



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-179-25-4
January 8, 2026

Maryvale [Village Planning Committee](#) Meeting Date:

January 14, 2026

[Planning Commission](#) Hearing Date: February 5, 2026

Request From: [C-2](#) (Intermediate Commercial) (0.59 acres) and [C-3](#) (General Commercial) (0.84 acres)

Request To: [WU Code T5:5](#) (Walkable Urban Code, Transect 5:5 District) (1.43 acres)

Proposal: Multifamily development/Mixed use

Location: Northwest corner of 35th Avenue and McDowell Road

Owner: City of Phoenix, Neighborhood Services Department

Applicant: City of Phoenix, Planning Commission

Representative: Christian Monahan, City of Phoenix, Planning and Development Department

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	35th Avenue	Major Arterial	44-foot west half street
	McDowell Road	Arterial	40-foot north half street
	Almeria Road	Local	25-foot south half street

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.

The proposal will facilitate the creation of housing and mixed-use opportunities within a quarter mile from a planned light rail station (35th Ave / Interstate 10) and next to a planned Bus Rapid Transit station (35th Avenue / McDowell Road).

CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.

The proposal, as stipulated and as required by the WU Code, includes bicycle facilities to encourage bicycling and transit use to leverage its proximity to the nearby planned high-capacity transit stations.

BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.

The proposal, as stipulated and as required by WU Code zoning, will provide shade along the public sidewalks and surface parking areas which will improve pedestrian comfort within proximity to planned high-capacity transit stations.

Applicable Plans, Overlays, and Initiatives

[Transit Oriented Development Strategic Policy Framework](#): Background Item No. 4.

[I-10 West Extension Transit Oriented Communities Policy Plan](#): Background Item No. 6.

[Isaac Redevelopment Area Plan](#): Background Item No. 7.

[Housing Phoenix Plan](#): Background Item No. 8.

[Complete Streets Guidelines](#): 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.

[Zero Waste PHX](#): Background Item No. 13.

[Climate Action Plan](#): Background Item No. 14.

<u>Conservation Measures for New Development:</u> Background Item No. 15.
--

Background/Issues/Analysis

SUBJECT SITE

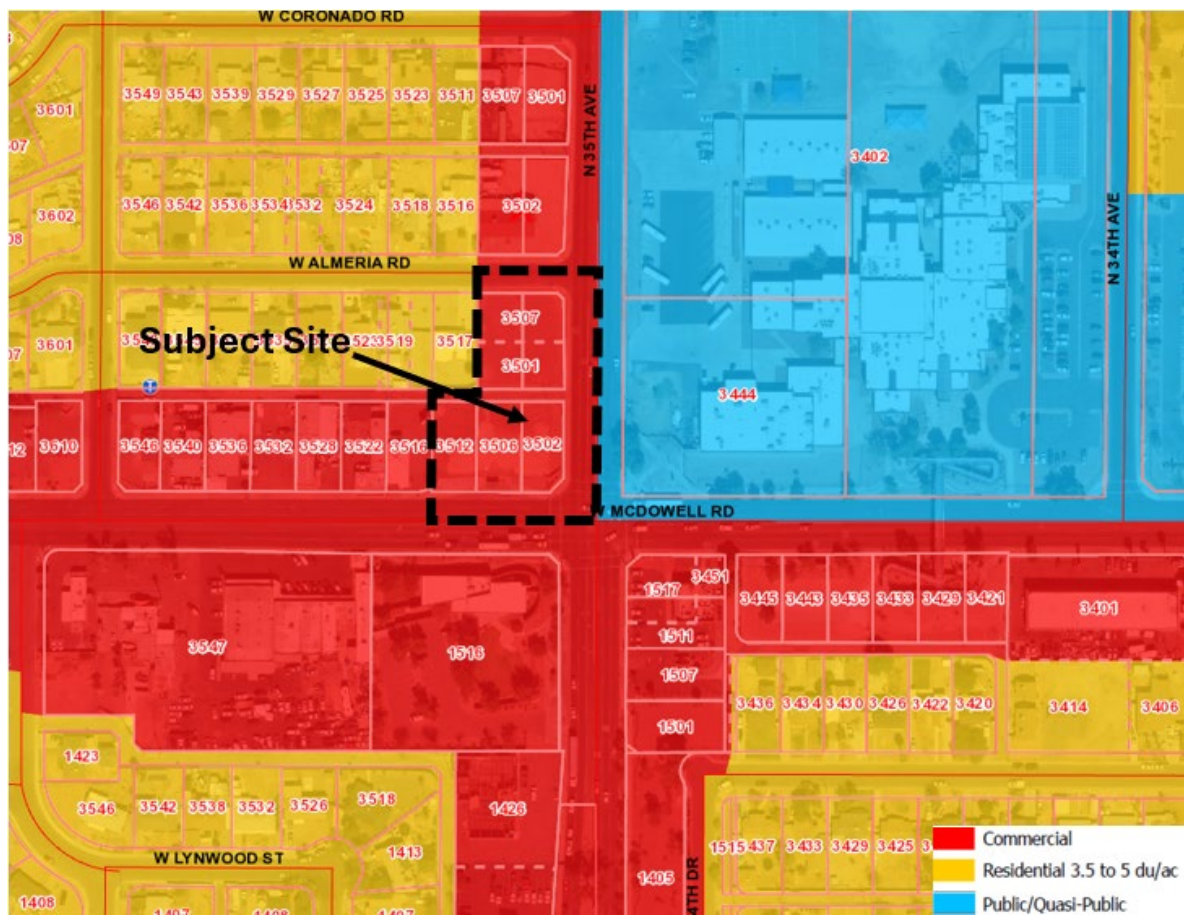
1. This request is to rezone 1.43 acres located at the northwest corner of 35th Avenue and McDowell Road from C-2 (Intermediate Commercial) (0.59 acres) and C-3 (General Commercial) (0.84 acres) to WU Code T5:5 (Walkable Urban Code, Transect 5:5 District) to allow multifamily development/mixed use.

The subject site consists of five parcels. The site is vacant and owned by the City of Phoenix. Once the site is rezoned, the City of Phoenix will issue a Request for Proposal (RFP) that will enable the site to be redeveloped in accordance with the Walkable Urban Code zoning district standards and supporting stipulations.

GENERAL PLAN LAND USE MAP

2. The General Plan Land Use Map designates the site as Commercial which is consistent with the Walkable Urban Code T5:5 allowable uses. While the Walkable Urban Code is silent on density for multifamily development, the proposed Transect 5:5 permits a medium to high-intensity 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.

To the north, across Almeria Road, is designated Commercial. To the west is designated Residential 3.5 to 5 dwelling units per acre and Commercial. To the south, across McDowell Road, is designated Commercial. To the east, across 35th Avenue, is designated Public/Quasi-Public.

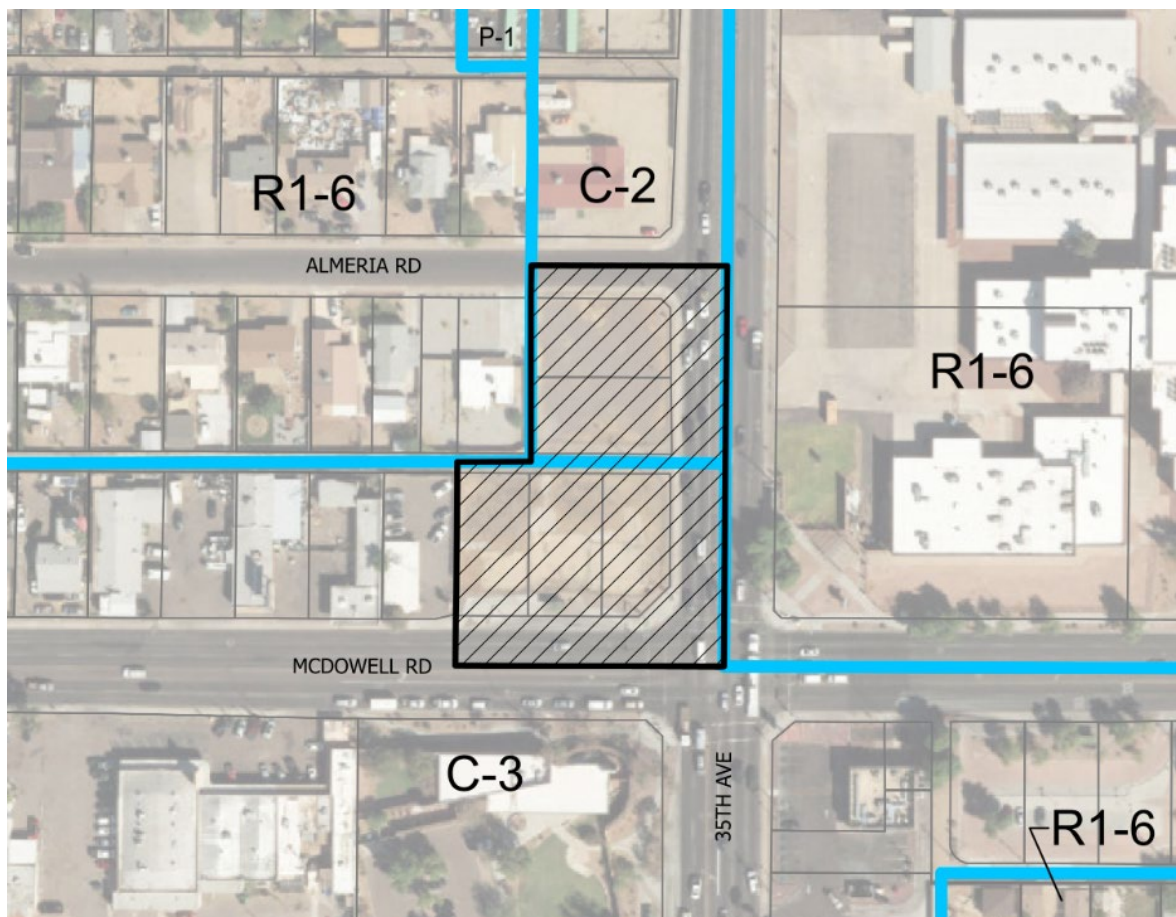


General Plan Land Use Map; Source: Planning and Development Department

SURROUNDING LAND USES AND ZONING

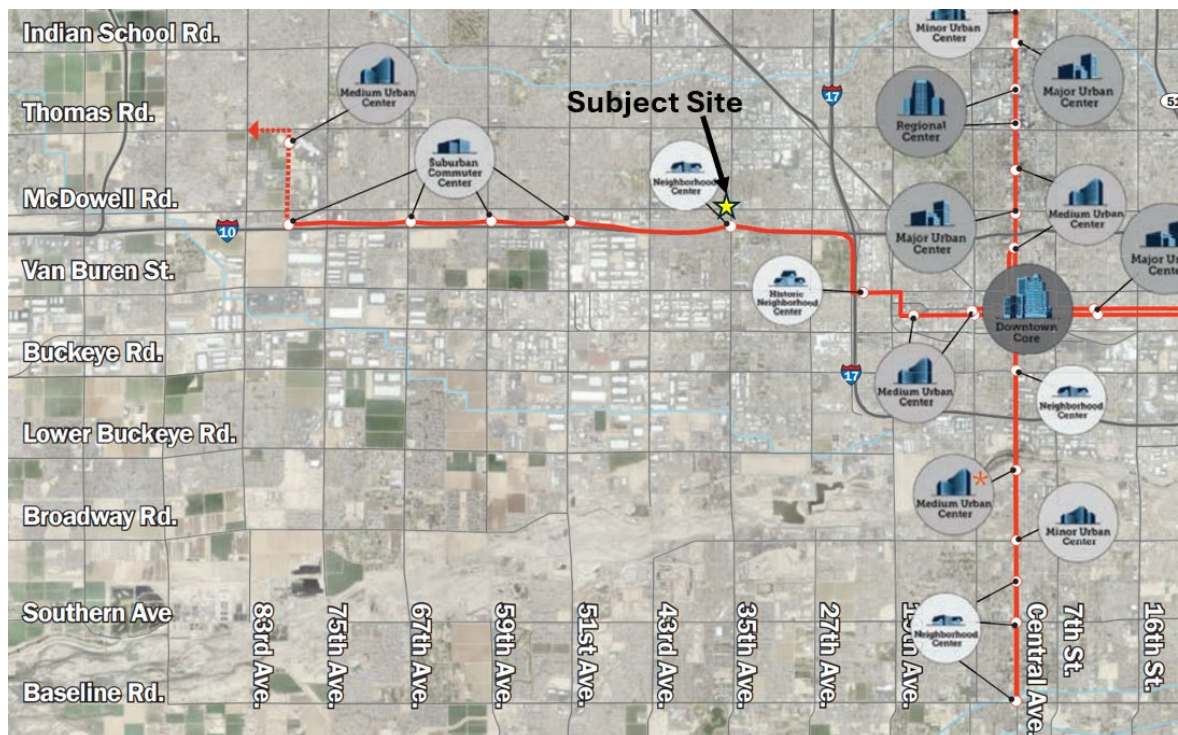
3.

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant land	C-2 and C-3
North (across Almeria Road)	Single-family residential	C-2
West	Single-family residential and office/clinic	R1-6 and C-3
South (across McDowell Road)	Learning center	C-3
East (across 35th Avenue)	Isaac Middle School	R1-6



Aerial Imagery; Source: Phoenix Planning and Development Department

4. **Transit Oriented Development Strategic Policy Framework:**
The Transit Oriented Development Strategic Policy Framework is part of the City's General Plan. The framework identifies planning typologies (Place Types) to describe urban environments. The subject site is planned next to a future Bus Rapid Transit line along 35th Avenue and within a quarter mile from the planned light rail station at 35th Avenue and the I-10 Freeway. That station is designated as a Neighborhood Center. The Neighborhood Center Place Type provides policy support for two to four-story buildings with allowances for up to five stories when certain incentive criteria are met. Transect 5:5 provides for a maximum allowed height of 56 feet. Stipulation No. 2 provides for a maximum height of 48 feet without the incentive, and 56 feet with the incentive for affordable housing, making the scale of the proposed zoning district consistent with the Place Type.



Transit Oriented Development Strategic Policy Framework, Place Type Map Excerpt; Source: Planning and Development Department

PROPOSAL

5. Development Plans

Development plans have not been prepared at this time. Once the rezoning is approved, the City of Phoenix will release an RFP which will outline the City's requirements for the redevelopment of the site. Per recommended Stipulation No. 1, once a successful candidate has been selected and the preliminary site plan and elevations have been created, the plans will be presented to the Maryvale Village Planning Committee for review and comment.

STUDIES AND POLICIES

6. I-10 West Extension Transit Oriented Communities Policy Plan:

In 2021, the City of Phoenix was awarded a federal grant to develop a land use policy plan for the surrounding areas along the planned I-10 West light rail extension. The I-10 West Transit Oriented Communities Study Area is defined broadly by Interstate 17 on the east, 83rd Avenue on the west, Van Buren Avenue on the south, Encanto Boulevard on the north, and extending to Osborn Road between 75th Avenue and 83rd Avenue.

While the land use policy plan has not been approved by City Council, community members have created a vision for the area surrounding the future light rail and bus rapid transit station(s) at 35th Avenue and the I-10 Freeway. The community envisions a neighborhood in 2050 that is safe, connected, and easy to get around.

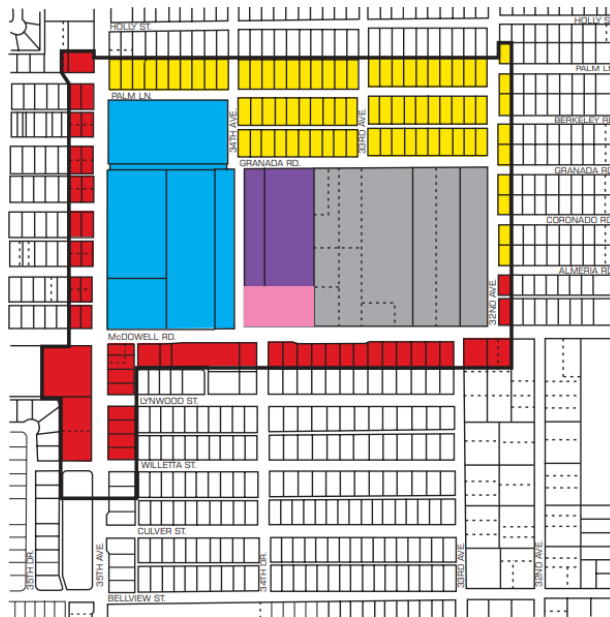
To realize this vision, a recommendation is the implementation of a form-based zoning code. The proposal to Walkable Urban Code achieves that vision by establishing form-based code that creates connected places and increases mobility by making walking and biking safe, comfortable, and convenient.

7. **Isaac Redevelopment Area Plan:**

The Isaac Redevelopment Area Plan, adopted in 1986 and expanded in 1998, examined the area of the subject site. The study calls for strategies to eliminate substandard, deteriorating, and obsolescent commercial and residential blighting influences, and environmental deficiencies which detract from the functional unity, aesthetic appearance, and economic welfare of this section of the City and in doing so, control opportunities to prevent the recurrence of blight and blighting conditions. The Plan also calls for preserving the existing residential and commercial stock and character where feasible and create an environment within the area which will contribute to the health, safety, and general welfare of the City and preserve the value of the properties remaining within and adjacent to the area. The proposal for Walkable Urban Code zoning will reduce hurdles for redevelopment of vacant parcels, supporting property values. The Walkable Urban Code will also enable higher levels of density, enabling more affordable housing options, while still preserving the existing character of the neighborhood through its form-based development standards. The Walkable Urban Code's standards will also create an environment that will support walkability and renew vitality on otherwise unutilized sites. The proposed T5:5 transect permits a medium-high-intensity 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.

The Isaac Redevelopment Area denotes this site as Neighborhood Commercial. The general intent of the Neighborhood Commercial district in Isaac is to provide an area where retail and service establishments may be located to provide for the needs of residents. The proposed T5:5 transect, as described above is compatible with the proposed Land Use Map designation in the Plan.

In addition, the Neighborhood Commercial designation will discourage the continuation of commercial activities which are incompatible with the residential character of the area. Specifically, the plan for neighborhood commercial uses will prevent and reverse the spread of facilities with outdoor storage and displays. Generally, the types of businesses permitted in neighborhood commercial areas include, but are not limited to, local grocery stores, delicatessens, meat markets, drug stores, and local services such as barber and beauty shops, coin operated laundries and bank branches.



1986 Proposed Land Use Map in the Isaac Redevelopment Plan; Source: Planning and Development Department

8. 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 proposal supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by providing housing, and potentially affordable housing, that will address the supply shortage at a more rapid pace while using vacant or underutilized land in a more sustainable fashion.

9. 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. The Walkable Urban Code contains design standards which are aligned with the city's Complete Streets Guidelines.

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 options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. Staff recommends that the development provide secure bicycle parking for residents, bicycle parking spaces for residential guests, a bicycle fix-it station, and electric receptacles for charging electric bicycles. This is addressed in Stipulation No. 4.

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. 4.d, which requires electric receptacles for the charging of electric bicycles, and Stipulation No. 13, which requires five percent of required vehicle parking spaces to contain “EV Capable” infrastructure.

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. These items are addressed through WU Code standards and in Stipulations Nos. 8, 9 and 15.

13. **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.

14. **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. 16, which requires a minimum of two GI techniques for stormwater management to be implemented for the development.

15. **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 Stipulations Nos. 14 through 17, which includes the following:

- Natural turf to only be utilized in required retention areas (at the bottom of the basin, and only allowed on slopes if required for slope stabilization) and functional turf areas;
- Minimum 25 percent shade for surface parking areas to include structural shade;
- Minimum of two green stormwater infrastructure (GSI) elements;
- Participation in the Phoenix Water Efficiency Checkup Program.

COMMUNITY CORRESPONDENCE

16. As of the writing of this report, staff has received one correspondence from a member of the public regarding this request. Concerns identified include the need to find ways of reducing crime and beautifying the area.

INTERDEPARTMENTAL COMMENTS

17. The Aviation Department requires that property owners 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.
18. The Street Transportation Department requires that:
 - Additional right-of-way be dedicated along McDowell Road, 35th Avenue and at the intersection;
 - Detached sidewalks with a landscape strip be provided along McDowell Road and 35th Avenue;
 - A Traffic Impact Analysis be accepted and all mitigation improvements be constructed or funded; and
 - Unused driveways and out-of-grade curb, gutter or sidewalks be replaced, and that all streets be constructed to city and ADA guidelines.

These are addressed in Stipulations Nos. 5 through 12.

19. The Public Transit Department requested that the bus stop pad and bay on McDowell Road be retained. This is addressed in Stipulation No. 3.

OTHER

20. 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. 19.
21. 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. 20.
22. 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 designation and the Neighborhood Center Place Type contained in the Transit Oriented Development Strategic Policy Framework.
2. The proposal is consistent with the goals and policies of the Isaac Redevelopment Area Plan.
3. The proposed zoning district will facilitate the redevelopment of a vacant site near planned high-capacity transit stations.

Stipulations

1. The site plan and elevations shall be presented for review and comment to the Maryvale Village Planning Committee prior to preliminary site plan approval.
2. 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.
3. The bus pad and bay on westbound McDowell Road west of 35th Avenue shall be retained, as approved or modified by the Public Transit Department.
4. The following bicycle infrastructure shall be provided, as approved by the Planning and Development Department.
 - a. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
 - b. Guest bicycle parking for multifamily residential use shall be provided at a minimum of 0.05 spaces per unit spaces near entrances of buildings and installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance.
 - c. A bicycle repair station ("fix it station") shall be provided on the site, and separated from vehicular maneuvering areas, where applicable. The repair station shall include, but not be limited to:
 - i. Standard repair tools affixed to the station;

- ii. A tire gauge and pump affixed to the base of the station or the ground;
 - iii. A bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike.
 - d. Standard electrical receptacles shall be installed for a minimum of 10% of the required bicycle parking spaces for electric bicycle charging capabilities.
5. A minimum of 50 feet of right-of-way shall be dedicated for the north side of McDowell Road.
 6. A minimum of 50 feet of right-of-way shall be dedicated for the west side of 35th Avenue.
 7. Sufficient right-of-way at the 35th Avenue and McDowell Road intersection shall be dedicated to encompass all public infrastructure, as approved by the Street Transportation Department.
 8. There shall be a minimum 6-foot-wide detached sidewalk separated by a minimum 10-foot-wide landscape area between the back of curb and sidewalk along the north side of McDowell Road, planted to 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.

9. There shall be a minimum 6-foot-wide detached sidewalk separated by a minimum 10-foot-wide landscape area between the back of curb and sidewalk along the west side of 35th Avenue, planted to 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. A Traffic Impact Analysis shall be accepted by the Street Transportation Department prior to submitting for preliminary site plan review. All mitigation improvements shall be constructed and/or funded as identified in the forthcoming accepted Traffic Impact Analysis.

11. 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.
12. 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.
13. A minimum of 5% of the required vehicle parking spaces shall include EV Capable infrastructure.
14. Natural turf shall only be utilized for required retention areas (at the bottom of the basin and only allowed on slopes if required for slope stabilization), and functional turf areas, as approved by the Planning and Development Department.
15. A minimum of 25% of any surface parking areas shall be shaded, as approved by the Planning and Development Department. Shade may be achieved by structures or by minimum two-inch caliper, drought tolerant, shade trees, or a combination thereof.
16. 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.
17. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the Phoenix Water Efficiency Checkup Program for a minimum of 10 years, or as approved by the Planning and Development Department.
18. 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.

19. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.
20. Prior to 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. This stipulation shall not be applicable if the property is owned by the City of Phoenix.

Writer

Matteo Moric

January 8, 2026

Team Leader

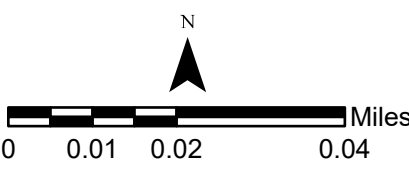
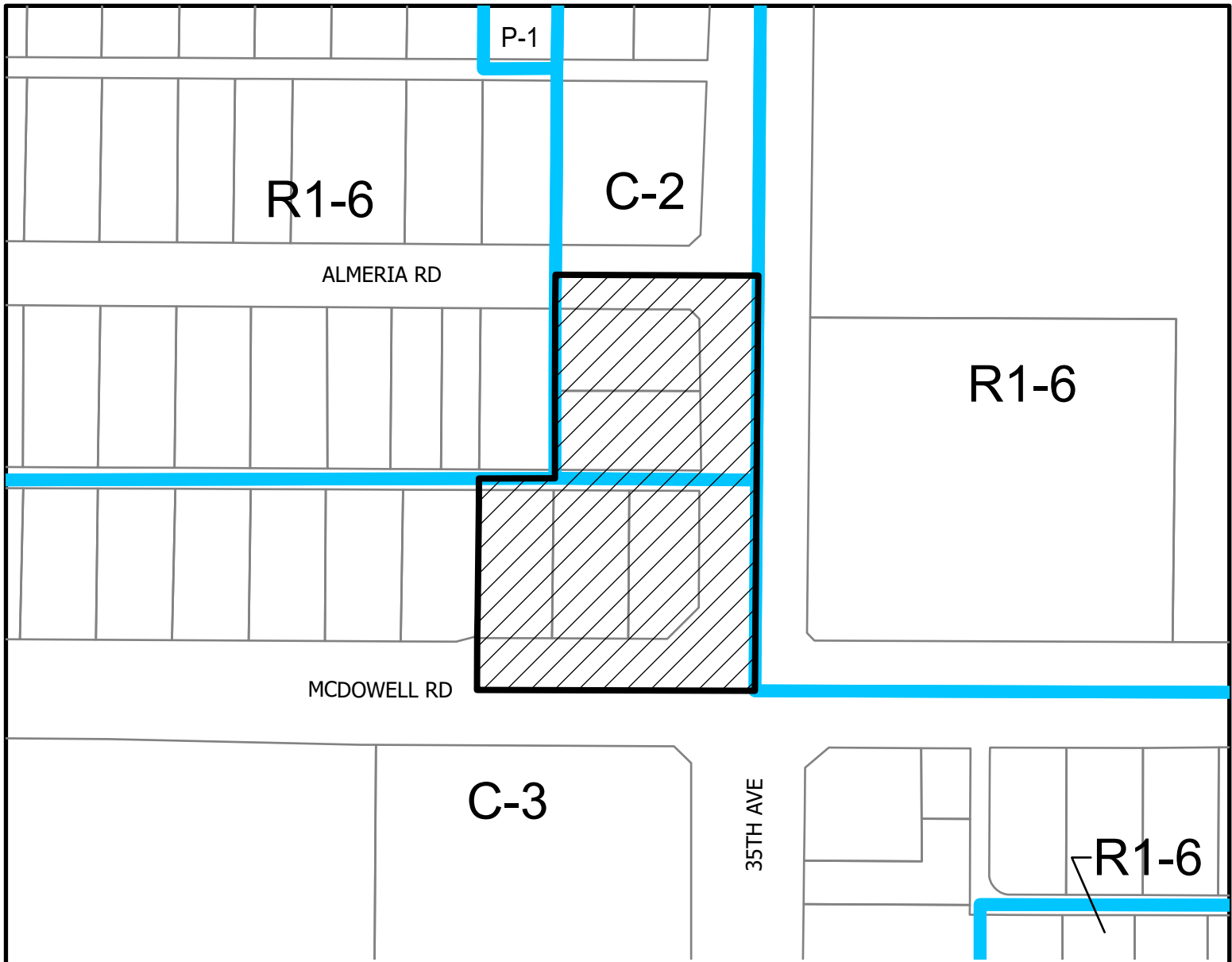
Racelle Escolar

Exhibits

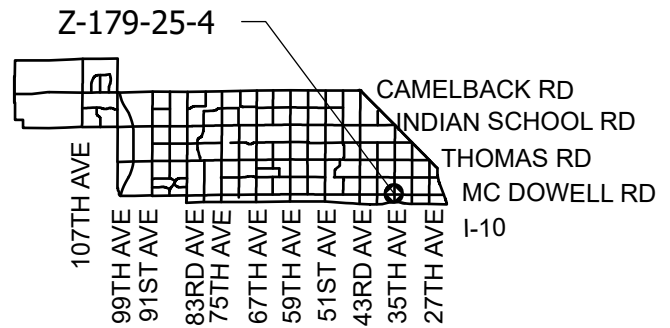
Zoning sketch map

Aerial sketch map

Community Correspondence (2 pages)

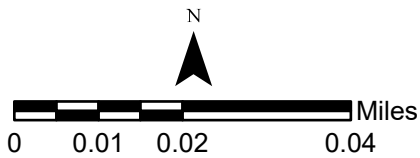
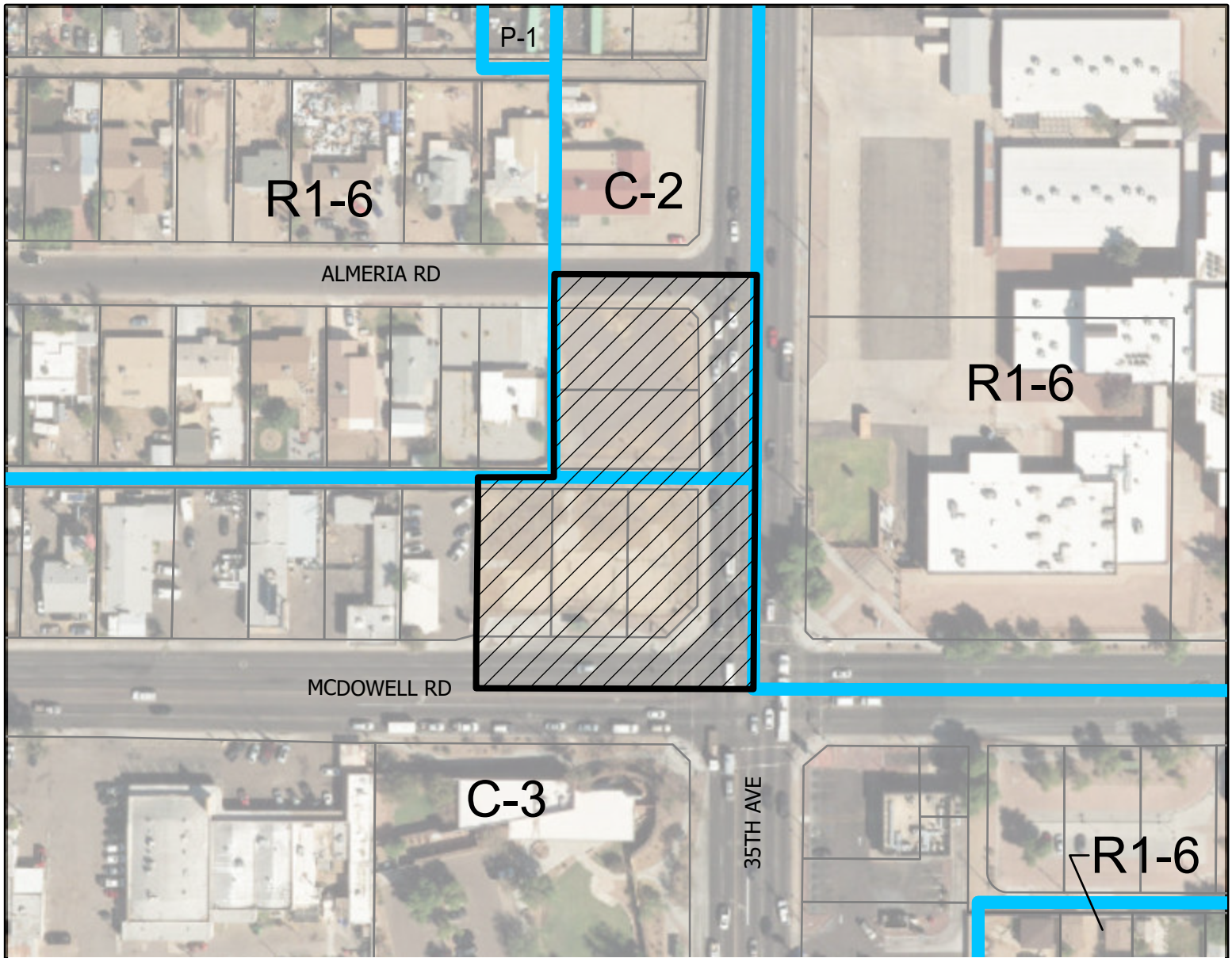


MARYVALE VILLAGE
COUNCIL DISTRICT: 4

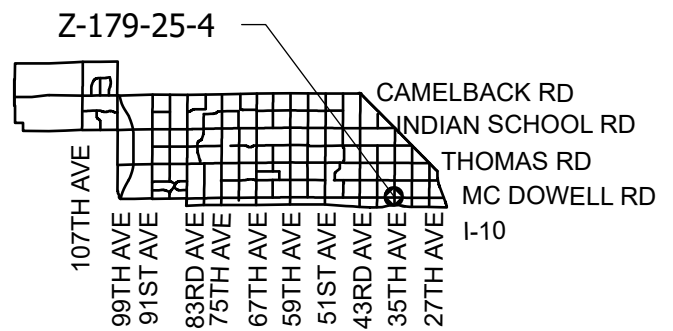


APPLICANT'S NAME: City of Phoenix Planning Commission		REQUESTED CHANGE:	
APPLICATION NO: Z-179-25-4	DATE: 12/2/2025 REVISION DATES:	FROM: C-2 (0.59 ac.) C-3 (0.84 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 1.43 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 13-20	ZONING MAP G-6	TO: WU Code T5:5 (1.43 ac.)
MULTIPLES PERMITTED C-2, C-3 WU Code T5:5	CONVENTIONAL OPTION 8, 12 No Maximum		* UNITS P.R.D OPTION 10, 14 N/A

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



MARYVALE VILLAGE
COUNCIL DISTRICT: 4



APPLICANT'S NAME: City of Phoenix Planning Commission		REQUESTED CHANGE:	
APPLICATION NO: Z-179-25-4	DATE: 12/2/2025	FROM: C-2 (0.59 ac.) C-3 (0.84 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 1.43 Acres	REVISION DATES:		TO: WU Code T5:5 (1.43 ac.)
	AERIAL PHOTO & QUARTER SEC. NO. QS 13-20	ZONING MAP G-6	
MULTIPLES PERMITTED C-2, C-3 WU Code T5:5	CONVENTIONAL OPTION 8, 12 No Maximum		* UNITS P.R.D OPTION 10, 14 N/A

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

Matteo Moric

Subject: FW: Z-179-25-8 Public Comment FW: Rezoning on 35th Ave McDowell

From: Javier Medrano <jav2028042@maricopa.edu>
Sent: Tuesday, December 9, 2025 9:24 AM
To: Christian R Monahan <christian.monahan@phoenix.gov>
Subject: Re: Rezoning on 35th Ave McDowell

CAUTION: This email originated outside of the City of Phoenix.

Do not click links or open attachments unless you know the sender and were expecting this email.

[Report Suspicious](#)

Ok, I just wanted to know more. I am neither for or opposed to this idea. But as a longtime resident in this area by Falcon Park, my grandmother first purchased the house in this area early 60s her accounts of the area were nice at the time and as time went on the neighborhoods started showing urban decay and rapid crime. I know this isn't your specialty but I hope all those things I mention can be brought to the table and have many conversations with policy experts, city departments and especially the Phoenix Police Department how they are going to make our neighborhoods, residential streets and roads safer from traffic and especially crime. With the light rail and BRT being planned I believe it's going to create more crime in our community so I think it's important the police department hires more transit police and private security to be patrolling these light rail stations and being that this area has traditionally been a hub for higher crime it's important that the city installs a lot of surveillance cameras on the light rail stations to curb and detect crime. Currently the area experiences excessive crime with gun shots at night, homeless activity at Falcon park and on the streets. These are all valid things the city needs to review to beautify and revitalize our community in the areas of 27th Ave and 35th Ave going up to 35th Ave McDowell and metro centro. I wish the city all the best to finally make our areas nicer and reduce crime. There needs to be more grocery store options in our area.

On Dec 9, 2025, at 7:09 AM, Christian R Monahan <christian.monahan@phoenix.gov> wrote:

Good morning Javier,

Thank you for your questions!

Yes, the City of Phoenix is working on both Light Rail and Bus Rapid Transit!

The rezoning of the vacant parcels is in anticipation of *both* systems being in the area.

The LR is anticipated to run along I-10 and the BRT to run on 35th Avenue from Van Buren up to Metro Center / Thelda Williams Transit Center.

You can learn more about the BRT project here: <https://www.meetphoenixbrt.com/>
[\[meetphoenixbrt.com\]](https://www.meetphoenixbrt.com/)

Please don't hesitate to reach out if you have any additional questions!

Thanks,

Chris Monahan (*Pronouns: they, them, theirs*)
Planner II
Urban Planning and Policy Team
Growth, Infrastructure & Financial Stability Division

<image001.png>

City of Phoenix
200 West Washington Street
Phoenix, AZ 85003
Phone: 602-534-3475
Mission: Planning, Development and Preservation
for a Better Phoenix

From: Javier Medrano <jav2028042@maricopa.edu>
Sent: Saturday, December 6, 2025 2:23 PM
To: Christian R Monahan <christian.monahan@phoenix.gov>
Subject: Rezoning on 35th Ave McDowell

Hi, I am Javier Medrano I received a letter from Planning and Development Department stating a rezoning request for 1.4 acres of city owned site on the corner of 35th Ave McDowell. My question is, is the city building a light rail or BRT? I been getting a lot of emails and mail post cards about a future BRT running from 35th Ave, is this in regards to the BRT? Do you even know anything about this BRT?