



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report Z-163-25-7**  
**January 2, 2026**

<u><b>South Mountain Village Planning Committee</b></u> Meeting Date:	January 13, 2026
<u><b>Planning Commission</b></u> Hearing Date:	February 5, 2026
<b>Request From:</b>	<u>R-4 SPVTABDO</u> (Multifamily Residence District, South Phoenix Village and Target Area B Design Overlay) (0.66 acres), <u>C-2 SPVTABDO</u> (Intermediate Commercial, South Phoenix Village and Target Area B Design Overlay) (7.22 acres), and <u>C-3 SPVTABDO</u> (General Commercial, South Phoenix Village and Target Area B Design Overlay) (1.03 acres)
<b>Request To:</b>	<u>WU Code T5:5 SPVTABDO</u> (Walkable Urban Code, Transect 5:5 District, South Phoenix Village and Target Area B Design Overlay) (8.91 acres)
<b>Proposal:</b>	Mixed-use (multifamily residential and retail)
<b>Location:</b>	Northeast corner of Central Avenue and Roeser Road
<b>Owner:</b>	Project of America Development Co.; Manos De Mama, LLC; Social Advertising Labs, LLC; and Mary's Ministries
<b>Applicant/Representative:</b>	Jennifer Boblick, Esq., Sender Associates
<b>Staff Recommendation:</b>	Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>	Commercial and Residential 15+ dwelling units per acre, Village Core		
<u>Street Map Classification</u>	Roeser Road	Minor Collector	33-foot north half street
	Central Avenue	Arterial	44 to 46-foot east half street
	Cody Drive	Local	0 to 30-foot south half street and approximately 15-foot north half street
	2nd Street	Local	30-foot east and west half street
<p><b><i>CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: Encourage high density housing and high intensity employment uses adjacent or close to transit stations per adopted transit district plans.</i></b></p> <p>The site is located within the South Central Transit Oriented Development (TOD) Community Plan area and catty-corner to the Roeser Road light rail station. The proposed intensity is appropriate at this location, given the proximity to high-capacity transit, and is consistent with the adopted TOD policy plan.</p>			
<p><b><i>CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.</i></b></p> <p>The proposal, as stipulated and as required by the Walkable Urban Code, includes bicycle facilities to encourage bicycling and transit use to leverage its proximity to the nearby light rail station. Features include shaded secure and guest bicycle parking, electric bike charging receptacles, and a bicycle repair station.</p>			
<p><b><i>BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.</i></b></p> <p>The proposal, as stipulated and as required by the Walkable Urban Code, will provide trees and shade on all street frontages which will reduce the urban heat island effect while also improving thermal comfort to site users and the surrounding neighborhood.</p>			

### Applicable Plans, Overlays, and Initiatives

[\*\*Transit Oriented Development Strategic Policy Framework\*\*](#): Background Item No. 3.

[\*\*South Central Transit Oriented Development Community Plan\*\*](#): Background Item No. 4.

[\*\*South Phoenix Village and Target Area B Redevelopment Plan\*\*](#): Background Item No. 8.

[\*\*Housing Phoenix Plan\*\*](#): Background Item No. 9.

[\*\*Comprehensive Bicycle Master Plan\*\*](#): Background Item No. 10.

[\*\*Transportation Electrification Action Plan\*\*](#): Background Item No. 11.

[\*\*Shade Phoenix Plan\*\*](#): Background Item No. 12.

[\*\*Complete Streets Guidelines\*\*](#): Background Item No. 13.

[\*\*Zero Waste PHX\*\*](#): Background Item No. 14.

[\*\*Phoenix Climate Action Plan\*\*](#): Background Item No. 15

[\*\*Conservation Measures for New Development\*\*](#): Background Item No. 16.

### Surrounding Land Uses and Zoning

	<u>Land Use</u>	<u>Zoning</u>
<b>On Site</b>	Vacant land, religious organization	R-4 SPVTABDO, C-2 SPVTABDO, C-3 SPVTABDO
<b>North</b>	Commercial	C-3 SPVTABDO
<b>North (across Cody Drive)</b>	Religious organization, single-family residential, multifamily residential	C-3 SPVTABDO, R-3 SPVTABDO, R-5 SPVTABDO
<b>East</b>	Multifamily	R-4 SPVTABDO
<b>East (across 2nd Street)</b>	Commercial and single-family residential	C-2 SPVTABDO
<b>South</b>	Single-family residential, fire station, commercial	C-2 SPVTABDO, R-4 SPVTABDO
<b>South (across Roeser Road)</b>	Single-family residential, commercial	C-2 SPVTABDO, R-4 SPVTABDO
<b>West (across Central Avenue)</b>	Commercial	C-3 SPVTABDO, C-2 SPVTABDO

<b>Walkable Urban Code</b> <b>T5:5</b>		
<b><u>Standards</u></b>	<b><u>Requirements</u></b>	<b><u>Provisions on the Proposed Site Plan</u></b>
Gross Acreage	N/A	8.91
Total Number of Units	No Maximum	162
Density	No Maximum	18.18 dwelling units per acre
Building Height	56-foot maximum	55.5 feet (Met)
Parking	81 spaces (minimum 0.5 spaces per unit)	140 spaces (Met)
Minimum Bicycle Parking – Per Section 1307.H.6: 0.25 per unit	41 spaces	Secured bicycle parking: Not specified  Guest bicycle parking: Not specified
<b><i>Building Setbacks</i></b>		
Central Avenue and Roeser Road (Primary Frontage)	12-foot maximum	Central Avenue: 12 feet (Met)  Roeser Road: 12 feet (Met)
2nd Street and Cody Drive (Secondary Frontage)	10-foot maximum	2nd Street: Not depicted  Cody Drive: Not depicted
<b><i>Minimum Parking Setbacks</i></b>		
Central Avenue and Roeser Road (Primary Frontage)	30-foot minimum or behind building	Behind building (Met)
2nd Street and Cody Drive (Secondary Frontage)	20-foot minimum and 10-foot landscape setback	2nd Street: Not depicted  Cody Drive: Not depicted
<b><i>Lot Requirements</i></b>		
Lot Coverage	80 percent maximum	Not specified
Central Avenue and Roeser Road (Primary Frontage)	70 percent minimum	Not specified
2nd Street and Cody Drive (Secondary Frontage)	50 percent minimum	Not specified

<b>Walkable Urban Code T5:5</b>		
<b><u>Standards</u></b>	<b><u>Requirements</u></b>	<b><u>Provisions on the Proposed Site Plan</u></b>
Open Space	5 percent minimum	Not specified
<i>Frontage Types Allowed</i>		
Central Avenue and Roeser Road (Primary Frontage)	All frontages or alternative frontages per Section 1305.B.1.c	Central Avenue: Storefront (Met)  Roeser Road: Porch (Met)
2nd Street and Cody Drive (Secondary Frontage)	All frontages or alternative frontages per Section 1305.B.1.c	2nd Street: Porch (Met)  Cody Drive: Porch (Met)

### **Background/Issues/Analysis**

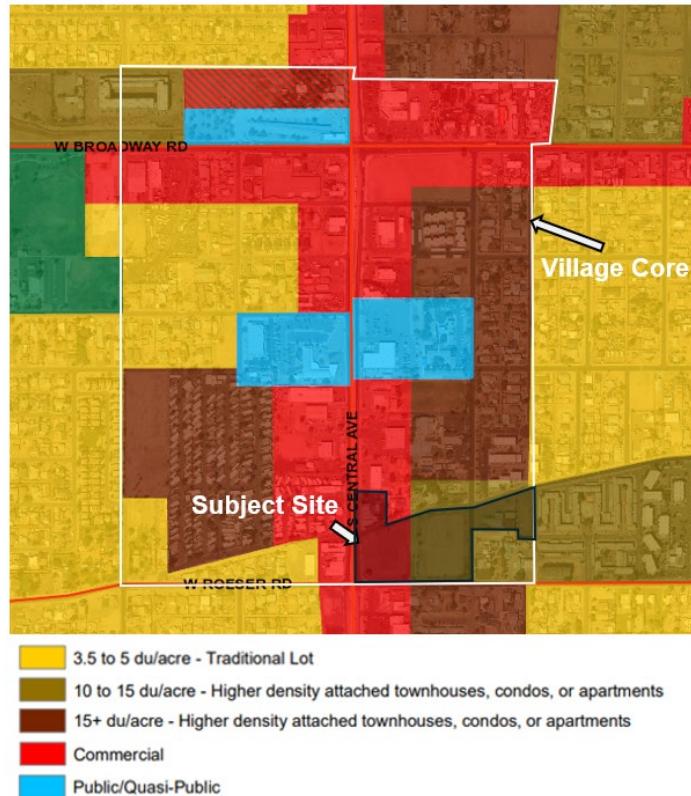
#### **SUBJECT SITE**

1. This request is to rezone 8.91 acres located at the northeast corner of Central Avenue and Roeser Road from 0.66 acres of R-4 SPVTABDO (Multifamily Residence District, South Phoenix Village and Target Area B Design Overlay), 7.22 acres of C-2 SPVTABDO (Intermediate Commercial, South Phoenix Village and Target Area B Design Overlay), and 1.03 acres of C-3 SPVTABDO (General Commercial, South Phoenix Village and Target Area B Design Overlay) to WU Code T5:5 SPVTABDO (Walkable Urban Code, Transect 5:5 District, South Phoenix Village and Target Area B Design Overlay) for mixed-use (multifamily residential and retail).

The subject site is catty-corner to the Roeser Road light rail station, is within the South Mountain Village Core, and is within the South Central Transit Oriented Development (TOD) Community Plan area.

## GENERAL PLAN

2. The subject site is designated as Commercial and Residential 10 to 15 dwelling units per acre on the General Plan Land Use Map and is within the Village Core. The area to the north (across Cody Drive) are designated Commercial and Residential 10 to 15 dwelling units per acre. The area to the west (across Central Avenue) is designated Commercial. The area to the east (across 2nd Street) is designated Residential 10 to 15 dwelling units per acre. The area to the south is Residential 10 to 15 dwelling units per acre and the area to the south (across Roeser Road) is designated commercial and Residential 15+ dwelling units per acre. The proposal is consistent with the General Plan Land Use Map designations.

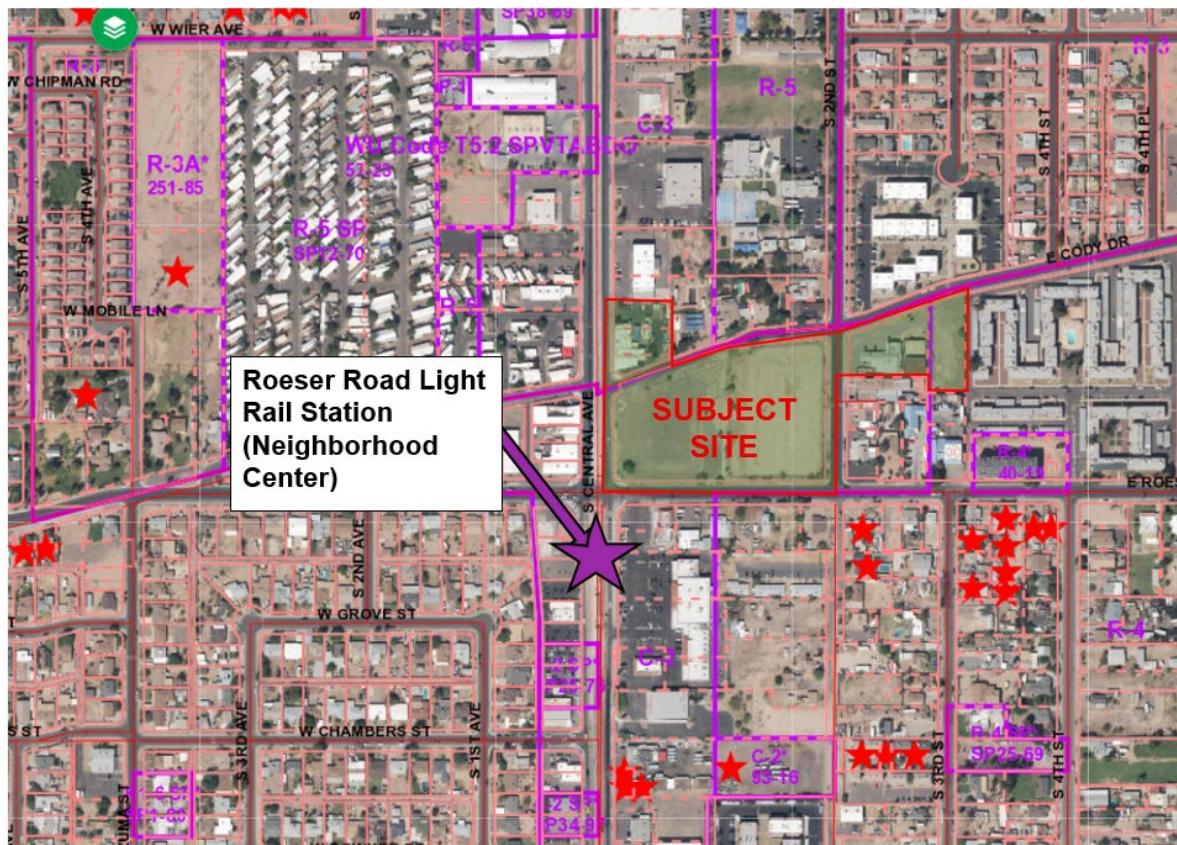


General Plan Land Use Map; Source: Planning and Development Department

### 3. Transit Oriented Development Strategic Policy Framework

The Transit Oriented Development Strategic Policy Framework is part of the City's General Plan which identified planning typologies to describe urban environments. The subject site is catty-corner to the the Roeser Road light rail station. The identified environment for the station is Neighborhood Center, applicable to an area within one quarter mile of the station. Neighborhood Center is a place type characterized by low intensity with building heights typically from two to four stories with incentive heights of up to five stories. Stipulation No. 1 provides for a maximum height of 48 feet without the incentive and 56 feet with the incentive, making the scale of the proposed zoning district consistent with this Place Type. The Neighborhood Center Place Type also calls for a balance of residential, neighborhood serving retail, and limited employment. Staff recommends Stipulation No. 3, which requires that commercial frontage types be utilized along Central Avenue.

Roeser Road	Neighborhood Center	
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TOD Strategic Policy Framework, Source: Planning and Development Department  
Aerial Map, Source: Planning and Development Department

#### 4. **South Central Transit Oriented Development Community Plan**

The site is located within the South Central Transit Oriented Development (TOD) Community Plan area, with boundaries between 7th Avenue and 7th Street from Jefferson Street to South Mountain Avenue.

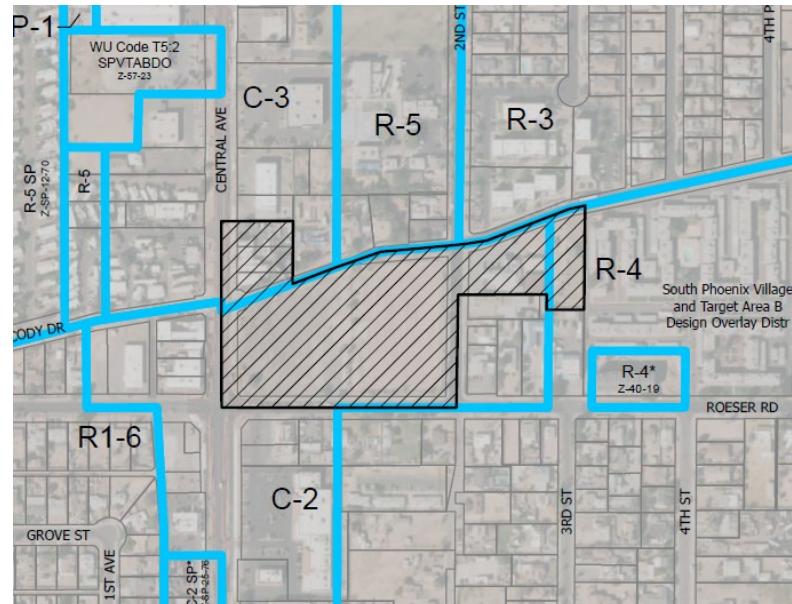
The South Central TOD Community Plan provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner. Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, encourage active, healthy lifestyles, ensure Phoenix increases its competitive advantage in the global marketplace, and improve prosperity by growing the economy in locations with existing infrastructure and public services. In order to realize the implementation of the Vision and Master Plan for the South Central TOD Community Plan area, one key recommendation is the implementation of a form-based zoning code. The proposal to Walkable Urban Code furthers that vision.

The South Central TOD policy plan identifies the subject site as an “invest area” on the Prioritizing Growth map and as “mixed-used commercial” on the Land Use 2045 maps, highlighting that the site is suitable for a mixed-use development. The proposal to rezone to the WU Code T5:5 transect is consistent with the Prioritizing

Growth and Land Use 2045 designations. The proposal will provide affordable housing, a mix of uses, commercial frontage types along Central Avenue, bicycle parking, EV bike parking spaces, and a bike fix-it station to encourage the use of alternative transportation options. This is addressed in the Walkable Urban Code and Stipulation Nos. 1 through 3 and 5.

## SURROUNDING LAND USE AND ZONING

- To the north of the subject site are commercial uses zoned C-3 SPVTABDO; to the north (across Cody Drive) is a religious organization, single-family residential, and multifamily residential uses zoned C-3 SPVTABDO, R-3 SPVTABDO, and R-5 SPVTABDO; to the east is multifamily residential uses zoned R-4 SPVTABDO; to the east (across 2nd Street) is commercial and residential uses zoned C-2 SPVTABDO; to the south is single-family residential and commercial zoned C-2 SPVTABDO; to the south (across Roeser Road) is residential and commercial zoned C-2 SPVTABDO and R-4 SPVTABDO; and to the west (across Central Avenue) are commercial uses zoned C-2 SPVTABDO and C-3 SPVTABDO.



Zoning Aerial Map; Source: Planning and Development Department

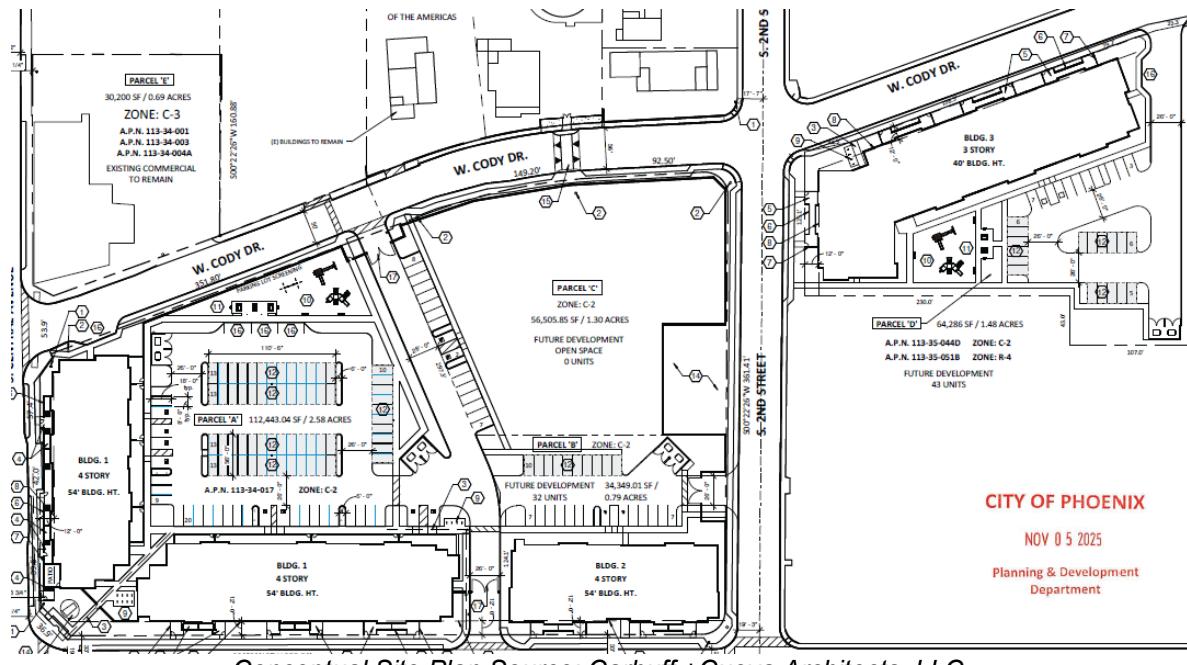
## PROPOSAL

### 6. Site Plan

The Neighborhood Center Place Type is described as a low-intensity urban mixed-use fabric characterized by a broad mix of buildings that integrate retail, offices, live-work, and residential units adjacent to the light rail corridor, with up to five stories in incentive height.

The conceptual site plan, attached as an exhibit, depicts the location of the proposed buildings, the parking areas, pedestrian circulation routes, family play areas, future development open space, public open space, trash loading areas, and detached sidewalks along all street frontages. The proposal will include vehicular access driveways and pedestrian entrances to the building along the Cody Drive and Roeser Road frontages.

As shown on the conceptual site plan the proposed development will be a four-story and three-story development, 162-unit affordable housing multifamily development with frontages on Central Avenue, Roeser Road, 2nd Street, and Cody Drive. Building 1 will be on Parcel A at the northeast corner of Central Avenue and Roeser Road, Building 2 will be on Parcel B at the northwest corner of 2nd Street and Roeser Road, and Building 3 will be on Parcel D at the southeast corner of 2nd Street and Cody Drive. Parcel C at the southeast corner of 2nd Street and Cody Drive will be an open space area and Parcel E, located at the northeast corner of Central Avenue and Cody Drive, has no development planned at this time. Parcel A is planned to be developed first with the other parcels being developed at a later time.



Staff recommends Stipulation No. 1. to require that the proposal provide a minimum of 30 percent of housing units to be dedicated for long-term affordability for low-income households to utilize the incentive height of the Neighborhood Center Place Type.

In order to activate the street frontages and fulfill the mixed-use vision of this location described in the South Central TOD Community Plan, staff recommends Stipulation No. 2. to require a minimum of 1,800 square feet of non-residential uses be provided along Central Avenue and Roeser Road and Stipulation No. 3 to require commercial frontage types along Central Avenue.

To promote enhanced pedestrian safety, convenience, and connectivity, staff recommends Stipulation No. 6 to require that the required paseo bisect the center

of the site and connect Cody Drive and Roeser Road, and Stipulation No. 7 to require a minimum of two 1,000 square foot plazas.

## 7. Conceptual Building Elevations

The conceptual elevations, attached as an exhibit, depict the facades of the proposed multifamily development that includes architectural variation and balconies. Buildings 1 and 2 are proposed to be four stories tall and Building 3 is proposed to be three stories tall. The proposal will have the storefront frontage type along Central Avenue and the porch frontage type along Roeser Road and Cody Drive consistent with the allowed frontage types in the proposed transect. To ensure compatibility with the adjacent single-family residences, staff recommends Stipulation No. 4 to require that Building 3 be limited to three stories and 40 feet in height.



*Conceptual Elevations and Renderings; Source: Carhuff +Cueva Architects, LLC.*

## STUDIES AND POLICIES

### 8. South Phoenix Village and Target Area B Redevelopment Plan

Adopted by the Phoenix City Council in 1980, and expanded in 1998, the Target Area B Redevelopment Plan is generally bounded by Broadway Road to Elwood Street, Southern Avenue, 7th Avenue and 24th Street. The Redevelopment Plan seeks to stabilize existing neighborhoods in the area by eliminating blight, encouraging reinvestment by the private sector in infill housing, and supporting commercial development attuned to the community's needs. The subject site is identified as Community Commercial, Public/Quasi-Public, and Multifamily Low Density on the Proposed Land Use Map. The proposal for Walkable Urban Code zoning is compatible with these designation and as stipulated, the proposal will provide commercial uses along Central Avenue, affordable housing, and public paseos and plazas which will support the larger community.

9. **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 the 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 affordable housing that will address the supply shortage at a more rapid pace while using vacant or underutilized land in a more sustainable fashion.

10. **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 short-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations.

To create a bike-supportive environment for residents, bicycle infrastructure is incorporated into the proposed project. Staff recommends Stipulation No. 5 which will require guest and residential bicycle parking, electric bicycle charging facilities, and a bicycle repair station to be provided on site.

11. **Transportation Electrification Action Plan**

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. This is addressed in Stipulation No. 8 which requires a minimum three percent of the required parking spaces to be EV Capable and Stipulation No. 5.d which requires a minimum of three percent of required bicycle parking spaces include electric receptacles for electric bike charging.

12. **Shade Phoenix Plan**

In November 2024, the Phoenix City Council adopted the Shade Phoenix Plan. The Shade Phoenix Plan prioritizes increasing shade coverage throughout the City to improve health and quality of life. Investing in shade can address the urban heat island effect, clean the air, preserve Sonoran vegetation, and prevent health complications related to prolonged exposure to heat. The Shade Phoenix Plan provides numerous strategies to increase shade including expanding and maintaining existing shade, strengthening tree code enforcement, and developing shade stipulations in rezoning cases.

Per Stipulation Nos. 9 and 10 and as required by the Walkable Urban Code, the proposal will create a comfortable streetscape environment with a shaded detached sidewalk along Roeser Road, Cody Drive, and 2nd Street.

13. **Complete Streets Guidelines**

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 proposal, as stipulated, will support walking, bicycling, and transit use by including shaded detached sidewalks along Roeser Road, Cody Drive, and 2nd Street, bicycle infrastructure, and activated frontages. These are addressed in the Walkable Urban Code and Stipulation Nos. 3, 5, 9, and 10. To ensure alignment with the future South Central Character Area requirements, the sidewalk along Broadway is required to be a minimum of eight feet.

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 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 applicant's submittals indicated that the applicant will work with the City to provide recycling services.

15. **Phoenix Climate Action Plan**

In October 2021, the Phoenix City Council approved the Climate Action Plan. The Climate Action Plan will serve as a long-term plan to achieve greenhouse gas emissions reductions and resiliency goals from local operations and community activities as well as prepare for the impacts of climate change. This plan contains policy and initiatives regarding stationary energy, transportation, waste management, air quality, local food systems, heat, and water. Goal W2 (Water), Action W2.4, pertains to the implementation of the [Greater Phoenix Metro Green](#)

[Infrastructure \(GI\) and Low Impact Development Details for Alternative Stormwater Management](#)

to benefit the environment, promote water conservation, reduce urban heat, improve the public health, and create additional green spaces. This goal is addressed in Stipulation No. 20, which requires a minimum of two Green Stormwater Infrastructure elements be implemented in this development.

16. **Conservation Measures for New Development**

In June 2023, the Phoenix City Council adopted the Conservation Measures for New Development policy as part of a resolution addressing the future water consumption of new development (Resolution 22129). This resolution addresses the future water consumption of new development to support one of the City's Five Core Values in the General Plan which calls for Phoenix to - Build the Sustainable Desert City. The Conservation Measures for New Development policy includes direction to develop standards for consideration as stipulations for all rezoning cases that will address best practices related to water usage in nine specific categories. This is addressed in Stipulation Nos. 20 through 22.

**COMMUNITY CORRESPONDENCE**

17. As of the writing of this report no letters of support or opposition have been received for the request.

**INTERDEPARTMENTAL COMMENTS**

18. The Street Transportation Department requires that detached sidewalks be provided along Roeser Road, 2nd Street, and Cody Drive; that the south 25 feet of Cody Drive be dedicated; that right-of-way be dedicated to encompass all public infrastructure; and that all mitigation improvements identified in the Traffic Impact Analysis be constructed and/or funded. These are addressed in Stipulation Nos. 9 through 13. Stipulation Nos. 14 and 15 require that all electrical utilities be undergrounded and that existing SRP facilities be relocated outside of City right-of-way. Additionally, Stipulation Nos. 16 and 17 require that the developer replace and construct all improvements in the right-of-way with all required elements and to ADA standards.

19. The City of Phoenix 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 the Phoenix Sky Harbor Airport to future owners or tenants of the property. This is addressed in Stipulation No. 18.

20. The City of Phoenix Public Transit Department requires that the bus pad on Central Avenue be retained, this is addressed in Stipulation No. 19.

**OTHER**

21. 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. These are addressed in Stipulation Nos. 23 through 25.

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 final site plan approval. This is addressed in Stipulation No. 26.
23. Development and use of the site are subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments may be required.

## **Findings**

1. The proposal is consistent with the General Plan Land Use Map designations and the South Central Transit Oriented Development Community Plan's vision for the site.
2. The proposal will redevelop an underutilized site with an affordable, mixed-use, multifamily residential development that will contribute to the mix of housing options in the area.
3. As stipulated, the proposal provides enhanced pedestrian and bicycle amenities consistent with the South Central Transit Oriented Development Community Plan, Comprehensive Bicycle Master Plan, and the Complete Streets Guiding Principles.

## **Stipulations:**

1. The maximum building height shall not exceed 48 feet, except that the maximum building height may be increased to 56 feet, if a minimum of 30% of the dwelling units are provided as Affordable Housing, as approved by the Planning and Development Department and Housing Department.

2. The development shall contain a vertical mix of land uses such as residential and nonresidential uses, as approved by the Planning and Development Department. A minimum of 1,800 square feet of non-residential uses shall be provided along Central Avenue and Roeser Road and shall not include lobby, exercise, reception areas or other similar uses intended for exclusive use by residents.
3. The building frontage along Central Avenue shall utilize the storefront, gallery, arcade, or forecourt frontages, or a combination thereof, per the requirements of Section 1305.B.
4. Building 3, as depicted on the site plan date stamped November 5, 2025, shall be limited to a maximum of three stories or 40 feet in height, as approved by the Planning and Development Department.
5. Bicycle infrastructure shall be provided, as described below and as approved by the Planning and Development Department.
  - a. A bicycle repair station (“fix-it station”) shall be provided and maintained near or within secure bicycle parking areas and separated from vehicular maneuvering areas, where applicable.
  - b. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
  - c. Guest bicycle parking 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.
  - d. A minimum of 3% of the provided bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities.
6. The required paseo shall be provided, as described below and as approved by the Planning and Development Department.
  - a. The required paseo shall be no closer than 150 feet from Central Avenue and 2nd Street.
  - b. The required paseo shall connect to the sidewalks along Roeser Road and Cody Drive.
  - c. A public access easement shall be recorded requiring that the paseo remain open to the public between 7:00 a.m. and 10:00 p.m.

7. A minimum of two 1,000 square foot plazas shall be provided, as described below and as approved or modified by the Planning and Development Department.
  - a. A minimum of one plaza shall be located at the northeast corner of Central Avenue and Roeser Road.
  - b. A minimum of one plaza shall be located along the required paseo.
  - c. The plazas shall contain a minimum of one artistic enhancement.
  - d. A public access easement shall be recorded requiring that the plazas remain open to the public between 7:00 a.m. and 10:00 p.m.
8. A minimum of 3% of the required parking spaces shall include EV-Capable infrastructure.
9. There shall be a minimum 5-foot-wide detached sidewalk and a minimum 5-foot-wide landscape area between the back of curb and sidewalk along the south side of Cody Drive and the west side of 2nd Street with landscaping consistent with the landscape standards of Section 1309 of the Zoning Ordinance, 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.

10. There shall be a minimum 8-foot-wide detached sidewalk and a minimum 5-foot-wide landscape area between the back of curb and sidewalk along the north side of Roeser Road with landscaping consistent with the landscape standards of Section 1309 of the Zoning Ordinance, 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.

11. Unless abandoned prior to preliminary site plan approval, a minimum 25-feet of right-of-way shall be dedicated for the south side of Cody Drive, adjacent to the development.
12. Sufficient right-of-way shall be dedicated to encompass all public infrastructure, including sidewalk and curb ramps along all adjacent frontage of the proposed development.

13. All mitigation improvements shall be constructed and/or funded as identified in the accepted Traffic Impact Analysis dated October 13, 2025.
14. All existing electrical utilities within the public right-of-way shall be undergrounded, adjacent to the development. The developer shall coordinate with the affected utility companies for their review and permitting.
15. Existing SRP facilities along Central Avenue and Roeser Road are to be relocated outside of City right-of-way, unless otherwise approved by the Street Transportation Department. Relocations that require additional dedications or land transfer require completion prior to obtaining plat and/or civil plan review approval.
16. Replace unused driveways with sidewalk, curb, and gutter. Also, replace any broken or out-of-grade curb, gutter, sidewalk, and curb ramps on all streets and upgrade all off-site improvements to be in compliance with current ADA guidelines.
17. All streets within and adjacent to the development shall be constructed with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
18. The property owner shall record documents that disclose the existence, and operational characteristics of the 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.
19. The northbound bus pad on Central Avenue north of Roeser Road shall be retained.
20. A minimum of two green stormwater infrastructure (GSI) elements for stormwater management shall be implemented, as approved or modified by the Planning and Development and/or Street Transportation departments. This includes but is not limited to stormwater harvesting basins, bioswales, permeable pavement, etc., per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management.
21. Natural turf shall only be utilized for required retention areas (bottom of basin, and only allowed on slopes if required for slope stabilization) and functional turf areas located on properties for uses such as residential common areas, as approved by the Planning and Development Department.

22. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the Water Efficiency Checkup program for a minimum of 10 years, or as approved by the Planning and Development Department.
23. 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.
24. 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.
25. 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.
26. Prior to final 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**

Samuel Rogers

January 2, 2026

**Team Leader**

Racelle Escolar

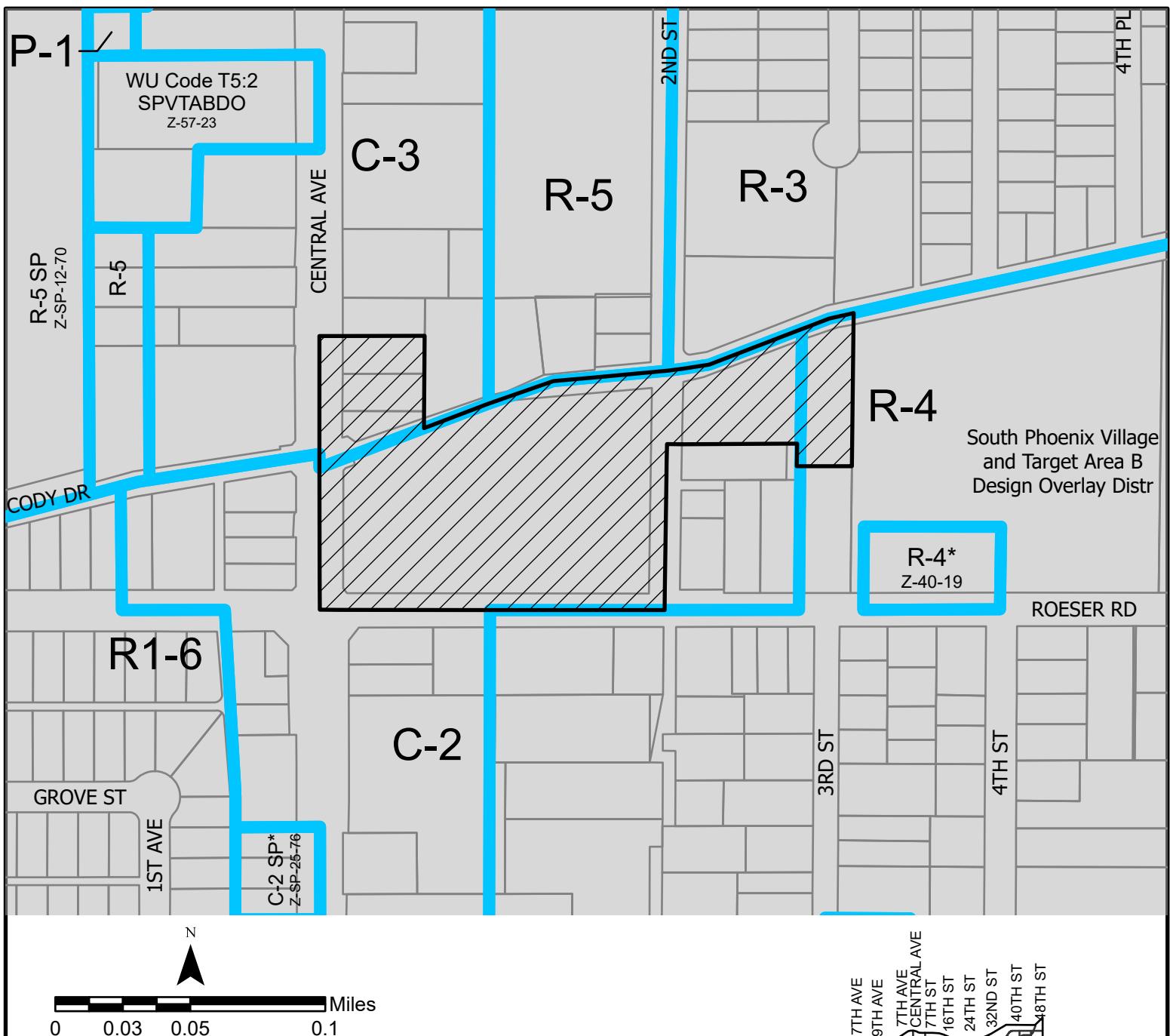
**Exhibits**

Zoning sketch map

Aerial sketch map

Conceptual Site Plan date stamped November 5, 2025

Conceptual Elevations date stamped November 5, 2025



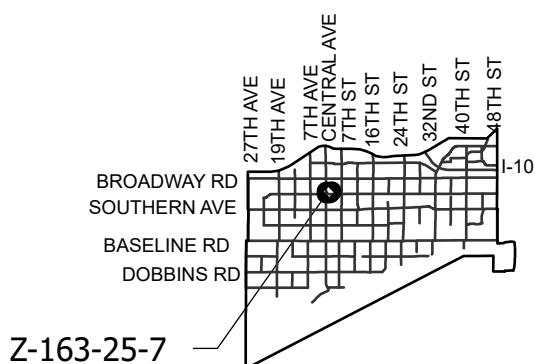
## SOUTH MOUNTAIN VILLAGE

COUNCIL DISTRICT: 7



**City of Phoenix**

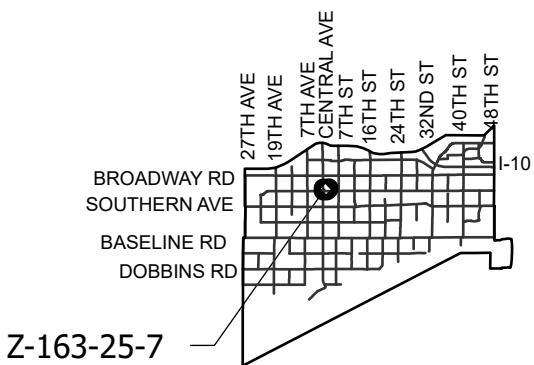
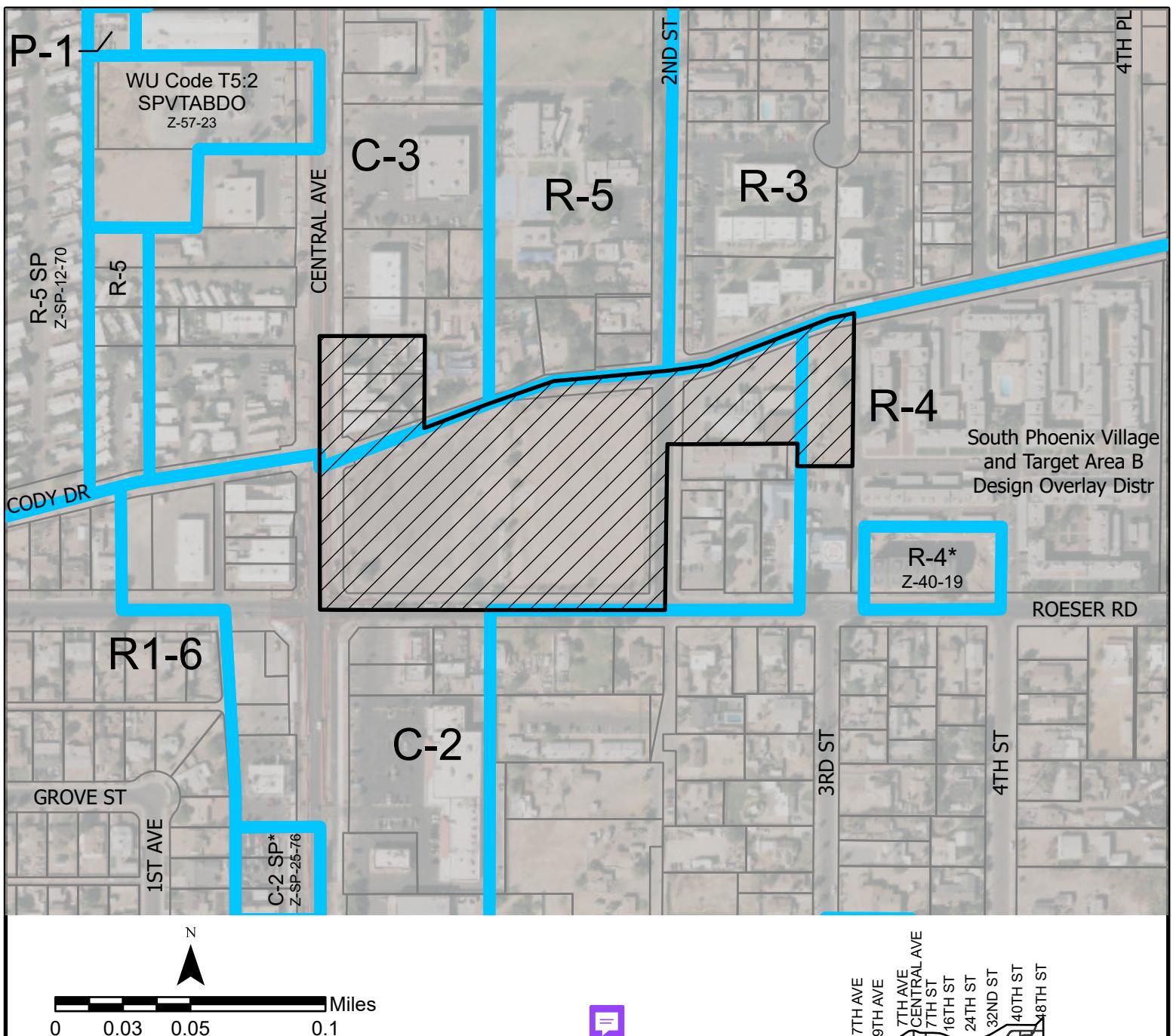
PLANNING AND DEVELOPMENT DEPARTMENT



Z-163-25-7

APPLICANT'S NAME:	Sender Associates		REQUESTED CHANGE:
APPLICATION NO:	Z-163-25-7	DATE: 12/8/2025	FROM: R-4 SPVTABDO ( 0.66 ac.)
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.		REVISION DATES:	C-3 SPVTABDO ( 1.03 ac.)
8.91 Acres		AERIAL PHOTO & QUARTER SEC. NO.	C-2 SPVTABDO ( 7.22 ac.)
		QS 4-27, QS 4-28	TO: WU Code T5:5 SPVTABDO ( 8.91 ac.)
MULTIPLES PERMITTED		CONVENTIONAL OPTION	
R-4 SPVTABDO, C-3 SPVTABDO, C-2 SPVTABDO		19, 15, 104	
WU Code T5:5 SPVTABDO		No Maximum	
		* UNITS P.R.D OPTION	
		23, 18, 125	
		N/A	

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



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		QS 4-27, QS 4-28	TO: WU Code T5:5 SPVTABDO ( 8.91 ac.)
MULTIPLES PERMITTED		CONVENTIONAL OPTION	
R-4 SPVTABDO, C-3 SPVTABDO, C-2 SPVTABDO		19, 15, 104	
WU Code T5:5 SPVTABDO		No Maximum	
* Maximum Units Allowed with P.R.D. Bonus		* UNITS P.R.D OPTION	
		23, 18, 125	
		N/A	



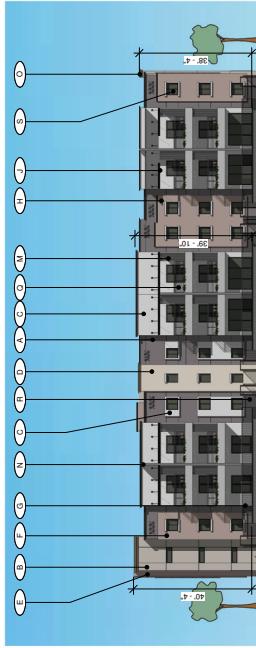
## CITY OF PHOENIX

NOV 05 2025

Planning & Development  
Department

### MATERIAL AND COLORS LEGEND

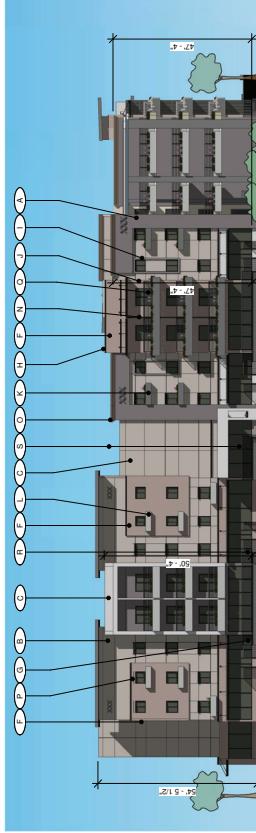
(A)	STUCCO ACCENT COLOR 1: GRAY	(I)	METAL CAB: DARK GRAY
(B)	STUCCO ACCENT COLOR 2: BEIGE CREAM	(J)	PAINTED STUCCO CAB: DARK GRAY
(C)	STUCCO ACCENT COLOR 3: OFF WHITE	(K)	PAINTED METAL BALCONY RAILS: DARK GRAY
(D)	STUCCO ACCENT COLOR 4: LIGHT CREAM	(L)	METAL CAMPY: DARK ANODIZED
(E)	STUCCO ACCENT COLOR 5: ROSE BROWN	(M)	METAL PLANTER COLOR 1: DARK GRAY
(F)	STACKEEN CHI VENEER PAINTED: ROSE BROWN	(N)	METAL PLANTER COLOR 2: LIGHT GRAY
(G)	SEAT FACE LAM: PAINTED: DARK GRAY	(O)	DECORATIVE METAL GRILL: LIGHT GRAY
(H)	SEAT FACE LAM: PAINTED: DARK GRAY	(P)	METAL PANELS: DARK GRAY



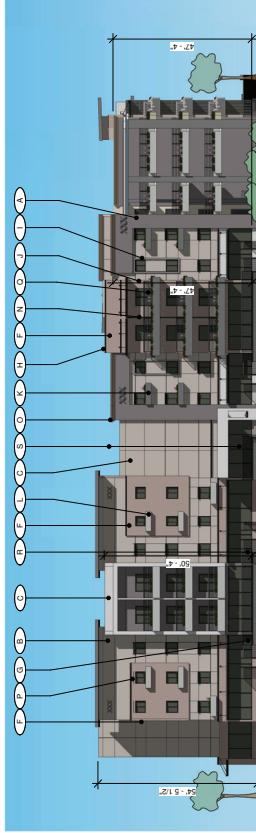
(2) SOUTH VIEW - CODY / 2ND



(4) WEST ELEVATION - CENTRAL AVENUE



(1) SOUTH ELEVATION ROESER ROAD



(3) NORTH ELEVATION - CODY DRIVE

DESIGN APPROVAL  
OWNER: CUEVA  
DATE: 11/05/2025

PRELIMINARY  
NOT FOR  
CONSTRUCTION

carhuff+cueva  
architects, llc  
2930 n swan rd #210  
tucson, arizona 85712  
phone 520.577.4540  
www.ccueva.com

NEW SITE CONCEPT FOR:  
PROJECT AMERICA  
DEVELOPMENT COMPANY  
503 S. CENTRAL AVE.  
PHOENIX, AZ 85040  
PRELIMINARY DRAWINGS  
DATE: 11/05/2025  
TIME: 10:25 AM  
PRODUCT NO: T25-303  
SCALE: 1:200  
DRAWN BY: CDA  
CHECKED BY: CDA  
BUILT ELEVATIONS  
SHEET NUMBER: 1  
DRAWING NUMBER: 1  
1" = 20'-0"

1" = 20'-0"  
1" = 20'-0"  
1" = 20'-0"  
1" = 20'-0"

