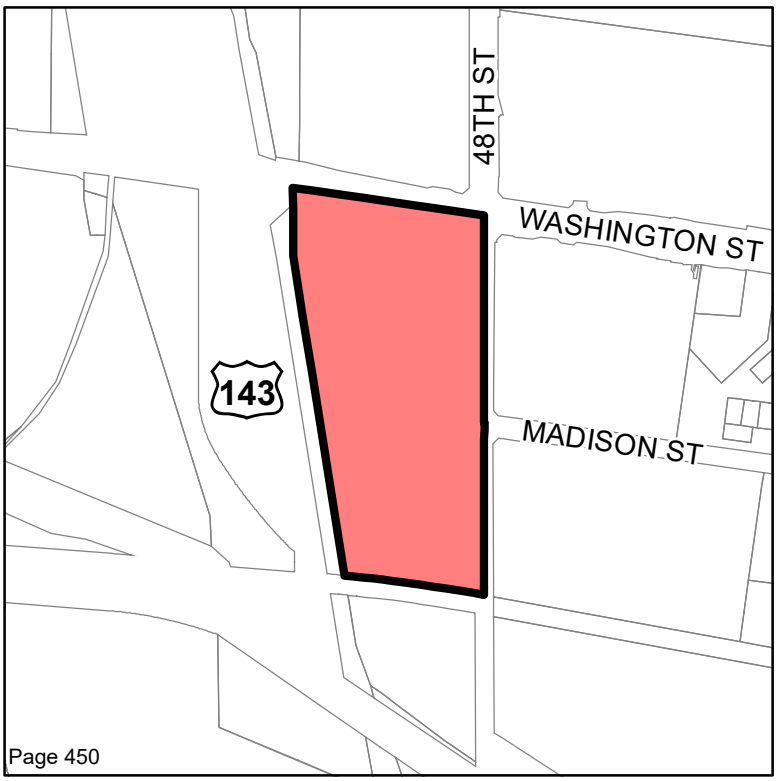
- Proposed Change Area
- Industrial
- Commerce/Business Park
- Public/Quasi-Public
- Transportation
- Parks/Open Space - Publicly Owned
- Mixed Use



PROPOSED CHANGE:

Mixed Use (17.82 +/- Acres)

- Proposed Change Area
- Mixed Use



GENERAL PLAN AMENDMENT

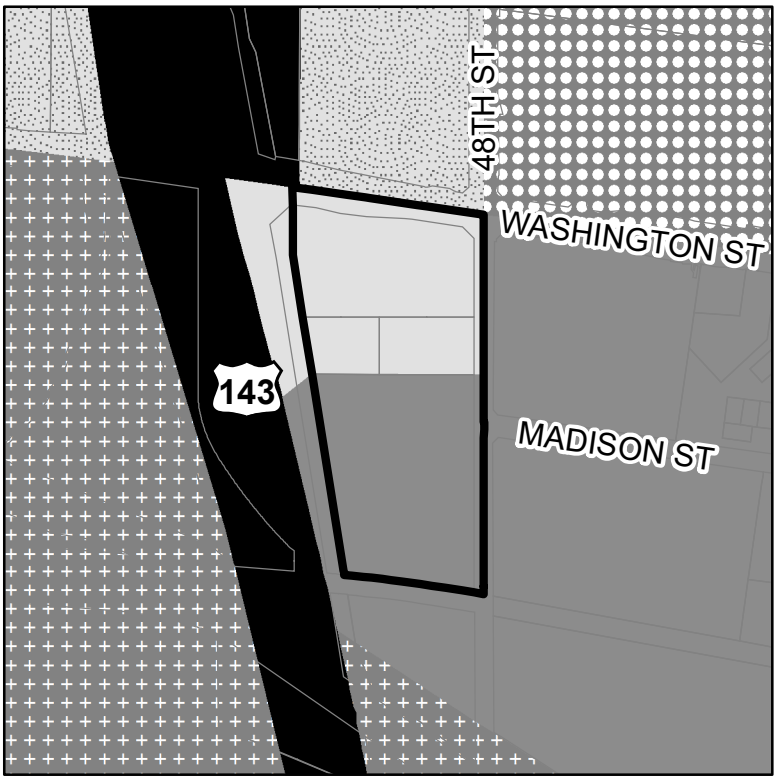
CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: GPA-CE-2-21-8_BW	ACRES: 17.82 +/-	REVISION DATE:
VILLAGE: Camelback East	COUNCIL DISTRICT: 8	12/16/2021
APPLICANT: City of Phoenix Planning and Development Department		

EXISTING:

Commerce/Business (8.86 +/- Acres)
Industrial (8.96 +/- Acres)

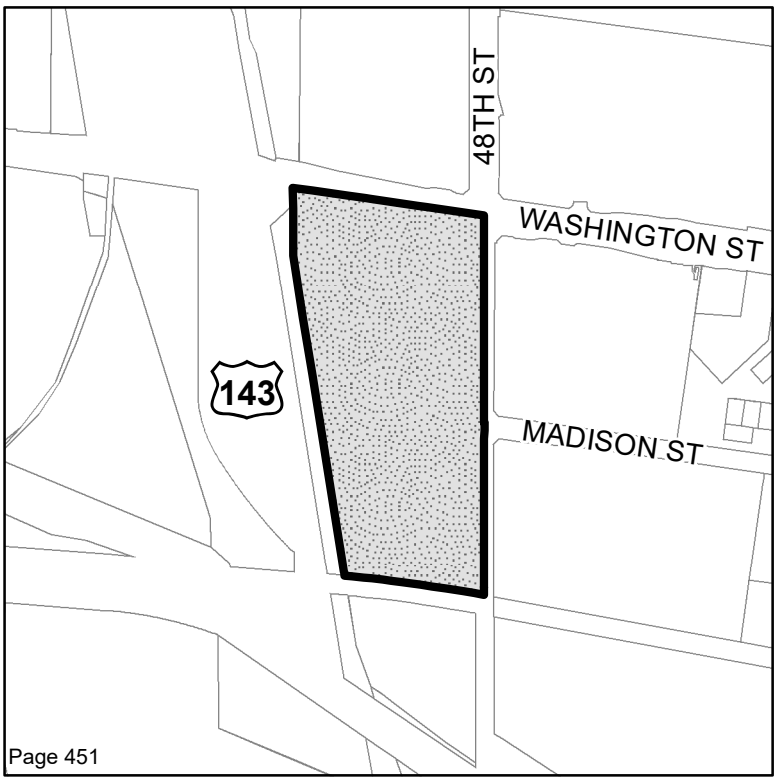
- Proposed Change Area
- Industrial
- Commerce/Business Park
- Public/Quasi-Public
- Transportation
- Parks/Open Space - Publicly Owned
- Mixed Use



PROPOSED CHANGE:

Mixed Use (17.82 +/- Acres)

- Proposed Change Area
- Mixed Use



Camelback East
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
GPA-CE-2-21-8
INFORMATION ONLY

Date of VPC Meeting	December 7, 2021
Request	Minor General Plan Amendment from Commerce / Business Park and Industrial to Mixed Use
Location	Southwest corner of 48th Street and Washington Street

VPC DISCUSSION:

This item was heard concurrently with Item No. 5 (Z-64-21-8).

Committee member Abbott returned during this item, bringing the quorum to 15 members.

Nick Wood, representative with Snell & Wilmer, stated that Banyan is a national developer that this proposal is to address the alarming need for new residential units in the city. He provided an overview of the locational context of the site and surrounding land uses and stated that this site is appropriate for residential due to its proximity to light rail and the freeway that connects to the airport. He provided information regarding the proposed density, building massing, parking and unit mix. He then presented the proposed building elevations, noting the visual interest that the architecture achieves throughout the development.

Christina Eichelkraut stated that this site is indeed appropriate for residential, but noted its proximity to Ability 360, a local organization that assists people with disabilities, as well as to nearby law offices and government resources for these populations, as well as the light rail station down the street. She asked if this development will include subsidized or affordable units for people who do not drive. She also asked staff if there is a city process to facilitate the inclusion of affordable units. **Wood** replied that this will be a market rate project. **Sofia Mastikhina**, staff, stated that the Housing Department likely has resources to help connect developers with state and federal grants and subsidies to facilitate affordable developments.

Vic Grace asked if the units will be ADA compliant. **Wood** replied that the development will be required to comply with all ADA requirements.

Blake McKee asked staff how much industrial land that is vacant is left in the village and expressed concern with converting these land uses to multifamily in general, however not specifically with this proposal. **Mastikhina** replied that this information can be pulled from the city's databases and that she will request that it be compiled by the city's GIS team.

Camelback East
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
GPA-CE-2-21-8

Date of VPC Meeting	June 7, 2022
Request	Minor General Plan Amendment from Commerce / Business Park and Industrial to Mixed Use
Location	Southwest corner of 48th Street and Washington Street
VPC Recommendation	Approval, per the staff recommendation
VPC Vote	16-0

VPC DISCUSSION:

Item No. 4 (GPA-CE-2-21-8) and Item No. 5 (Z-64-21-8) are companion cases and were heard together.

Committee member Ashley Nye joined during this item, bringing the quorum to 16 members.

STAFF PRESENTATION:

Sarah Stockham, staff, provided an overview of the General Plan amendment and rezoning proposals, describing the location of the requests, the existing and proposed zoning districts and land use designations and the proposed use. Ms. Stockham reviewed the surrounding zoning districts and land uses and described the project's proximity to the 50th Street light rail station, noting that the proposed project is consistent with the TOD Strategic Policy Framework by using the Walkable Urban Code Transect T5:5. Ms. Stockham stated that staff recommends approval subject to stipulations as presented.

APPLICANT PRESENTATION:

Nick Wood, representing the applicant with Snell & Wilmer, decided to forgo the presentation in the interest of time; however, Mr. Wood shared that a stipulation regarding flood control may be removed in the future as new information is received.

QUESTIONS FROM THE COMMITTEE:

Barry Paceley shared that it appropriate to place housing near light rail and he was delighted to see this project.

APPLICANT RESPONSE:

None.

GPA-CEC-2-21-8 MOTION:

Barry Paceley motioned to recommend approval of GPA-CE-2-21-8 per staff recommendation. **Vice Chair Fischbach** seconded.

GPA-CE-2-21-8 VOTE:

16-0; motion to recommend approval of GPA-CE-2-21-8 per the staff recommendation passes with Committee Members Abbot, Bayless, Beckerleg Thraen, Czerwinski, Crawford, Eichelkraut, Jurayeva, Miller, Nye, O'Malley, Paceley, Rush, Sharaby, Tribken, Fischbach, and Swart in support.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

Staff has no comments.

REPORT OF PLANNING COMMISSION ACTION
August 4, 2022

ITEM NO: 5	
	DISTRICT NO.: 8
SUBJECT:	
Application #:	GPA-CE-2-21-8 (Companion Case Z-64-21-8)
Request:	Map Amendment
Location:	Southwest corner of 48th Street and Washington Street
From:	Commerce/Business Park and Industrial
To:	Mixed Use
Acreage:	17.82
Proposal:	Minor General Plan Amendment to Mixed Use to allow multifamily residential.
Applicant:	Odyssey Group Holdings, LLC
Owner:	Lincoln National Life Insurance Company
Representative:	Nick Wood Esq., Snell & Wilmer, LLP

ACTIONS:

Staff Recommendation: Approval.

Village Planning Committee (VPC) Recommendation:
Camelback East 12/7/2021 Information only.
Camelback East 6/7/2022 Approval. Vote: 16-0.

Planning Commission Recommendation: Approval, per the Camelback East Village Planning Committee recommendation.

Motion Discussion: N/A

Motion details: Commissioner Mangum made a MOTION to approve GPA-CE-2-21-8, per the Camelback East Village Planning Committee recommendation.

Maker: Mangum
Second: Johnson
Vote: 9-0
Absent: None
Opposition Present: No

Findings:

1. The proposed General Plan Land Use Map designation of Mixed Use is consistent with the designation to the north and with citywide transit-oriented development policy guidelines.

2. The Mixed Use land use designation will permit residential development that will add to the diverse housing options within proximity to a light rail station and employment uses.

3. The companion rezoning case, Z-64-21-8, contains development standards that will promote development at an appropriate scale for the general area.

This publication can be made available in alternate format upon request. Please contact Les Scott at 602-261-8980, leslie.scott@phoenix.gov or TTY: Use 7-1-1.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 70

Public Hearing and Ordinance Adoption - Rezoning Application Z-64-21-8 (Banyan Residential 48th & Washington PUD) - Southwest Corner of 48th Street and Washington Street (Ordinance G-7014)

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-64-21-8 and rezone the site from A-2 (Industrial District) to PUD (Planned Unit Development) to allow multifamily residential. This is a companion case to GPA-CE-2-21-8 and must be heard following GPA-CE-2-21-8.

Summary

Current Zoning: A-2
Proposed Zoning: PUD
Acreage: 17.82 acres
Proposal: Planned Unit Development to allow multifamily residential.

Owner: Lincoln National Life Insurance Company
Applicant: Odyssey Group Holdings, LLC
Representative: Nick Wood, Esq., Snell & Wilmer, LLP

Staff Recommendation: Approval, subject to stipulations.
VPC Info: The Camelback East Village Planning Committee heard this case on Dec. 7, 2021, for information only.
VPC Action: The Camelback East Village Planning Committee heard this case on June 7, 2022, and recommended approval, per the staff recommendation, by a vote of 16-0.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval, per Addendum A Staff Report, by a vote of 9-0.

Location

Southwest corner of 48th Street and Washington Street.
Council District: 8
Parcel Address: 235, 255, 333 S. 48th Street. 4701, 4775 E. Washington Street

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-64-21-8) FROM A-2 (INDUSTRIAL DISTRICT) TO PUD (PLANNED UNIT DEVELOPMENT).

_____

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

SECTION 1. The zoning of a 17.82-acre site located at the southwest corner of 48th Street and Washington Street in a portion of Section 7, Township 1 North, Range 4 East, as described more specifically in Exhibit “A,” is hereby changed from “A-2” (Industrial District) to “PUD” (Planned Unit Development).

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,

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

1. An updated Development Narrative for the Banyan Residential 48th Street & Washington 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 May 23, 2022, as modified by the following stipulations:

    a. Front cover: Revise the date information on the cover page to the following:

        City Council Adopted: [Add Adoption Date]

    b. Page 9, Table D, Development Standards Table: Delete “D. Character Areas, Transit Gateway Character Area (Section 1312 (A)))”

2. 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.

3. This parcel is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 2230 M of the Flood Insurance Rate Maps (FIRM) dated September 18, 2020. The following requirements shall apply, as approved by the Planning and Development Department:

    a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.

    b. A copy of the Grading and Drainage Plan shall be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements.

    c. The developer shall provide a FEMA approved CLOMR-F or CLOMR prior to issuance of a Grading and Drainage permit.

4. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor Airport to future owners or

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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.

5. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.

6. The developer shall grant and record an avigation easement to the City of Phoenix for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.

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.

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 7th day of September, 2022.

_____
MAYOR

ATTEST:

_____

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Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:
_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

Exhibits:
A – Legal Description (2 Pages)
B – Ordinance Location Map (1 Page)

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EXHIBIT A

LEGAL DESCRIPTION FOR Z-64-21-8

A PORTION OF THE EAST HALF OF SECTION 7, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7, BEING THE FOUND BRASS CAP IN HANDHOLE FOUND AT THE CENTERLINE INTERSECTION OF WASHINGTON STREET AND 48TH STREET, FROM WHICH THE FOUND 3" MARICOPA COUNTY BRASS CAP AT THE NORTHEAST CORNER OF SAID SECTION 7 BEARS NORTH 00 DEGREES 02 MINUTES 39 SECONDS WEST, A DISTANCE OF 1355.96 FEET;

THENCE ALONG SAID EAST LINE BEING THE CENTERLINE OF 48™ STREET, SOUTH 00 DEGREES 02 MINUTES 39 SECONDS EAST, 558.39 FEET;

THENCE DEPARTING SAID CENTERLINE, NORTH 89 DEGREES 18 MINUTES 34 SECONDS WEST, 33.00 FEET TO THE WEST RIGHT-OF-WAY OF SAID 48TH STREET AND THE POINT OF BEGINNING FROM WHICH A FOUND REBAR WITH CAP LIES 0.04 FEET WEST AND 0.56 FEET SOUTH;

THENCE ALONG SAJD WEST RIGHT-OF-WAY, SOUTH 00 DEGREES 02 MINUTES 39 SECONDS EAST, 724.21 FEET TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 7 FROM WIDCH THE FOUND 3" BRASS CAP IN HAND HOLE AT THE EAST QUARTER CORNER OF SAID SECTION 7 BEARS SOUTH 89 DEGREES 18 MINUTES 34 SECONDS EAST, A DISTANCE OF 33.00 FEET;

THENCE CONTINUIN'G ALONG SAID WEST RIGHT-OF-WAY, SOUTH 00 DEGREES 23 MINUTES 42 SECONDS EAST 34.15 FEET TO THE NORTH RIGHT-OF-WAY OF THE UNION PACIFIC RAILROAD AND THE BEGINNING OF ANON-TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 5762.65 FEET, FROM WHICH BEGINNING THE RADIUS BEARS SOUTH 10 DEGREES 00 MINUTES 18 SECONDS WEST;

THENCE NORTHWESTERLY ALONG SAID CURVE AND RIGHT-OF-WAY, THROUGH A CENTRAL ANGLE OF 04 DEGREES 31 MINUTES 24 SECONDS, AN ARC LENGTH OF 454.95 FEET TO A POINT ON A NON-TANGENT LINE FROM WHICH A RADIAL LINE BEARS NORTH 05 DEGREES 28 MINUTES 54 SECONDS EAST;

THENCE NORTH 09 DEGREES 21 MINUTES 00 SECONDS WEST, 1127.51 FEET;

DRAFT

THENCE NORTH 00 DEGREES 03 MINUTES 12 SECONDS WEST, 173.94 FEET TO THE SOUTH RIGHT-OF-WAY OF SAID WASHINGTON STREET;

THENCE ALONG SAID SOUTH RIGHT-OF-WAY THE FOLLOWING FOUR (4) COURSES:

(1) SOUTH 82 DEGREES 23 MINUTES 41 SECONDS EAST, 41.06 FEET;

(2) SOUTH 83 DEGREES 27 MINUTES 51 SECONDS EAST, 266.84 FEET;

(3) NORTH 00 DEGREES 02 MINUTES 39 SECONDS WEST, 2.04 FEET;

(4) SOUTH 82 DEGREES 23 MWUTES 41 SECONDS EAST, 329.94 FEET TO THE WEST RIGHT-OF WAY OF SAID 48th STREET;

THENCE ALONG THE WEST RIGHT-OF-WAY OF 48TH STREET, SOUTH 00 DEGREES 02 MINUTES 39 SECONDS EAST 511.96 FEET TO THE POINT OF BEGINNING

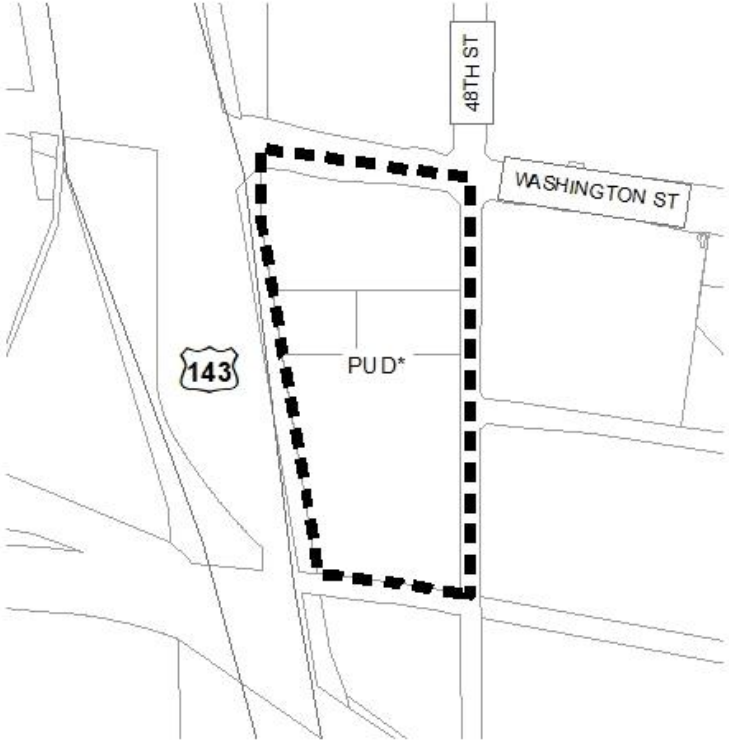
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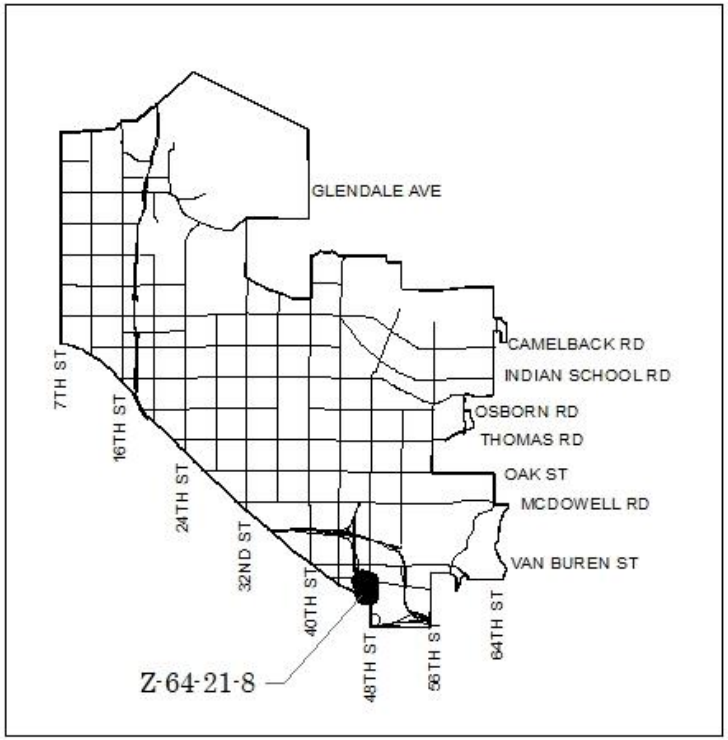
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA: - - - -

Zoning Case Number: Z-64-21-8
Zoning Overlay: N/A
Planning Village: Camelback East





NOT TO SCALE

N

Drawn Date: 8/11/2022

S:\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\SuppMaps_OrdMaps\2022 Ord\9-7-22\Z-64-21-8.mxd

ATTACHMENT B

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

*REVISED
Staff Report: Z-64-21-8
August 3, 2022

Camelback East Village Planning Committee Meeting Date	June 7, 2022
Planning Commission Hearing Date	August 4, 2022
Request From:	A-2 (Industrial District) (17.82 acres)
Request To:	PUD (Planned Unit Development) (17.82 acres)
Proposed Use	Multifamily residential
Location	Southwest corner of 48th Street and Washington Street
Owner	Lincoln National Life Insurance Company
Applicant	Odyssey Group Holdings, LLC
Representative	Nick Wood, Esq., Snell & Wilmer, LLP
Staff Recommendation	Approval, subject to stipulations

<table>
<tr><th colspan="4">General Plan Conformity</th></tr>
<tr><td colspan="2">General Plan Land Use Map Designation</td><td colspan="2">Current: Commerce/Business Park and Industrial

Proposed (GPA-CE-2-21-8): Mixed Use</td></tr>
<tr><td rowspan="2">Street Map Classification</td><td>48th Street</td><td>Collector</td><td>33-foot west half street</td></tr>
<tr><td>Washington Street</td><td>Major Arterial with Light Rail</td><td>Varies, 50 to 66.5-foot south half street</td></tr>
<tr><td colspan="4">CONNECT PEOPLE & PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: Encourage high-density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.

The proposed development will provide multifamily residential uses near an existing light rail station. This will promote alternative transportation for future residents and guests of this development.</td></tr>
</table>

CONNECT PEOPLE AND PLACES CORE VALUE; COMPLETE STREETS; DESIGN PRINCIPLE: Plan and design communities and neighborhoods to be pedestrian friendly and walkable.

The proposed PUD incorporates numerous streetscape and frontage standards from the Walkable Urban (WU) Code, thus promoting a pedestrian friendly environment along adjacent street frontages.

CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.

The subject site fronts a dedicated bicycle lane on Washington Street, and the proposed PUD narrative requires that secured bicycle parking spaces be provided for residents. The project will support tenants, employees and visitors who use all modes of transportation.

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 proposed development provides trees and shade on both street frontages which will reduce the urban heat island effect while also improving thermal comfort to site users and the surrounding neighborhood.

Applicable Plan, Overlays, and Initiatives

44th Street Corridor Specific Plan – See Background Item No. 9.

Transit Oriented Development Strategic Policy Framework – See Background Item No. 10.

Housing Phoenix Plan – See Background Item No. 11.

Tree and Shade Master Plan – See Background Item No. 12.

Complete Streets Guiding Principles – See Background Item No. 13.

Comprehensive Bicycle Master Plan – See Background Item No. 14.

Zero Waste PHX – See Background Item No. 15.

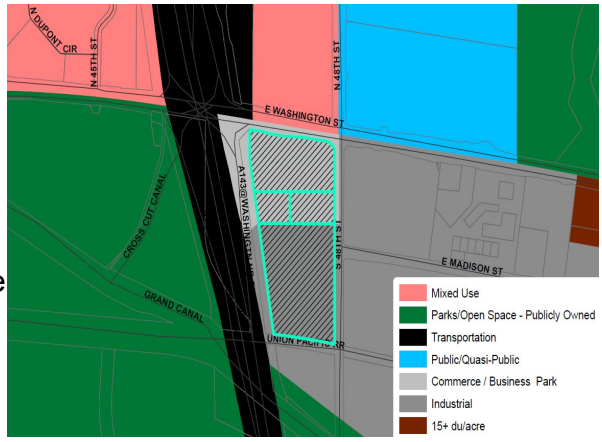
Surrounding Land Uses/Zoning		
	Land Use	**Zoning**
On Site	Vacant	A-2
North (Across Washington Street)	Office	A-2 (Approved C-2 M-R)
South (across South Pacific Railroad)	Warehousing and distribution	A-2
East (Across 48th Street)	Various commercial uses and warehousing	A-2
West	SR-143 freeway	A-2

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone a 17.82-acre site located on the southwest corner of 48th Street and Washington Street from A-2 (Industrial District) to PUD (Planned Unit Development) to allow multifamily residential and other permitted uses as listed in the Walkable Urban Code Transect T5:5. The site is presently vacant and is located within a quarter mile of the 50th Street / Washington Street light rail station. Furthermore, the site is located adjacent to the SR-143 freeway.

2. The General Plan Land Use Map designation for the subject site is Industrial, thus the proposal is not consistent with this General Plan Land Use Map designation. A companion General Plan Amendment request (GPA-CE-2-21-8) proposes a Land Use Map designation of Mixed Use. The Mixed Use designation calls for multifamily residential and commercial land uses. If approved, the proposal would be consistent with the Mixed Use designation.



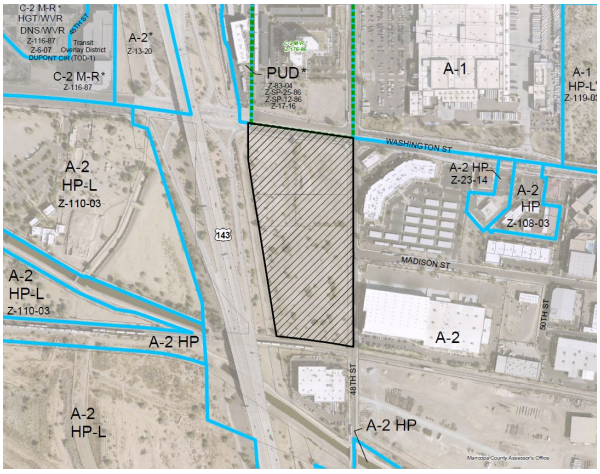
General Plan Land Use Map
Source: City of Phoenix Planning and Development Department

The General Plan Land Use Map designation to the north and northwest, across Washington Street, is Mixed Use. South and east of the site, across the Union Pacific Railroad tracks and across 48th Street, is designated as Industrial. The designation along the SR-143 freeway is Transportation.

EXISTING CONDITIONS & SURROUNDING ZONING

3. The site is zoned A-2 (Industrial District) and is currently vacant. Properties to the north and northwest of the site, across Washington Street, are zoned A-2 and PUD (Planned Unit Development). Office and multifamily uses are located on those parcels. Properties to the south, east and west of the site are zoned A-2. Land uses include office, restaurants, warehousing and the SR-143 freeway.

   The proposal is consistent with the zoning in the surrounding area and with the scale of existing uses. Further, the proposed development standards in the PUD are consistent with the scale, character, and intensity of surrounding developments.



Zoning Map, Source: City of Phoenix Planning and Development Department

PROPOSAL

4. The proposal was developed utilizing the PUD zoning district. The Planned Unit Development (PUD) is intended to create a built environment that is superior to that produced by conventional zoning districts and design guidelines. Using a collaborative and comprehensive approach, an applicant authors and proposes standards and guidelines that are tailored to the context of a site on a case by case basis. Where the PUD Development Narrative is silent on a requirement, the applicable Zoning Ordinance provisions will be applied.

5. **Land Use**

   The PUD proposes a multifamily residential development. The proposed development narrative lists all permitted uses in the T5:5 (Walkable Urban Code) transect district as permitted on the site.

6. **Development Standards**

The PUD proposes development standards designed to accommodate multifamily residential buildings with a maximum building height of 56 with no density limit. However, the proposed building height is of 48 feet and 4 stories, with 515 dwelling units proposed.

The project site has two street frontages along its northern and eastern perimeters. The PUD proposes pedestrian-friendly design with most of the residential buildings facing the adjacent streets and several pedestrian connections are provided to these. All resident and guest parking will be distributed throughout the site.

Below is a summary of the key development standards set forth in the narrative.



Conceptual Site Plan,
Source: Todd + Associates

Development Standards	
Standard	**Proposed**
Density	No maximum
Building Height	56 feet
Perimeter Building Setbacks	
Washington Street (Primary Frontage)	Minimum: 20 feet Maximum: 30 feet
48th Street (Secondary Frontage)	Minimum: 20 feet Maximum: 30 feet
South	0 feet
West	5 feet
Interior Lot Lines	0 feet
Maximum Lot Coverage	80 percent maximum
Parking	

Residents (Reserved and Unreserved)	901 spaces
Bicycle	Minimum 0.25 spaces per unit for a maximum of 50 spaces
Perimeter Landscape Setbacks	
Washington Street (Primary Frontage)	20 feet minimum
48th Street (Secondary Frontage)	20 feet minimum
South	0 feet
West	5 feet
Open Space	5 percent minimum

7. **Landscape Standards**
The PUD sets forth standards to activate two street frontages (48th Street and Washington Street) with pedestrian-oriented design and street-facing residential units. It also sets forth requirements to maximize the landscaping along these street frontages. Minimum 2-inch and 3-inch caliper trees will be required, planted 20 feet on center or in equivalent groupings along street frontages. Additionally, five shrubs per tree will be provided, and live groundcover to provide 75 percent groundcover at maturity. Furthermore, interior property lines not adjacent to public right-of-way shall be landscaped with minimum 1.5-inch caliper trees planted 25 feet on center or in equivalent groupings, in addition to five shrubs per tree and achieve 50 percent groundcover at maturity.

8. **Design Guidelines**
The PUD proposes a development design that prioritizes the pedestrian. Specifically, it sets forth requirements for frontage types that will active the street frontages in addition to providing pedestrian connections between residential buildings, street frontages and open space areas, which will have a various amenities.

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

9. **44th Street Corridor Specific Plan**
The site is located within the boundaries of the 44th Street Corridor Specific Plan. Completed in 1991, the 44th Street Corridor Specific Plan established a framework to provide compatibility of new development along 44th Street from McDonald Drive to Sky Harbor International Airport. The Land Use Plan within the Specific Plan designates the subject property for commerce park, which is not consistent with the request. However, the standards proposed in the PUD narrative are compatible with the streetscape, landscaping, and design considerations listed in the plan.

10. **Transit Oriented Development Strategic Policy Framework**
The Transit Oriented Development Strategic Policy Framework, originally adopted in 2013, and later amended in 2016 and 2018, identifies policies and place types that are designed to shape walkable and mixed-use environments and focus redevelopment within a quarter mile of high capacity transit stations. The subject site is located less than quarter mile from the 50th Street / Washington Street light rail station, which is identified as a Minor Urban Center place type. A Minor Urban Center is a place type characterized by medium to low intensity uses, with building heights typically from two to five stories, with incentive heights of up to seven stories. Land uses may include entertainment, retail, mid-rise residences and low-rise office developements. The proposed project, with a focus on pedestian-oriented design, is consistent with the Minor Urban Center place type. Further, the utilization of the Walkable Urban Code for the framework for the PUD is consistent with the policies of the TOD Strategic Policy Framework.

11. **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 providing an opportunity for multifamily residential development.

12. **Tree and Shade Master Plan**
The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. 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 to create walkable streets and vibrant pedestrian places. The PUD includes standards for enhanced tree sizes along the street frontages, and a requirement for minimum 75 percent live groundcover will help reduce the urban heat island effect.

13. **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. The development will activate the street frontages, provide pedestrian connections to those frontages and provide enhanced landscaping and shade along the sidewalks.

14. **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. The proposal incorporates requirements for bicycle parking to encourage multi-modal transportation.

15. **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 PUD narrative states that recycling containers will be provided on site.

COMMUNITY INPUT SUMMARY

16. At the time this staff report was written, staff did not receive any letters or correspondence regarding the project.

INTERDEPARTMENTAL COMMENTS

17. The Public Transit Department has requested that the developer provide maximum shade for sidewalks and pedestrian pathways. Furthermore, where pedestrian paths cross drive aisles, that they be constructed of materials that visually contrast with parking and drive aisle surfaces. These are addressed in the development narrative.

18. The Street Transportation Department has required that all streets be constructed with all required improvements and comply with current ADA standards. This is addressed in Stipulation No. 2.

19. The Floodplain Management division of the Public Works Department indicated that the site is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 2230 M of the Flood Insurance Rate Maps (FIRM) dated September 18, 2020. Stipulation No. 3 addresses floodplain requirements.

20. This site is located within **CLOSE PROXIMITY TO** the noise contour area of Phoenix Sky Harbor International Airport (PHX). As such, staff is requesting that the developer provide notice to prospective purchasers or tenants regarding the existence and operational characteristics of this airport, that an aviation easement be granted and recorded for the City of Phoenix for the site, that noise mitigation is addressed through building construction, and that the developer provide a No Hazard determination from the FAA prior to construction permit approval. These

requirements are addressed in the development narrative and Stipulation Nos. 4 through 6.

21. The Office of Environmental Programs commented that a construction and demolition landfill was once located on the site and **ADJACENT TO** the southern portion of the site was previously the location of the Olin Matheson Chemical Corporation and Arizona Agrochemical Corporation. The site was granted closure by the Arizona Department of Environmental Quality (ADEQ) based on a risk assessment of exposure to future construction workers and industrial employees, and that contaminated soil was reportedly removed from the site along with various other material including empty 55-gallon drums, underground storage tanks, and pesticide contaminated liquids. The Office of Environmental Programs ~~commented~~ **RECOMMENDS CONSIDERATION** that methane sampling should be completed in the area of any proposed buildings on this property, vapor barriers should be installed for any buildings on this property and if the existing wells are in the way of development, they should be abandoned following the proper Arizona Department of Water Resources regulations. The applicant will follow all **EVIRONMENTAL** requirements ~~by ADEQ~~ during the permitting and construction process.

OTHER

22. The site is located in an area identified as being archaeologically sensitive. In further review by the City of Phoenix Archaeology Office, it was determined that the Phase I testing conducted on the subject site by the applicant does not warrant additional archaeological testing. 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. 7.

23. 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. 8.

24. 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 will develop a vacant site and provide additional housing options within proximity to a light rail station and employment uses. The proposed

development is also compatible in intensity, scale, and character with the surrounding area.

2. The project site is appropriately located along an arterial street and within a quarter mile of a light rail station.

3. The proposed PUD sets forth design and development standards that will facilitate pedestrian-oriented design and promote a safer walking environment.

Stipulations

1. An updated Development Narrative for the Banyan Residential 48th Street & Washington 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 May 23, 2022, as modified by the following stipulations:

    a. Front cover: Revise the date information on the cover page to the following:

        City Council Adopted: [Add Adoption Date]

2. 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.

3. This parcel is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 2230 M of the Flood Insurance Rate Maps (FIRM) dated September 18, 2020. The following requirements shall apply, as approved by the Planning and Development Department:

    a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.

    b. A copy of the Grading and Drainage Plan shall be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements.

c. The developer shall provide a FEMA approved CLOMR-F or CLOMR prior to issuance of a Grading and Drainage permit.

4. 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.

5. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.

6. The developer shall grant and record an avigation easement to the City of Phoenix for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.

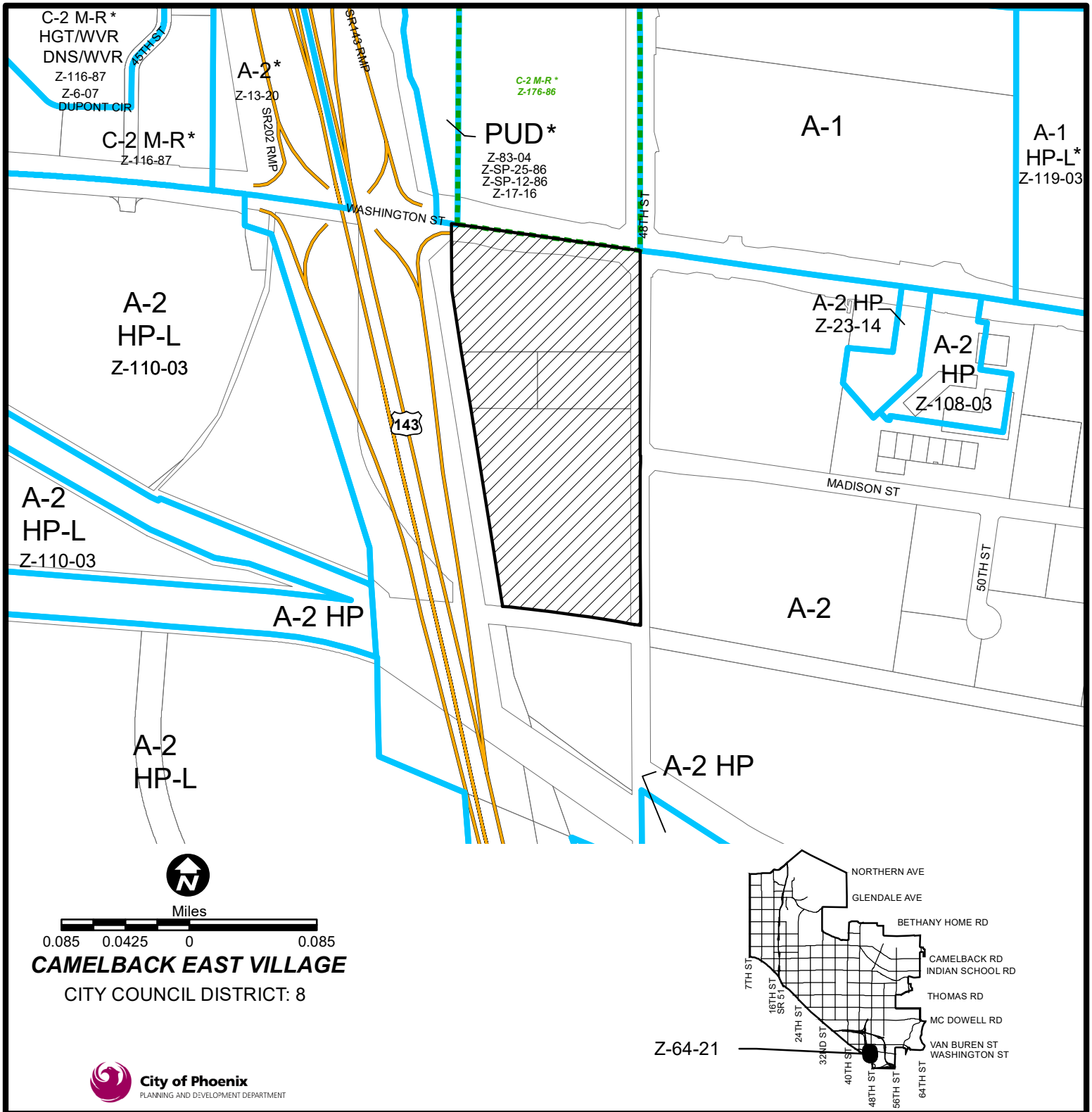
7. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33- foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

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.

Writer
Sarah Stockham
August 3, 2022

Team Leader
Racelle Escolar

Exhibits
Sketch Map
Aerial Map
Conceptual Site Plan date stamped November 30, 2021
Conceptual Elevations date stamped November 30, 2021 (18 pages)
Banyan Residential PUD development narrative date stamped May 23, 2022



CAMELBACK EAST VILLAGE

CITY COUNCIL DISTRICT: 8

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME:	Odyssey Group Holdings, LLC
APPLICATION NO.	Z-64-21
DATE:	10/11/2021
REVISION DATES:	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.	17.82 Acres
AERIAL PHOTO & QUARTER SEC. NO.	QS 10-38
ZONING MAP	F-11

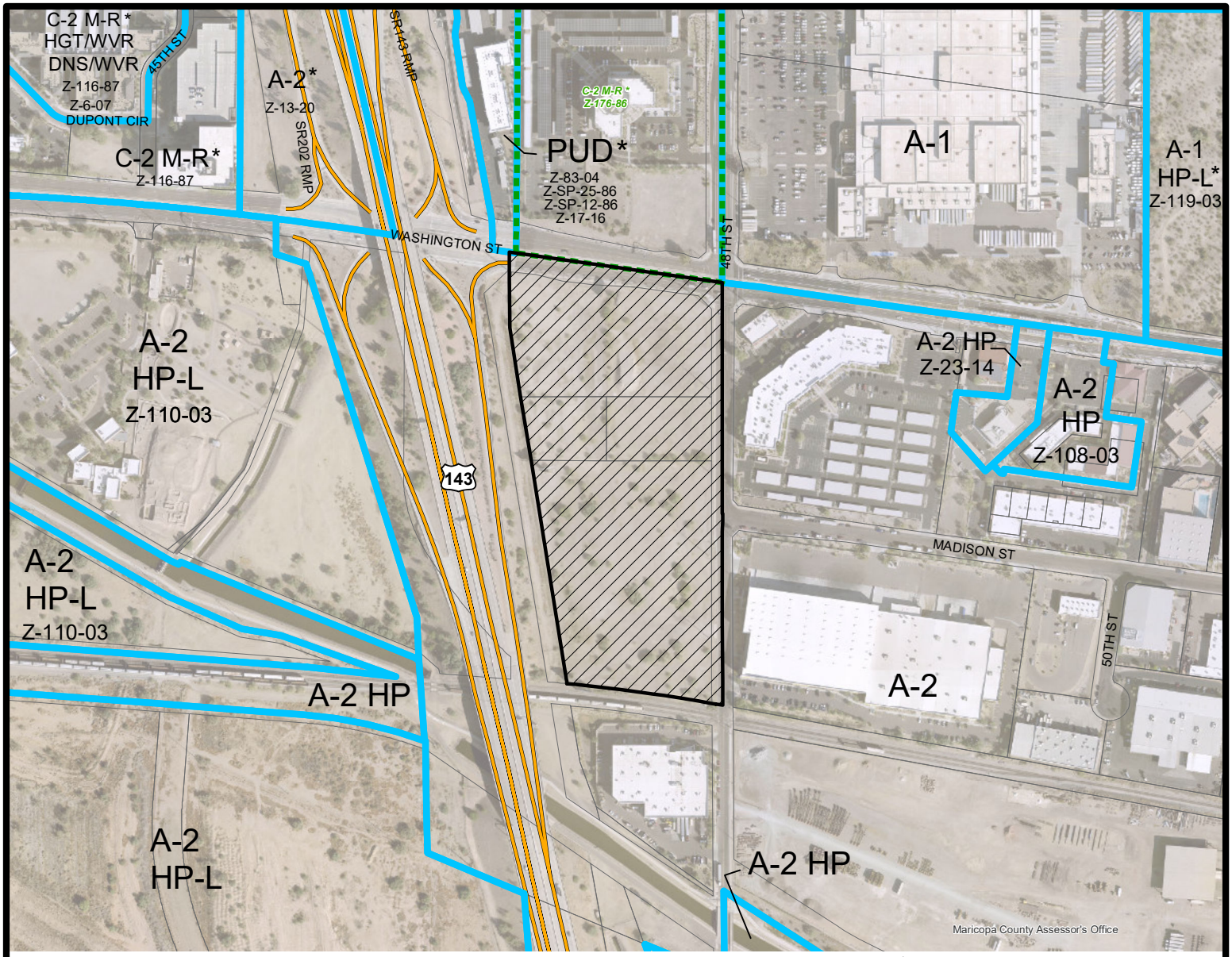
REQUESTED CHANGE:

FROM: A-2 (17.82 a.c.)

TO: PUD (17.82 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
A-2	N/A	N/A
PUD	N/A	583

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

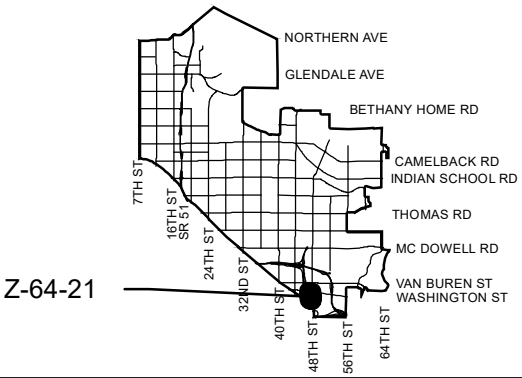


Miles

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CAMELBACK EAST VILLAGE

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A-2	N/A	N/A
PUD	N/A	583

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

SITE NOTES

1. DEVELOPMENT AND USE OF THIS SITE WILL CONFORM TO ALL APPLICABLE CODES AND ORDINANCES.
2. ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.
3. 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 IN THE AREA OUTSIDE OF THE SITE.
4. OWNERS OF THE PROPERTY ADJACENT TO PUBLIC RIGHT-OF-WAY WILL HAVE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE RIGHTS-OF-WAY, IN ACCORDANCE WITH APPROVED PLANS.
5. ALL ROOFTOP EQUIPMENT AND SATELLITE DISHES SHALL BE SCREENED TO THE HEIGHT OF THE TALLEST EQUIPMENT.
6. 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.
7. ALL SIGNS REQUIRE SEPARATE PERMITS & APPROVALS.

PROJECT DATA

BUILDING IBC GROSS SQUARE FOOTAGE:

RESIDENTIAL BUILDINGS:

BUILDING TYPE 1:

1st FLOOR (stair and elevator s.f.)	21,000 S.F.
2nd FLOOR	20,543 S.F.
3rd FLOOR	20,543 S.F.
4th FLOOR	20,543 S.F.
SUB-TOTAL S.F.	82,629 S.F.

BUILDING TYPE 2:

1st FLOOR (stair and elevator s.f.)	21,243 S.F.
2nd FLOOR	20,716 S.F.
3rd FLOOR	20,709 S.F.
4th FLOOR	20,709 S.F.
SUB-TOTAL S.F.	83,377 S.F.

BUILDING TYPE 3:

1st FLOOR (stair and elevator s.f.)	20,584 S.F.
2nd FLOOR	20,066 S.F.
3rd FLOOR	20,066 S.F.
4th FLOOR	20,066 S.F.
SUB-TOTAL S.F.	80,782 S.F.

BUILDING TYPE 4:

1st FLOOR (stair and elevator s.f.)	
RESIDENCE	25,195 S.F.
CLUBHOUSE	7,988 S.F.
2nd FLOOR	
RESIDENCE	27,016 S.F.
CLUBHOUSE	2,677 S.F.
3rd FLOOR	32,619 S.F.
4th FLOOR	32,619 S.F.
SUB-TOTAL S.F.	128,114 S.F.

BUILDING IBC GROSS SQUARE FOOTAGE CONT.:

BUILDING TYPE 5:

1st FLOOR (stair and elevator s.f.)	
RESIDENCE	27,235 S.F.
CLUBHOUSE	7,722 S.F.
2nd FLOOR	
RESIDENCE	28,981 S.F.
CLUBHOUSE	2,700 S.F.
3rd FLOOR	34,026 S.F.
4th FLOOR	34,026 S.F.
SUB-TOTAL S.F.	134,690 S.F.

BUILDING TYPE 6:

1st FLOOR (stair and elevator s.f.)	23,272 S.F.
2nd FLOOR	22,726 S.F.
3rd FLOOR	22,726 S.F.
4th FLOOR	22,726 S.F.
SUB-TOTAL S.F.	91,450 S.F.

BUILDING GRAND TOTAL S.F. **601,042 S.F.**

MAINTENANCE BUILDING:

1st FLOOR	1,750 S.F.

SQUARE FOOTAGE DEFINITION:
GROSS BUILDING S.F. = THE BUILDING GROSS AREA IS MEASURED FROM THE OUTSIDE FACE OF THE EXTERIOR STUD OF THE BUILDING. AREA INCLUDES BUILDING FRAME-OUTS, PATIOS, BALCONIES, BREEZEWAYS & PATIO/BALCONY STORAGE ROOMS.

SYMBOLS

- BUILDING SEQUENCE
- BUILDING NUMBER
- NUMBER OF STORIES
- FINISH FLOOR ELEVATION - VERIFY WITH CIVIL
- FIRE TRUCK TURNING RADIUS INSIDE TURNING RADIUS 35'-0" MIN. OUTSIDE TURNING RADIUS 55'-0" MAX.
- PARKING CANOPY
- PRIVATE ACCESSIBLE ROUTE WITH MIN. CLEAR WIDTH OF 3'-0", MAX. SLOPE OF 5% AND MAX. CROSS SLOPE OF 2%
- PUBLIC ACCESSIBLE ROUTE WITH MIN. CLEAR WIDTH OF 3'-0", MAX. SLOPE OF 5% AND MAX. CROSS SLOPE OF 2% & TO INCLUDE TRUNCATED DOMES WHERE TRANSVERSES DRIVE AISLE
- NEW FIRE HYDRANT
- F.D.C. CONNECTION
- ACCESSIBLE PARKING SPACE
- KNOX BOX LOCATION PER PHOENIX FIRE DEPT. REQUIREMENTS
- METER PACK, REFER TO ELECTRICAL PLANS
- TRANSFORMER
- BUILDING ENTRANCE
- CAR CHARGER

GENERAL CODE

GENERAL BUILDING CODE ANALYSIS:

PROPOSED USE: MULTI-FAMILY RESIDENTIAL

OCCUPANCIES / CONSTRUCTION TYPE:

RESIDENTIAL UNITS	R-2:	TYPE VA
ATTACHED GARAGES	S-2:	TYPE VA
OFFICE / LEASING	B:	TYPE VB
FITNESS / CLUBHOUSE	A-3:	TYPE VB
MAINTENANCE	S-2:	TYPE VB

FIRE SPRINKLER SYSTEM:
RESIDENTIAL UNITS, ATTACHED GARAGES, OFFICE, LEASING, FITNESS, CLUBHOUSE AND MAINTENANCE BLDG ..... NFPA 13

SITE

I CONSENT TO THE REPRODUCTION OF THIS SITE PLAN FOR THE FUTURE PURPOSE OF AMENDMENTS PROVIDED THAT IF MODIFICATIONS ARE MADE, THE ARCHITECT THAT MAKES SUCH CHANGES ASSUMES FULL RESPONSIBILITY AND LIABILITY FOR THE PLAN.

SIGNATURE OF COPYRIGHT OWNER

GARY TODD

PRINT NAME OF COPYRIGHT OWNER

DESIGN TEAM

DESIGNER OF RECORD:
TODD & ASSOCIATES, INC.
4019 N. 44th STREET
PHOENIX, AZ. 85018
602-952-8280
ANTHONY JAURIGUE

OWNER:
BANYAN RESIDENTIAL
2411 THIRD STREET, UNIT E
SANTA MONICA, CA. 90405
CONTACT - MAX FRIEDMAN
240-620-6298

SITE DATA

UNIT MIX:

UNIT TYPE	PHASE I	PHASE 2	TOTAL
STUDIO	59 D.U. (19%)	43 D.U. (23%)	102 D.U. (20%)
1 BEDROOM	119 D.U. (37%)	81 D.U. (41%)	200 D.U. (39%)
2 BEDROOM	134 D.U. (41%)	64 D.U. (33%)	198 D.U. (38%)
3 BEDROOM	9 D.U. (3%)	6 D.U. (3%)	15 D.U. (3%)
TOTAL	321 D.U. (100%)	194 D.U. (100%)	515 D.U. (100%)

OPEN SPACE CALCULATIONS:
REQUIRED OPEN SPACE:
5% OF ±17.84 ACRES = ±0.89 ACRES (±38,866 S.F.)
PROVIDED OPEN SPACE:

PRIVATE OPEN SPACE	±145,498 S.F.	18.7%
PUBLIC OPEN SPACE	± 56,987 S.F.	7.3%
TOTAL	±202,485 S.F.	26.0%

LOT COVERAGE:
PROVIDED :

PHASE I	±141,973 SF/ NET SITE AREA..... 34.0%
PHASE 2	± 83,444 SF/ NET SITE AREA 29.1%
PHASE I AND 2	± 225,417 SF/NET SITE AREA ..... 32.4 %

BUILDING FRONTAGE:

WASHINGTON STREET	71.1%
48th STREET	57.0%

GLAZING % ALONG STREET FRONTAGE:

WASHINGTON STREET	
GROUND FLOOR	25%
SECOND FLOOR	27%
48th STREET	
GROUND FLOOR	24%
SECOND FLOOR	25%

LOADING AREA:
REQUIRED ..... 4 - 10' x 30' LOADING AREA
PROVIDED ..... 5 - 10' x 30' LOADING AREA

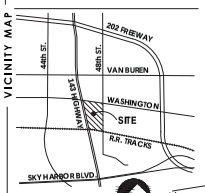
SITE DATA

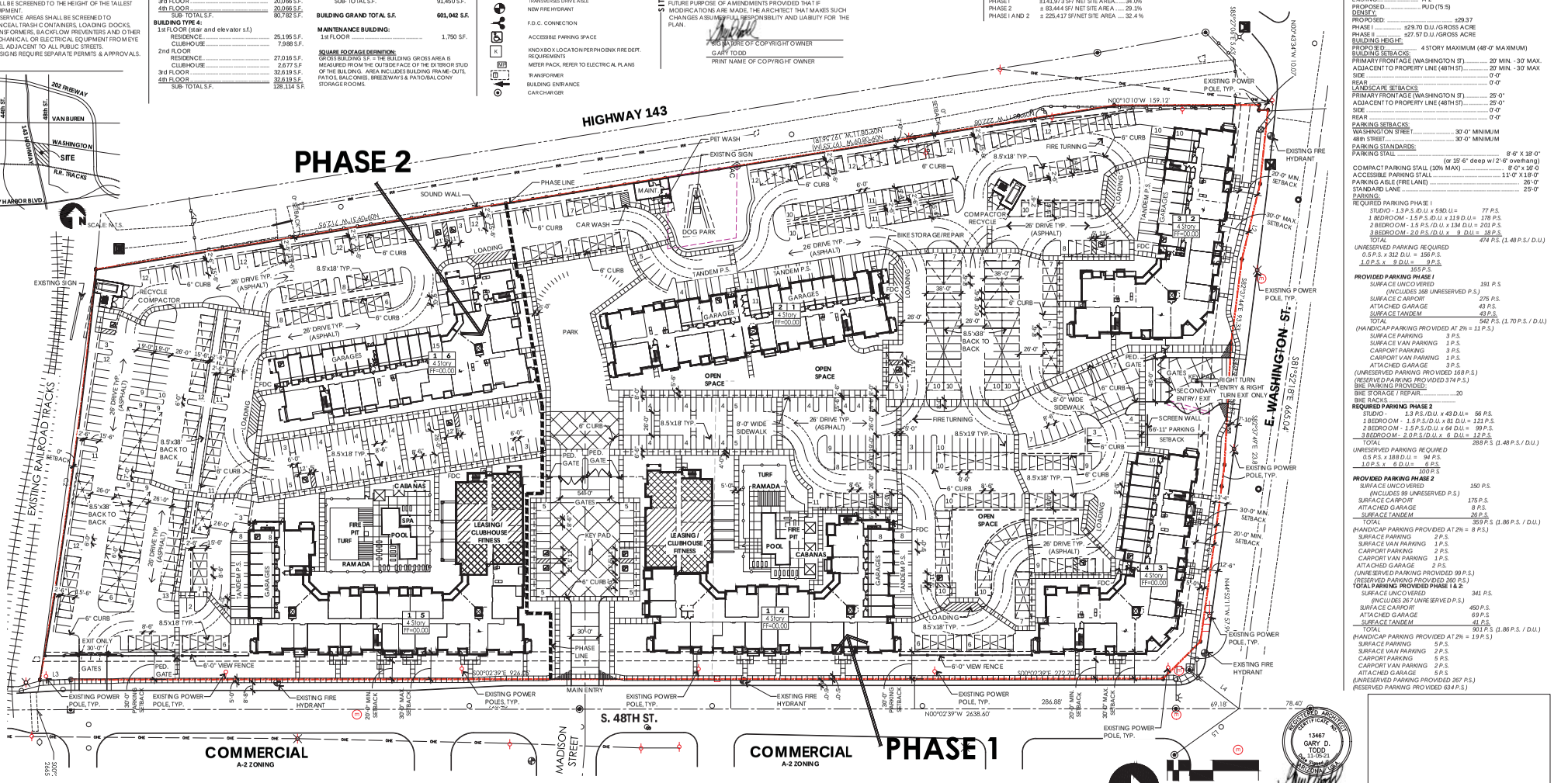
PROJECT DESCRIPTION:
A NEW 4-STORY FOR RENT MULTI-FAMILY RESIDENTIAL DEVELOPMENT WITH CLUBHOUSE, FITNESS AND TUCKED UNDER GARAGES UNDER ON THE FIRST FLOORS OF THE BUILDINGS. THE PROJECT WILL CONSIST OF STUDIO, ONE, TWO AND THREE BEDROOM UNITS. THE AMENITIES TO INCLUDE FITNESS, POOL, BBQ AREAS, COURTYARD, CABANAS AND PEDESTRIAN PATHWAYS.

ACCESSOR'S PARCEL NUMBER:
124-10-038, -017D, -021B, -023G

GENERAL ZONING ANALYSIS:
PARCEL A SITE AREA:
GROSS ACRES ..... ± 17.84 ACRES (777,110.4 S.F.)
PHASE I ..... ± 10.81 ACRES (470,883.6 S.F.)
PHASE II ..... ± 7.04 ACRES (306,662.4 S.F.)
NET ACRES: ..... ± 15.98 ACRES (696,088.8 S.F.)
PHASE I ..... ± 9.10 ACRES (409,465.0 S.F.)
PHASE II ..... ± 6.58 ACRES (286,624.8 S.F.)
ZONING:
EXISTING A-2
PROPOSED ..... PUD (TS-5)
DENSITY:
PROPOSED: ..... ±29.37
PHASE I ..... ±29.70 D.U./GROSS ACRE
PHASE II ..... ±27.57 D.U./GROSS ACRE
BUILDING HEIGHT:
PROPOSED ..... 4 STORY MAXIMUM (48'-0" MAXIMUM)
BUILDING SETBACKS:
PRIMARY FRONTAGE (WASHINGTON ST.) ..... 20' MIN. - 30' MAX.
ADJACENT TO PROPERTY LINE (48TH ST.) ..... 20' MIN. - 30' MAX
SIDE ..... 0'-0"
REAR ..... 0'-0"
LANDSCAPE SETBACKS:
PRIMARY FRONTAGE (WASHINGTON ST.) ..... 25'-0"
ADJACENT TO PROPERTY LINE (48TH ST.) ..... 25'-0"
SIDE ..... 0'-0"
REAR ..... 0'-0"
PARKING SETBACKS:
WASHINGTON STREET ..... 30'-0" MINIMUM
48th STREET ..... 30'-0" MINIMUM
PARKING STANDARDS:
PARKING STALL ..... 8'-6" X 18'-0" (or 15'-6" deep w/ 2'-6" overhang)
COMPACT PARKING STALL (10% MAX) ..... 8'-0" x 16'-0
ACCESSIBLE PARKING STALL ..... 11'-0" X 18'-0"
PARKING AISLE (FIRE LANE) ..... 26'-0"
STANDARD LANE ..... 25'-0"
PARKING:
REQUIRED PARKING PHASE I
STUDIO - 1.3 P.S./D.U. x 59D.U.= 77 P.S.
1 BEDROOM - 1.5 P.S./D.U. x 119 D.U.= 178 P.S.
2 BEDROOM - 1.5 P.S./D.U. x 134 D.U.= 201 P.S.
3 BEDROOM - 2.0 P.S./D.U. x 9 D.U.= 18 P.S.
TOTAL 474 P.S. (1.48 P.S./ D.U.)
UNRESERVED PARKING REQUIRED
0.5 P.S. x 312 D.U. = 156 P.S.
1.0 P.S. x 9 D.U.= 9 P.S.
165 P.S.
PROVIDED PARKING PHASE I
SURFACE UNCOVERED 191 P.S.
(INCLUDES 168 UNRESERVED P.S.)
SURFACE CARPORT 275 P.S.
ATTACHED GARAGE 43 P.S.
SURFACE TANDEM 43 P.S.
TOTAL 542 P.S. (1.70 P.S. / D.U.)
(HANDICAP PARKING PROVIDED AT 2% = 11 P.S.)
SURFACE PARKING 3 P.S.
SURFACE VAN PARKING 1 P.S.
CARPORT PARKING 3 P.S.
CARPORT VAN PARKING 1 P.S.
ATTACHED GARAGE 3 P.S.
(UNRESERVED PARKING PROVIDED 168 P.S.)
(RESERVED PARKING PROVIDED 374 P.S.)
BIKE PARKING PROVIDED:
BIKE STORAGE / REPAIR 20
BIKE RACKS 6
REQUIRED PARKING PHASE 2
STUDIO - 1.3 P.S./D.U. x 43 D.U.= 56 P.S.
1 BEDROOM - 1.5 P.S./D.U. x 81 D.U.= 121 P.S.
2 BEDROOM - 1.5 P.S./D.U. x 64 D.U.= 99 P.S.
3 BEDROOM - 2.0 P.S./D.U. x 6 D.U.= 12 P.S.
TOTAL 288 P.S. (1.48 P.S. / D.U.)
UNRESERVED PARKING REQUIRED
0.5 P.S. x 188 D.U. = 94 P.S.
1.0 P.S. x 6 D.U.= 6 P.S.
100 P.S.
PROVIDED PARKING PHASE 2
SURFACE UNCOVERED 150 P.S.
(INCLUDES 99 UNRESERVED P.S.)
SURFACE CARPORT 175 P.S.
ATTACHED GARAGE 8 P.S.
SURFACE TANDEM 26 P.S.
TOTAL 359 P.S. (1.86 P.S. / D.U.)
(HANDICAP PARKING PROVIDED AT 2% = 8 P.S.)
SURFACE PARKING 2 P.S.
SURFACE VAN PARKING 1 P.S.
CARPORT PARKING 2 P.S.
CARPORT VAN PARKING 1 P.S.
ATTACHED GARAGE 2 P.S.
(UNRESERVED PARKING PROVIDED 99 P.S.)
(RESERVED PARKING PROVIDED 260 P.S.)
TOTAL PARKING PROVIDED PHASE I & 2:
SURFACE UNCOVERED 341 P.S.
(INCLUDES 267 UNRESERVED P.S.)
SURFACE CARPORT 450 P.S.
ATTACHED GARAGE 69 P.S.
SURFACE TANDEM 41 P.S.
TOTAL 901 P.S. (1.86 P.S. / D.U.)
(HANDICAP PARKING PROVIDED AT 2% = 19 P.S.)
SURFACE PARKING 5 P.S.
SURFACE VAN PARKING 2 P.S.
CARPORT PARKING 5 P.S.
CARPORT VAN PARKING 2 P.S.
ATTACHED GARAGE 5 P.S.
(UNRESERVED PARKING PROVIDED 267 P.S.)
(RESERVED PARKING PROVIDED 634 P.S.)

VICINITY MAP





0" 25' 50' 100'
SCALE: 1" = 50'-0"

REGISTERED ARCHITECT
13467
GARY D. TODD
11-05-21
My Signature Date

MDEV/SDEV NO.	2100187
PA/PP NO.	2102806
DSD KIVA NO.	21-1644
	CAMELBACK EAST
	F11
	10-38
	05-11-2021

CITY OF PHOENIX
NOV 30 2021
Planning & Development Department

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
20-2025-00

BANYAN RESIDENTIAL

Apartments @ SWC 48th St. & E. Washington St.

Phoenix, Arizona

PUD RE-ZONING

11-05-2021

CONCEPTUAL SITE PLAN

Preliminary Not For Construction

A1.1



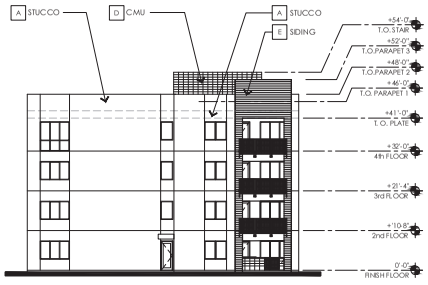
1 BUILDING 1 - EAST ELEVATION

SCALE: 1/16" = 1'-0"



2 BUILDING 1 - WEST ELEVATION

SCALE: 1/16" = 1'-0"



4 BUILDING 1 - SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



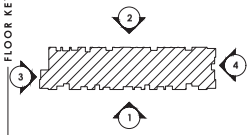
3 BUILDING 1 - NORTH ELEVATION

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP MAP





MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
PRE-APPLICATION MEETING	05-11-2021

TODD + ASSOCIATES

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20-2025-00

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06-23-2021

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Planning & Development Department

BUILDING 1 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.1.1



1 BUILDING 1 - EAST ELEVATION

SCALE: 1/16" = 1'-0"



2 BUILDING 1 - WEST ELEVATION

SCALE: 1/16" = 1'-0"



4 BUILDING 1 - SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



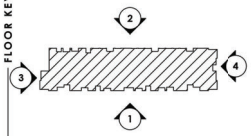
3 BUILDING 1 - NORTH ELEVATION

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP MAP





MDEV/SDEV NO.	2100187
PAPP NO.	2100804
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
PRE-APPLICATION MEETING	05-11-2021

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BUILDING 1 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.1.1



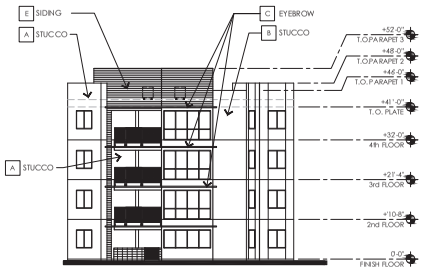
1 **BUILDING 2 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



3 **BUILDING 2 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"



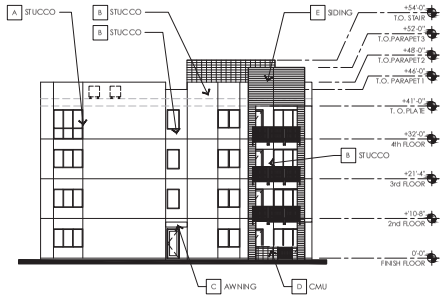
2 **BUILDING 2 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 2 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



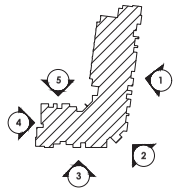
4 **BUILDING 2 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP MAP





MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
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BUILDING 2 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.2.1



1 **BUILDING 2 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



3 **BUILDING 2 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"



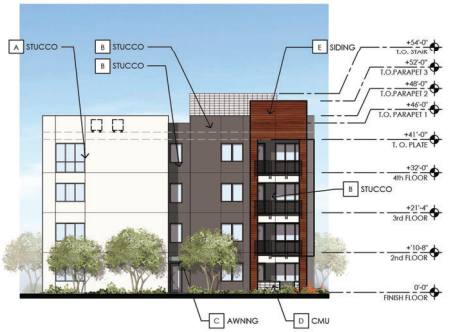
2 **BUILDING 2 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 2 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



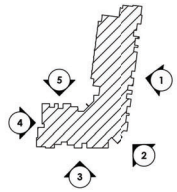
4 **BUILDING 2 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
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FLOOR KEYMAP





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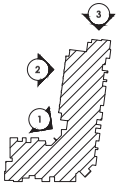
BUILDING 2 - EXTERIOR ELEVATIONS

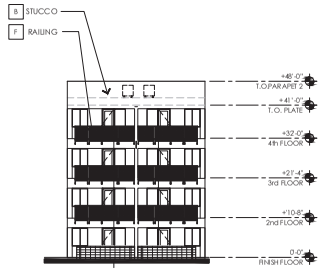
Preliminary Not For Construction

A4.2.1

COLOR SCHEDULE		LOCATION	MANUFACTURER	COLOR
	A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
	B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
	C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
	D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
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	F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
	G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

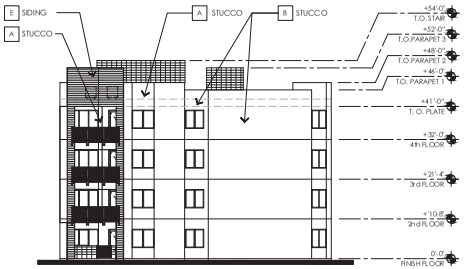
FLOOR KEYMAP MAP





1 **BUILDING 2 - SOUTHWEST ELEVATION**

SCALE: 1/16" = 1'-0"



3 **BUILDING 2 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 2 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



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VILLAGE	CAMELBACK EAST
ZONING MAP	F11
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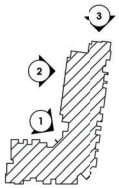
BUILDING 2 - EXTERIOR ELEVATIONS

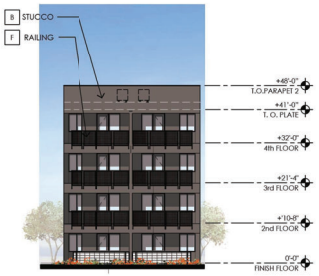
Preliminary Not For Construction

A4.2.2

COLOR SCHEDULE		LOCATION	MANUFACTURER	COLOR
	A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
	B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
	C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
	D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
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	F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
	G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP

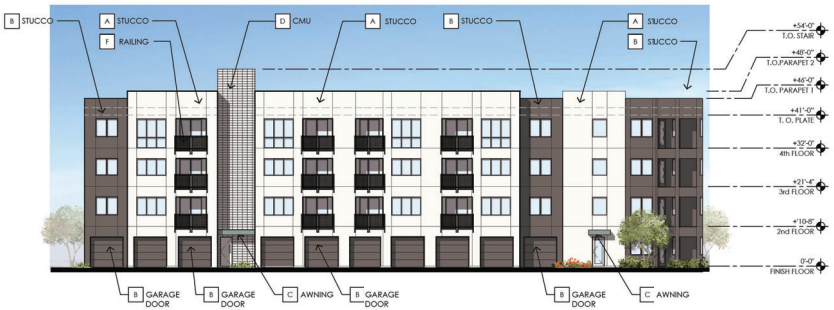




1 **BUILDING 2 - SOUTHWEST ELEVATION**
SCALE: 1/16" = 1'-0"



3 **BUILDING 2 - WEST ELEVATION**
SCALE: 1/16" = 1'-0"



2 **BUILDING 2 - SOUTH ELEVATION**
SCALE: 1/16" = 1'-0"



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VILLAGE	CAMELBACK EAST
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PRE-APPLICATION MEETING	05-11-2021

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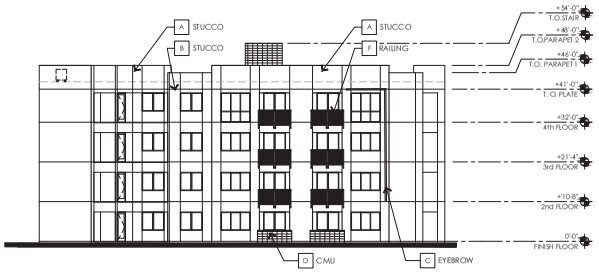
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Phoenix, Arizona
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NOV 30 2021
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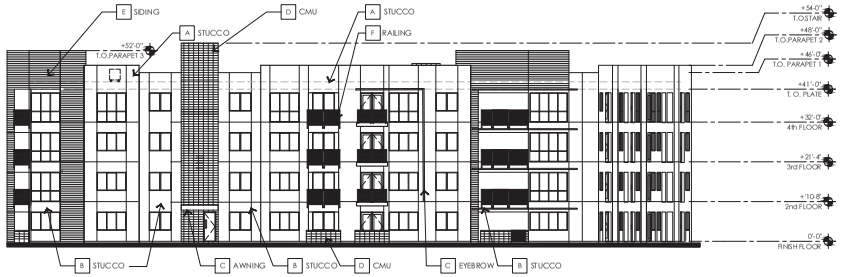
BUILDING 2 - EXTERIOR ELEVATIONS
Preliminary Not For Construction

A4.2.2



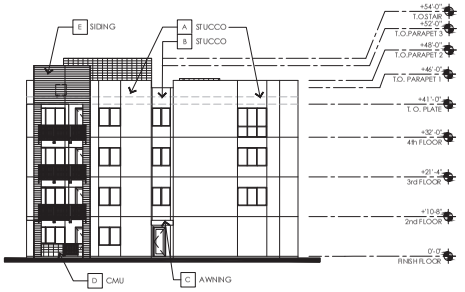
6 **BUILDING 3 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



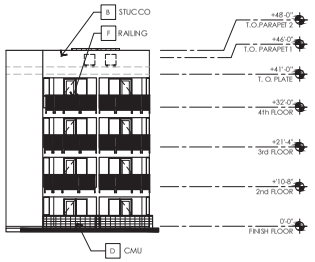
4 **BUILDING 3 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"



1 **BUILDING 3 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



7 **BUILDING 3 - SOUTHWEST ELEVATION**

SCALE: 1/16" = 1'-0"



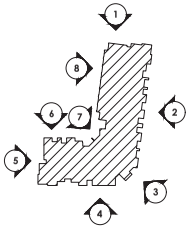
2 **BUILDING 3 - NORTH ELEVATION**

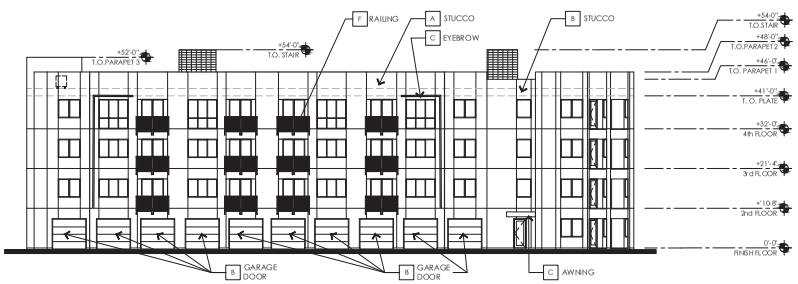
SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

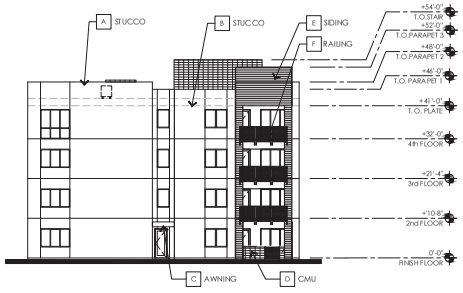
FLOOR KEYMAP MAP





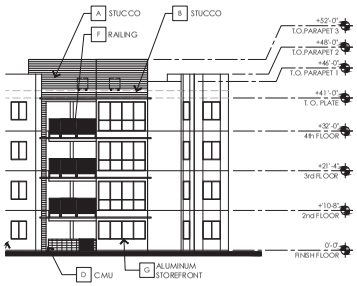
8 **BUILDING 3 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 3 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



3 **BUILDING 3 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"

REGISTERED ARCHITECT
CERTIFICATE NO.
13467
GARY D. TODD
06-23-21
PRINCIPAL
ARIZONA, USA

MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD RIV A NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	P11
QUARTER SECTION NO.	10-38
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CITY OF PHOENIX

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BUILDING 3 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.3.1



6 **BUILDING 3 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



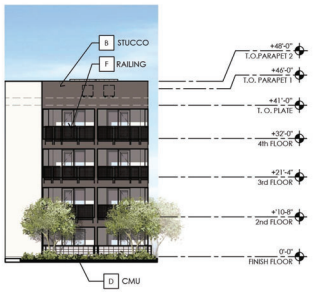
4 **BUILDING 3 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"



1 **BUILDING 3 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



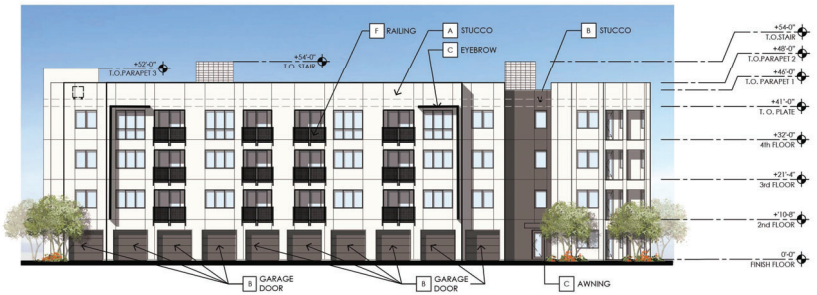
7 **BUILDING 3 - SOUTHWEST ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 3 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



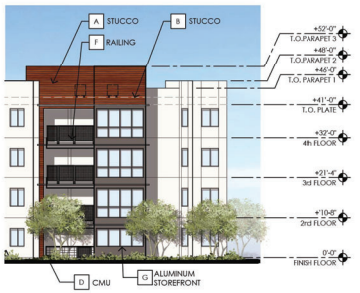
8 **BUILDING 3 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 3 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



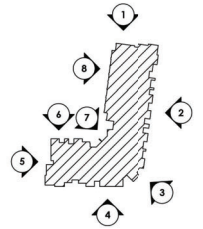
3 **BUILDING 3 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
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E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP MAP



REGISTERED ARCHITECT
CERTIFICATE NO.
13467
GARY D. TODD
06-23-21
Date Signed
ARIZONA, USA

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VILLAGE	CAMELBACK EAST
ZONING MAP	F11
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BUILDING 3 - EXTERIOR ELEVATIONS

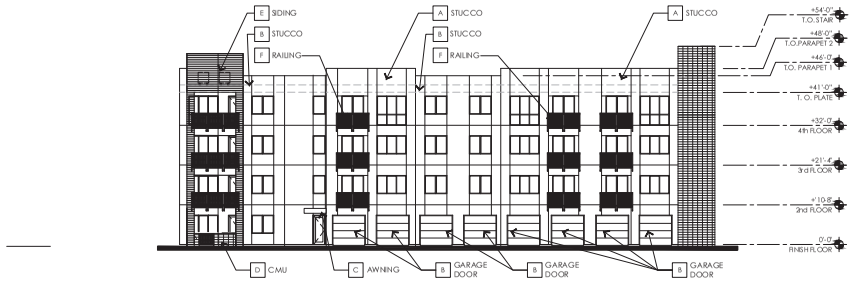
Preliminary Not For Construction

A4.3.1



1 **BUILDING 4 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 4 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



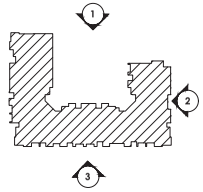
3 **BUILDING 4 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP - MAP



TODD + ASSOCIATES
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20-2025-00

BANYAN RESIDENTIAL

Apartments @ SWC 48th St. & E. Washington St.

Phoenix, Arizona

PUD SUBMITTAL

06-23-2021

CITY OF PHOENIX

NOV 30 2021

Planning & Development Department

BUILDING 4 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
PRE-APPLICATION MEETING	05-11-2021

13467 GARY D. TODD (06-30-22) 1744 East Camelback Street PHOENIX, ARIZONA 85016

A4.4.1



1 **BUILDING 4 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 4 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



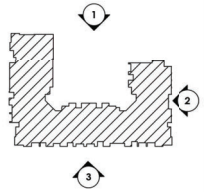
3 **BUILDING 4 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP MAP



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602-952-8280 / TODDASSOC.COM
20-2025-00

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Phoenix, Arizona

PUD SUBMITTAL

06-23-2021

CITY OF PHOENIX
NOV 30 2021
Planning & Development Department

BUILDING 4 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

REGISTERED ARCHITECT
13467
GARY D. TODD
06-23-21
Date Signed
ARIZONA, USA

MDIV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
PRE APPLICATION MEETING	05-11-2021

A4.4.1

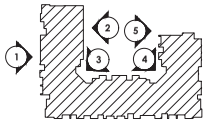


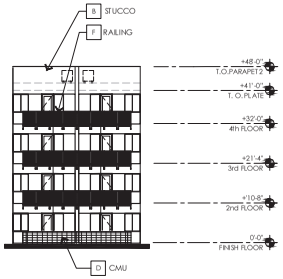
1 **BUILDING 4 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP-MAP





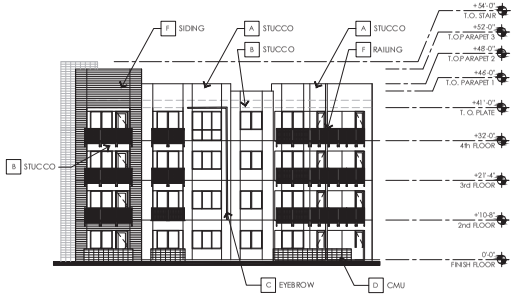
3 **BUILDING 4 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"



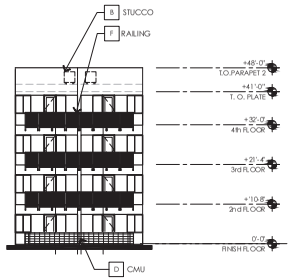
2 **BUILDING 4 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 4 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



4 **BUILDING 4 - SOUTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"

REGISTERED ARCHITECT
13467
GARY D. TODD
06-30-21
1006 Grand Canyon Drive
PHOENIX, ARIZONA 85007

MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
PRE-APPLICATION MEETING	05-11-2021

TODD + ASSOCIATES
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20-2025-00

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Phoenix, Arizona

PUD SUBMITTAL

06-23-2021

CITY OF PHOENIX

NOV 30 2021

Planning & Development Department

BUILDING 4 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.4.2



1 **BUILDING 4 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



3 **BUILDING 4 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"



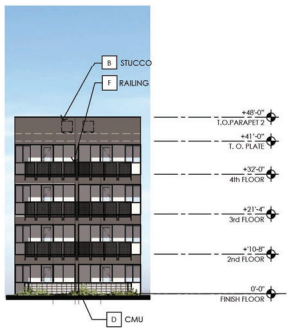
2 **BUILDING 4 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 4 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



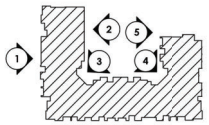
4 **BUILDING 4 - SOUTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD CA41
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP



MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1444
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
PRE-APPLICATION MEETING	05-11-2021

REGISTERED ARCHITECT — GARY D. TODD — 06-23-21 — ARIZONA, U.S.A.

TODD + ASSOCIATES
602-952-8280 / TCDDASSOC.COM
20-2025-00

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Phoenix, Arizona

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06-23-2021

CITY OF PHOENIX

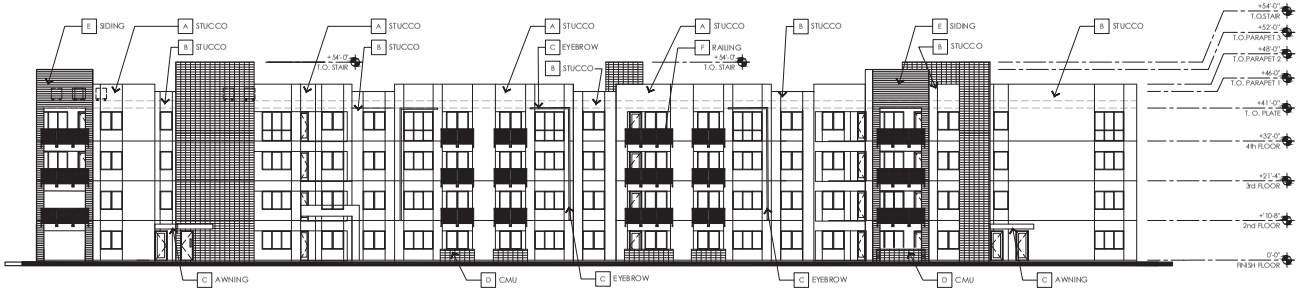
NOV 30 2021

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BUILDING 4 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.4.2



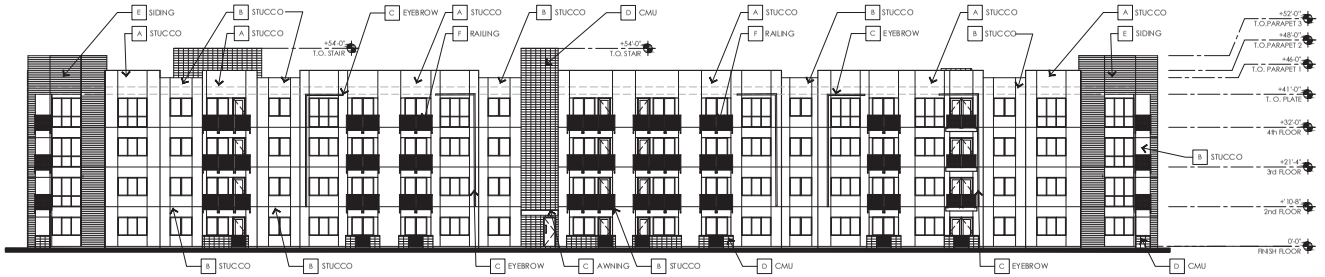
1 **BUILDING 5 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 5 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



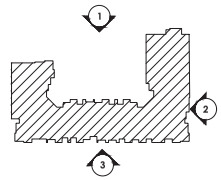
3 **BUILDING 5 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP - MAP



REGISTERED ARCHITECT
13467
GARY D. TODD
06-30-2023
ARIZONA, U.S.A.

MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
PRE-APPLICATION MEETING	05-11-2021

TODD + ASSOCIATES
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20-2025-00

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Phoenix, Arizona

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06-23-2021

CITY OF PHOENIX

NOV 30 2021

Planning & Development Department

BUILDING 5 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.5.1



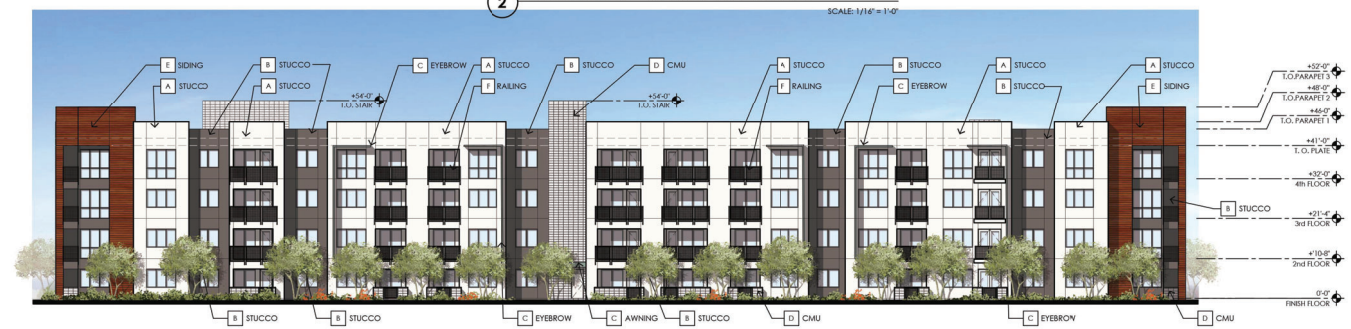
1 **BUILDING 5 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 5 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



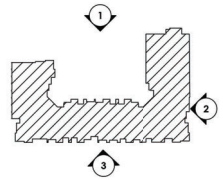
3 **BUILDING 5 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
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D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
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F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP





MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
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Phoenix, Arizona

PUD SUBMITTAL

06-23-2021

CITY OF PHOENIX

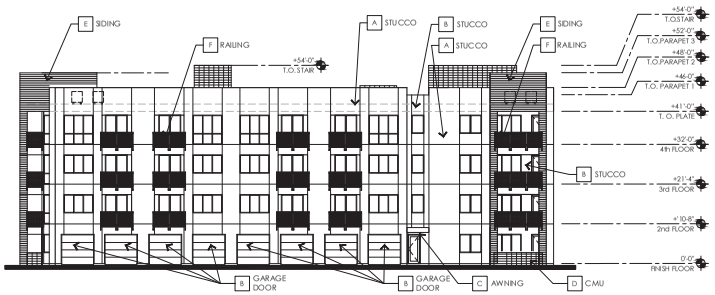
NOV 30 2021

Planning & Development Department

BUILDING 5 - EXTERIOR ELEVATIONS

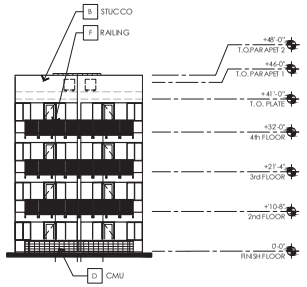
Preliminary Not For Construction

A4.5.1



1 **BUILDING 5 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



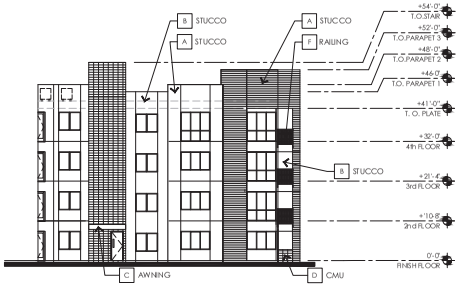
3 **BUILDING 5 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



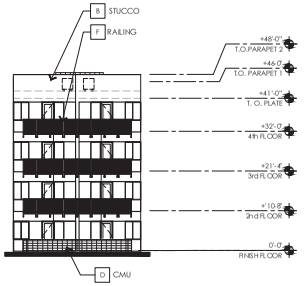
2 **BUILDING 5 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 5 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



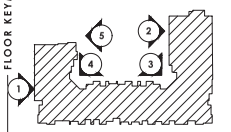
4 **BUILDING 5 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
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E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP - MAP



TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
20-2025-00

BANYAN RESIDENTIAL

Apartments @ SWC 48th St. & E. Washington St.

Phoenix, Arizona

PUD SUBMITTAL

06-23-2021

CITY OF PHOENIX

NOV 30 2021

Planning & Development Department

BUILDING 5 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
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PRE-APPLICATION MEETING	05-11-2021

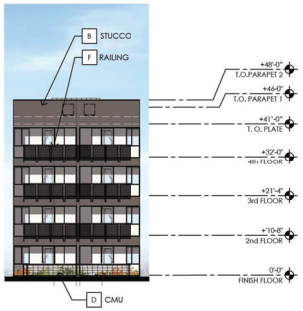
13467 GARY D. TODD (06-30-21) Date Signed ARIZONA

A4.5.2



1 **BUILDING 5 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



3 **BUILDING 5 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



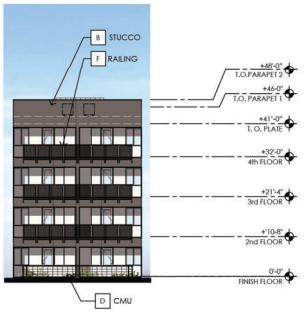
2 **BUILDING 5 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 5 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



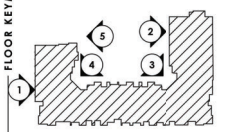
4 **BUILDING 5 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP





MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
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TODD + ASSOCIATES
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20-2025-00

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Phoenix, Arizona

PUD SUBMITTAL

06-23-2021

CITY OF PHOENIX

NOV 30 2021

Planning & Development Department

BUILDING 5 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.5.2



1 **BUILDING 6 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



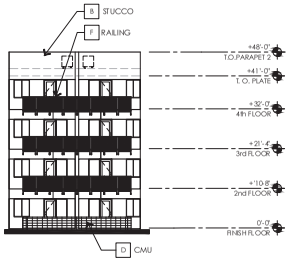
4 **BUILDING 6 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 6 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 6 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"



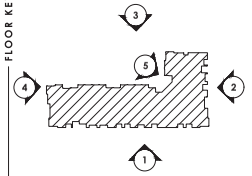
3 **BUILDING 6 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP MAP





MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
PRE-APPLICATION MEETING	05-11-2021

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
20-2025-00

BANYAN RESIDENTIAL

Apartments @ SWC 48th St. & E. Washington St.

Phoenix, Arizona

PUD SUBMITTAL

06-23-2021

CITY OF PHOENIX

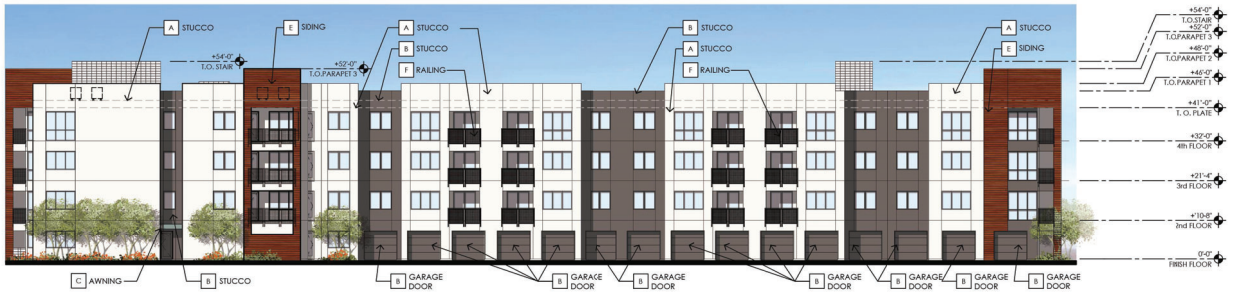
NOV 30 2021

Planning & Development Department

BUILDING 6 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.6.1



1 **BUILDING 6 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



4 **BUILDING 6 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 6 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 6 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"



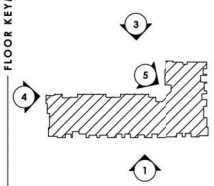
3 **BUILDING 6 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLO
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFL WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTON
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 ("JASPER ST
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND F
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWO OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTON
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRO

FLOOR KEYMAP



REGISTERED ARCHITECT
CERTIFICATE NO.
13467
GARY D.
TODD
06-23-21
Date Signed
ARIZONA U.S.A.

MDEV/SDEV NO.	2100187
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A4.6.1

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

ADDENDUM A
Staff Report: Z-64-21-8
August 3, 2022

Camelback East Village Planning Committee Meeting Date	June 7, 2022
Planning Commission Hearing Date	August 4, 2022
Request From:	A-2 (Industrial District) (17.82 acres)
Request To:	PUD (Planned Unit Development) (17.82 acres)
Proposed Use	Multifamily residential
Location	Southwest corner of 48th Street and Washington Street
Owner	Lincoln National Life Insurance Company
Applicant	Odyssey Group Holdings, LLC
Representative	Nick Wood, Esq., Snell & Wilmer, LLP
Staff Recommendation	Approval, subject to stipulations

The purpose of this addendum is to revise the departmental comments in the staff report and revise the staff recommended stipulations regarding streetscape standards for the Banyan Residential PUD (Z-64-21-8).

Stipulation No. 1.b. has been added to remove a reference to the Transit Gateway Character Area streetscape standards, as the streetscape standards for the project are already defined in the Development Standards Table on page 10 of the narrative.

The Aviation Department clarified that the subject site is within close proximity to the noise contour area of Phoenix Sky Harbor International Airport, not within the contour area. Item No. 20 in the staff report has been updated accordingly.

The Office of Environmental Programs clarified that the subject site is adjacent to the site for the former Olin Matheson Chemical Corporation and Arizona Agrochemical Corporation, the listed environmental remediation items are recommendations, not requirements, and that the applicant will follow all environmental requirements which includes, but is not limited to, those of the Arizona Department of Environmental Quality (ADEQ). Item No. 21 in the staff report has been updated accordingly.

Staff recommends approval subject to the following revised stipulations:

Stipulations

1. An updated Development Narrative for the Banyan Residential 48th Street & Washington 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 May 23, 2022, as modified by the following stipulations:

    a. Front cover: Revise the date information on the cover page to the following:

        City Council Adopted: [Add Adoption Date]

    b. PAGE 9, TABLE D, DEVELOPMENT STANDARDS TABLE: DELETE “D. CHARACTER AREAS, TRANSIT GATEWAY CHARACTER AREA (SECTION 1312 (A)))”

2. 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.

3. This parcel is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 2230 M of the Flood Insurance Rate Maps (FIRM) dated September 18, 2020. The following requirements shall apply, as approved by the Planning and Development Department:

    a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.

    b. A copy of the Grading and Drainage Plan shall be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements.

    c. The developer shall provide a FEMA approved CLOMR-F or CLOMR prior to issuance of a Grading and Drainage permit.

4. 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.

5. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.

6. The developer shall grant and record an avigation easement to the City of Phoenix for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.

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.

Exhibits
Revised Staff Report (33 pages)

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

*REVISED
Staff Report: Z-64-21-8
August 3, 2022

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Representative	Nick Wood, Esq., Snell & Wilmer, LLP
Staff Recommendation	Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Current: Commerce/Business Park and Industrial Proposed (GPA-CE-2-21-8): Mixed Use	
Street Map Classification	48th Street	Collector	33-foot west half street
	Washington Street	Major Arterial with Light Rail	Varies, 50 to 66.5-foot south half street
CONNECT PEOPLE & PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: Encourage high-density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans. The proposed development will provide multifamily residential uses near an existing light rail station. This will promote alternative transportation for future residents and guests of this development.			

CONNECT PEOPLE AND PLACES CORE VALUE; COMPLETE STREETS; DESIGN PRINCIPLE: Plan and design communities and neighborhoods to be pedestrian friendly and walkable.

The proposed PUD incorporates numerous streetscape and frontage standards from the Walkable Urban (WU) Code, thus promoting a pedestrian friendly environment along adjacent street frontages.

CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.

The subject site fronts a dedicated bicycle lane on Washington Street, and the proposed PUD narrative requires that secured bicycle parking spaces be provided for residents. The project will support tenants, employees and visitors who use all modes of transportation.

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 proposed development provides trees and shade on both street frontages which will reduce the urban heat island effect while also improving thermal comfort to site users and the surrounding neighborhood.

Applicable Plan, Overlays, and Initiatives
44th Street Corridor Specific Plan – See Background Item No. 9.
Transit Oriented Development Strategic Policy Framework – See Background Item No. 10.
Housing Phoenix Plan – See Background Item No. 11.
Tree and Shade Master Plan – See Background Item No. 12.
Complete Streets Guiding Principles – See Background Item No. 13.
Comprehensive Bicycle Master Plan – See Background Item No. 14.
Zero Waste PHX – See Background Item No. 15.

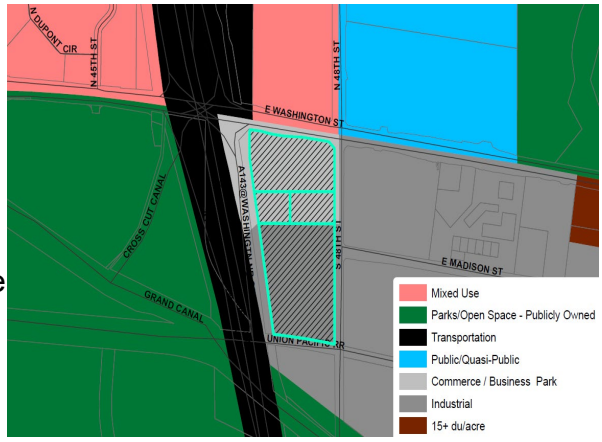
Surrounding Land Uses/Zoning		
	Land Use	**Zoning**
On Site	Vacant	A-2
North (Across Washington Street)	Office	A-2 (Approved C-2 M-R)
South (across South Pacific Railroad)	Warehousing and distribution	A-2
East (Across 48th Street)	Various commercial uses and warehousing	A-2
West	SR-143 freeway	A-2

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone a 17.82-acre site located on the southwest corner of 48th Street and Washington Street from A-2 (Industrial District) to PUD (Planned Unit Development) to allow multifamily residential and other permitted uses as listed in the Walkable Urban Code Transect T5:5. The site is presently vacant and is located within a quarter mile of the 50th Street / Washington Street light rail station. Furthermore, the site is located adjacent to the SR-143 freeway.

2. The General Plan Land Use Map designation for the subject site is Industrial, thus the proposal is not consistent with this General Plan Land Use Map designation. A companion General Plan Amendment request (GPA-CE-2-21-8) proposes a Land Use Map designation of Mixed Use. The Mixed Use designation calls for multifamily residential and commercial land uses. If approved, the proposal would be consistent with the Mixed Use designation.



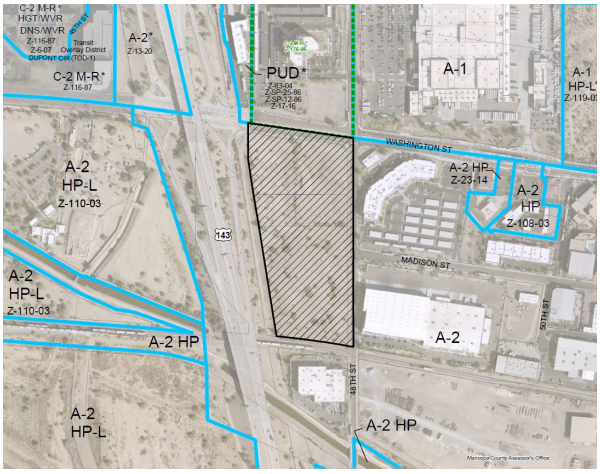
General Plan Land Use Map
Source: City of Phoenix Planning and Development Department

The General Plan Land Use Map designation to the north and northwest, across Washington Street, is Mixed Use. South and east of the site, across the Union Pacific Railroad tracks and across 48th Street, is designated as Industrial. The designation along the SR-143 freeway is Transportation.

EXISTING CONDITIONS & SURROUNDING ZONING

3. The site is zoned A-2 (Industrial District) and is currently vacant. Properties to the north and northwest of the site, across Washington Street, are zoned A-2 and PUD (Planned Unit Development). Office and multifamily uses are located on those parcels. Properties to the south, east and west of the site are zoned A-2. Land uses include office, restaurants, warehousing and the SR-143 freeway.

   The proposal is consistent with the zoning in the surrounding area and with the scale of existing uses. Further, the proposed development standards in the PUD are consistent with the scale, character, and intensity of surrounding developments.



Zoning Map, Source: City of Phoenix Planning and Development Department

PROPOSAL

4. The proposal was developed utilizing the PUD zoning district. The Planned Unit Development (PUD) is intended to create a built environment that is superior to that produced by conventional zoning districts and design guidelines. Using a collaborative and comprehensive approach, an applicant authors and proposes standards and guidelines that are tailored to the context of a site on a case by case basis. Where the PUD Development Narrative is silent on a requirement, the applicable Zoning Ordinance provisions will be applied.

5. **Land Use**

   The PUD proposes a multifamily residential development. The proposed development narrative lists all permitted uses in the T5:5 (Walkable Urban Code) transect district as permitted on the site.

6. **Development Standards**

The PUD proposes development standards designed to accommodate multifamily residential buildings with a maximum building height of 56 with no density limit. However, the proposed building height is of 48 feet and 4 stories, with 515 dwelling units proposed.

The project site has two street frontages along its northern and eastern perimeters. The PUD proposes pedestrian-friendly design with most of the residential buildings facing the adjacent streets and several pedestrian connections are provided to these. All resident and guest parking will be distributed throughout the site.

Below is a summary of the key development standards set forth in the narrative.



Conceptual Site Plan,
Source: Todd + Associates

Development Standards	
Standard	**Proposed**
Density	No maximum
Building Height	56 feet
Perimeter Building Setbacks	
Washington Street (Primary Frontage)	Minimum: 20 feet Maximum: 30 feet
48th Street (Secondary Frontage)	Minimum: 20 feet Maximum: 30 feet
South	0 feet
West	5 feet
Interior Lot Lines	0 feet
Maximum Lot Coverage	80 percent maximum
Parking	

Residents (Reserved and Unreserved)	901 spaces
Bicycle	Minimum 0.25 spaces per unit for a maximum of 50 spaces
Perimeter Landscape Setbacks	
Washington Street (Primary Frontage)	20 feet minimum
48th Street (Secondary Frontage)	20 feet minimum
South	0 feet
West	5 feet
Open Space	5 percent minimum

7. **Landscape Standards**
The PUD sets forth standards to activate two street frontages (48th Street and Washington Street) with pedestrian-oriented design and street-facing residential units. It also sets forth requirements to maximize the landscaping along these street frontages. Minimum 2-inch and 3-inch caliper trees will be required, planted 20 feet on center or in equivalent groupings along street frontages. Additionally, five shrubs per tree will be provided, and live groundcover to provide 75 percent groundcover at maturity. Furthermore, interior property lines not adjacent to public right-of-way shall be landscaped with minimum 1.5-inch caliper trees planted 25 feet on center or in equivalent groupings, in addition to five shrubs per tree and achieve 50 percent groundcover at maturity.

8. **Design Guidelines**
The PUD proposes a development design that prioritizes the pedestrian. Specifically, it sets forth requirements for frontage types that will active the street frontages in addition to providing pedestrian connections between residential buildings, street frontages and open space areas, which will have a various amenities.

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

9. **44th Street Corridor Specific Plan**
The site is located within the boundaries of the 44th Street Corridor Specific Plan. Completed in 1991, the 44th Street Corridor Specific Plan established a framework to provide compatibility of new development along 44th Street from McDonald Drive to Sky Harbor International Airport. The Land Use Plan within the Specific Plan designates the subject property for commerce park, which is not consistent with the request. However, the standards proposed in the PUD narrative are compatible with the streetscape, landscaping, and design considerations listed in the plan.

10. **Transit Oriented Development Strategic Policy Framework**
The Transit Oriented Development Strategic Policy Framework, originally adopted in 2013, and later amended in 2016 and 2018, identifies policies and place types that are designed to shape walkable and mixed-use environments and focus redevelopment within a quarter mile of high capacity transit stations. The subject site is located less than quarter mile from the 50th Street / Washington Street light rail station, which is identified as a Minor Urban Center place type. A Minor Urban Center is a place type characterized by medium to low intensity uses, with building heights typically from two to five stories, with incentive heights of up to seven stories. Land uses may include entertainment, retail, mid-rise residences and low-rise office developements. The proposed project, with a focus on pedestian-oriented design, is consistent with the Minor Urban Center place type. Further, the utilization of the Walkable Urban Code for the framework for the PUD is consistent with the policies of the TOD Strategic Policy Framework.

11. **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 providing an opportunity for multifamily residential development.

12. **Tree and Shade Master Plan**
The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. 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 to create walkable streets and vibrant pedestrian places. The PUD includes standards for enhanced tree sizes along the street frontages, and a requirement for minimum 75 percent live groundcover will help reduce the urban heat island effect.

13. **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. The development will activate the street frontages, provide pedestrian connections to those frontages and provide enhanced landscaping and shade along the sidewalks.

14. **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. The proposal incorporates requirements for bicycle parking to encourage multi-modal transportation.

15. **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 PUD narrative states that recycling containers will be provided on site.

COMMUNITY INPUT SUMMARY

16. At the time this staff report was written, staff did not receive any letters or correspondence regarding the project.

INTERDEPARTMENTAL COMMENTS

17. The Public Transit Department has requested that the developer provide maximum shade for sidewalks and pedestrian pathways. Furthermore, where pedestrian paths cross drive aisles, that they be constructed of materials that visually contrast with parking and drive aisle surfaces. These are addressed in the development narrative.

18. The Street Transportation Department has required that all streets be constructed with all required improvements and comply with current ADA standards. This is addressed in Stipulation No. 2.

19. The Floodplain Management division of the Public Works Department indicated that the site is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 2230 M of the Flood Insurance Rate Maps (FIRM) dated September 18, 2020. Stipulation No. 3 addresses floodplain requirements.

20. This site is located within **CLOSE PROXIMITY TO** the noise contour area of Phoenix Sky Harbor International Airport (PHX). As such, staff is requesting that the developer provide notice to prospective purchasers or tenants regarding the existence and operational characteristics of this airport, that an aviation easement be granted and recorded for the City of Phoenix for the site, that noise mitigation is addressed through building construction, and that the developer provide a No Hazard determination from the FAA prior to construction permit approval. These

requirements are addressed in the development narrative and Stipulation Nos. 4 through 6.

21. The Office of Environmental Programs commented that a construction and demolition landfill was once located on the site and **ADJACENT TO** the southern portion of the site was previously the location of the Olin Matheson Chemical Corporation and Arizona Agrochemical Corporation. The site was granted closure by the Arizona Department of Environmental Quality (ADEQ) based on a risk assessment of exposure to future construction workers and industrial employees, and that contaminated soil was reportedly removed from the site along with various other material including empty 55-gallon drums, underground storage tanks, and pesticide contaminated liquids. The Office of Environmental Programs ~~commented~~ **RECOMMENDS CONSIDERATION** that methane sampling should be completed in the area of any proposed buildings on this property, vapor barriers should be installed for any buildings on this property and if the existing wells are in the way of development, they should be abandoned following the proper Arizona Department of Water Resources regulations. The applicant will follow all **EVIRONMENTAL** requirements ~~by ADEQ~~ during the permitting and construction process.

OTHER

22. The site is located in an area identified as being archaeologically sensitive. In further review by the City of Phoenix Archaeology Office, it was determined that the Phase I testing conducted on the subject site by the applicant does not warrant additional archaeological testing. 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. 7.

23. 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. 8.

24. 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 will develop a vacant site and provide additional housing options within proximity to a light rail station and employment uses. The proposed

development is also compatible in intensity, scale, and character with the surrounding area.

2. The project site is appropriately located along an arterial street and within a quarter mile of a light rail station.

3. The proposed PUD sets forth design and development standards that will facilitate pedestrian-oriented design and promote a safer walking environment.

Stipulations

1. An updated Development Narrative for the Banyan Residential 48th Street & Washington 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 May 23, 2022, as modified by the following stipulations:

    a. Front cover: Revise the date information on the cover page to the following:

        City Council Adopted: [Add Adoption Date]

2. 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.

3. This parcel is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 2230 M of the Flood Insurance Rate Maps (FIRM) dated September 18, 2020. The following requirements shall apply, as approved by the Planning and Development Department:

    a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.

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c. The developer shall provide a FEMA approved CLOMR-F or CLOMR prior to issuance of a Grading and Drainage permit.

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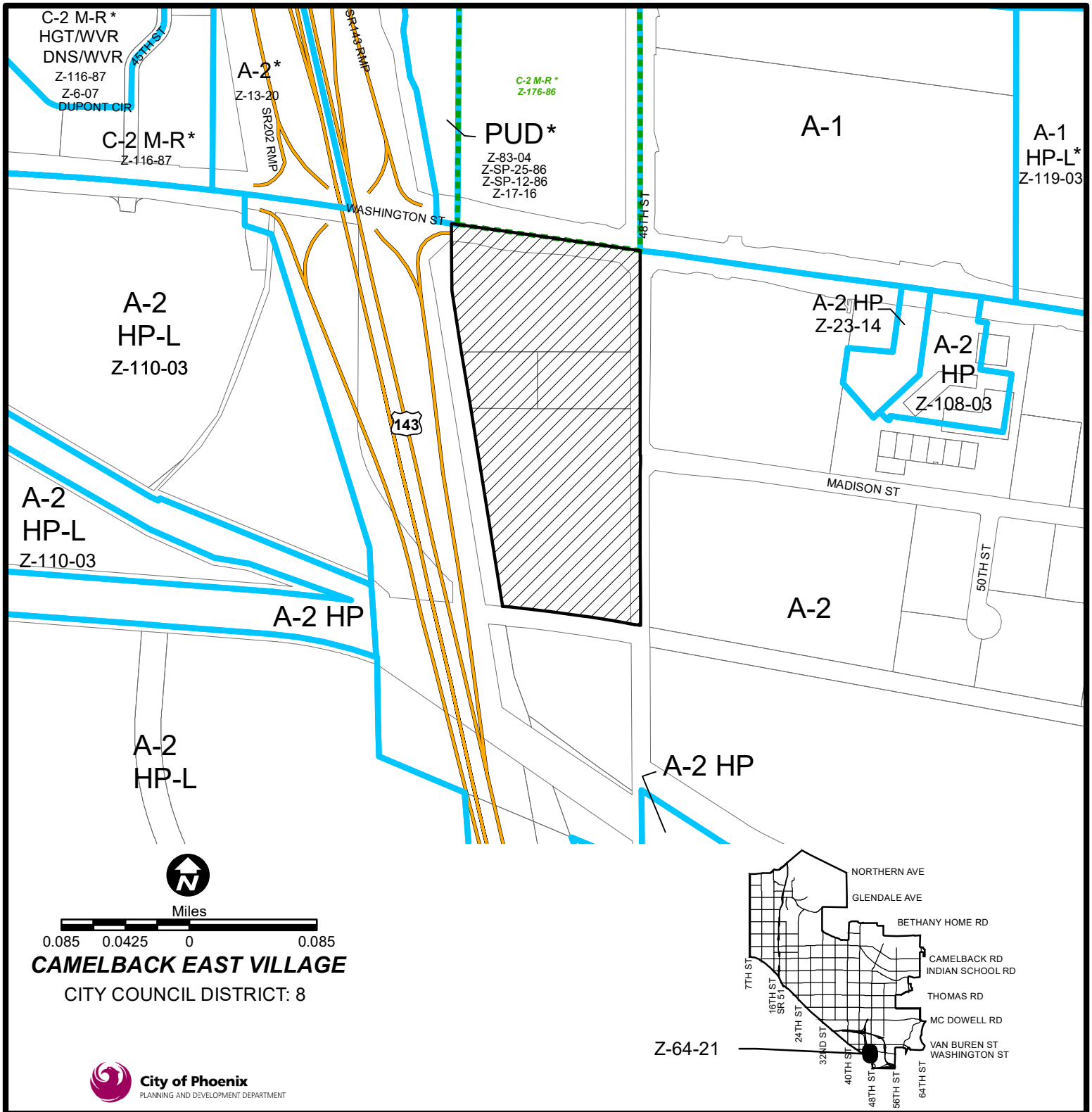
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8. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application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

Writer
Sarah Stockham
August 3, 2022

Team Leader
Racelle Escolar

Exhibits
Sketch Map
Aerial Map
Conceptual Site Plan date stamped November 30, 2021
Conceptual Elevations date stamped November 30, 2021 (18 pages)
Banyan Residential PUD development narrative date stamped May 23, 2022



CAMELBACK EAST VILLAGE

CITY COUNCIL DISTRICT: 8

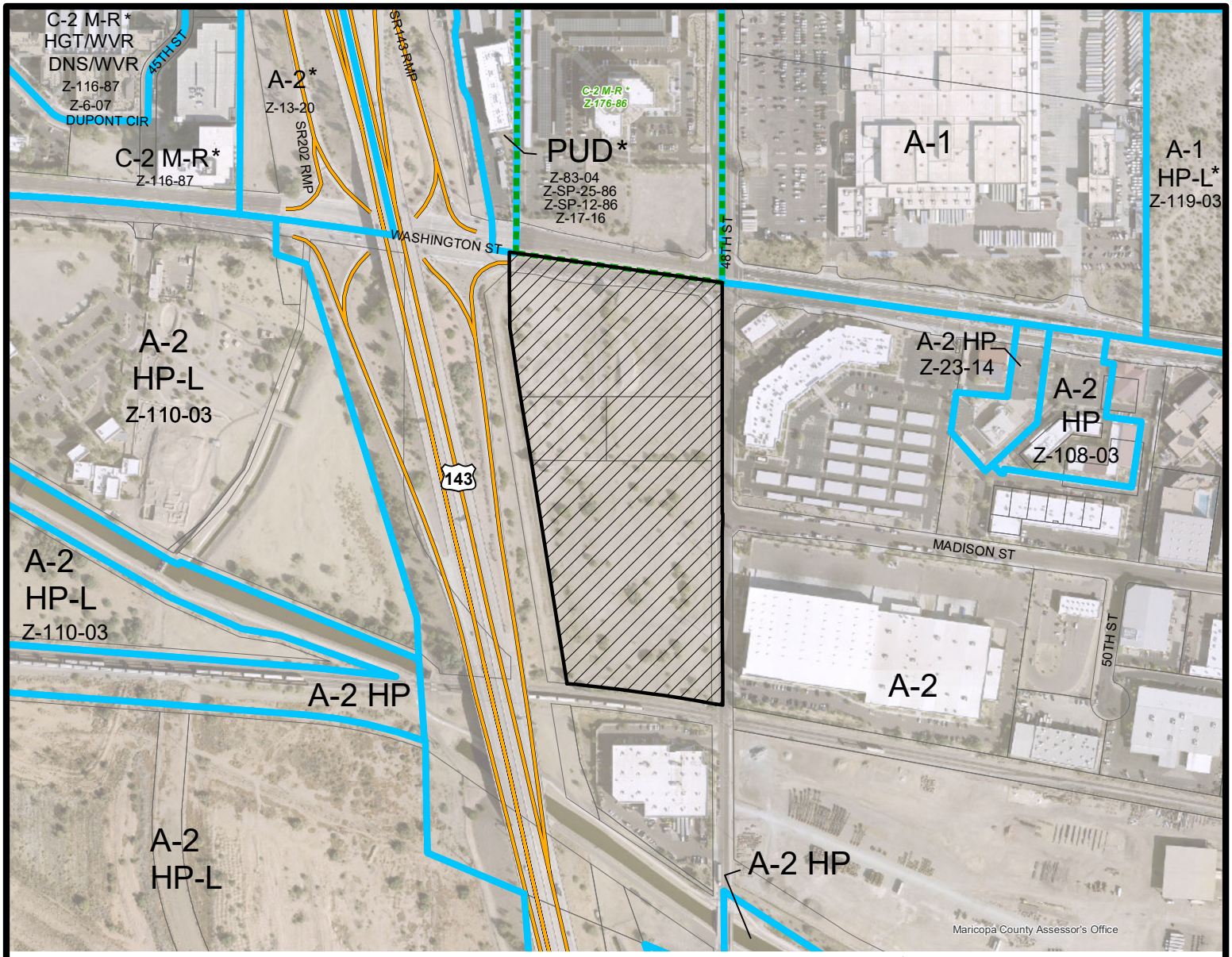
City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME: Odyssey Group Holdings, LLC	**REQUESTED CHANGE:**
APPLICATION NO. Z-64-21	DATE: 10/11/2021 REVISION DATES:
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 17.82 Acres	AERIAL PHOTO & QUARTER SEC. NO.: QS 10-38 ZONING MAP: F-11
	FROM: A-2 (17.82 a.c.) TO: PUD (17.82 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
A-2	N/A	N/A
PUD	N/A	583

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

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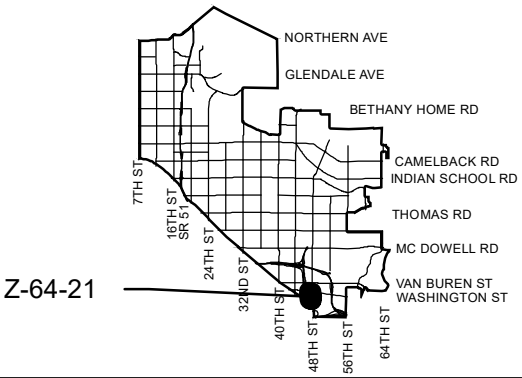


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CAMELBACK EAST VILLAGE

CITY COUNCIL DISTRICT: 8



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME:	Odyssey Group Holdings, LLC
APPLICATION NO.	Z-64-21
DATE:	10/11/2021
REVISION DATES:	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.	17.82 Acres
AERIAL PHOTO & QUARTER SEC. NO.	QS 10-38
ZONING MAP	F-11

REQUESTED CHANGE:

FROM: A-2 (17.82 a.c.)

TO: PUD (17.82 a.c.)

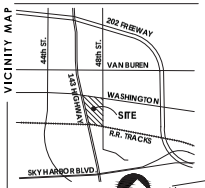
MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
A-2	N/A	N/A
PUD	N/A	583

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

SITE NOTES

1. DEVELOPMENT AND USE OF THIS SITE WILL CONFORM TO ALL APPLICABLE CODES AND ORDINANCES.
2. ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.
3. 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 IN THE AREA OUTSIDE OF THE SITE.
4. OWNERS OF THE PROPERTY ADJACENT TO PUBLIC RIGHT-OF-WAY WILL HAVE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE RIGHTS-OF-WAY, IN ACCORDANCE WITH APPROVED PLANS.
5. ALL ROOFTOP EQUIPMENT AND SATELLITE DISHES SHALL BE SCREENED TO THE HEIGHT OF THE TALLEST EQUIPMENT.
6. 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.
7. ALL SIGNS REQUIRE SEPARATE PERMITS & APPROVALS.

VICINITY MAP



PROJECT DATA

BUILDING IBC GROSS SQUARE FOOTAGE:

RESIDENTIAL BUILDINGS:

BUILDING TYPE 1:

1st FLOOR (stair and elevator s.f.)	21,000 S.F.
2nd FLOOR	20,543 S.F.
3rd FLOOR	20,543 S.F.
4th FLOOR	20,543 S.F.
SUB-TOTAL S.F.	82,629 S.F.

BUILDING TYPE 2:

1st FLOOR (stair and elevator s.f.)	21,243 S.F.
2nd FLOOR	20,716 S.F.
3rd FLOOR	20,709 S.F.
4th FLOOR	20,709 S.F.
SUB-TOTAL S.F.	83,377 S.F.

BUILDING TYPE 3:

1st FLOOR (stair and elevator s.f.)	20,584 S.F.
2nd FLOOR	20,066 S.F.
3rd FLOOR	20,066 S.F.
4th FLOOR	20,066 S.F.
SUB-TOTAL S.F.	80,782 S.F.

BUILDING TYPE 4:

1st FLOOR (stair and elevator s.f.)	
RESIDENCE	25,195 S.F.
CLUBHOUSE	7,988 S.F.
2nd FLOOR	
RESIDENCE	27,016 S.F.
CLUBHOUSE	2,677 S.F.
3rd FLOOR	32,619 S.F.
4th FLOOR	32,619 S.F.
SUB-TOTAL S.F.	128,114 S.F.

BUILDING IBC GROSS SQUARE FOOTAGE CONT.:

BUILDING TYPE 5:

1st FLOOR (stair and elevator s.f.)	
RESIDENCE	27,235 S.F.
CLUBHOUSE	7,722 S.F.
2nd FLOOR	
RESIDENCE	28,981 S.F.
CLUBHOUSE	2,700 S.F.
3rd FLOOR	34,026 S.F.
4th FLOOR	34,026 S.F.
SUB-TOTAL S.F.	134,690 S.F.

BUILDING TYPE 6:

1st FLOOR (stair and elevator s.f.)	23,272 S.F.
2nd FLOOR	22,726 S.F.
3rd FLOOR	22,726 S.F.
4th FLOOR	22,726 S.F.
SUB-TOTAL S.F.	91,450 S.F.

BUILDING GRAND TOTAL S.F. **601,042 S.F.**

MAINTENANCE BUILDING:

1st FLOOR	1,750 S.F.

SQUARE FOOTAGE DEFINITION:
GROSS BUILDING S.F. = THE BUILDING GROSS AREA IS MEASURED FROM THE OUTSIDE FACE OF THE EXTERIOR STUD OF THE BUILDING. AREA INCLUDES BUILDING FRAME-OUTS, PATIOS, BALCONIES, BREEZEWAYS & PATIO/BALCONY STORAGE ROOMS.

SYMBOLS

- BUILDING SEQUENCE
- BUILDING NUMBER
- NUMBER OF STORIES
- FINISH FLOOR ELEVATION - VERIFY WITH CIVIL
- FIRE TRUCK TURNING RADIUS INSIDE TURNING RADIUS 35'-0" MIN. OUTSIDE TURNING RADIUS 55'-0" MAX.
- PARKING CANOPY
- PRIVATE ACCESSIBLE ROUTE WITH MIN. CLEAR WIDTH OF 3'-0", MAX. SLOPE OF 5% AND MAX. CROSS SLOPE OF 2%
- PUBLIC ACCESSIBLE ROUTE WITH MIN. CLEAR WIDTH OF 3'-0", MAX. SLOPE OF 5% AND MAX. CROSS SLOPE OF 2% & TO INCLUDE TRUNCATED DOMES WHERE TRANSVERSES DRIVE AISLE
- NEW FIRE HYDRANT
- F.D.C. CONNECTION
- ACCESSIBLE PARKING SPACE
- KNOX BOX LOCATION PER PHOENIX FIRE DEPT. REQUIREMENTS
- METER PACK, REFER TO ELECTRICAL PLANS
- TRANSFORMER
- BUILDING ENTRANCE
- CAR CHARGER

GENERAL CODE

GENERAL BUILDING CODE ANALYSIS:

PROPOSED USE: MULTI-FAMILY RESIDENTIAL

OCCUPANCIES / CONSTRUCTION TYPE:

RESIDENTIAL UNITS	R-2:	TYPE VA
ATTACHED GARAGES	S-2:	TYPE VA
OFFICE / LEASING	B:	TYPE VB
FITNESS / CLUBHOUSE	A-3:	TYPE VB
MAINTENANCE	S-2:	TYPE VB

FIRE SPRINKLER SYSTEM:
RESIDENTIAL UNITS, ATTACHED GARAGES, OFFICE, LEASING, FITNESS, CLUBHOUSE AND MAINTENANCE BLDG ..... NFPA 13

SITE

I CONSENT TO THE REPRODUCTION OF THIS SITE PLAN FOR THE FUTURE PURPOSE OF AMENDMENTS PROVIDED THAT IF MODIFICATIONS ARE MADE, THE ARCHITECT THAT MAKES SUCH CHANGES ASSUMES FULL RESPONSIBILITY AND LIABILITY FOR THE PLAN.

SIGNATURE OF COPYRIGHT OWNER

GARY TODD

PRINT NAME OF COPYRIGHT OWNER

DESIGN TEAM

DESIGNER OF RECORD:
TODD & ASSOCIATES, INC.
4019 N. 44th STREET
PHOENIX, AZ. 85018
602-952-8280
ANTHONY JAURIGUE

OWNER:
BANYAN RESIDENTIAL
2411 THIRD STREET, UNIT E
SANTA MONICA, CA. 90405
CONTACT - MAX FRIEDMAN
240-620-6298

SITE DATA

UNIT MIX:

UNIT TYPE	PHASE I	PHASE 2	TOTAL
STUDIO	59 D.U. (19%)	43 D.U. (23%)	102 D.U. (20%)
1 BEDROOM	119 D.U. (37%)	81 D.U. (41%)	200 D.U. (39%)
2 BEDROOM	134 D.U. (41%)	64 D.U. (33%)	198 D.U. (38%)
3 BEDROOM	9 D.U. (3%)	6 D.U. (3%)	15 D.U. (3%)
TOTAL	321 D.U. (100%)	194 D.U. (100%)	515 D.U. (100%)

OPEN SPACE CALCULATIONS:
REQUIRED OPEN SPACE:
5% OF ±17.84 ACRES = ±0.89 ACRES (±38,866 S.F.)
PROVIDED OPEN SPACE:

PRIVATE OPEN SPACE	±145,498 S.F.	18.7%
PUBLIC OPEN SPACE	±56,987 S.F.	7.3%
TOTAL	±202,485 S.F.	26.0%

LOT COVERAGE:
PROVIDED :

PHASE I	±141,973 SF/ NET SITE AREA..... 34.0%
PHASE 2	± 83,444 SF/ NET SITE AREA 29.1%
PHASE I AND 2	± 225,417 SF/NET SITE AREA ..... 32.4 %

BUILDING FRONTAGE:

WASHINGTON STREET	71.1%
48th STREET	57.0%

GLAZING % ALONG STREET FRONTAGE:

WASHINGTON STREET	
GROUND FLOOR	25%
SECOND FLOOR	27%
48th STREET	
GROUND FLOOR	24%
SECOND FLOOR	25%

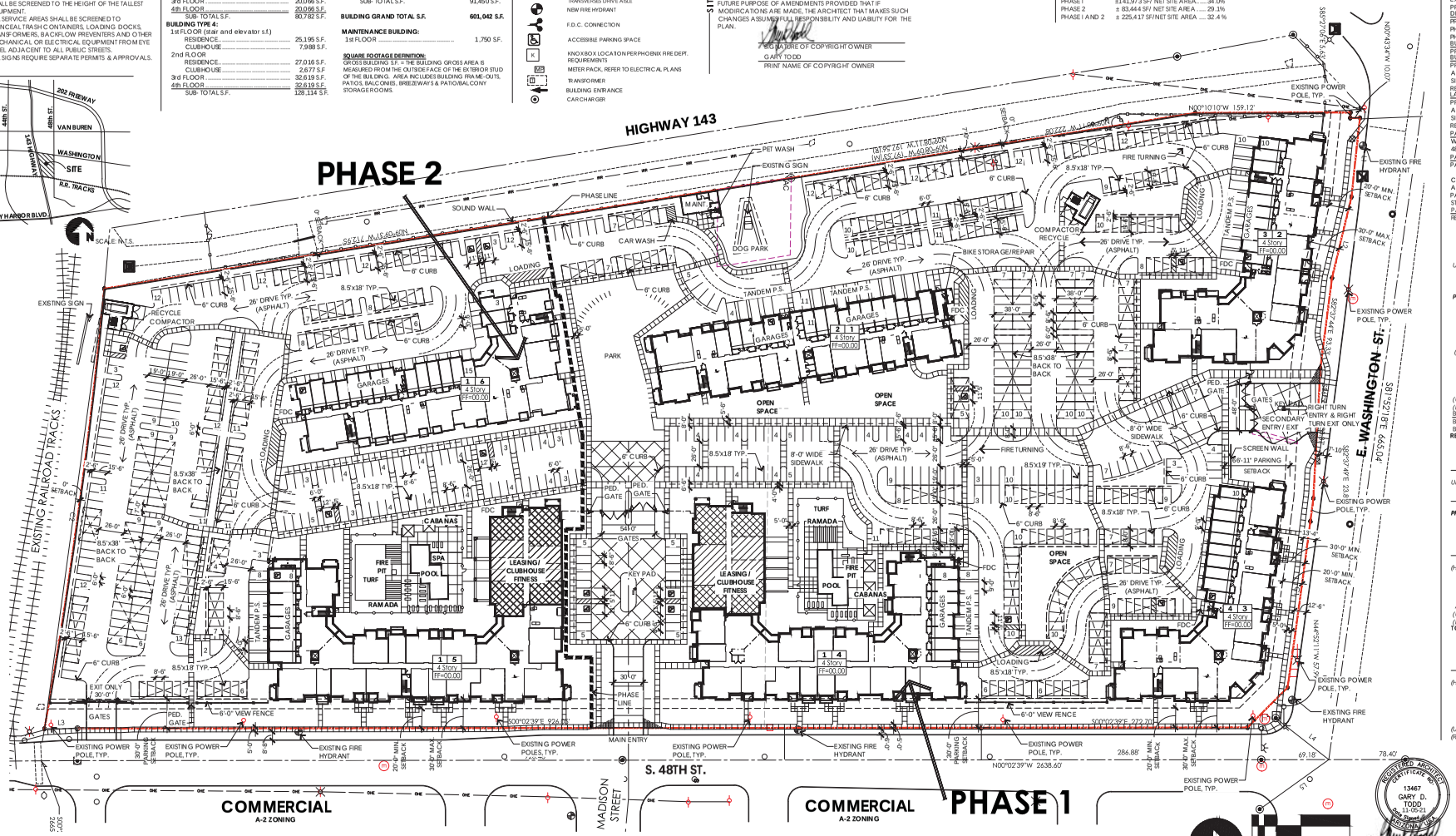
LOADING AREA:
REQUIRED ..... 4 - 10' x 30' LOADING AREA
PROVIDED ..... 5 - 10' x 30' LOADING AREA

SITE DATA

PROJECT DESCRIPTION:
A NEW 4-STORY FOR RENT MULTI-FAMILY RESIDENTIAL DEVELOPMENT WITH CLUBHOUSE, FITNESS AND TUCKED UNDER GARAGES UNDER ON THE FIRST FLOORS OF THE BUILDINGS. THE PROJECT WILL CONSIST OF STUDIO, ONE, TWO AND THREE BEDROOM UNITS. THE AMENITIES TO INCLUDE FITNESS, POOL, BBQ AREAS, COURTYARD, CABANAS AND PEDESTRIAN PATHWAYS.

ACCESSOR'S PARCEL NUMBER:
124-10-038, -017D, -021B, -023G

GENERAL ZONING ANALYSIS:
PARCEL A SITE AREA:
GROSS ACRES ..... ± 17.84 ACRES (777,110.4 S.F.)
PHASE I ..... ± 10.81 ACRES (470,883.6 S.F.)
PHASE II ..... ± 7.04 ACRES (306,662.4 S.F.)
NET ACRES: ..... ± 15.98 ACRES (696,088.8 S.F.)
PHASE I ..... ± 9.10 ACRES (409,465.0 S.F.)
PHASE II ..... ± 6.58 ACRES (286,624.8 S.F.)
ZONING:
EXISTING A-2
PROPOSED ..... PUD (TS 5)
DENSITY:
PROPOSED: ..... ±29.37
PHASE I ..... ±29.70 D.U./GROSS ACRE
PHASE II ..... ±27.57 D.U./GROSS ACRE
BUILDING HEIGHT:
PROPOSED ..... 4 STORY MAXIMUM (48'-0" MAXIMUM)
BUILDING SETBACKS:
PRIMARY FRONTAGE (WASHINGTON ST.) ..... 20' MIN. - 30' MAX.
ADJACENT TO PROPERTY LINE (48TH ST.) ..... 20' MIN. - 30' MAX
SIDE ..... 0'-0"
REAR ..... 0'-0"
LANDSCAPE SETBACKS:
PRIMARY FRONTAGE (WASHINGTON ST.) ..... 25'-0"
ADJACENT TO PROPERTY LINE (48TH ST.) ..... 25'-0"
SIDE ..... 0'-0"
REAR ..... 0'-0"
PARKING SETBACKS:
WASHINGTON STREET ..... 30'-0" MINIMUM
48th STREET ..... 30'-0" MINIMUM
PARKING STANDARDS:
PARKING STALL ..... 8'-6" X 18'-0"
(or 15'-6" deep w/ 2'-6" overhang)
COMPACT PARKING STALL (10% MAX) ..... 8'-0" x 16'-0
ACCESSIBLE PARKING STALL ..... 11'-0" X 18'-0"
PARKING AISLE (FIRE LANE) ..... 26'-0"
STANDARD LANE ..... 25'-0"
PARKING:
REQUIRED PARKING PHASE I
STUDIO - 1.3 P.S./D.U. x 59D.U.= 77 P.S.
1 BEDROOM - 1.5 P.S./D.U. x 119 D.U.= 178 P.S.
2 BEDROOM - 1.5 P.S./D.U. x 134 D.U.= 201 P.S.
3 BEDROOM - 2.0 P.S./D.U. x 9 D.U.= 18 P.S.
TOTAL 474 P.S. (1.48 P.S./ D.U.)
UNRESERVED PARKING REQUIRED
0.5 P.S. x 312 D.U. = 156 P.S.
1.0 P.S. x 9 D.U.= 9 P.S.
165 P.S.
PROVIDED PARKING PHASE I
SURFACE UNCOVERED 191 P.S.
(INCLUDES 168 UNRESERVED P.S.)
SURFACE CARPORT 275 P.S.
ATTACHED GARAGE 43 P.S.
SURFACE TANDEM 43 P.S.
TOTAL 542 P.S. (1.70 P.S. / D.U.)
(HANDICAP PARKING PROVIDED AT 2% = 11 P.S.)
SURFACE PARKING 3 P.S.
SURFACE VAN PARKING 1 P.S.
CARPORT PARKING 3 P.S.
CARPORT VAN PARKING 1 P.S.
ATTACHED GARAGE 3 P.S.
(UNRESERVED PARKING PROVIDED 168 P.S.)
(RESERVED PARKING PROVIDED 374 P.S.)
BIKE PARKING PROVIDED:
BIKE STORAGE / REPAIR 20
BIKE RACKS 8
REQUIRED PARKING PHASE 2
STUDIO - 1.3 P.S./D.U. x 43 D.U.= 56 P.S.
1 BEDROOM - 1.5 P.S./D.U. x 81 D.U.= 121 P.S.
2 BEDROOM - 1.5 P.S./D.U. x 64 D.U.= 99 P.S.
3 BEDROOM - 2.0 P.S./D.U. x 6 D.U.= 12 P.S.
TOTAL 288 P.S. (1.48 P.S. / D.U.)
UNRESERVED PARKING REQUIRED
0.5 P.S. x 188 D.U.= 94 P.S.
1.0 P.S. x 6 D.U.= 6 P.S.
100 P.S.
PROVIDED PARKING PHASE 2
SURFACE UNCOVERED 150 P.S.
(INCLUDES 99 UNRESERVED P.S.)
SURFACE CARPORT 175 P.S.
ATTACHED GARAGE 8 P.S.
SURFACE TANDEM 26 P.S.
TOTAL 359 P.S. (1.86 P.S. / D.U.)
(HANDICAP PARKING PROVIDED AT 2% = 8 P.S.)
SURFACE PARKING 2 P.S.
SURFACE VAN PARKING 1 P.S.
CARPORT PARKING 2 P.S.
CARPORT VAN PARKING 1 P.S.
ATTACHED GARAGE 2 P.S.
(UNRESERVED PARKING PROVIDED 99 P.S.)
(RESERVED PARKING PROVIDED 260 P.S.)
TOTAL PARKING PROVIDED PHASE I & 2:
SURFACE UNCOVERED 341 P.S.
(INCLUDES 267 UNRESERVED P.S.)
SURFACE CARPORT 450 P.S.
ATTACHED GARAGE 69 P.S.
SURFACE TANDEM 41 P.S.
TOTAL 901 P.S. (1.86 P.S. / D.U.)
(HANDICAP PARKING PROVIDED AT 2% = 19 P.S.)
SURFACE PARKING 5 P.S.
SURFACE VAN PARKING 2 P.S.
CARPORT PARKING 5 P.S.
CARPORT VAN PARKING 2 P.S.
ATTACHED GARAGE 5 P.S.
(UNRESERVED PARKING PROVIDED 267 P.S.)
(RESERVED PARKING PROVIDED 634 P.S.)







TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
20-2025-00

BANYAN RESIDENTIAL

Apartments @ SWC 48th St. & E. Washington St.

Phoenix, Arizona

PUD RE-ZONING

11-05-2021

CONCEPTUAL SITE PLAN

Preliminary Not For Construction

MDEV/SDEV NO.	2100187
PA/PP NO.	2102806
DSD KIVA NO.	21-1644
	CAMELBACK EAST
	F11
	10-38
	05-11-2021

CITY OF PHOENIX
NOV 30 2021
Planning & Development Department

A1.1



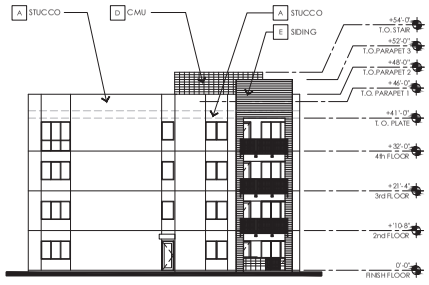
1 BUILDING 1 - EAST ELEVATION

SCALE: 1/16" = 1'-0"



2 BUILDING 1 - WEST ELEVATION

SCALE: 1/16" = 1'-0"



4 BUILDING 1 - SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



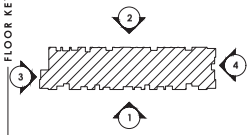
3 BUILDING 1 - NORTH ELEVATION

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP MAP





MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
PRE-APPLICATION MEETING	05-11-2021

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PUD SUBMITTAL

06-23-2021

CITY OF PHOENIX

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Planning & Development Department

BUILDING 1 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.1.1



1 BUILDING 1 - EAST ELEVATION

SCALE: 1/16" = 1'-0"



2 BUILDING 1 - WEST ELEVATION

SCALE: 1/16" = 1'-0"



4 BUILDING 1 - SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



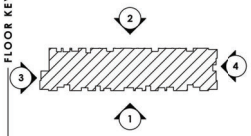
3 BUILDING 1 - NORTH ELEVATION

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
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B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP MAP



MDEV/SDEV NO.	2100187
PAPP NO.	2100804
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
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13467 GARY D. TODD 06-23-21 Not Valid Without Signature ARIZONA, USA

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BUILDING 1 - EXTERIOR ELEVATIONS

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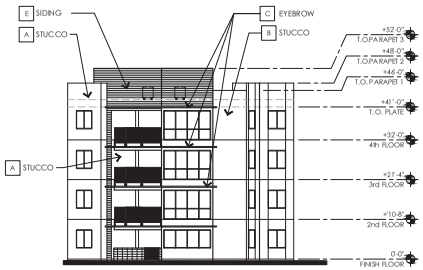
1 **BUILDING 2 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



3 **BUILDING 2 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"



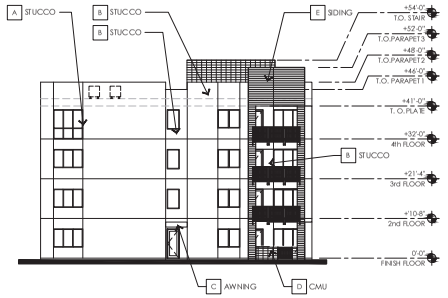
2 **BUILDING 2 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 2 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



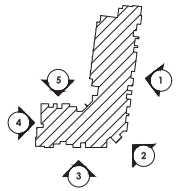
4 **BUILDING 2 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP MAP





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VILLAGE	CAMELBACK EAST
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PRE-APPLICATION MEETING	05-11-2021

TODD + ASSOCIATES

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20-2025-00

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06-23-2021

CITY OF PHOENIX

NOV 30 2021

Planning & Development Department

BUILDING 2 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.2.1



1 **BUILDING 2 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



3 **BUILDING 2 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"



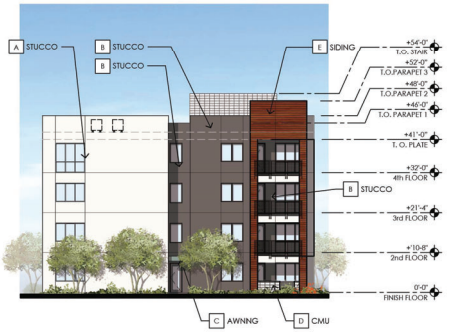
2 **BUILDING 2 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 2 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



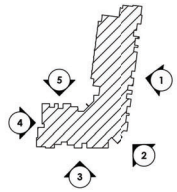
4 **BUILDING 2 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

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FLOOR KEYMAP





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20-2025-00

BANYAN RESIDENTIAL

Apartments @ SWC 48th St. & E. Washington St.

Phoenix, Arizona

PUD SUBMITTAL

06-23-2021

CITY OF PHOENIX

NOV 30 2021

Planning & Development Department

BUILDING 2 - EXTERIOR ELEVATIONS

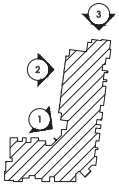
Preliminary Not For Construction

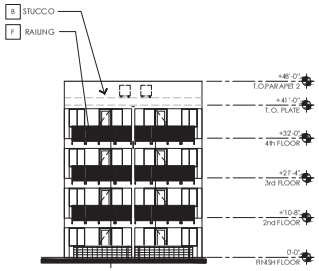
A4.2.1

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD OAK
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

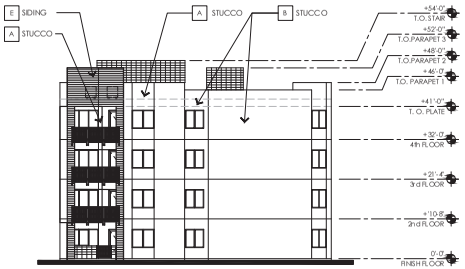
FLOOR KEYMAP MAP





1 **BUILDING 2 - SOUTHWEST ELEVATION**

SCALE: 1/16" = 1'-0"



3 **BUILDING 2 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 2 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
PRE-APPLICATION MEETING	05-11-2021

TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
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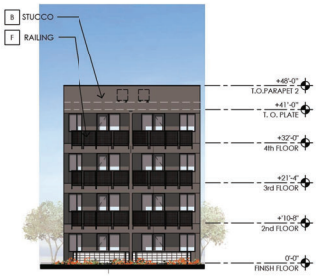
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BUILDING 2 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.2.2



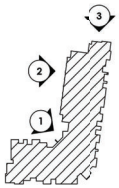
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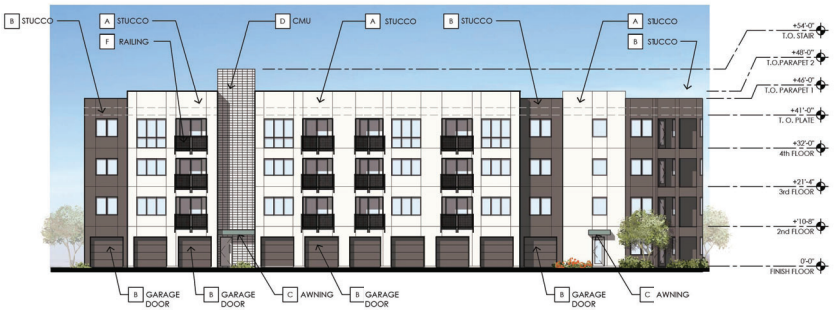
FLOOR KEYMAP





3 **BUILDING 2 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 2 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



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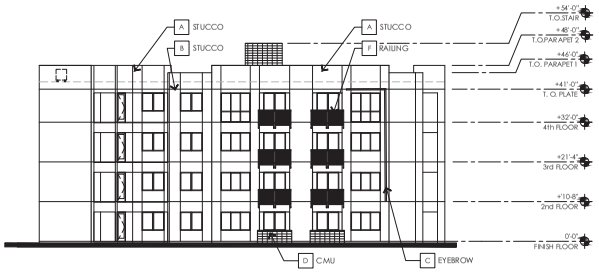
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BUILDING 2 - EXTERIOR ELEVATIONS

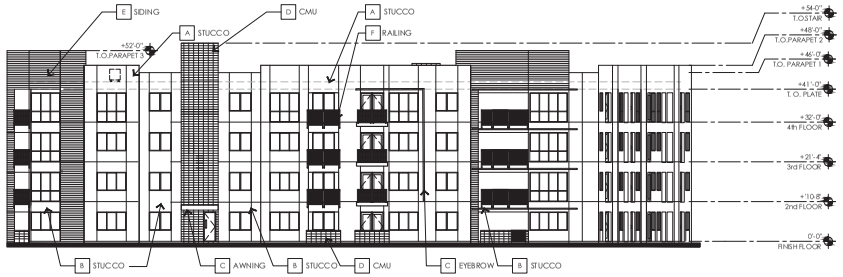
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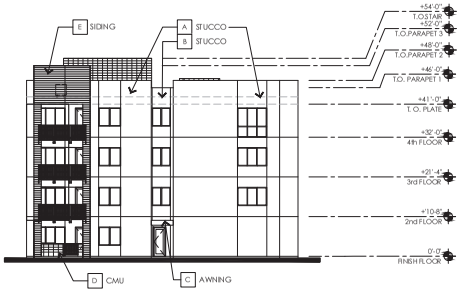
6 **BUILDING 3 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



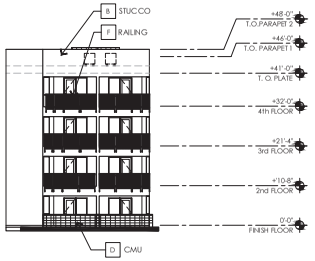
4 **BUILDING 3 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"



1 **BUILDING 3 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"





7 **BUILDING 3 - SOUTHWEST ELEVATION**

SCALE: 1/16" = 1'-0"

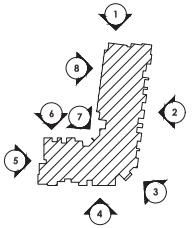
2 **BUILDING 3 - NORTH ELEVATION**

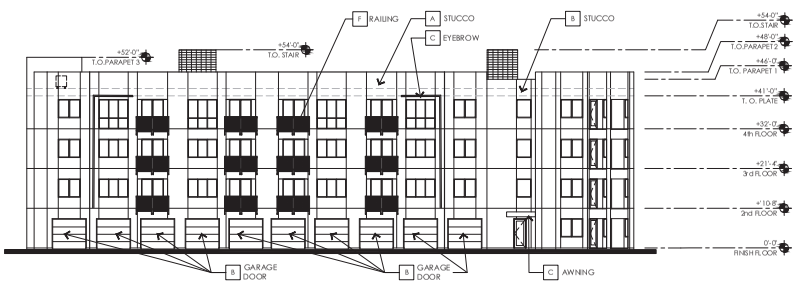
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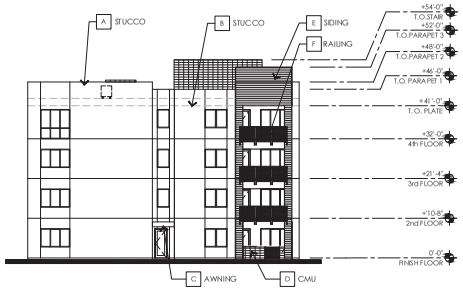
FLOOR KEYMAP MAP





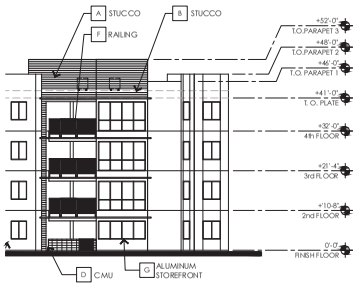
8 **BUILDING 3 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 3 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



3 **BUILDING 3 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"

REGISTERED ARCHITECT
CERTIFICATE NO.
13467
GARY D. TODD
06-23-21
Date Signed
ARIZONA, USA

MDEV/SDEV NO.	2100187
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DSD RIV A NO.	21-1644
VILLAGE	CAMELBACK EAST
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BUILDING 3 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.3.1



6 **BUILDING 3 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



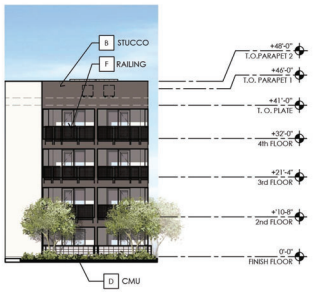
4 **BUILDING 3 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"



1 **BUILDING 3 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



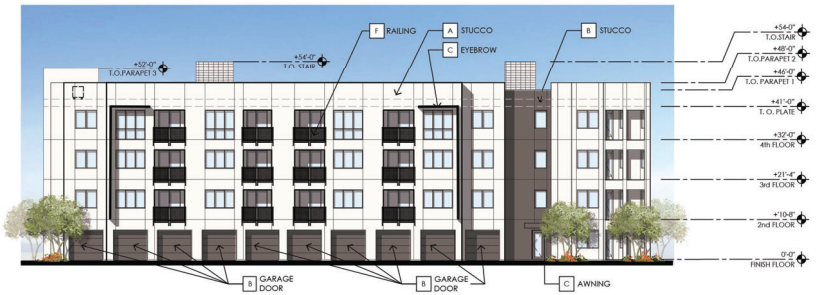
7 **BUILDING 3 - SOUTHWEST ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 3 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



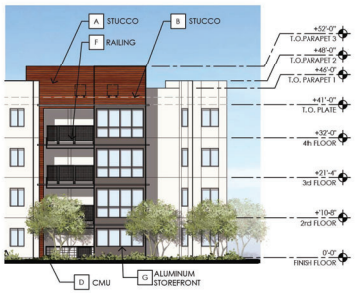
8 **BUILDING 3 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 3 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



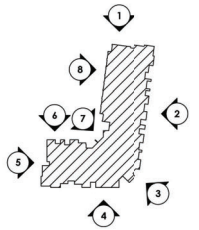
3 **BUILDING 3 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
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FLOOR KEYMAP MAP



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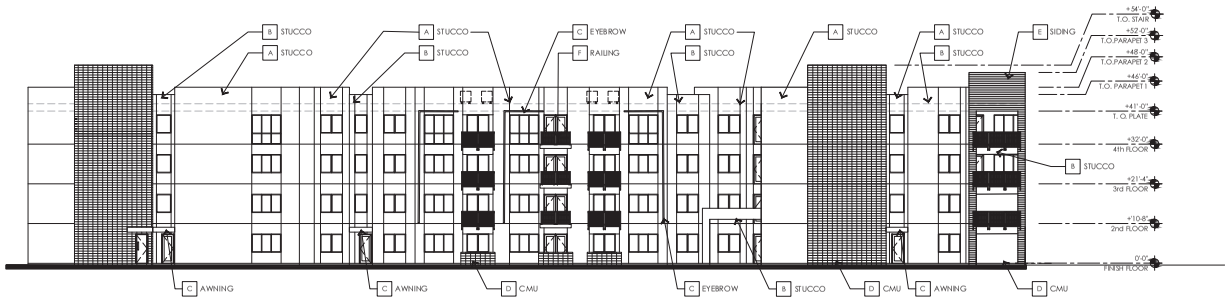
NOV 30 2021

Planning & Development Department

BUILDING 3 - EXTERIOR ELEVATIONS

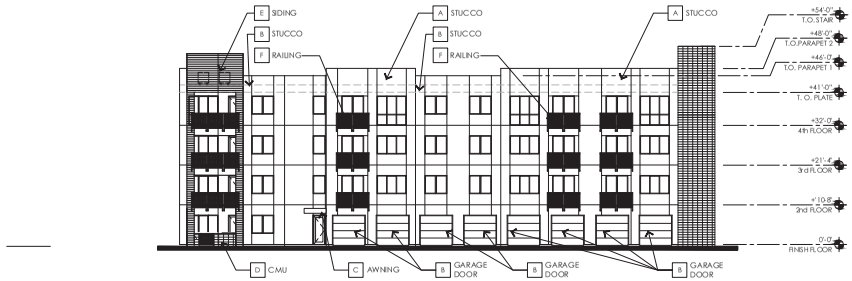
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A4.3.1



1 **BUILDING 4 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 4 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



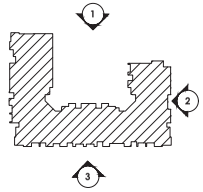
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FLOOR KEYMAP MAP



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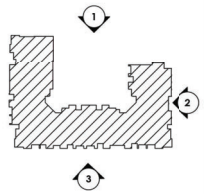
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FLOOR KEYMAP-MAP



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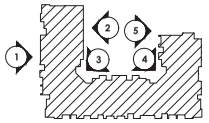


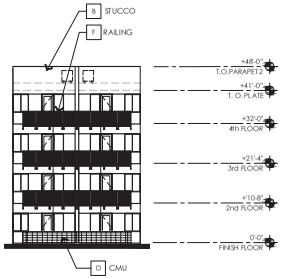
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FLOOR KEYMAP MAP





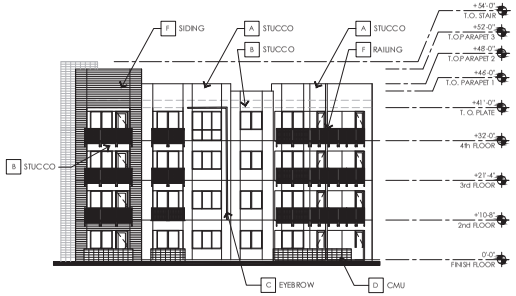
3 **BUILDING 4 - NORTHEAST ELEVATION**

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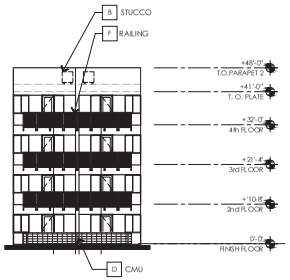
2 **BUILDING 4 - SOUTH ELEVATION**

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5 **BUILDING 4 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



4 **BUILDING 4 - SOUTHEAST ELEVATION**

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3 **BUILDING 4 - NORTHEAST ELEVATION**

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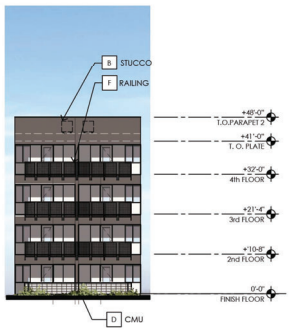
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5 **BUILDING 4 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



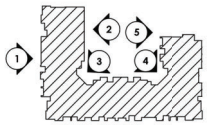
4 **BUILDING 4 - SOUTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
C	ACCENT PAINT	SHERWIN WILLIAMS	SW 9133 (ACCENT) "JASPER STONE"
D	CMU	SUPERLITE STACK BOND	"BONE" 8x8x16 GROUND FACE
E	SIDING	PAC-CLAD 7" FLUSH PANEL	CHERRYWOOD CA41
F	METAL RAILING, AWNINGS & CANOPIES	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP



MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1444
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
PRE-APPLICATION MEETING	05-11-2021

REGISTERED ARCHITECT 13467 GARY D. TODD 06-23-21 ARIZONA, U.S.A.

TODD + ASSOCIATES
602-952-8280 / TCDDASSOC.COM
20-2025-00

BANYAN RESIDENTIAL

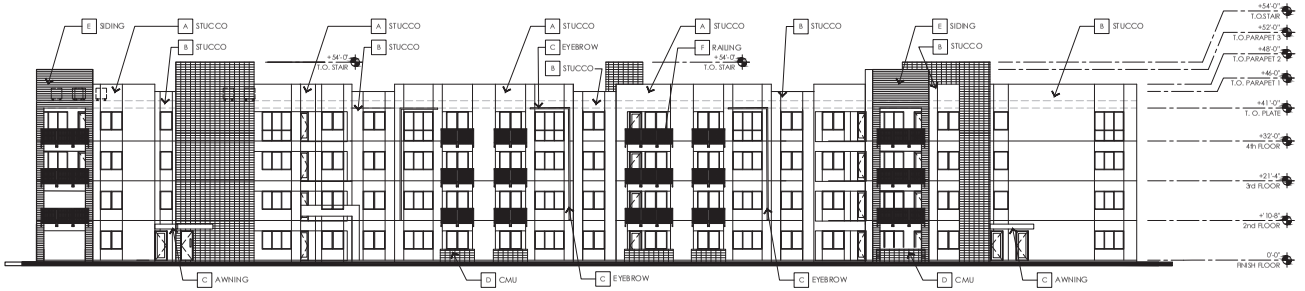
Apartments @ SWC 48th St. & E. Washington St.

Phoenix, Arizona
PUD SUBMITTAL
06-23-2021

CITY OF PHOENIX
NOV 30 2021
Planning & Development Department

BUILDING 4 - EXTERIOR ELEVATIONS
Preliminary Not For Construction

A4.4.2



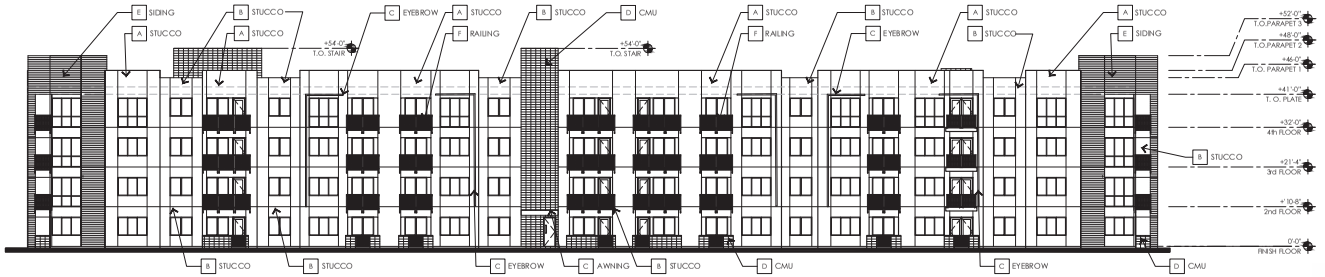
1 **BUILDING 5 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 5 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



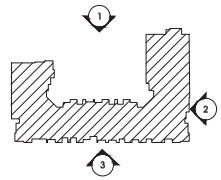
3 **BUILDING 5 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
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G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP - MAP



13467
GARY D. TODD
06-30-22
REGISTERED ARCHITECT
ARIZONA, U.S.A.

MDEV/SDEV NO.	2100187
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DSD KIVA NO.	21-1644
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TODD + ASSOCIATES
602-952-8280 / TODDASSOC.COM
20-2025-00

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Phoenix, Arizona

PUD SUBMITTAL

06-23-2021

CITY OF PHOENIX

NOV 30 2021

Planning & Development Department

BUILDING 5 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.5.1



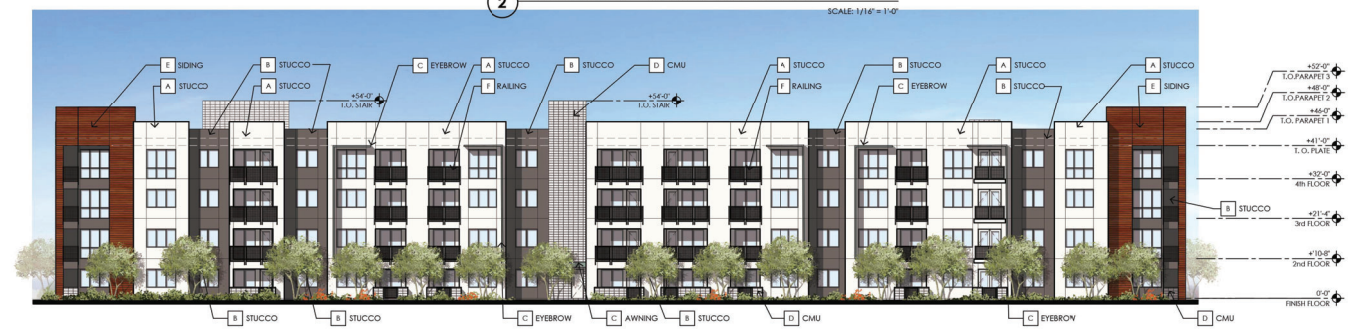
1 **BUILDING 5 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 5 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



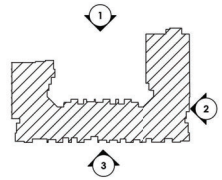
3 **BUILDING 5 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
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FLOOR KEYMAP



13467 GARY D. TODD 06-23-21 Registered Architect ARIZONA, U.S.A.

MDEV/SDEV NO.	2100187
PAPP NO.	2102806
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VILLAGE	CAMELBACK EAST
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BANYAN RESIDENTIAL

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Phoenix, Arizona

PUD SUBMITTAL

06-23-2021

CITY OF PHOENIX

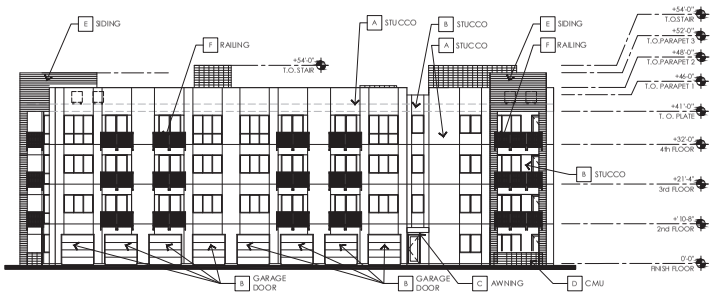
NOV 30 2021

Planning & Development Department

BUILDING 5 - EXTERIOR ELEVATIONS

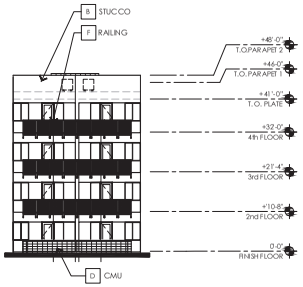
Preliminary Not For Construction

A4.5.1



1 **BUILDING 5 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



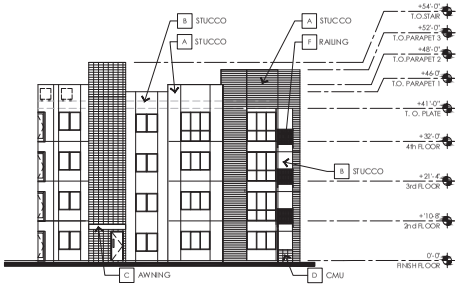
3 **BUILDING 5 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



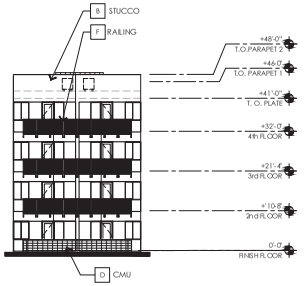
2 **BUILDING 5 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 5 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



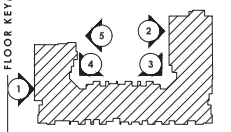
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SCALE: 1/16" = 1'-0"

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FLOOR KEYMAP - MAP



TODD + ASSOCIATES
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20-2025-00

BANYAN RESIDENTIAL

Apartments @ SWC 48th St. & E. Washington St.

Phoenix, Arizona

PUD SUBMITTAL

06-23-2021

CITY OF PHOENIX

NOV 30 2021

Planning & Development Department

BUILDING 5 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

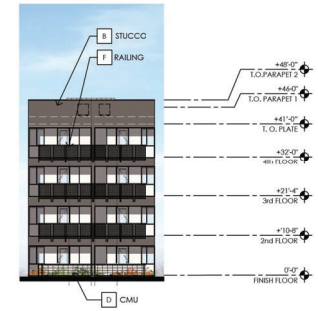
A4.5.2

MDEV/SDEV NO.	2100187
PAPP NO.	2102806
DSD KIVA NO.	21-1644
VILLAGE	CAMELBACK EAST
ZONING MAP	F11
QUARTER SECTION NO.	10-38
PRE-APPLICATION MEETING	05-11-2021



1 **BUILDING 5 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



3 **BUILDING 5 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



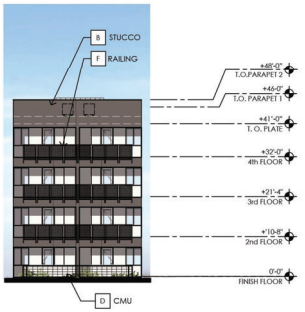
2 **BUILDING 5 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 5 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



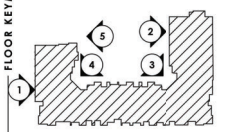
4 **BUILDING 5 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
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FLOOR KEYMAP





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PAPP NO.	2102806
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BANYAN RESIDENTIAL

Apartments @ SWC 48th St. & E. Washington St.

Phoenix, Arizona

PUD SUBMITTAL

06-23-2021

CITY OF PHOENIX

NOV 30 2021

Planning & Development Department

BUILDING 5 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.5.2



1 **BUILDING 6 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



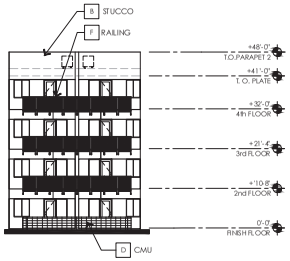
4 **BUILDING 6 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 6 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"





5 **BUILDING 6 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"

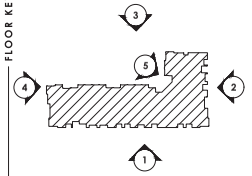
3 **BUILDING 6 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLOR
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFLECTIVE WHITE"
B	PAINT #2	SHERWIN WILLIAMS	SW 6005 "FOLKSTONE"
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G	ALUMINUM STOREFRONT	ARCADIA	DARK BRONZE

FLOOR KEYMAP MAP





MDEV/SDEV NO.	2100187
PAPP NO.	2102806
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VILLAGE	CAMELBACK EAST
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Apartments @ SWC 48th St. & E. Washington St.

Phoenix, Arizona

PUD SUBMITTAL

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CITY OF PHOENIX

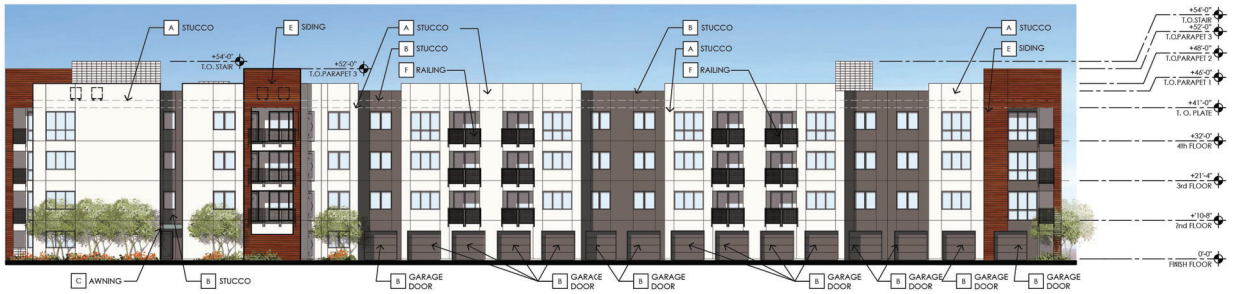
NOV 30 2021

Planning & Development Department

BUILDING 6 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.6.1



1 **BUILDING 6 - WEST ELEVATION**

SCALE: 1/16" = 1'-0"



4 **BUILDING 6 - SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"



2 **BUILDING 6 - NORTH ELEVATION**

SCALE: 1/16" = 1'-0"



5 **BUILDING 6 - NORTHEAST ELEVATION**

SCALE: 1/16" = 1'-0"



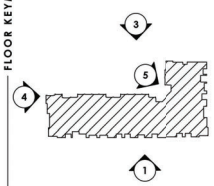
3 **BUILDING 6 - EAST ELEVATION**

SCALE: 1/16" = 1'-0"

COLOR SCHEDULE

	LOCATION	MANUFACTURER	COLO
A	PAINT #1	SHERWIN WILLIAMS	SW 7757 "HIGH REFL WHITE"
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FLOOR KEYMAP



REGISTERED ARCHITECT
CERTIFICATE NO.
13467
GARY D.
TODD
06-23-21
Date Signed
ARIZONA U.S.A.

MDEV/SDEV NO.	2100187
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Planning & Development Department

BUILDING 6 - EXTERIOR ELEVATIONS

Preliminary Not For Construction

A4.6.1

Camelback East
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-64-21-8
INFORMATION ONLY

Date of VPC Meeting	December 7, 2021
Request From	A-2
Request To	PUD
Proposed Use	Multifamily residential
Location	Southwest corner of 48th Street and Washington Street

VPC DISCUSSION:

This item was heard concurrently with Item No. 4 (GPA-CE-2-21-8).

Committee member Abbott returned during this item, bringing the quorum to 15 members.

Nick Wood, representative with Snell & Wilmer, stated that Banyan is a national developer that this proposal is to address the alarming need for new residential units in the city. He provided an overview of the locational context of the site and surrounding land uses and stated that this site is appropriate for residential due to its proximity to light rail and the freeway that connects to the airport. He provided information regarding the proposed density, building massing, parking and unit mix. He then presented the proposed building elevations, noting the visual interest that the architecture achieves throughout the development.

Christina Eichelkraut stated that this site is indeed appropriate for residential, but noted its proximity to Ability 360, a local organization that assists people with disabilities, as well as to nearby law offices and government resources for these populations, as well as the light rail station down the street. She asked if this development will include subsidized or affordable units for people who do not drive. She also asked staff if there is a city process to facilitate the inclusion of affordable units. **Wood** replied that this will be a market rate project. **Sofia Mastikhina**, staff, stated that the Housing Department likely has resources to help connect developers with state and federal grants and subsidies to facilitate affordable developments.

Vic Grace asked if the units will be ADA compliant. **Wood** replied that the development will be required to comply with all ADA requirements.

Blake McKee asked staff how much industrial land that is vacant is left in the village and expressed concern with converting these land uses to multifamily in general, however not specifically with this proposal. **Mastikhina** replied that this information can be pulled from the city's databases and that she will request that it be compiled by the city's GIS team.

Camelback East
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-64-21-8

Date of VPC Meeting	June 7, 2022
Request From	A-2
Request To	PUD
Proposed Use	Multifamily residential
Location	Southwest corner of 48th Street and Washington Street
VPC Recommendation	Approval, per the staff recommendation
VPC Vote	16-0

VPC DISCUSSION:

Item No. 4 (GPA-CE-2-21-8) and Item No. 5 (Z-64-21-8) are companion cases and were heard together.

Committee member Ashley Nye joined during this item, bringing the quorum to 16 members.

STAFF PRESENTATION:

Sarah Stockham, staff, provided an overview of the General Plan amendment and rezoning proposals, describing the location of the requests, the existing and proposed zoning districts and land use designations and the proposed use. Ms. Stockham reviewed the surrounding zoning districts and land uses and described the project's proximity to the 50th Street light rail station, noting that the proposed project is consistent with the TOD Strategic Policy Framework by using the Walkable Urban Code Transect T5:5. Ms. Stockham stated that staff recommends approval subject to stipulations as presented.

APPLICANT PRESENTATION:

Nick Wood, representing the applicant with Snell & Wilmer, decided to forgo the presentation in the interest of time; however, Mr. Wood shared that a stipulation regarding flood control may be removed in the future as new information is received.

QUESTIONS FROM THE COMMITTEE:

Barry Paceley shared that it appropriate to place housing near light rail and he was delighted to see this project.

APPLICANT RESPONSE:

None.

Z-64-21-8 MOTION:

Barry Paceley motioned to recommend approval of Z-64-21-8 per staff recommendation. **Ashley Nye** seconded.

Z-64-21-8 VOTE:

16-0; motion to recommend approval passes with Committee Members Abbot, Bayless, Beckerleg Thraen, Czerwinski, Crawford, Eichelkraut, Jurayeva, Miller, Nye, O'Malley, Paceley, Rush, Sharaby, Tribken, Fischbach, and Swart in support.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

Staff has no comments.

ATTACHMENT F

REPORT OF PLANNING COMMISSION ACTION
August 4, 2022

ITEM NO: 6	
	DISTRICT NO.: 8
SUBJECT:	
Application #:	Z-64-21-8 (Banyan Residential 48th & Washington PUD) (Companion Case GPA-CE-2-21-8)
Location:	Southwest corner of 48th Street and Washington Street
From:	A-2
To:	PUD
Acreage:	17.82
Proposal:	A Planned Unit Development to allow multifamily residential.
Applicant:	Odyssey Group Holdings, LLC
Owner:	Lincoln National Life Insurance Company
Representative:	Nick Wood Esq., Snell & Wilmer, LLP

ACTIONS:

Staff Recommendation: Approval, subject to stipulations.

Village Planning Committee (VPC) Recommendation:
Camelback East 12/7/2021 Information only.
Camelback East 6/7/2022 Approval, per the staff recommendation. Vote: 16-0.

Planning Commission Recommendation: Approval, per the Addendum A Staff Report.

Motion Discussion: N/A

Motion details: Commissioner Mangum made a MOTION to approve Z-64-21-8, per the Addendum A Staff Report.

Maker: Mangum
Second: Johnson
Vote: 9-0
Absent: None
Opposition Present: No

Findings:

1. The proposal will develop a vacant site and provide additional housing options within proximity to a light rail station and employment uses. The proposed development is also compatible in intensity, scale, and character with the surrounding area.

2. The project site is appropriately located along an arterial street and within a quarter mile of a light rail station.

3. The proposed PUD sets forth design and development standards that will facilitate pedestrian-oriented design and promote a safer walking environment.

Stipulations:

1. An updated Development Narrative for the Banyan Residential 48th Street & Washington 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 May 23, 2022, as modified by the following stipulations:

    a. Front cover: Revise the date information on the cover page to the following:

        City Council Adopted: [Add Adoption Date]

    b. PAGE 9, TABLE D, DEVELOPMENT STANDARDS TABLE: DELETE “D. CHARACTER AREAS, TRANSIT GATEWAY CHARACTER AREA (SECTION 1312 (A)))”

2. 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.

3. This parcel is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 2230 M of the Flood Insurance Rate Maps (FIRM) dated September 18, 2020. The following requirements shall apply, as approved by the Planning and Development Department:

    a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.

    b. A copy of the Grading and Drainage Plan shall be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements.

    c. The developer shall provide a FEMA approved CLOMR-F or CLOMR prior to issuance of a Grading and Drainage permit.

4. 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.

5. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA’s Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.

6. The developer shall grant and record an avigation easement to the City of Phoenix for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.

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.

This publication can be made available in alternate format upon request. Please contact Les Scott at 602-261-8980, leslie.scott@phoenix.gov or TTY: Use 7-1-1.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 71

Public Hearing and Resolution Adoption - General Plan Amendment GPA-LV-1-22-8 - Southwest Corner of 43rd Avenue and Baseline Road (Resolution 22068)

Request to hold a public hearing on a General Plan Amendment for the following item to consider the Planning Commission's recommendation and the related resolution if approved. Request to amend the General Plan Land Use Map designation on 4.99 acres from Residential 2 to 3.5 dwelling units per acre to Commercial. This is a companion case to Z-25-22-8 and must be heard first, followed by Z-25-22-8.

Summary

Application: GPA-LV-1-22-8
Current Designation: Residential 2 to 3.5 dwelling units per acre
Proposed Designation: Commercial
Acreage: 4.99 acres
Proposed Use: Commercial development

Owner: John Silva Farms Limited Partnership
Applicant: Adam Baugh, Withey Morris, PLC
Representative: Adam Baugh, Withey Morris, PLC

Staff Recommendation: Approval.
VPC Info: The Laveen Village Planning Committee heard this case on June 13, 2022, for information only.
VPC Action: The Laveen Village Planning Committee heard this case on July 11, 2022, and recommended approval, per the staff recommendation, by a vote of 8-0.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval, per the Laveen Village Planning Committee recommendation, by a vote of 9-0.

Location

Southwest corner of 43rd Avenue and Baseline Road
Council District: 8
Parcel Addresses: 4305, 4307 W. Baseline Road, 7700 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 RESOLUTION

RESOLUTION

A RESOLUTION ADOPTING AN AMENDMENT TO THE 2015 GENERAL PLAN FOR PHOENIX, APPLICATION GPA-LV-1-22-8, 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-1-22-8. The 4.99 acres of property located at the southwest corner of 43rd Avenue and Baseline Road is designated as Commercial.

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:

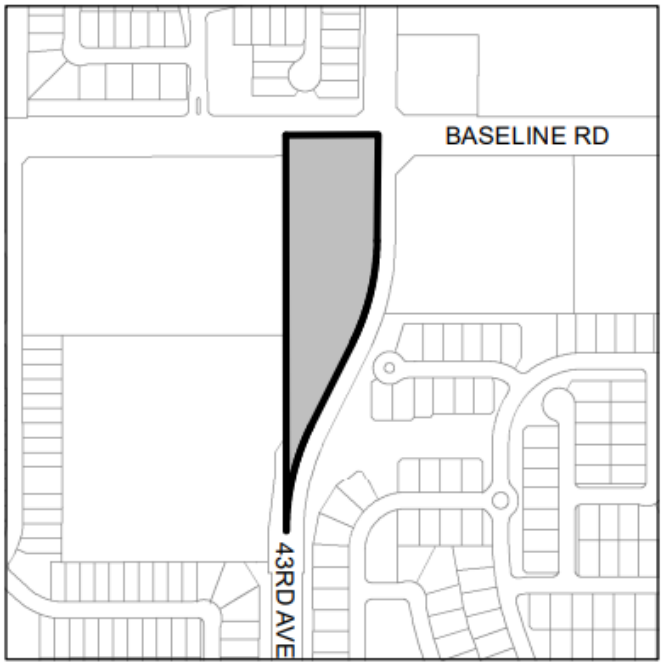
DRAFT

PROPOSED CHANGE:

Commercial (4.99 +/- Acres)

Proposed Change Area

Commercial



PASSED by the Council of the City of Phoenix this 7th day of September 2022.

_____

M A Y O R

ATTEST:

_____

Denise Archibald, City Clerk

DRAFT

APPROVED AS TO FORM:
Cris Meyer, City Attorney

By:_____
_____

REVIEWED BY:

_____
Jeffrey Barton, City Manager

DRAFT

ATTACHMENT B

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

GENERAL PLAN AMENDMENT
STAFF ANALYSIS
July 7, 2022

Application:	GPA-LV-1-22-8
Owner:	John Silva Farms Limited Partnership
Applicant/Representative:	Adam Baugh, Withey Morris, PLC
Location:	Southwest corner of 43rd Avenue and Baseline Road
Acreage:	4.99 acres
Current Plan Designation:	Residential 2 to 3.5 dwelling units per acre
Requested Plan Designation:	Commercial
Reason for Requested Change:	Amend the General Plan Land Use Map to allow commercial development
Laveen Village Planning Committee Meeting Date:	July 11, 2022
Staff Recommendation:	Approval

FINDINGS:

1) The companion rezoning case, Z-25-22-8, proposes development that is consistent in scale and character with land uses in the surrounding area to the east and west.

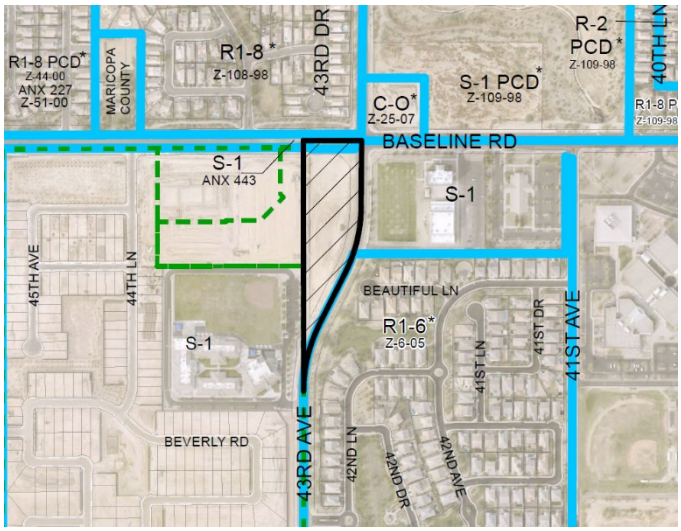
2) The proposed Commercial land use designation will permit new zoning to be applied to the site that maximizes commercial opportunities on land within the Laveen Village that has been vacant since annexation into the City.

3) The proposed Commercial land use designation is appropriate for the site since it proposes access to an arterial street, 43rd Avenue, and major arterial scenic drive, Baseline Road.

BACKGROUND

The subject site is 4.99 gross acres of vacant land located at the southwest corner of the 43rd Avenue and Baseline Road. The site is currently vacant and zoned S-1 (Ranch or Farm Residence). GPA-LV-1-22-8 proposes a minor amendment to the General Plan Land Use Map to allow commercial development.

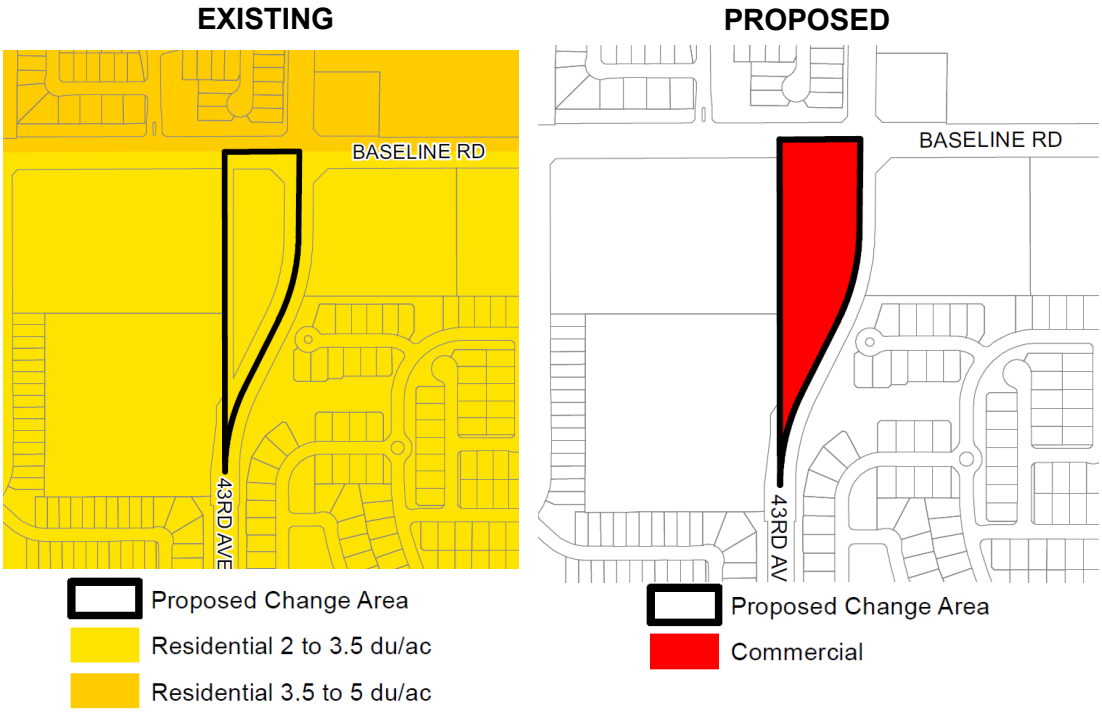
The proposal will modify the land use designation from Residential 2 to 3.5 dwelling units per acre to Commercial. The companion rezoning case, Z-25-22-8, proposes a Planned Unit Development (PUD) to allow a veterinary clinic and hospital, and other commercial uses.



Aerial Map; Source: City of Phoenix Planning and Development Department

SURROUNDING LAND USES

The current General Plan Land Use Map designation for the site is Residential 2 to 3.5 dwelling units per acre.



Existing and Proposed General Land Use Designation Maps, Source: City of Phoenix Planning and Development Department

GPA-LV-1-22-8 proposes to change the Land Use Map designation to Commercial. Additionally, the subject site has frontage along 43rd Avenue, an arterial, and Baseline Road, a major arterial scenic drive.

NORTH

North of the subject site, across Baseline Road, is a single-family residential subdivision. This area is designated Residential 3.5 to 5 dwelling units per acre.

EAST

East of the subject site is Heritage Academy, a public charter school, and a single-family residential subdivision. This area is designated Residential 2 to 3.5 dwelling units per acre.

SOUTH

South of the subject site, across 43rd Avenue, is a single-family residential subdivision. This area is designated Residential 2 to 3.5 dwelling units per acre.

WEST
West of the subject site is Christ's Church of the Valley and Legacy Traditional School, a public charter school, which is also designated Residential 2 to 3.5 dwelling units per acre.

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.**

  The General Plan Amendment request, with companion rezoning request, Z-25-22-8, would permit a veterinary hospital and clinic with an area for future commercial uses directly north of the proposed veterinary facility. The development will provide a place for a local business to operate, grow, and provide community services within proximity to nearby residences.

CONNECT PEOPLE AND 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 and the surrounding residential developments and schools. The companion PUD Development Narrative also includes various prohibited uses to ensure future commercial development will be compatible with the neighborhood's character.

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 in the companion rezoning case, Z-25-22-8, will provide shade for the sidewalk and multiuse trail along Baseline Road. The shade trees will help to encourage walking by providing a thermally comfortable environment for pedestrians and alternative transportation users.

CONCLUSION AND RECOMMENDATION

Staff recommends approval of GPA-LV-1-22-8 as filed. The request aligns with the goals and policies of the General Plan and will result in a land use designation that will maximize the property's location at the intersection of an arterial and major arterial street. Along with the companion rezoning case, Z-25-22-8, the General Plan Amendment will allow for compatible commercial uses that will provide services for the Laveen community.

Writer
Julianna Pierre
July 7, 2022

Team Leader
Racelle Escolar

Exhibits
Sketch Maps (2 pages)

GENERAL PLAN AMENDMENT

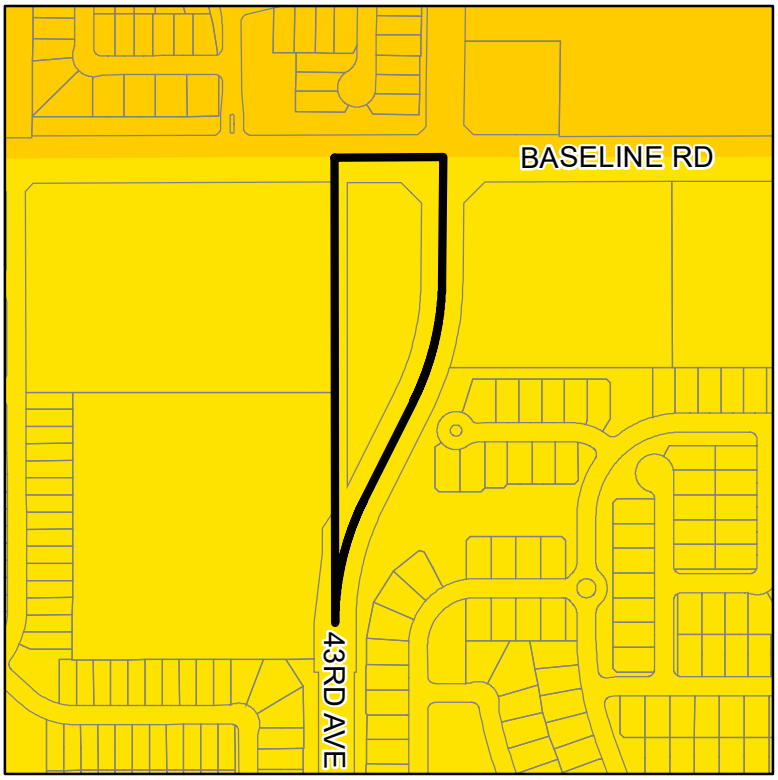
CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: GPA-LV-1-22-8	ACRES: 4.99 +/-	REVISION DATE:
VILLAGE: Laveen	COUNCIL DISTRICT: 8	
APPLICANT: Adam Baugh		

EXISTING:

Residential 2 to 3.5 du/ac (4.99 +/- Acres)

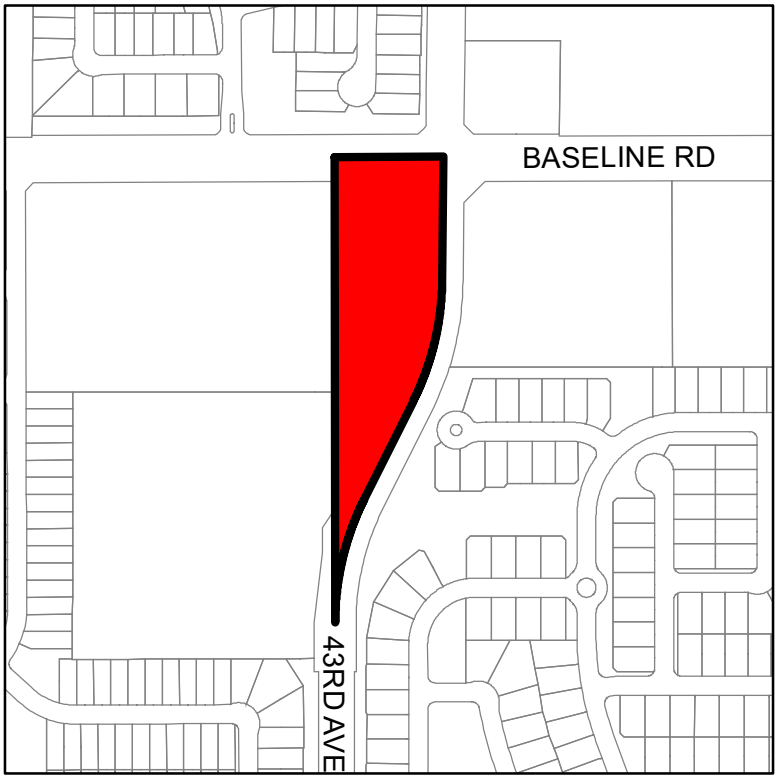
Proposed Change Area
Residential 2 to 3.5 du/ac
Residential 3.5 to 5 du/ac



PROPOSED CHANGE:

Commercial (4.99 +/- Acres)

Proposed Change Area
Commercial



GENERAL PLAN AMENDMENT

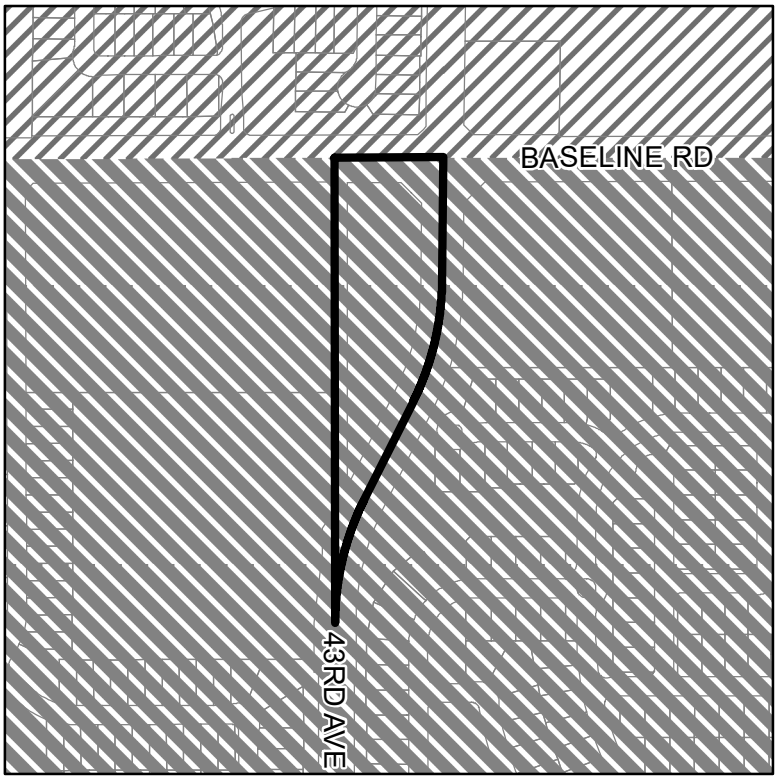
CITY OF PHOENIX ♦ PLANNING & DEVELOPMENT DEPARTMENT ♦ 200 W WASHINGTON ST ♦ PHOENIX, AZ ♦ 85003 ♦ (602) 262-6882

APPLICATION NO: GPA-LV-1-22-8	ACRES: 4.99 +/-	REVISION DATE:
VILLAGE: Laveen	COUNCIL DISTRICT: 8	
APPLICANT: Adam Baugh		

EXISTING:

Residential 2 to 3.5 du/ac (4.99 +/- Acres)

Proposed Change Area



PROPOSED CHANGE:

Commercial (4.99 +/- Acres)

Proposed Change Area

Commercial



Laveen
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
GPA-LV-1-22-8
INFORMATION ONLY

Date of VPC Meeting	June 13, 2022
Request From	Residential 2 to 3.5 dwelling units per acre
Request To	Commercial
Proposed Use	Commercial development
Location	Southwest corner of 43rd Avenue and Baseline Road

VPC DISCUSSION:

APPLICANT PRESENTATION

Adam Baugh, representative with Withey Morris, PLC, provided information regarding the location of the site, surrounding zoning, and the general plan land use designation. He stated that the General Plan Amendment case will amend the designation to Commercial and the rezoning case will amend the zoning map to Planned Unit Development (PUD). He stated that the use developing on the southern portion of the site will be the Laveen Veterinary Center, and American Animal Hospital Association accredited companion animal general practice serving Laveen, South Phoenix, and South Mountain, owned by Dr. Evan Ware. He added that the northern portion of the site will be for future commercial uses. He discussed the site's history and reviewed uses prohibited by the PUD and the conceptual elevations.

QUESTIONS FROM COMMITTEE

Vice Chair Linda Abegg appreciated the applicant utilizing the PUD to prohibit uses deemed undesirable by the community. She asked if there are design guidelines for the future commercial proposed on the north side of the site. **Adam Baugh** confirmed that the north half will have a similar design that carries over from the conceptual elevations presented. **Committee member Carlos Ortega** understood that the PUD would prohibit certain uses, but still had concerns with the remaining undeveloped northern portion.

Committee member Stephanie Hurd stated that she appreciated Dr. Ware keeping the vet center in Laveen. She added that there is a parking issue in the area due to the nearby schools, but it is not the responsibility of new developments to control pickups and drop-offs to the school.

Chair Tonya Glass asked if the developer knew any of potential uses for the northern portion of the site. If not, the applicant should work with the City to find users. **Adam**

Baugh stated that the developer had acquired a land broker, but not a retail broker to advertise the land and find users.

Chair Tonya Glass asked if there had been a conversation with the adjacent church about cross access, parking, or staging areas. **Adam Baugh** stated that there would be no access between the PUD site and the church.

PUBLIC COMMENTS

Chad Makovsky, stated that commercial development makes sense for this location. He was pleased with Dr. Ware locating his business here because there is a shortage of vet care in Arizona and the development would ensure that Laveen has access to affordable pet care. He appreciated Dr. Ware investing in the community.

Dan Penton stated that Dr. Ware is a vital part of the community and appreciated the development, but had concerns with the traffic due to the adjacent school. He asked if the placement of the parking could be moved to dissuade non-patrons using the parking lot. He added that he is opposed to any cross access agreements because it invites more traffic and creates further issues.

APPLICANT RESPONSE

Adam Baugh stated that due to the shape of the site and building it would not be feasible to relocate the parking lot or building. He added that the vet center needs to have space to allow emergency drop-offs.

COMMITTEE DISCUSSION

Chair Tonya Glass stated that the applicant should provide additional information regarding future commercial uses on the north side of the site when they return to the Committee for recommendation.

Laveen
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
GPA-LV-1-22-8

Date of VPC Meeting	July 11, 2022
Request From	Residential 2 to 3.5 dwelling units per acre
Request To	Commercial
Proposed Use	Commercial uses
Location	Southwest corner of 43rd Avenue and Baseline Road
VPC Recommendation	Approval
VPC Vote	8-0

VPC DISCUSSION & RECOMMENDED STIPULATIONS:

Item No. 8, GPA-LV-1-22-8, and No. 9, Z-25-22-8, were heard concurrently.

STAFF PRESENTATION

Julianna Pierre stated that this item was heard by the Committee last month for information only. She provided information regarding the request, location, and surrounding zoning for General Plan Amendment, GPA-LV-1-22-8, and Rezoning Case No. Z-25-22-8. She stated that the PUD request and associated General Plan Amendment would permit a veterinary hospital and other commercial uses. She discussed the proposal of a veterinary hospital and clinic on the south side of the site and the north side of the side is proposed for future commercial uses. She discussed the prohibited uses, development standards, and design of the proposal. She stated that there was community input about traffic issues caused by the adjacent school. She reviewed the staff findings, recommendation, and stipulations for Z-25-22-8 and noted that the associated General Plan Amendment did not have any stipulations.

APPLICANT PRESENTATION

Adam Baugh, representative with Withey Morris, PLC, provided and overview of the site and the proposal. He stated that the use developing on the southern portion of the site will be the Laveen Veterinary Center and that the northern portion of the site will be for future commercial uses. He stated that since last month, the developer had talked with the Community and Economic Development Department to determine the demographics in the area and what types of commercial uses would be best for the north side of the site. He emphasized that the intent of the PUD is to develop and asset for the community.

PUBLIC COMMENTS

Dan Penton stated that he was in favor of the proposal, but requested that the north side of the parcel be dustproofed until uses were ready to be built.

MOTION

Committee member JoAnne Jensen made a motion to approve GPA-LV-1-22-8, per the staff recommendation. The motion was seconded by **Committee member Jennifer Rouse**.

VOTE

8-0, motion to recommend approval per the staff recommendation passed; with Committee members Abegg, Barraza, Buggs, Hurd, Jensen, Ortega, Perrera, and Rouse in favor.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

None.

ATTACHMENT E

REPORT OF PLANNING COMMISSION ACTION
August 4, 2022

ITEM NO: 9	
	DISTRICT NO.: 8
SUBJECT:	
Application #:	GPA-LV-1-22-8 (Companion Case Z-25-22-8)
Request:	Map Amendment
Location:	Southwest corner of 43rd Avenue and Baseline Road
From:	Residential 2 to 3.5 dwelling units per acre
To:	Commercial
Acreage:	4.99
Proposal:	A minor general plan amendment to allow commercial development
Applicant:	Adam Baugh, Withey Morris, PLC
Owner:	John Silva Farms Limited Partnership
Representative:	Adam Baugh, Withey Morris, PLC

ACTIONS:

Staff Recommendation: Approval.

Village Planning Committee (VPC) Recommendation:
Laveen 6/13/2022 Information only.
Laveen 7/11/2022 Approval. Vote: 8-0.

Planning Commission Recommendation: Approval, per the Laveen Village Planning Committee recommendation.

Motion Discussion: N/A

Motion details: Commissioner Perez made a MOTION to approve GPA-LV-1-22-8, per the Laveen Village Planning Committee recommendation.

Maker: Perez
Second: Johnson
Vote: 9-0
Absent: None
Opposition Present: No

Findings:

1. The companion rezoning case, Z-25-22-8, proposes development that is consistent in scale and character with land uses in the surrounding area to the east and west.

2. The proposed Commercial land use designation will permit new zoning to be applied to the site that maximizes commercial opportunities on land within the Laveen Village that has been vacant since annexation into the City.

3. The proposed Commercial land use designation is appropriate for the site since it proposes access to an arterial street, 43rd Avenue, and major arterial scenic drive, Baseline Road.

This publication can be made available in alternate format upon request. Please contact Les Scott at 602-261-8980, leslie.scott@phoenix.gov or TTY: Use 7-1-1.

City of Phoenix

Report

Agenda Date: 9/7/2022, **Item No.** 72

Public Hearing and Ordinance Adoption - Rezoning Application Z-25-22-8 (Laveen Veterinary Hospital & Clinic PUD) - Southwest Corner of 43rd Avenue and Baseline Road (Ordinance G-7015)

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-25-22-8 and rezone the site from S-1 (Ranch or Farm Residence) to PUD (Planned Unit Development) to allow veterinary hospital and commercial uses. This is a companion case to GPA-LV-1-22-8 and must be heard following GPA-LV-1-22-8.

Summary

Current Zoning: S-1
Proposed Zoning: PUD
Acreage: 4.99 acres
Proposal: Planned Unit Development to allow veterinary hospital and commercial uses.

Owner: John Silva Farms Limited Partnership
Applicant: Adam Baugh, Withey Morris, PLC
Representative: Adam Baugh, Withey Morris, PLC

Staff Recommendation: Approval, subject to stipulations.
VPC Info: The Laveen Village Planning Committee heard this case on June 13, 2022, for information only.
VPC Action: The Laveen Village Planning Committee heard this case on July 11, 2022, and recommended approval, per the staff recommendation, by a vote of 8-0.
PC Action: The Planning Commission heard this case on Aug. 4, 2022, and recommended approval, per the Laveen Village Planning Committee recommendation, by a vote of 9-0.

Location

Southwest corner of 43rd Avenue and Baseline Road.
Council District: 8
Parcel Address: 4305, 4307 W. Baseline Road, 7700 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-25-22-8) FROM S-1 (RANCH OR FARM RESIDENCE TO PUD (PLANNED UNIT DEVELOPMENT).

_____

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

SECTION 1. The zoning of a 4.99-acre property located at the southwest corner of 43rd Avenue and Baseline Road in a portion of Section 3, Township 1 South, Range 2 East, as described more specifically in Exhibit “A,” is hereby changed from “S-1” (Ranch or Farm Residence), to “PUD” (Planned Unit Development).

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,

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

1.	An updated Development Narrative for the Laveen Veterinary Hospital and Clinic 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 June 16, 2022, as modified by the following stipulations:		
	a.	Page 7, List of Uses, Accessory: Remove “except the following: drive-through facilities as an accessory use to a restaurant”.	
	b.	Page 8, Development Standards Table: Remove building setback standards for structures exceeding two stories or 30 feet.	
	c.	Pages 8-9, Development Standards Table: Add a section regarding shade to the table and include the following standards:	
		i.	Minimum 75% for pedestrian pathways.
		ii.	Minimum 20% for uncovered surface parking lot areas.
	d.	Page 13: Add a Complete Streets section to address what standards in the PUD promote the Complete Street Guidelines. Explain how the PUD standards specifically improve convenience and comfort, connectivity, sustainability, and green infrastructure.	
2.	The developer shall dedicate a 30-foot-wide multi-use trail easement (MUTE) along the south side of Baseline Road and construct a minimum 10-foot-wide multi-use trail (MUT) within the easement in accordance with the MAG supplemental detail and as approved by the Planning and Development Department and/or Parks and Recreation Department. Where conflicts or restrictions exist, the developer shall work with the Site Planning section on an alternate design through the technical appeal process.		
3.	The developer shall construct a minimum 5-foot-wide detached sidewalk along the west side of 43rd Avenue and south side of Baseline Road with a minimum 11-foot-wide landscaped strip located between the sidewalk and back of curb and planted to the following standards, as approved by the Planning and Development Department:		
	a.	Minimum 3-inch caliper shade trees placed a minimum of 20 feet on center or in equivalent groupings.	

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	b.	Drought tolerant shrubs and vegetative groundcovers with a maximum mature height of 24 inches to provide a minimum of 75% live coverage at maturity.
	c.	Where utility conflicts arise, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.
4.	The applicant shall submit a Traffic Impact Study/Statement to the City for this development. The developer shall be responsible for the cost and construction of all mitigation identified through the analysis. No preliminary approval of plans shall be granted until the study is reviewed and approved by the Street Transportation Department.	
5.	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.	
6.	The right-of-way shall be dedicated and a bus bay with attached pad (City of Phoenix Standard Details P1256, P1258, and P1261) constructed along southbound 43rd Avenue, as approved by the Planning and Development Department.	
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.	

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 7th day of September, 2022.

DRAFT

_____
MAYOR

ATTEST:

_____
Denise Archibald, City Clerk

APPROVED AS TO FORM:
Cris Meyer, 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-25-22-8

That portion of the Northwest quarter of Section 3, Township 1 South, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

Commencing at the South quarter corner of Section 33, Township 1 North, Range 2 East;
Thence North 89° 47’ 51” East along the South line of said Section 33 a distance of 2324.28 feet to the Northwest corner of Section 3, Township 1 South, Range 2 East and the POINT OF BEGINNING from whence a found brass cap in handhole bears North 00° 02’ 04” West a distance of 0.65 feet;
Thence continuing North 89° 47' 51" East along said South line a distance of 284.07 feet to the Southeast corner of Section 33, Township 1 North, Range 2 East;
Thence South 00° 29' 37" West along the monument line of 43rd Avenue a distance of 326.82 feet to the beginning of a tangent curve, whose radius bears North 89° 30' 22" West a distance of 721.78 feet;
Thence southerly along said curve through a central angle of 26° 01' 50" a distance of 327.92 feet to a non-tangent line;
Thence South 26° 32' 13" West a distance of 287.70 feet to the beginning of a tangent curve, whose radius bears South 63° 27' 47" East a distance of 721.78 feet;
Thence southerly along said curve through a central angle of 26° 34' 18" a distance of 334.74 feet to a to a point of tangency on the West line of Section 3;
Thence North 00° 02' 04" West along said West line a distance of 1222.14 feet to the POINT OF BEGINNING.

Containing 217,246 sq. ft. or 4.987 acres

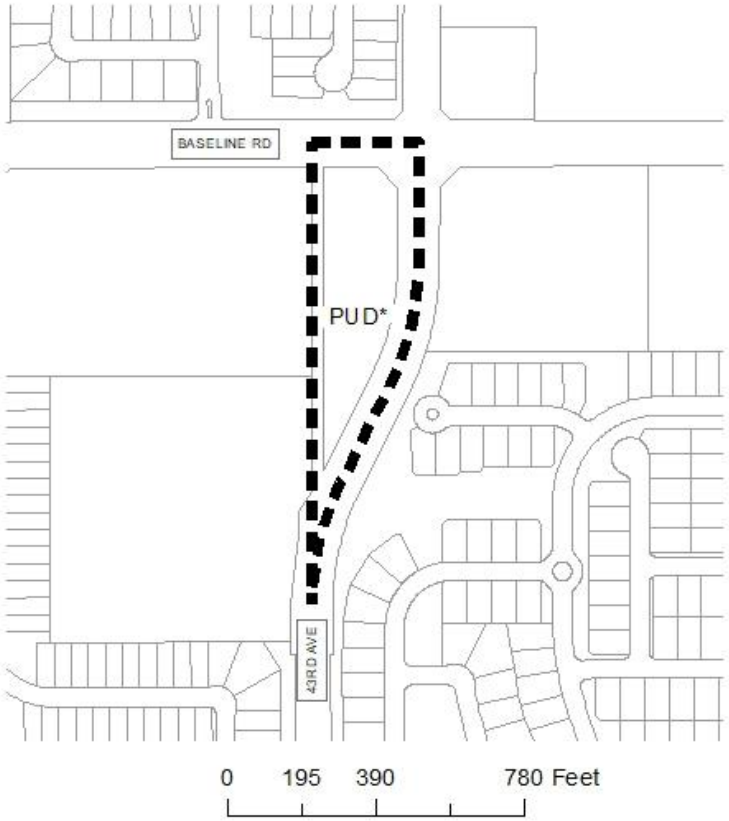
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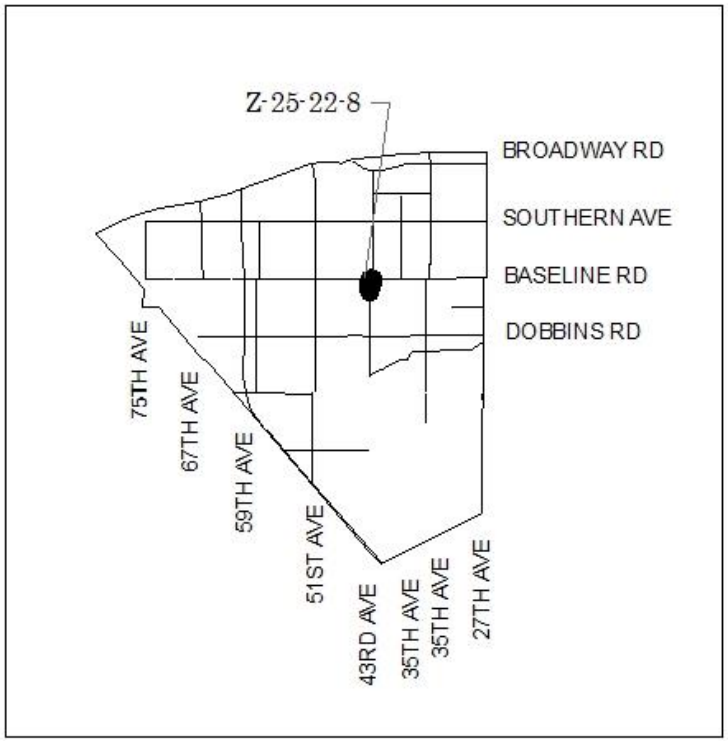
ORDINANCE LOCATION MAP

EXHIBIT B

ZONING SUBJECT TO STIPULATIONS: *
SUBJECT AREA: - - - -

Zoning Case Number: Z-25-22-8
Zoning Overlay: N/A
Planning Village: Laveen





NOT TO SCALE

N

Drawn Date: 8/11/2022

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ATTACHMENT B

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report: Z-25-22-8
July 7, 2022

Laveen Village Planning Committee **Meeting Date**	July 11, 2022
Planning Commission **Hearing Date**	August 4, 2022
Request From:	S-1 (Ranch or Farm Residence) (4.99 acres)
Request To:	PUD (Planned Unit Development) (4.99 acres)
Proposed Use:	Veterinary hospital and other commercial uses
Location:	Southwest corner of 43rd Avenue and Baseline Road
Owner:	John Silva Farms Limited Partnership
Applicant:	Evan Ware, Laveen Veterinary Care
Representative:	Adam Baugh, Withey Morris, PLC
Staff Recommendation:	Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Current: Residential 2 to 3.5 dwelling units per acre Proposed (GPA-LV-1-22-8): Commercial	
Street Map Classification	43rd Avenue (Existing alignment, east of site)	Arterial	55-foot west half street
	43rd Avenue (Old alignment, west of site)	Arterial	33-foot east half street
	Baseline Road	Major arterial (Scenic drive)	65-foot south half street

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.

The rezoning request, with companion General Plan Amendment GPA-LV-1-22-8, would permit a veterinary hospital and clinic with an area for future commercial uses directly north of the proposed veterinary facility. The development will provide a place for a local business to operate, grow, and provide community services within proximity to nearby residences.

CONNECT PEOPLE AND 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 and the surrounding residential developments and schools. The PUD Development Narrative also includes various prohibited uses to ensure future commercial development will be compatible with the neighborhood's character.

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 shade for the sidewalk and multiuse trail along Baseline Road. The shade trees will help to encourage walking by providing a thermally comfortable environment for pedestrians and alternative transportation users.

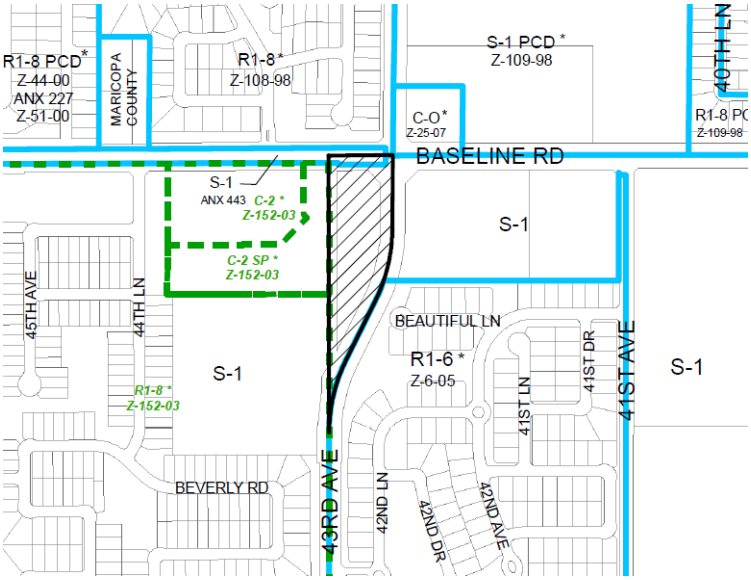
Applicable Plans, Overlays, and Initiatives
Laveen Southwest Growth Study – See Background Item No. 4.
Tree and Shade Master Plan – See Background Item No. 12.
Complete Streets Guiding Principles – See Background Item No. 13.
Zero Waste PHX – See Background Item No. 14.

Surrounding Land Uses/Zoning		
	Land Use	**Zoning**
On Site	Vacant land	S-1
North (across Baseline Road)	Single-family residential	R1-8
South (across 43rd Avenue)	Single-family residential	R1-6
East (across 43rd Avenue)	School, single-family residential	S-1, R1-6
West	Church, school	S-1 (Approved C-2, C-2 SP, and R1-8)

Background/Issues/Analysis

GENERAL PROPOSAL

1. This request is to rezone 4.99 acres at the southwest corner of 43rd Avenue and Baseline Road from S-1 (Ranch or Farm Residence District) to PUD (Planned Community District) to allow a veterinary hospital and clinic, and other commercial uses.



Zoning Sketch Map; Source: City of Phoenix Planning and Development Department

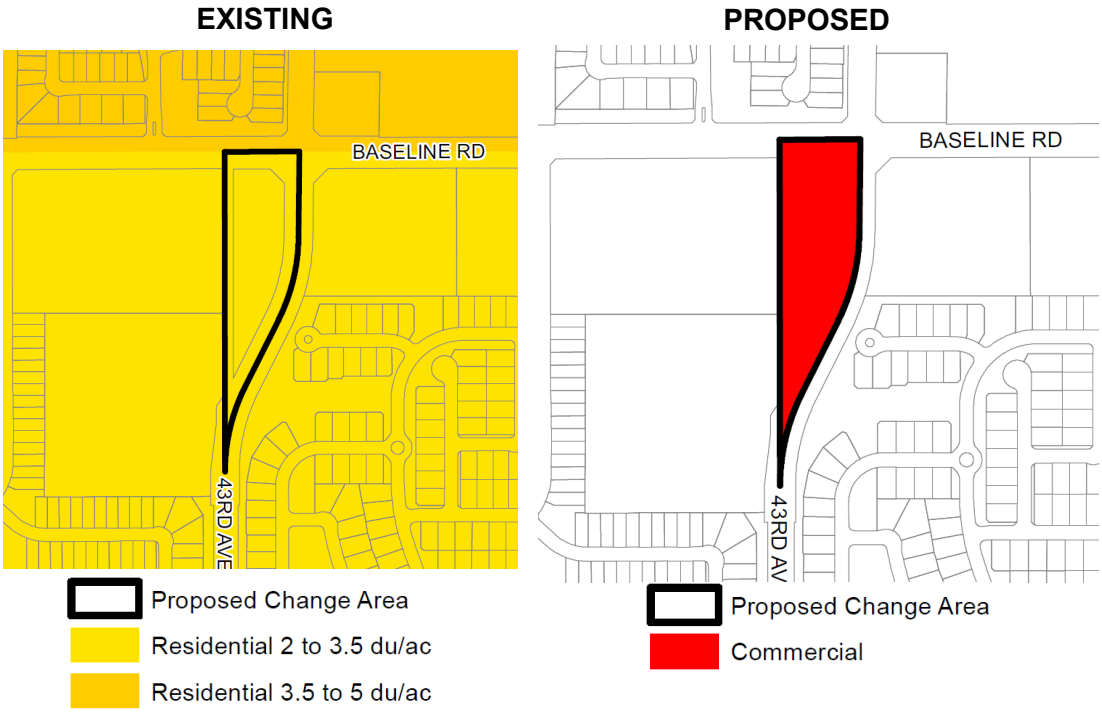
The proposed PUD is appropriate given the site's location at the intersection of an arterial, 43rd Avenue, and major arterial, Baseline Road. The Development Narrative also includes development standards and provisions to complement the surrounding community. The uses contained in the PUD provide a reasonable level of intensity that is respectful to local conditions and the surrounding residential developments and schools. The PUD Development Narrative also includes various prohibited uses to ensure future commercial development will be compatible with the neighborhood's character.

GENERAL PLAN LAND USE MAP DESIGNATIONS

2. The site has a General Plan Land Use Map designation of 2 to 3.5 dwelling units per acre. The proposal is not consistent with that designation and the proposal triggers the following exception to the 10 gross acre rule requiring an amendment:

   - Sites whose size exceeds 10 gross acres when combined with the acreage of all abutting zoning on the same side of the street, within no more than 150 feet from the subject site which is also not in conformance with the general plan.

   Therefore, the applicant filed a General Plan Amendment (GPA), GPA-LV-1-22-8, as a companion to this rezoning request. The GPA request is for a Commercial General Plan Land Use Map designation.



Existing and Proposed General Land Use Designation Maps, Source: City of Phoenix Planning and Development Department

North of the subject site, across Baseline Road, is a single-family residential subdivision. This area is designated Residential 3.5 to 5 dwelling units per acre.

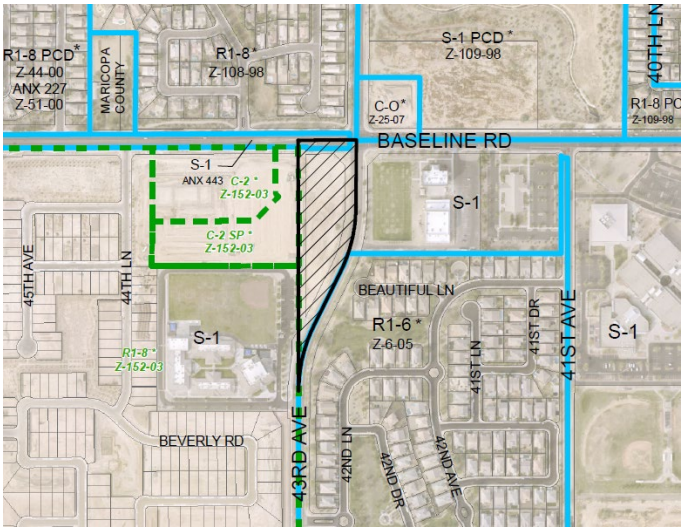
East of the subject site is Heritage Academy, a public charter school, and a single-family residential subdivision. This area is designated Residential 2 to 3.5 dwelling units per acre.

South of the subject site, across 43rd Avenue, is a single-family residential subdivision. This area is designated Residential 2 to 3.5 dwelling units per acre.

West of the subject site is Christ's Church of the Valley and Legacy Traditional School, a public charter school, which is also designated Residential 2 to 3.5 dwelling units per acre.

EXISTING CONDITIONS AND SURROUNDING ZONING

3. The subject site is vacant land currently zoned S-1 (Ranch or Farm Residence District). The surrounding zoning and land uses are as follows:



Aerial Map; Source: City of Phoenix Planning and Development Department

North of the subject site, across Baseline Road, is a single-family residential subdivision. This area is zoned R1-8 (Single-Family Residence District).

East of the subject site is Heritage Academy, a public charter school, and a single-family residential subdivision. This area is zoned S-1 (Ranch or Farm Residence District) and R1-6 (Single-Family Residence District).

Southwest of the subject site is Legacy Traditional School, a public charter school, and single-family residential subdivisions. This area is zoned S-1, Approved R1-8 (Ranch or Farm Residence District, Approved Single-Family Residence District).

West of the subject site is Christ's Church of the Valley, which is zoned S-1, Approved C-2 and C-2 SP (Ranch or Farm Residence District, Approved Intermediate Commercial and Special Permit). The special permit is for a self-service storage facility.

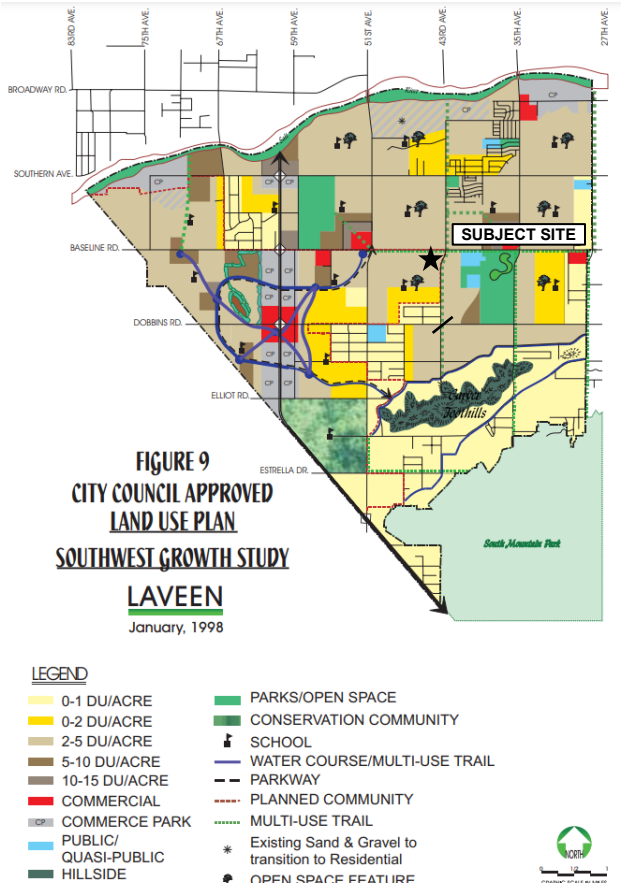
ADOPTED AREA PLANS

4. **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 shape 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 Residential 2 to 5 dwelling units per acre. The proposed PUD does not conform to the land use designation placed on the site, but would provide an appropriate increase in intensity and commercial services for the adjacent neighborhoods.



Laveen Southwest Growth Study Land Use Map; Source: City of Phoenix Planning and Development Department

The Laveen Southwest Growth Study provides a framework for an overall trail system which connects major community assets such as the Laveen Conveyance Channel, public parks and open space areas, and the South Mountain Preserve. This proposed development will provide a multi-use trail along Baseline Road, which will connect to the proposed trail system to the east and west of the site and promote overall connectivity in Laveen. This is addressed in Stipulation No. 2.

The Laveen Southwest Growth Study also outlines specific design policies and standards for various types of developments that will enhance Laveen's built environment while remaining respectful of its agricultural heritage. The study encourages all new developments to use durable, high-quality building materials and to provide enhanced building design that will contribute to the character of the area. The Laveen Veterinary Hospital & Clinic PUD proposes design standards exceeding those required by the Phoenix Zoning Ordinance and also incorporates requirements for building materials and design features that invoke the agricultural history of the Laveen area.

PUD PROPOSAL

5. The proposal was developed utilizing the PUD zoning designation. The Planned Unit Development (PUD) is intended to create a built environment that is superior to that produced by conventional zoning districts and design guidelines. Using a

collaborative and comprehensive approach, an applicant authors and proposes standards and guidelines that are tailored to the context of a site on a case by case basis. Where the PUD Development Narrative is silent on a requirement, the applicable Zoning Ordinance provisions will be applied.

6. **Land Use Plan:** The PUD proposes an overall land use concept for the project that is designed for commercial uses. The south side of the site is proposed to be a veterinary hospital and clinic. The north side of the site does not have a site plan or specific users. However, the proposed commercial uses are appropriate given the site's location at the intersection of an arterial street and major arterial street.

7. **Permitted Uses:** The PUD proposes to permit a veterinary hospital, pet care facility, and pet day care facility. The PUD will also permit C-2 uses, except for the following: residential uses, car washes, adult uses, storage and distribution of chemicals and drugs, marijuana dispensary facilities, auto seat cover and trim shops, automobile rentals, retail sales and repair of guns, tobacco-oriented retailers, or drive through facilities as an accessory to a restaurant. The restriction of uses ensures that the site develops with a reasonable intensity level that is respectful of the character of the area.

   Temporary and accessory uses are to comply with their respective sections in the Phoenix Zoning Ordinance. Additionally, the applicant will provide a technical correction to accessory uses, per Stipulation No. 1.a.

8. **Development Standards:** The PUD sets forth development standards that are primarily in line with C-2 (Intermediate Commercial) standards. Per Stipulation 3, the developer will construct detached sidewalks along both 43rd Avenue and Baseline Road frontages. The sidewalks will be detached with 11 feet of landscaping between sidewalk and back of curb to accommodate planting standards with minimum three-inch caliper shade trees. Parking, lighting, and fences and walls shall adhere to the standards set forth in the Phoenix Zoning Ordinance. Standards for bicycle parking are primarily in line with Section 1307.H of the Zoning Ordinance, which outlines enhanced bicycle parking requirements per the Walkable Urban (WU) Code. The WU Code is a form-based zoning code that aims to enhance the pedestrian environment and promote multi-modal transportation options.

   Below is a summary of the main development standards proposed in the PUD Development Narrative. A full list of standards can be found on pages 8 through 9 of the Development Narrative.

Standard	**Proposed**
Building Setback	Adjacent to Streets:

	Average 25 feet; Minimum 20 feet permitted for up to 50% of the structure including projections. Interior (west): Minimum 30 feet
Building Height	Maximum 2 stories, not to exceed 30 feet
Lot Coverage	Maximum 50%

Additionally, the applicant will provide a technical correction to the Development Standards Table, per Stipulation No. 1.b.

9. **Landscape Standards:** Landscaping with the PUD is subject to the C-2 development standards outlined in the Phoenix Zoning Ordinance, which will create robust tree shade cover along streetscapes. The PUD Development Narrative will provide a section regarding shade, per Stipulation No. 1.c, which requires pedestrian pathways to be shaded a minimum of 75 percent and uncovered parking lot areas to be shaded at a minimum of 20 percent.

10. **Design Guidelines:** The PUD sets forth an extensive list of design requirements for the overall architecture of the site, as well as walls and fences, landscaping enhancements, and signs. These design requirements will ensure high-quality development that will be a visual benefit to the community. Standards for building design include cohesive architectural theme, historically appropriate building materials (such as stone masonry, common brick, painted steel, and heavy lumber), articulation in the façade, and variations in height.

11. **Signs:** Signage shall comply with the Phoenix Zoning Ordinance.

PLANS, OVERLAYS, AND INITIATIVES

12. **Tree and Shade Master Plan**

The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. 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 to create walkable streets and vibrant pedestrian places. The proposed PUD Development Narrative notes that landscaping will comply with C-2 standards. Additionally, the development will provide shaded detached sidewalks, per Stipulation No. 3, and shading for both pedestrian pathways and uncovered parking lot areas, per Stipulation No. 1.c. These landscaping standards will provide significant shade for pedestrians

and reduce the urban heat island effect within the development and in the greater Laveen area.

13. **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. In addition to detached sidewalks, the PUD will provide a multi-use trail along Baseline Road and bicycle parking, which will be installed per the requirements in the city's Walkable Urban (WU) Code. The elements will help improve the pedestrian environment and create streets conducive to multi-modal transportation options. Additionally, the applicant will provide a Complete Streets section, per Stipulation No. 1.d, to address what standards in the Development Narrative promote the Complete Streets Guidelines.

14. **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 Section 716 of the Phoenix Zoning Ordinance expand its recycling and other waste diversion programs. The Sustainability Section noted that recycling will be encouraged.

COMMUNITY INPUT SUMMARY

15. At the time this staff report was written, staff received two letters from community members outlining concerns with parents dropping off or picking up students from the adjacent school. The community members noted that the parents will use the proposed development's parking lot while waiting for students. City of Phoenix Staff spoke with the school's principal who noted that the school uses a driveline for pick up and drop off and has staggered pick up for students. The school has sent out information to remind parents of proper procedures for picking up or dropping off children.

INTERDEPARTMENTAL COMMENTS

16. **Fire Department**
Fire Prevention does not anticipate any problems with the referenced case. However, the project team should be aware of the requirements for the width and clearance height for the fire apparatus access and to ensure the marking of the fire apparatus access road is in accordance with Chapter 5 of the 2018 Phoenix Fire Code. The site and or building(s) shall comply with the 2018 International Fire Code (IFC) with Phoenix Amendments. Currently the water supply (GPM and PSI) for the referenced case is unknown. The water supply is required to meet fire flow as defined by Appendix B of the 2018 IFC with Phoenix Amendments.

17. **Office of Heat Response and Mitigation**
The OHRM requested that landscaping provide 75 percent shading and the project exceed minimum parking lot tree shade requirements. These requests will be incorporated into the PUD Development Narrative per Stipulation No. 1.c.

18. **Public Transit**
The Public Transit Department determined that the developer shall dedicate right-of-way and construct a bus bay with an attached pad along southbound 43rd Avenue. The bus bay shall be compliant with City of Phoenix Standard Detail P1256 and the attached pad shall be compliant with City of Phoenix Standard Detail P1261 with a minimum depth of 10 feet. The bus pad shall also be spaced from the intersection of 43rd Avenue and Baseline Road according to City of Phoenix Standard Detail P1258. This is addressed in Stipulation No. 6.

19. **Street Transportation Department**
The Street Transportation Department has provided the following comments:

- The Street Classification Map designates 43rd Avenue as a D Section Roadway and Baseline Road as a B Section Roadway. Both require a minimum five-foot-wide sidewalk and minimum 11-foot-wide landscape strip. This is addressed in Stipulation No. 3.

- The applicant shall submit a Traffic Impact Study/Statement to the City for this development. The developer shall be responsible for the cost and construction of all mitigation identified through the analysis. No preliminary approval of plans shall be granted until the study is reviewed and approved by the Street Transportation Department. This is addressed in Stipulation No. 4.

- The developer shall provide appropriate dedication and construction of adjacent right-of-way. This is addressed in Stipulation No. 5.

20. **Water Services Department**
The Water Services Department has determined that the property has existing water and sewer mains that can potentially serve the proposed development.

OTHER

21. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33 feet of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 7.

22. 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. 8.

23. 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 proposed development is consistent in scale and character with land uses in the surrounding area to the east and west.

2. The land uses proposed in the PUD will maximize commercial opportunities on land within the Laveen Village that has been vacant since annexation into the City.

3. The proposed commercial uses are appropriate for the site since it has access to an arterial street, 43rd Avenue, and major arterial street, Baseline Road.

Stipulations

1. An updated Development Narrative for the Laveen Veterinary Hospital and Clinic 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 June 16, 2022, as modified by the following stipulations:

    a. Page 7, List of Uses, Accessory: Remove “except the following: drive-through facilities as an accessory use to a restaurant”.

    b. Page 8, Development Standards Table: Remove building setback standards for structures exceeding two stories or 30 feet.

    c. Pages 8-9, Development Standards Table: Add a section regarding shade to the table and include the following standards:

        i. Minimum 75% for pedestrian pathways.

        ii. Minimum 20% for uncovered surface parking lot areas.

d. Page 13: Add a Complete Streets section to address what standards in the PUD promote the Complete Street Guidelines. Explain how the PUD standards specifically improve convenience and comfort, connectivity, sustainability, and green infrastructure.

2. The developer shall dedicate a 30-foot-wide multi-use trail easement (MUTE) along the south side of Baseline Road and construct a minimum 10-foot-wide multi-use trail (MUT) within the easement in accordance with the MAG supplemental detail and as approved by the Planning and Development Department and/or Parks and Recreation Department. Where conflicts or restrictions exist, the developer shall work with the Site Planning section on an alternate design through the technical appeal process.

3. The developer shall construct a minimum 5-foot-wide detached sidewalk along the west side of 43rd Avenue and south side of Baseline Road with a minimum 11-foot-wide landscaped strip located between the sidewalk and back of curb and planted to the following standards, as approved by the Planning and Development Department:

   a. Minimum 3-inch caliper shade trees placed a minimum of 20 feet on center or in equivalent groupings.

   b. Drought tolerant shrubs and vegetative groundcovers with a maximum mature height of 24 inches to provide a minimum of 75% live coverage at maturity.

   c. Where utility conflicts arise, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

4. The applicant shall submit a Traffic Impact Study/Statement to the City for this development. The developer shall be responsible for the cost and construction of all mitigation identified through the analysis. No preliminary approval of plans shall be granted until the study is reviewed and approved by the Street Transportation Department.

5. 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.

6. The right-of-way shall be dedicated and a bus bay with attached pad (City of Phoenix Standard Details P1256, P1258, and P1261) constructed along southbound 43rd Avenue, as approved by the Planning and Development Department.

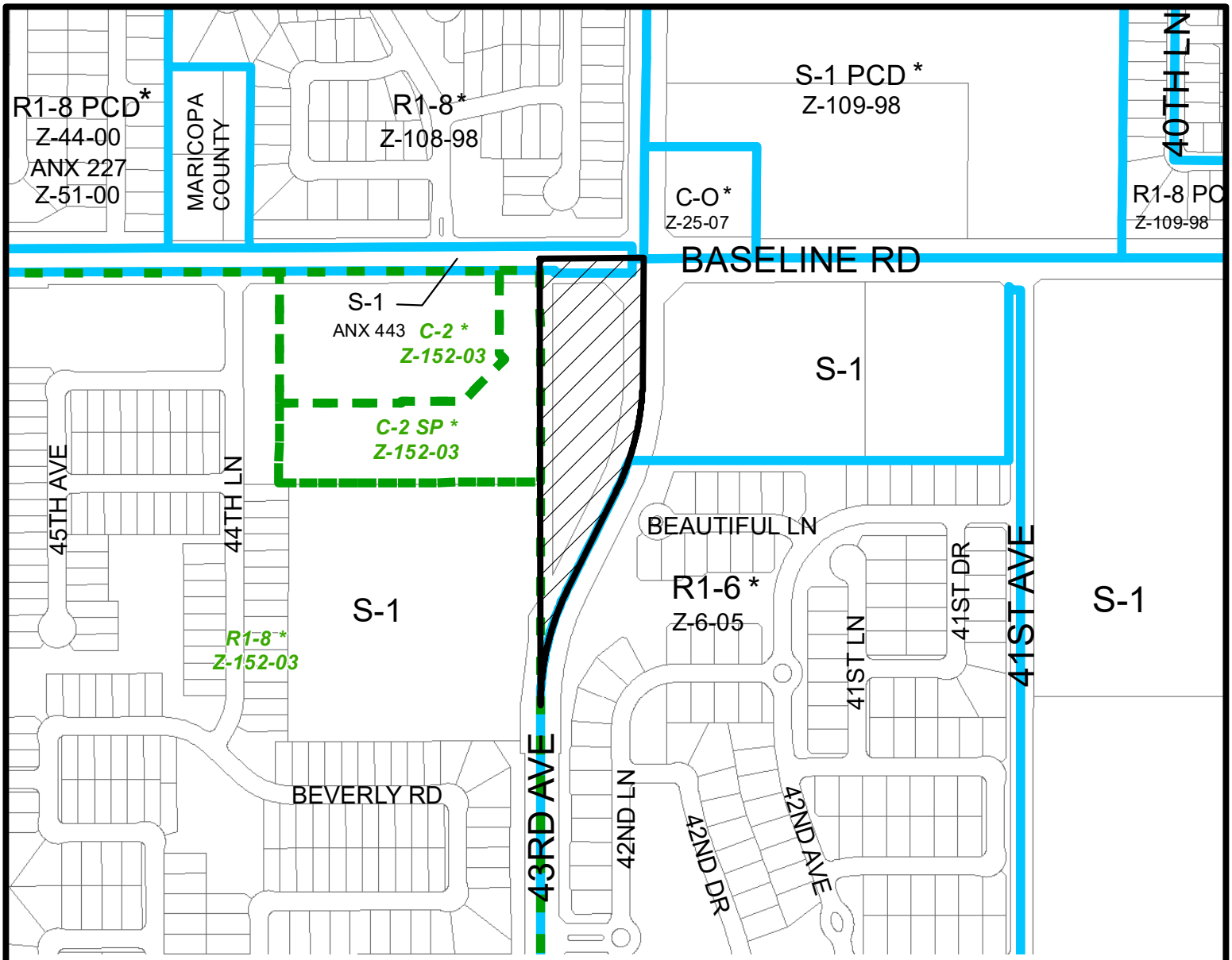
7. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

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.

Writer
Julianna Pierre
July 7, 2022

Team Leader
Racelle Escolar

Exhibits
Sketch Map
Aerial Sketch Map
Community Correspondence (11 Pages)
Laveen Veterinary Hospital & Clinic PUD date stamped June 16, 2022

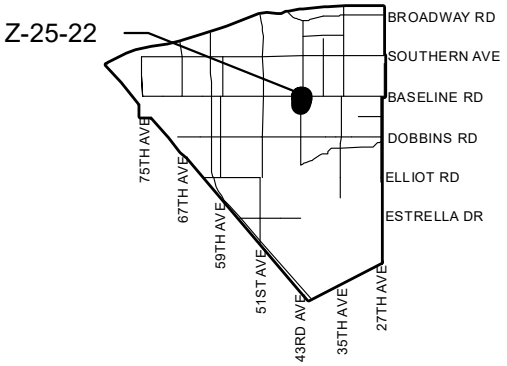


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LAVEEN VILLAGE

CITY COUNCIL DISTRICT: 8



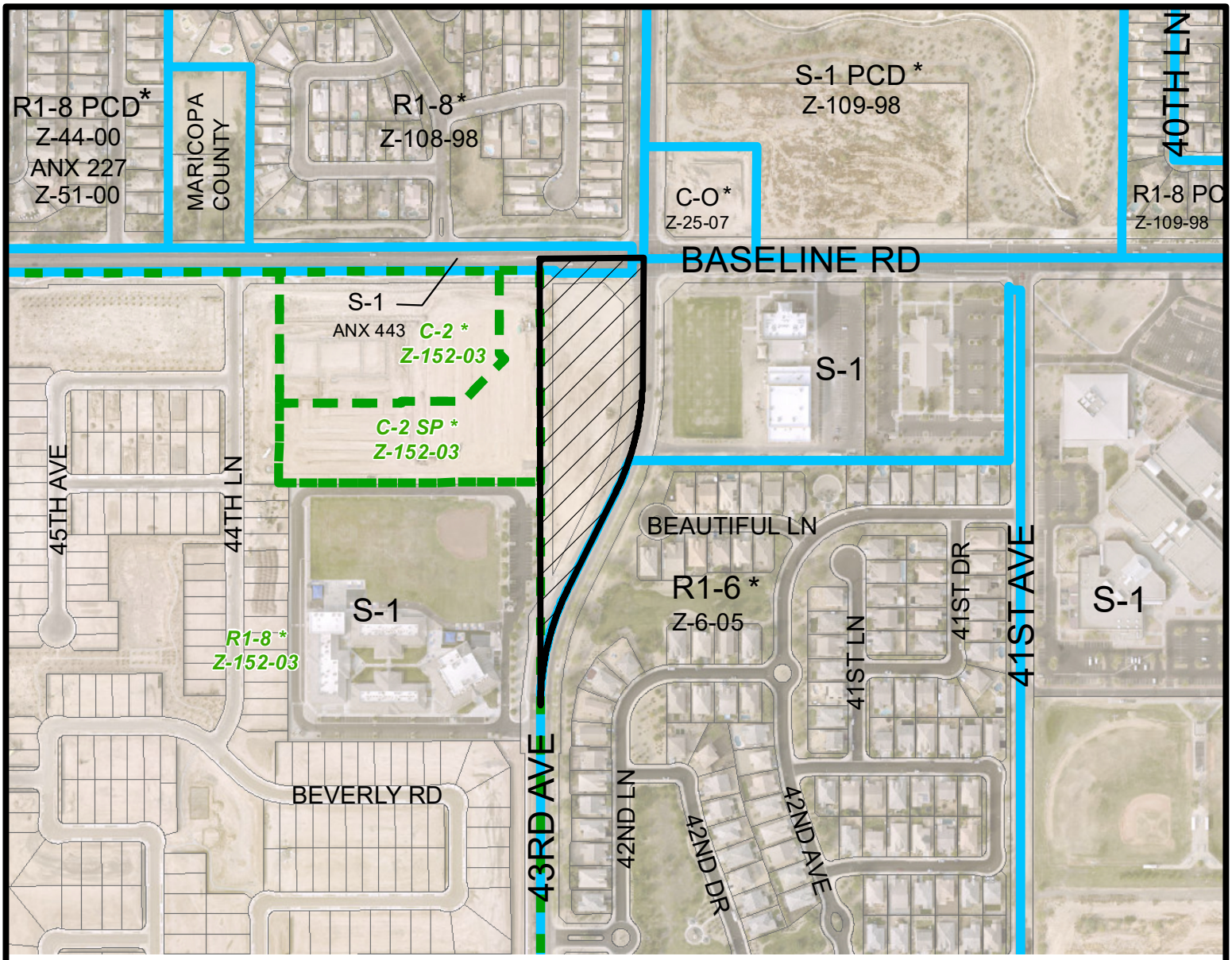
City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME: Evan Ware	**REQUESTED CHANGE:**
APPLICATION NO. Z-25-22	DATE: 4/14/2022
	REVISION DATES: 6/22/22
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 4.99 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 01-19 / ZONING MAP D-6
	FROM: S-1 (4.99 a.c.)
	TO: PUD (4.99 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
S-1	4	N/A
PUD	N/A	N/A

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

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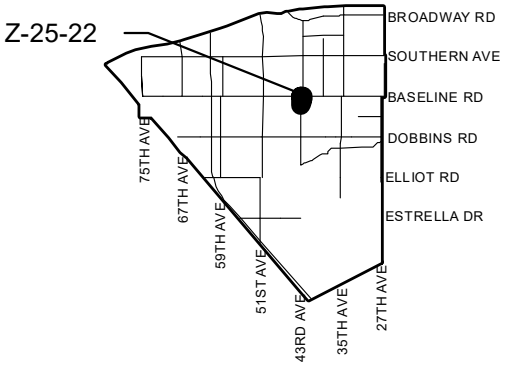
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LAVEEN VILLAGE

CITY COUNCIL DISTRICT: 8

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: Evan Ware	**REQUESTED CHANGE:**
APPLICATION NO. Z-25-22	DATE: 4/14/2022
	REVISION DATES: 6/22/22
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 4.99 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 01-19 / ZONING MAP D-6
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	TO: PUD (4.99 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
S-1	4	N/A
PUD	N/A	N/A

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

From:	Dan Penton
To:	adam@witheymorris.com
Cc:	Tonya Glass; Linda Abegg; Julianna Pierre; Phil Hertel; Laveen Citizens for Responsible Development; Stephanie Hurd
Subject:	Re: New REZONING Case File: Z-25-22-8 Laveen Veterinary Hospital and Clinic PUD – 2nd submittal (Southwest corner of 43rd Avenue and Baseline Road)
Date:	Monday, June 6, 2022 5:32:12 PM
Attachments:	image.png image.png Legacy Illegal Parking.png Legacy Illegal Parking 2.png Legacy Pickup Staging 43rd Ave.png image.png image.png image.png image.png image.png image.png image.png image.png

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Good Afternoon Adam

I wanted to reach out to you in regard to Z-25-22, Laveen Veterinary Center PUD, in order to provide some insight into the area around 43rd Ave & Baseline, but first, please know that I fully support the project 100%, along with many residents in the Artesa Community to the southeast, as well as the broader community of Laveen. Doctor Ware is well known and highly regarded, and we couldn't have asked for a better use of the land which will provide much needed services to our growing community. That said, I personally want to see the new Laveen Veterinary Center be as successful as it can be, as do others, hence the reason for my email today.

There is a concern I have regarding the specific placement of the building on the lot, and please keep in mind that I am aware of the lot split, so I am referring only to the south parcel. I have lived in the Artesa Community to the southeast for over four(4) years, and there has been no greater nuisance to our community than the willful disregard for private property and the safety of other motorist and pedestrians than that which is on display Monday through Friday for 2 hours in the morning and two hours in the afternoon.

There has long been a problem with the parents whose children attend Legacy School immediately to the south of the subject site. I am specifically referring to the daily drop-off and pick-up of students from the school, who have exempted their children from the process of waiting on school grounds for them to be dropped off and picked up. This would require the parents to drive their vehicle through the "Drive-Line", which unfortunately has gotten longer and longer over the years due to our exploding population. Please keep in mind that our community is surrounded on three sides by four(4) schools, and Legacy, or I should say the parents of Legacy Students are the only ones we have issues with.

I am sure you are asking yourself, yeah, so, what does this have to do with placement of a building? And here's why. In the attached photos and video, you will notice that the vacant lot which is proposed to be a parking lot for the Vet Center is currently used as a staging area for morning and afternoon drop-offs and pick-ups. Parents will start staging sometimes as early as two hours prior to the time school lets out in the afternoon, and usually lasts up until 3:30pm. We have tried working with the school repeatedly because the parents used to use the cul-de-sac on

Beautiful Lane which abuts 43rd Ave, resulting in property damage from their kids climbing and breaking tree limbs, and littering. Our HOA finally decided to install iron view fencing, but the problem only shifted south to Harwell. The biggest problem is in our entry driveway, and when Alara finally opened, their neighborhood intrusion started there as well, with parking on their neighborhood streets.

The school has been unwilling and unable to get through to the parents, and have ultimately said they cannot do anything more except attempt to educate. Even the off-duty police officer is limited in that he can only enforce violations on school property, as he is hired by the school to direct their traffic. Parents feel they are well within their right to double park on city streets while blocking traffic lanes and bicycle lanes, park on private property, as well as cutting through the Artesa and Alara neighborhoods. Where safety comes into play is the constant procession of vehicles making illegal U-Turns, jetting into traffic, sometimes the wrong way, and parking in Fire Lanes, or where "No Parking or Stopping" signs that were installed by the City in just one attempt to mitigate the issue.

My point is, the parents WILL PARK WHEREVER THEY FEEL LIKE, and this includes the vacant lot in which there is a parking lot proposed for the Veterinary Clinic. Pavement will just be an added luxury for them.

When confronted, some parents have even gone so far as to threaten physical injury, or worse. It is already unsafe during drop-off and pick-up times at Legacy. My concern is shared with fellow residents, and there have been countless attempts by the City and residents of Artesa, myself included, to mitigate these issues. And as I mentioned, the school says they have addressed it with parents, and yet the problems persist.

The unwillingness of the school to be good neighbors, and the parent's unwillingness to show any respect or cooperate with neighboring residents and communities, ignore the most basic traffic laws (in and out of a school zone where children are present), continually trespass on private property, and act with indifference towards others and their property, will undoubtedly impact the Veterinary Clinic with the current site plan. I guarantee, the parking lot is going to be used as a staging area by parents waiting to pick up their kids from Legacy.

I have attached some photos and videos from April 2022, and have many more. But if I can suggest moving the building to just north of the retention area, and shifting the parking to the north, this may help to mitigate some of the concerns I have mentioned. This could provide an opportunity for an expanded outdoor area for the pets as well. Ultimately, the concern is driven out of how the circumstances I described above could potentially impact the daily operations, will there be sufficient parking for clients at those times of day, and if not, shifting the parking lot to the north may provide some additional spaces.

In any event, I hope you find this useful, and like I said, there is support from myself and the Laveen community and we wish Dr Ware all the success on this journey. If you have any questions, you know how to reach me, and we would love to see you at the LCRD

All My Best,
DAN PENTON

8216 S 42nd Ave
Laveen, AZ 85339

Video of Legacy Parking along 43rd Avenue [photos.app.goo.gl]





















The photos below were taken from Beautiful Lane







On Wed, May 18, 2022 at 10:28 AM Tonya Glass <glass.tonya@gmail.com> wrote:

---------- Forwarded message ---------
From: **Jackson D Olson** <jackson.olson@phoenix.gov>
Date: Tue, May 17, 2022, 1:22 PM
Subject: New REZONING Case File: Z-25-22-8 Laveen Veterinary Hospital and Clinic PUD – 2nd submittal (Southwest corner of 43rd Avenue and Baseline Road)
To:
Cc: Julianna Pierre <julianna.pierre@phoenix.gov>

Good afternoon,

The following rezoning case files are ready for review. Please submit your comments to Julianna Pierre at julianna.pierre@phoenix.gov.

CASE FILE: Z-25-22-8 Laveen Veterinary Hospital and Clinic PUD – 2nd submittal

VILLAGE: Laveen

LOCATION: Southwest corner of 43rd Avenue and Baseline Road

COMMENTS DUE: **May 24, 2022**

Jackson Olson

Planner I – Long Range

City of Phoenix Planning & Development

200 W Washington St, 3rd Floor

jackson.olson@phoenix.gov

602.261.8664



From:	Stephanie Hurd
To:	Carlos D Garcia; Council District 7 PCC; Mayor Gallego; Alan Stephenson; Julianna Pierre; thelcrd@gmail.com; Tonya Glass; Linda Abegg; Dan Penton
Subject:	Fwd: New REZONING Case File: Z-25-22-8 Laveen Veterinary Hospital and Clinic PUD – 2nd submittal (Southwest corner of 43rd Avenue and Baseline Road)
Date:	Monday, June 13, 2022 4:00:53 PM
Attachments:	image.png image.png Legacy Illegal Parking.png Legacy Illegal Parking 2.png Legacy Pickup Staging 43rd Ave.png image.png image.png image.png image.png image.png image.png image.png image.png

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Hello,

I'm forwarding the message below to point out that every school in Laveen has drop off/pick up issues. Schools do not set a plan for all these parents driving to/from school. It's become such a problem and as you can read in Dan's explanation below, it often turns into a heated argument.
The city must start holding schools accountable for these issues. Any other development would have to accommodate for all the traffic as to not interfere with the flow of street traffic. Please create an overlay for schools to design adequate parking or drive thru, waiting areas for drop off and pick ups. It's simply not ok to let schools brush it off on the community to handle. IMO, we're set up for failure by not having the school make these accommodations.
There must be something we can do.

Thank you,
Stephanie Hurd
LVPC

---------- Forwarded message ---------
From: **Dan Penton** <dpenton85339@gmail.com>
Date: Mon, Jun 6, 2022 at 5:31 PM
Subject: Re: New REZONING Case File: Z-25-22-8 Laveen Veterinary Hospital and Clinic PUD – 2nd submittal (Southwest corner of 43rd Avenue and Baseline Road)
To: <adam@witheymorris.com>
Cc: Tonya Glass <Glass.Tonya@gmail.com>, Linda Abegg <linda.abegg@gmail.com>, Julianna Pierre <julianna.pierre@phoenix.gov>, Phil Hertel <tophilhertel@hotmail.com>, Laveen Citizens for Responsible Development <thelcrd@gmail.com>, Stephanie Hurd <hurdles10@gmail.com>

Good Afternoon Adam

Laveen
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-25-22-8
INFORMATION ONLY

Date of VPC Meeting	June 13, 2022
Request From	S-1
Request To	PUD
Proposed Use	Veterinary hospital and commercial uses
Location	Southwest corner of 43rd Avenue and Baseline Road

VPC DISCUSSION:

APPLICANT PRESENTATION

Adam Baugh, representative with Withey Morris, PLC, provided information regarding the location of the site, surrounding zoning, and the general plan land use designation. He stated that the General Plan Amendment case will amend the designation to Commercial and the rezoning case will amend the zoning map to Planned Unit Development (PUD). He stated that the use developing on the southern portion of the site will be the Laveen Veterinary Center, and American Animal Hospital Association accredited companion animal general practice serving Laveen, South Phoenix, and South Mountain, owned by Dr. Evan Ware. He added that the northern portion of the site will be for future commercial uses. He discussed the site's history and reviewed uses prohibited by the PUD and the conceptual elevations.

QUESTIONS FROM COMMITTEE

Vice Chair Linda Abegg appreciated the applicant utilizing the PUD to prohibit uses deemed undesirable by the community. She asked if there are design guidelines for the future commercial proposed on the north side of the site. **Adam Baugh** confirmed that the north half will have a similar design that carries over from the conceptual elevations presented. **Committee member Carlos Ortega** understood that the PUD would prohibit certain uses, but still had concerns with the remaining undeveloped northern portion.

Committee member Stephanie Hurd stated that she appreciated Dr. Ware keeping the vet center in Laveen. She added that there is a parking issue in the area due to the nearby schools, but it is not the responsibility of new developments to control pickups and drop-offs to the school.

Chair Tonya Glass asked if the developer knew any of potential uses for the northern portion of the site. If not, the applicant should work with the City to find users. **Adam**

Baugh stated that the developer had acquired a land broker, but not a retail broker to advertise the land and find users.

Chair Tonya Glass asked if there had been a conversation with the adjacent church about cross access, parking, or staging areas. **Adam Baugh** stated that there would be no access between the PUD site and the church.

PUBLIC COMMENTS

Chad Makovsky, stated that commercial development makes sense for this location. He was pleased with Dr. Ware locating his business here because there is a shortage of vet care in Arizona and the development would ensure that Laveen has access to affordable pet care. He appreciated Dr. Ware investing in the community.

Dan Penton stated that Dr. Ware is a vital part of the community and appreciated the development, but had concerns with the traffic due to the adjacent school. He asked if the placement of the parking could be moved to dissuade non-patrons using the parking lot. He added that he is opposed to any cross access agreements because it invites more traffic and creates further issues.

APPLICANT RESPONSE

Adam Baugh stated that due to the shape of the site and building it would not be feasible to relocate the parking lot or building. He added that the vet center needs to have space to allow emergency drop-offs.

COMMITTEE DISCUSSION

Chair Tonya Glass stated that the applicant should provide additional information regarding future commercial uses on the north side of the site when they return to the Committee for recommendation.

Laveen
VILLAGE PLANNING COMMITTEE

Village Planning Committee Meeting Summary
Z-25-22-8

Date of VPC Meeting	July 11, 2022
Request From	S-1
Request To	PUD
Proposed Use	Veterinary hospital and commercial uses.
Location	Southwest corner of 43rd Avenue and Baseline Road
VPC Recommendation	Approval, per the staff recommendation
VPC Vote	8-0

VPC DISCUSSION & RECOMMENDED STIPULATIONS:

Item No. 8, GPA-LV-1-22-8, and No. 9, Z-25-22-8, were heard concurrently.

STAFF PRESENTATION

Julianna Pierre stated that this item was heard by the Committee last month for information only. She provided information regarding the request, location, and surrounding zoning for General Plan Amendment, GPA-LV-1-22-8, and Rezoning Case No. Z-25-22-8. She stated that the PUD request and associated General Plan Amendment would permit a veterinary hospital and other commercial uses. She discussed the proposal of a veterinary hospital and clinic on the south side of the site and the north side of the side is proposed for future commercial uses. She discussed the prohibited uses, development standards, and design of the proposal. She stated that there was community input about traffic issues caused by the adjacent school. She reviewed the staff findings, recommendation, and stipulations for Z-25-22-8 and noted that the associated General Plan Amendment did not have any stipulations.

APPLICANT PRESENTATION

Adam Baugh, representative with Withey Morris, PLC, provided and overview of the site and the proposal. He stated that the use developing on the southern portion of the site will be the Laveen Veterinary Center and that the northern portion of the site will be for future commercial uses. He stated that since last month, the developer had talked with the Community and Economic Development Department to determine the demographics in the area and what types of commercial uses would be best for the north side of the site. He emphasized that the intent of the PUD is to develop and asset for the community.

PUBLIC COMMENTS

Dan Penton stated that he was in favor of the proposal, but requested that the north side of the parcel be dustproofed until uses were ready to be built.

MOTION

Committee member JoAnne Jensen made a motion to approve Z-25-22-8, per the staff recommendation. The motion was seconded by **Committee member Jennifer Rouse**.

VOTE

8-0, motion to recommend approval per the staff recommendation passed; with Committee members Abegg, Barraza, Buggs, Hurd, Jensen, Ortega, Perrera, and Rouse in favor.

STAFF COMMENTS REGARDING VPC RECOMMENDATION & STIPULATIONS:

None.

ATTACHMENT E

REPORT OF PLANNING COMMISSION ACTION
August 4, 2022

ITEM NO: 10	
	DISTRICT NO.: 8
SUBJECT:	
Application #:	Z-25-22-8 (Laveen Veterinary Hospital & Clinic PUD) (Companion Case GPA-LV-1-22-8)
Location:	Southwest corner of 43rd Avenue and Baseline Road
From:	S-1
To:	PUD
Acreage:	4.99
Proposal:	Planned Unit Development to allow veterinary hospital and commercial uses.
Applicant:	Evan Ware, Laveen Veterinary Care
Owner:	John Silva Farms Limited Partnership
Representative:	Adam Baugh, Withey Morris, PLC

ACTIONS:

Staff Recommendation: Approval, subject to stipulations.

Village Planning Committee (VPC) Recommendation:
Laveen 6/13/2022 Information only.
Laveen 7/11/2022 Approval, per the staff recommendation. Vote: 8-0.

Planning Commission Recommendation: Approval, per the Laveen Village Planning Committee recommendation.

Motion Discussion: N/A

Motion details: Commissioner Perez made a MOTION to approve Z-25-22-8, per the Laveen Village Planning Committee recommendation.

Maker: Perez
Second: Mangum
Vote: 9-0
Absent: None
Opposition Present: No

Findings:

1. The proposed development is consistent in scale and character with land uses in the surrounding area to the east and west.

2. The land uses proposed in the PUD will maximize commercial opportunities on land within the Laveen Village that has been vacant since annexation into the City.

3. The proposed commercial uses are appropriate for the site since it has access to an arterial street, 43rd Avenue, and major arterial street, Baseline Road.

Stipulations:

1. An updated Development Narrative for the Laveen Veterinary Hospital and Clinic 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 June 16, 2022, as modified by the following stipulations:

    a. Page 7, List of Uses, Accessory: Remove “except the following: drive-through facilities as an accessory use to a restaurant”.

    b. Page 8, Development Standards Table: Remove building setback standards for structures exceeding two stories or 30 feet.

    c. Pages 8-9, Development Standards Table: Add a section regarding shade to the table and include the following standards:

        i. Minimum 75% for pedestrian pathways.

        ii. Minimum 20% for uncovered surface parking lot areas.

    d. Page 13: Add a Complete Streets section to address what standards in the PUD promote the Complete Street Guidelines. Explain how the PUD standards specifically improve convenience and comfort, connectivity, sustainability, and green infrastructure.

2. The developer shall dedicate a 30-foot-wide multi-use trail easement (MUTE) along the south side of Baseline Road and construct a minimum 10-foot-wide multi-use trail (MUT) within the easement in accordance with the MAG supplemental detail and as approved by the Planning and Development Department and/or Parks and Recreation Department. Where conflicts or restrictions exist, the developer shall work with the Site Planning section on an alternate design through the technical appeal process.

3. The developer shall construct a minimum 5-foot-wide detached sidewalk along the west side of 43rd Avenue and south side of Baseline Road with a minimum 11-foot-wide landscaped strip located between the sidewalk and back of curb and planted to the following standards, as approved by the Planning and Development Department:

    a. Minimum 3-inch caliper shade trees placed a minimum of 20 feet on center or in equivalent groupings.

    b. Drought tolerant shrubs and vegetative groundcovers with a maximum mature height of 24 inches to provide a minimum of 75% live coverage at maturity.

    c. Where utility conflicts arise, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

4. The applicant shall submit a Traffic Impact Study/Statement to the City for this development. The developer shall be responsible for the cost and construction of all mitigation identified through the analysis. No preliminary approval of plans shall be granted until the study is reviewed and approved by the Street Transportation Department.

5. 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.

6. The right-of-way shall be dedicated and a bus bay with attached pad (City of Phoenix Standard Details P1256, P1258, and P1261) constructed along southbound 43rd Avenue, as approved by the Planning and Development Department.

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.

This publication can be made available in alternate format upon request. Please contact Les Scott at 602-261-8980, leslie.scott@phoenix.gov or TTY: Use 7-1-1.

ATTACHMENT F



HERITAGE ACADEMY

"Building America's Heroes"

32 S. Center, Mesa, AZ 85210

April 25, 2022

Ms. Julianna Pierre
Staff Planner, Laveen Village
City of Phoenix
200 West Washington Steet, 2nd Floor
Phoenix, AZ 85003

RE: Case No. Z-25-22-8/GPA-LV-1-22-8

Dear Ms. Pierre,

My name is Jared Taylor and I am the Charter Representative and Chief Executive Officer of the Heritage Academy Schools, one of the first charter schools in Arizona. Heritage Academy's Laveen campus is located on the southeast corner of 43rd Avenue and Baseline (APN: 300-13-004M), directly east of the property that is the subject of the above-mentioned planning cases. I write to you today to express Heritage Academy's strong support for the applicant's requested zone change and corresponding general plan amendment.

I understand the property is proposed to be developed as a veterinary hospital along with some additional commercial uses, subject to certain limitations. We believe the proposed uses for the property are complementary to the surrounding area and will be an improvement over the site's existing conditions.

We commend the applicant for working with local stakeholders to develop a plan that is compatible with the community and the surrounding area. In particular, we appreciate the proposed limitation on uses that would exacerbate traffic issues during peak school operating hours. The applicant's proposal is mindful of these concerns and will be a positive addition to the community. Accordingly, we urge you to support Z-25-22 and GPA-LV-1-22-8.

If you have any questions, please feel free to contact me at (480) 734-7073 or via email at jtaylor@heritageacademyaz.com.

Sincerely,

Jared Taylor

Jared Taylor
Charter Representative & CEO
Heritage Academy Schools