

February 13, 2026

Phoenix Planning & Development Department
200 West Washington Street, 2nd Floor
Phoenix, AZ 85003
Email: robert.kuhfuss@phoenix.gov

Re:

*Formal Opposition to Rezoning Application Z-190-25 – SEC 13th Avenue and Villa Maria Drive

***Formal Objection — Traffic Impact Statement Deficiency**

Good afternoon, Mr. Kuhfuss.

The submitted Traffic Impact Statement does not evaluate the actual operating conditions created by opening the Michigan Avenue cul-de-sac to through circulation and therefore cannot support a finding of safe operation. *Attached for convenience.*

The report evaluates only trip generation and general intersection sight distance based on standard forward vehicle movements.

The study assumes vehicles approach, stop, and depart in predictable traffic patterns typical of an intersection. However, the proposed connection converts a residential terminal street into a circulating traffic control area while retaining existing residential driveways inside the operational area.

The study never evaluates residential reversing movements.

Homes located within the cul-de-sac must back vehicles from private driveways directly into the travel path of circulating traffic. A driver navigating a turnaround is visually directed toward entering and turning vehicles, not toward reversing vehicles entering from behind or from lateral positions. The omission of reversing movement conflict analysis is critical because these movements are the dominant and foreseeable vehicle interaction at this location.

The report's sight distance section evaluates only intersection departure visibility.

It does not analyze driver perception-reaction conflict created by backing vehicles, nor does it evaluate stopping sight distance for vehicles already circulating within the turnaround encountering a reversing vehicle. Those are distinct safety conditions not addressed by standard intersection sight triangles.

The study also relies on low trip volume as a justification for approval.

Traffic volume does not eliminate geometric conflict points. A design that forces incompatible movements remains unsafe regardless of volume because the conflict is structural, not capacity-based.

Finally, the report concludes no adverse impacts based on assumptions related to the site plan.

The central operational condition — driveway backing movements within the circulation area — was never modeled, quantified, or evaluated. Because a primary and predictable vehicle movement was omitted, the conclusions cannot reliably demonstrate safe operation.

They never studied what actually happens in my cul-de-sac:

- cars backing out of driveways
- cars turning around
- parked cars
- kids / pedestrians
- people maneuvering in tight space
- drivers looking one direction while someone reverses behind them

The study treats my cul-de-sac like a normal intersection.

But my street does not behave like an intersection — it behaves like a parking/maneuvering area.

For these reasons, the Traffic Impact Statement is incomplete and cannot support approval of a public street connection at this location without supplemental analysis specifically addressing reversing residential driveway conflicts and internal circulation safety.

Please include this letter as part of the official record for Rezoning Application Z-190-25.

Sincerely,
Kimberly Sisk
Kimberly Sisk

cc: William F. Allison, Esq.

Email: bill@wmbattorneys.com

streets@phoenix.gov (attn: Mohamad Z. Al-kahlout, traffic engineer)

heather.murphy@phoenix.gov (attn: Mohamad Z. Al-kahlout, traffic engineer)

info@unitedcivilgroup.com (attn: Dr. Sarah Simpson, PhD, PE)

info@3engineering.com (Attn: Matthew Mancini, VP)

TRAFFIC IMPACT STATEMENT

13th Ave & Michigan Subdivision

East side of 13th Avenue between Grovers Avenue and Union Hills Road
Phoenix, Arizona

PREPARED FOR
Arcadia Communities
7600 East Doubletree Ranch Road, Suite 220
Scottsdale, Arizona 85258

PREPARED BY

United Civil Group

TRAFFIC IMPACT STATEMENT

13th Ave & Michigan Subdivision

East side of 13th Avenue between Grovers Avenue and Union Hills Road
Phoenix, Arizona

March 12, 2025

Revision 1: June 30, 2025

Revision 2: December 3, 2025

UCG Project Number: TR25019

PREPARED FOR

Arcadia Communities

7600 East Doubletree Ranch Road, Suite 220

Scottsdale, Arizona 85258

PREPARED BY



United Civil Group

2803 N. 7th Avenue

Phoenix, Arizona 85007

602-265-6155

CONDUCTED BY



Sarah Simpson, PhD, PE
President

INTRODUCTION

Arcadia Communities retained United Civil Group to conduct this traffic impact statement (TS) for a proposed single family detached housing development. The development is planned on the east side of 13th Avenue between Grovers Avenue and Union Hills Road in Phoenix, Arizona, and includes Maricopa County Parcel Number (APN 208-03-011A). The development will be constructed as a total of 19 single family detached dwelling units in one phase by 2027.

This TS has been performed per the City of Phoenix Street Planning and Design Guidelines dated July 2023, locally accepted standards, and industry practice. The purpose of this TS is to forecast the trip generation of the proposed development, evaluate potential traffic impacts the proposed development has on the surrounding roadway network, and evaluate the proposed site access driveway of the development.

TIA GUIDELINES AND STUDY REQUIREMENTS

Based on the City of Phoenix Street Planning and Design Guidelines, all proposed land use developments expected to generate less than 100 vehicle trips in the peak hour are required to submit a traffic statement per the criteria of Table 9.2-1: Determining TIA Study Requirements.

PURPOSE OF THE STUDY

This study has been prepared as a part of the documents required by the City of Phoenix to rezone the site from the existing zoning of R1-8 to the proposed zoning of R3 PRD. Per the City of Phoenix Zoning Ordinance Section 612, R1-8 has a maximum dwelling unit density of 4.0 units/gross acre. Per the City of Phoenix Section 615 Zoning Ordinance, R3 PRD has a maximum dwelling unit density of 12 units/gross acre.

Therefore, in order to determine a conservative approach to traffic impacts and mitigation, the maximum dwelling unit density of 12 units per acre is considered in the trip generation. Using 12 units per acre, the maximum units are 30 units.

SITE DESCRIPTION

The proposed single family detached housing development is planned for an approximate 2.48-acre parcel of land located on the east side of 13th Avenue between Grovers Avenue and Union Hills Road in Phoenix, Arizona. The site will include a total of 19 single family detached housing units as shown on the site plan with a maximum allowable of 30 units.

Currently, the site includes one dwelling unit with out-structures. To the north, south and east of the site are single family homes. To the west of the site is 13th Avenue

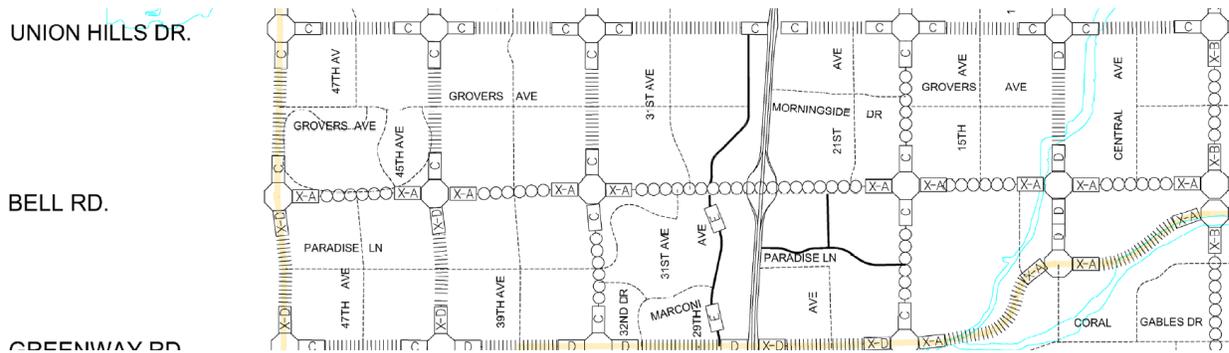
followed by single family homes. **Appendix A** includes a vicinity map, aerial view, site plan and driveway spacing figures.

EXISTING ROADWAY CONDITIONS

13th Avenue is classified as a local roadway within the vicinity of the site according to the City of Phoenix *Street Classification Map* dated January 2018. 13th Avenue is constructed with one lane in each direction. The speed is 25 mph.

STREET CLASSIFICATION LEGEND

SCENIC DRIVE	STREET	
		MAJOR ARTERIAL
		ARTERIAL
		COLLECTOR
		MINOR COLLECTOR



Source: City of Phoenix Street Classification Map dated January 10, 2018.

SITE TRAFFIC GENERATION

Estimates of the traffic volumes that will be generated by the proposed single family development were determined from transportation planning data taken from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition, 2025*.

Per ITE Trip Generation Manual the following land use was chosen for this development:

Single Family Detached Housing (LUC 210) - A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Table 1 presents the estimated trip generation for the proposed single-family development.

TABLE 1: TRIP GENERATION

Land Use	Units	Size	Daily	AM Peak			PM Peak		
				total	in	out	total	in	out
Single Family Detached	Units	19	173	13	4	9	18	11	7

The proposed single family development is anticipated to generate 173 daily trips with 13 trips occurring in the morning peak hour and 18 trips occurring in the evening peak hour, according to the ITE *Trip Generation Manual, 12th Edition*.

For R-3 PRD Zoning using the maximum density of 12 units per acre, a total of 30 units could be constructed. Therefore, Table 2 provides the trip generation for the maximum allowable construction.

TABLE 1: TRIP GENERATION

Land Use	Units	Size	Daily	AM Peak			PM Peak		
				total	in	out	total	in	out
Single Family Detached	Units	30	333	25	6	19	32	20	12

If the site were to be developed at its maximum zoning density, then the site could generate 333 trips daily with 25 in the morning peak hour and 32 in the evening peak hour according to the ITE *Trip Generation Manual, 12th Edition*.

SITE ACCESS

Within the site, a loop shaped roadway is proposed to serve the development. The roadway ties 13th Avenue south of Villa Maria Drive to the cul-de-sac . Full access is proposed on 13th Avenue for the development (Access A). Full access is also proposed at the cul-de-sac tie in on Michigan Avenue.

Access A on 13th Avenue is proposed approximately 90 feet south of Villa Maria Drive, measured center of access to center of roadway.

Accesses B and C are located within the cul-de-sac on Michigan Avenue.

Figure 4 illustrates the driveway spacing.

Per the City of Phoenix Street Planning and Design Guidelines Manual, spacing for local roadways is not defined within Section 6.7.3. With the low volume of vehicles, forecasted for the site, Accesses A, B and C should be granted as proposed.

SIGHT DISTANCE ANALYSIS

Sufficient intersection sight distance should be provided to give drivers exiting the site a clear view of oncoming traffic. After a vehicle has stopped at an intersection, the driver must have sufficient sight distance to make a safe departure.

In addition to sight distance triangles, sight visibility triangles at the existing proposed driveways should be provided and maintained - the landscape and hardscape within the sight triangles must not obstruct the driver's view of the adjacent travel lanes and items within the triangle shall be no higher than 36 inches. Measured from the roadway surface.

Per Section 6.8.5 a 33'x33' sight visibility triangle is required on both sides of the accesses as shown, per City Ordinance 31-13.

AUXILIARY LANES

A right turn lane is not considered at the site accesses.

ROADWAY NEEDS

The development should provide 25 feet of right of way on 13th Avenue along the site's western boundary, measured centerline to right of way line. Curb, gutter, and sidewalk should be installed on 13th Avenue within the site boundary.

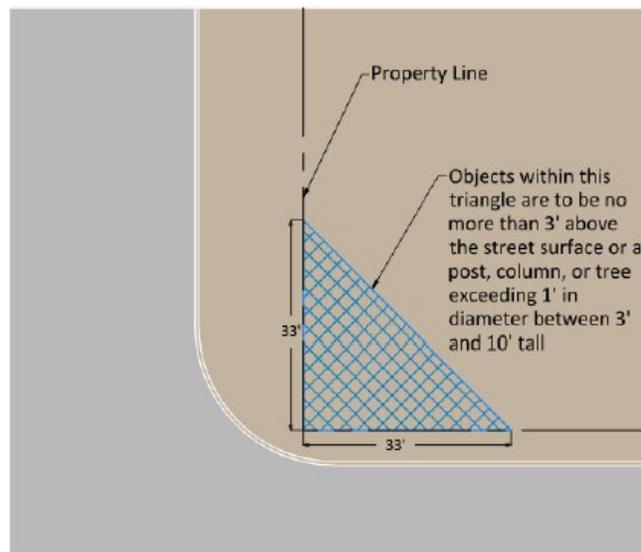


Figure 6.8-2 Street Intersection Sight Visibility Triangle

CONCLUSIONS

The proposed single family detached housing development is planned for an approximate 2.48-acre parcel of land located on the east side of 13th Avenue between Grovers Avenue and Union Hills Road in Phoenix, Arizona. The site will include a total of 19 single family detached housing units. The development will be constructed in one phase by 2027. The proposed single family detached housing development is anticipated to generate 173 daily trips with 13 trips occurring in the morning peak hour and 18 trips occurring in the evening peak hour, according to the *ITE Trip Generation Manual, 12th Edition*.

However, because this traffic statement is included as one of the documents for rezoning from R1-8 to R3 PRD, the dwelling units could increase by 30% to 30 dwelling units. Therefore, if the development were at its maximum, the site could generate 333 trips daily with 25 in the morning peak hour and 32 in the evening peak hour according to the *ITE Trip Generation Manual, 12th Edition*.

Because these peak hour trips are well under the 100 peak hour threshold, the zoning of R3 PRD with a maximum of density is still considered a low traffic volume.

Within the site, a U-shaped roadway is proposed to serve the development. The roadway ties to 13th Avenue south of Villa Maria Drive. Full access is proposed on 13th Avenue for the development at both access points. **Access A** on 13th Avenue is proposed approximately 70 feet south of Villa Maria Drive. And 160 feet north of Access B, measured from center of drive to center of drive. Access B on 13th Avenue is proposed approximately 160 feet south of Access A and 350 feet north of Villa Rita Drive. This roadway with two accesses on 13th Avenue should be granted to provide sufficient site circulation for the development.

Proper intersection sight distance and sight visibility triangles shall be provided and maintained at the site accesses of the proposed development. To ensure adequate sight distances and sight distance triangles, the City's Design Guidelines should be followed when designing the accesses and landscaping.

As proposed, this site will not create adverse traffic impacts on the surrounding roadway network. This TS is based on a variety of assumptions related to the site plan and land use of the proposed development. If larger buildings, additional units or an alternate land use is ultimately proposed, these trip generation calculations and criteria evaluation may not remain valid.

RECOMMENDATIONS

Based on the findings from this TS, the following recommendations apply.

- Provide 25 feet of right of way on 13th Avenue within the site boundary.
- Construct curb, gutter and sidewalks on 13th Avenue within the site boundary.
- Provide adequate sight distance and sight visibility triangles for the development.

LIMITATIONS

Our professional services have been performed using that degree of skill ordinarily exercised, under similar circumstances, by reputable transportation engineering firms practicing in this locality. No other warranty, expressed or implied, is made.

The contents of this report are intended for the sole use of the addressee and his/her designees. In completing this report, data was obtained from a variety of sources which were assumed reliable and accurate (i.e., City, County, State and Federal sources). Should deviations from this report be noted, this firm should be contacted for review of the area of concern.

A reasonable attempt was made to acquire recent traffic impact studies, traffic projections and/or data that may be helpful in more accurately projecting traffic volumes. United Civil Group is not responsible for incorporating data made available after this document has been finalized.

This report is issued with the understanding that it is the responsibility of the owner to see that its findings are carried out or brought to the attention of those concerned. If any changes to the proposed project are made, the findings of this report shall be subject to review and may require modification or addendum.

SOURCES

A Policy on Geometric Design of Highway and Streets, AASHTO 7th Edition, 2018.

Highway Capacity Manual, Transportation Research Board, 7th Edition

Manual on Uniform Traffic Control Devices, Federal Highway Administration, 11th Edition, 2023.

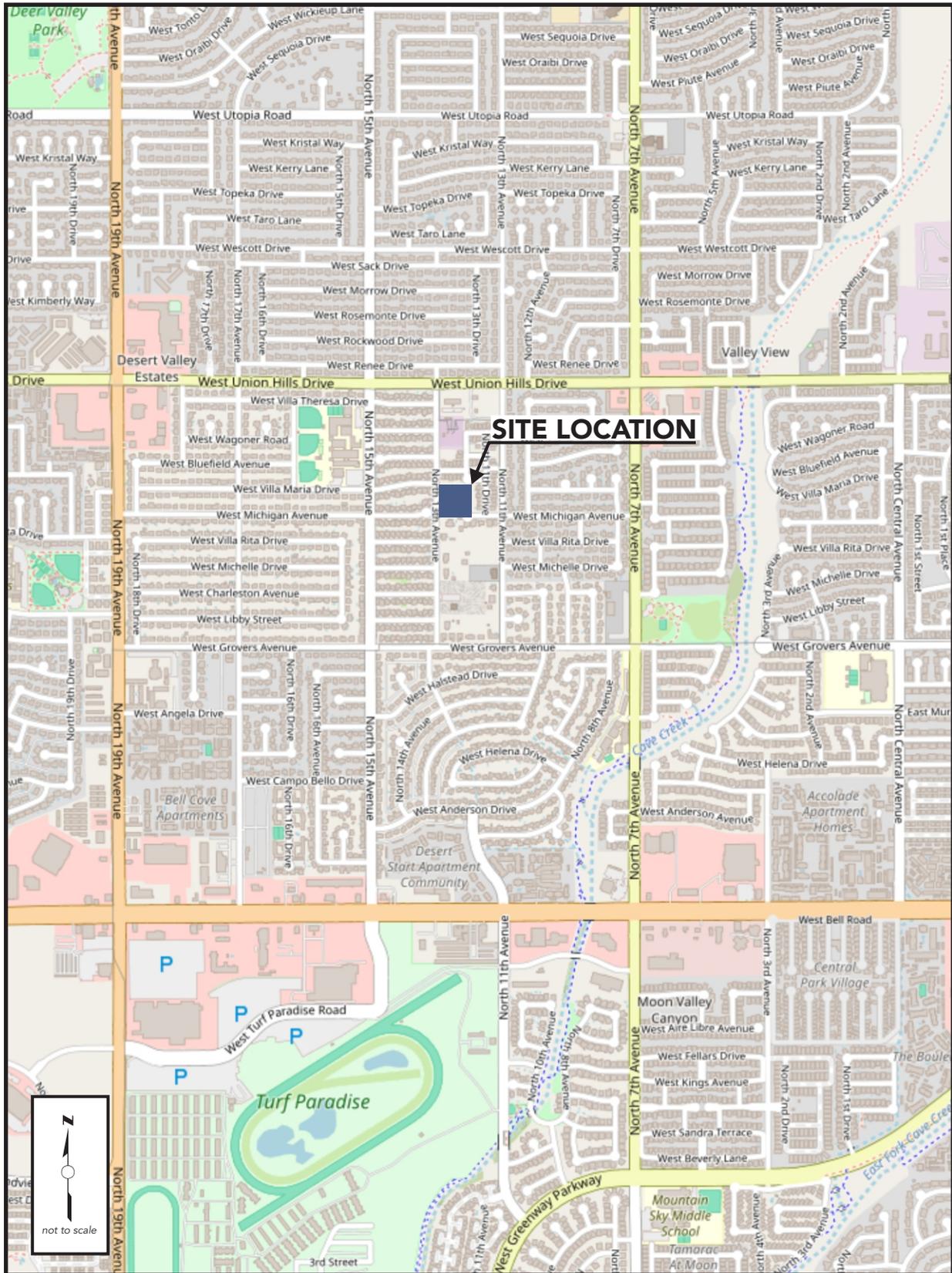
Traffic Engineering Handbook 5th Ed., Institute of Transportation Engineers, 1999.

Trip Generation, 12th Edition. Institute of Transportation Engineers, 2025.

City of Phoenix Street Classification Map, 2018.

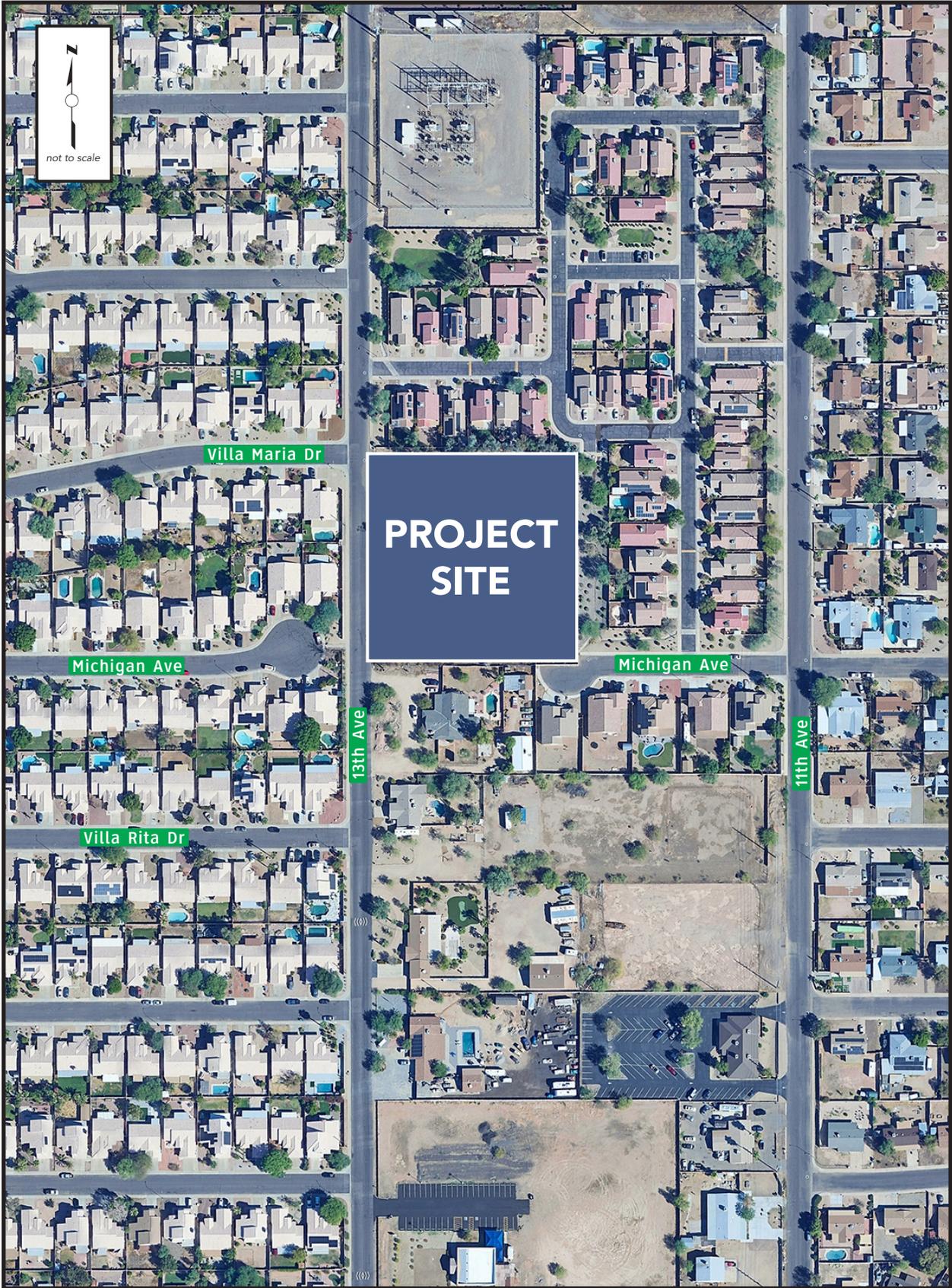
City of Phoenix Street Planning and Design Guidelines Manual, July 2023.

Appendix A



ArcGIS - 2025

Figure 1: Vicinity Map



Permission for commercial use granted by Google Earth

Figure 2: Aerial View

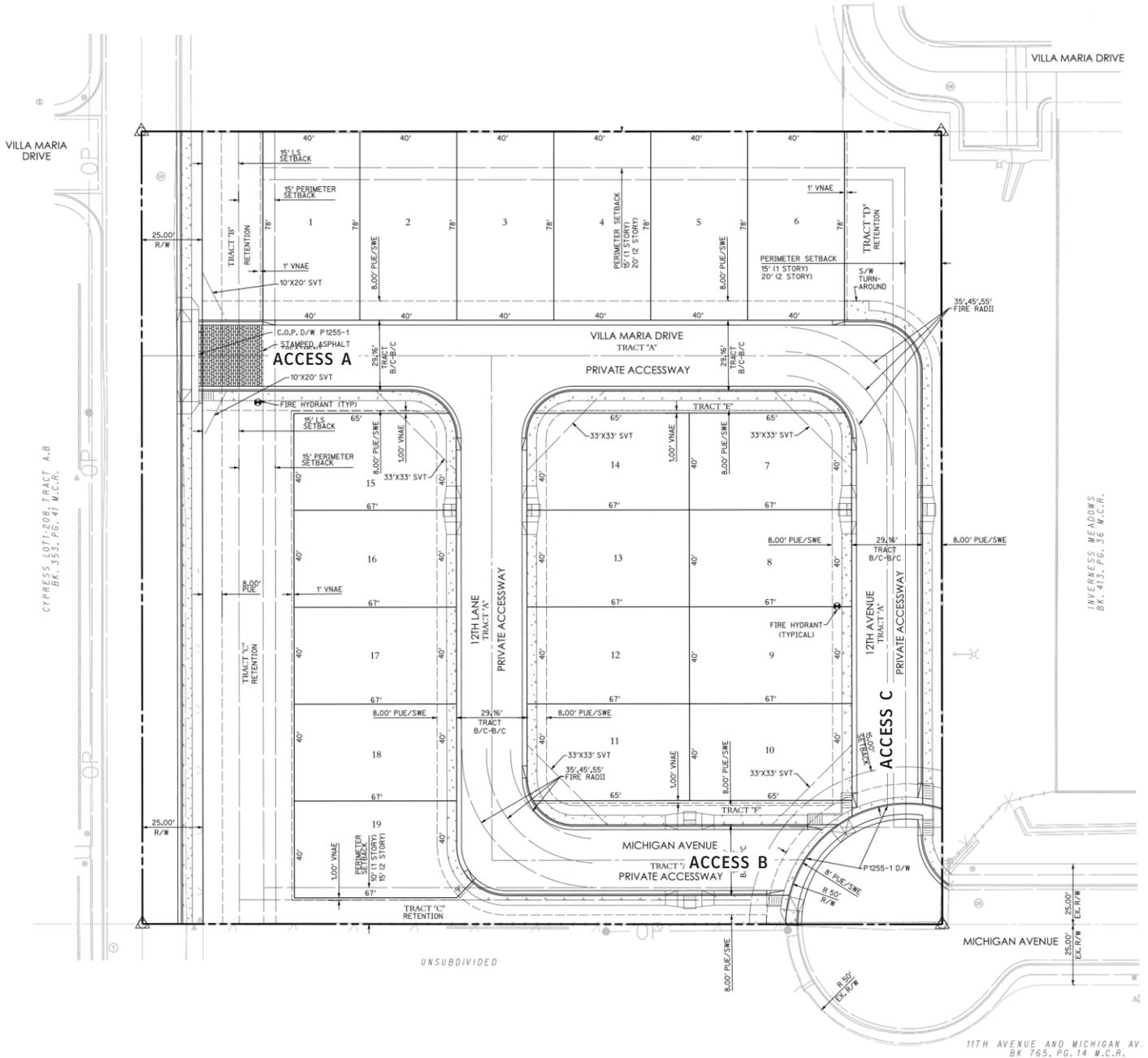


Figure 3: Site Plan

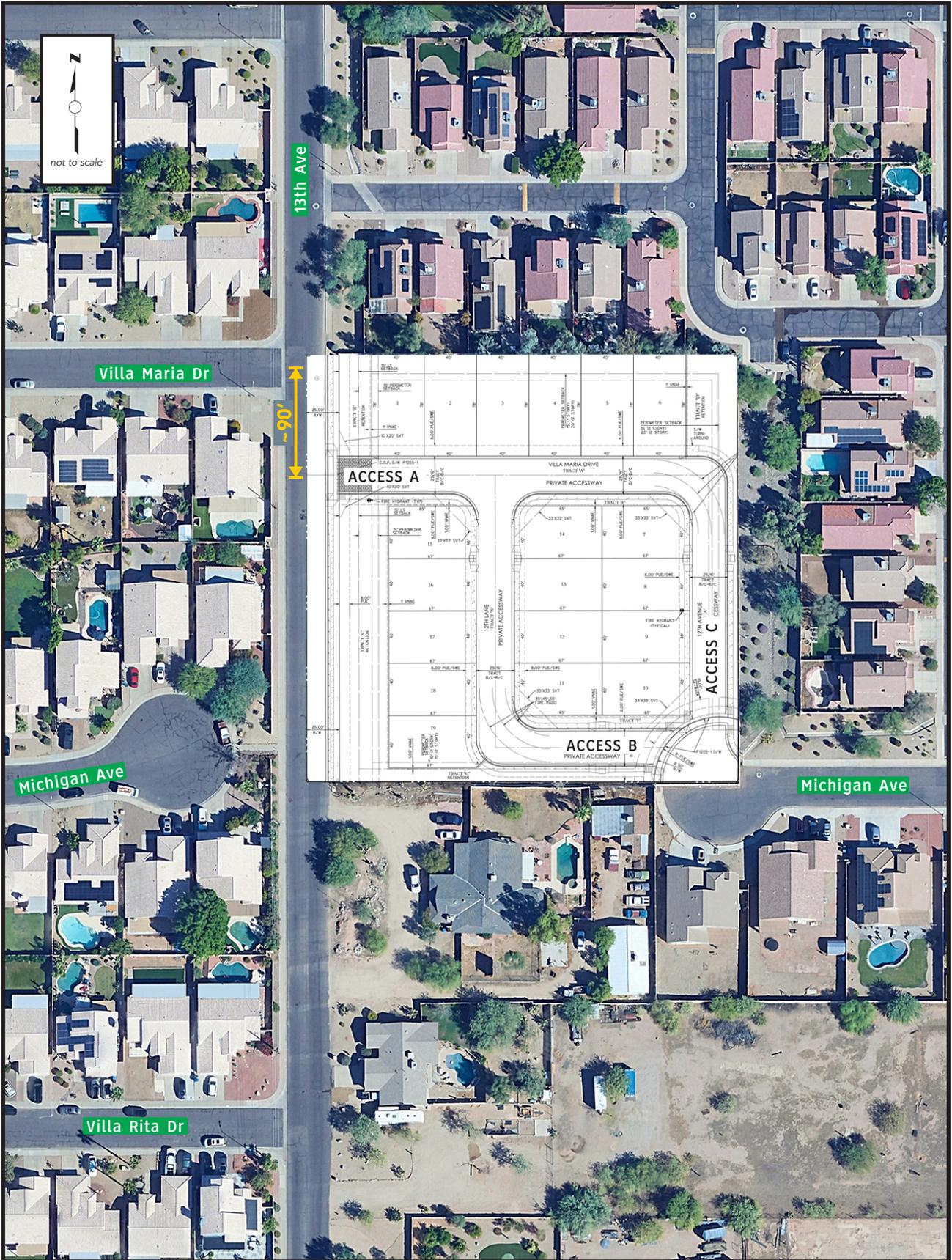


Figure 4: Driveway Spacing

Appendix B



City of Phoenix
OFFICE OF THE CITY ENGINEER

April 22, 2025

Dr. Sarah Simpson PhD, PE
United Civil Group
2803 N 7th Ave
Phoenix, AZ 85007

RE: 13th Ave & Michigan @ NEC of 13th Ave & Michigan Ave in Phoenix, Arizona

Dr. Simpson,

The City of Phoenix has received and reviewed the March 12, 2025, submittal of the Traffic Impact Statement for the 13th Ave & Michigan project. The study is **not accepted**. Comments are provided herewith:

- **Zoning Consistency:** The proposed density exceeds what is allowed under existing R1-8 zoning. The statement must acknowledge that the project is part of a rezoning case (e.g., R-3 PRD) and reflect trip generation based on the maximum allowable density under the proposed zoning.

The review and acceptance of this TIS only pertains to the analysis of traffic impact, mitigations, and directed conditions, not the approval or review of street facility designs or related items, which must be submitted separately through the official processes.

Thank you for the opportunity to review this study. I look forward to working together to find solutions that serve the traveling public.

Mohamad Z. Al-kahlout
Traffic Engineer III
City of Phoenix
Office of the City Engineer



June 30, 2025

Project: TS for Single Family on 13th Avenue and Michigan Ave
UCG Project Number: TR25019
Reviewing Agency: City of Phoenix
Revision: 1st Review Comments

No.	Page	Response
1	General	Added discussion regarding the proposed zoning change from R1-8 to R3 PRD.
2	General	Added trip generation for maximum of 30 single family detached units (12 du/acre)

From: [Robert K. Kulkas](#)
To: [Gregory Victoria](#)
Subject: [New Home Application # 1101-20, 102, 103, 104 and 105, Union Grove Dr](#)
Date: [February 19, 2025 1:04:00 PM](#)
Attachments: [New Home Application # 1101-20, 102, 103, 104 and 105, Union Grove Dr](#)

Thank you for your email. This will be placed in the file and included in the Planning Commission and City Council Packets.

Robert K. Kulkas
Planner IV Village
Dear Valley Village and North Mountain Village
City of Phoenix
Planning and Development Department
Long Range Planning Division
200 West Washington Street, 3rd Floor
Phoenix, Arizona 85003
rkulkas@phoenix.gov
(602) 534-1029



From: Gregory Victoria <gvictoria@gmail.com>
Sent: Wednesday, February 19, 2025 5:03 PM
To: Robert K. Kulkas <Robert.Kulkas@phoenix.gov>
Subject: New Home Application # 1101-20, 102, 103, 104 and 105, Union Grove Dr

CAUTION: This email originated outside of the City of Phoenix.
Do not click on open attachments unless you know the sender and were expecting this email.

Note: The developer listed to be re-zoned is not shy about their interests when leasing the homes they build, see the sign outside the homes at 11th ave and Union Hills Rd. The same owner/builder for the 13th Ave land.

If the units built are to be rentals then the tax basis change and a few details might be different.

See attached picture.



Until we meet once again...

Gregory Victoria, CNE
480-916-3023
Associate Broker
eXp Realty
Email: gregory@exprealty.com



From: [Kimberly Sisk](#)
To: [Council District 3 PCC](#)
Cc: [William F. Allison](#); [Robert H Kuhfuss](#); [PDD Development Services](#); [Chris Brown \(cbrown@arcadiacapitalLLC.com\)](#); [jortega@arcadiacapitalllc.com](#); [brettjudd70@gmail.com](#); [f.cufurovic@cox.net](#); [flexpassion@gmail.com](#); [AlexDaBarber@gmail.com](#); [professionalservicesaa@gmail.com](#)
Subject: Rezoning Application: Z-190-25 (13th Ave/Maria Villa/Michigan Ave)
Date: Tuesday, February 24, 2026 8:35:35 AM
Attachments: [Sisk, Kimberly_2026.0224 Letter to City Council.pdf](#)

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

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[Report Suspicious](#)

Please find attached my letter dated February 24, 2026.

Also, here is a link to a folder with prior letters, photographs, and other supporting documentation in opposition of the Rezoning Application Z-190-25 (13th Ave/Maria Villa/Michigan Ave):

[Click this LINK to access folder with additional supporting documentation \[lp2you.box.com\]](#)

If you have any questions, please do not hesitate to reach out to me.

Thank you for your time and assistance.

Warm regards,

Kimberly Sisk
Homeowner at 1117 W. Michigan Ave., Phoenix, AZ 85023
Cell - 520-784-3080

From: [Kimberly Sisk](#)
To: [PDD Development Services](#)
Cc: [William F. Allison](#); [Robert H Kuhfuss](#); [Chris Brown \(cbrown@arcadiacapitalLLC.com\)](#); [jortega@arcadiacapitalllc.com](#); [Council District 3 PCC](#); [brettjudd70@gmail.com](#); [f.cufurovic@cox.net](#); [flexpassion@gmail.com](#); [AlexDaBarber@gmail.com](#); [professionalservicesaa@gmail.com](#)
Subject: Rezoning Application: Z-190-25 (13th Ave/Maria Villa/Michigan Ave)
Date: Tuesday, February 24, 2026 8:35:39 AM
Attachments: [Sisk, Kimberly 2026.0224 Letter to Planning Commission - March 5, 2026 Meeting.pdf](#)

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

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[Report Suspicious](#)

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[Click this LINK to access folder with additional supporting documentation \[lp2you.box.com\]](#)

If you have any questions, please do not hesitate to reach out to me.

Thank you for your time and assistance.

Warm regards,

Kimberly Sisk
Homeowner at 1117 W. Michigan Ave., Phoenix, AZ 85023
Cell - 520-784-3080

Kimberly Sisk
1117 W. Michigan Avenue
Phoenix, AZ 85023
Email: kesisk2010@gmail.com
Cell: 520-784-3080

February 24, 2026

District 3 – Council Member
Debra Stark
council.district.3@phoenix.gov

RE: Request for Assistance – Michigan Avenue Cul-de-Sac Access and Safety Concerns
Application: **Z-190-25-3**

Dear Councilwoman Debra Stark:

I am a homeowner on Michigan Avenue within District 3 and respectfully request your assistance regarding the proposed access through our residential cul-de-sac associated with the development on 13th Avenue and Maria Villa and 11th Avenue and Michigan area.

I attended and spoke at the February 17, 2026, Deer Valley Village Planning Commission meeting. To my understanding, the proposal was approved by a single vote. A significant portion of the discussion centered on whether the homes would be lease-only properties, given that this developer's nearby 11th Avenue and Union Hills project consists entirely of rental homes. There was concern that a lease-only model could impact surrounding property values, allow the developer to retain HOA control, and affect long-term neighborhood stability.

While those issues are important, my primary concern remains safety and foreseeable municipal exposure arising from approval of the current configuration related to the Michigan Avenue cul-de-sac expansion.

I have lived in this cul-de-sac for 11 years. During that time, emergency vehicles, including ambulances and fire trucks, have accessed my home without incident. Weekly refuse collection is handled safely; the sanitation truck backs into the cul-de-sac, and

residents intentionally keep vehicles clear of the turnaround area. The shortened cul-de-sac has operated safely and effectively for over a decade.

The representation that removing the existing wall and extending the cul-de-sac would increase safety is inconsistent with the actual operational history of this cul-de-sac. Opening the cul-de-sac to through access would materially change it from a terminal residential space to a circulating traffic environment. Increased vehicular traffic directly correlates with increased collision exposure (liability issues), increased crime opportunity, increased auto insurance premiums, and diminished pedestrian safety. Children currently play in this area with a reasonable expectation of limited traffic intrusion. Converting the space into an access point fundamentally alters that condition and the historical use of the cul-de-sac for the residents, including the neighboring subdivision.

The developer has stated that the City is requiring the cul-de-sac to be constructed to full design regardless of whether access is granted to the 19-home development. Even if completion of the bulb is preferred, *that requirement is separate from mandating connectivity to the new subdivision.* **The City is not requiring that the cul-de-sac provide access to the 19 homes, and geometric completion does not necessitate vehicular interconnection.**

The proposed design introduces residential driveway reversing movements into what would function as a circulation area. The traffic impact statement does not analyze reversing-vehicle conflicts, perception-reaction timing, or stopping sight distance within the turnaround. Approval without analysis of these foreseeable conflict points risks creation of an unreasonably dangerous condition and liability.

In addition to safety impacts, the proposal materially affects our right to the peaceful use and enjoyment of our homes. Construction activity will introduce sustained noise, congestion from construction vehicles and material staging, and disruption of normal residential access. Upon completion, additional vehicular traffic will generate increased headlight intrusion into front living areas during evening and nighttime hours. The introduction of circulating traffic adjacent to our homes also increases the foreseeable risk of vehicles entering front yards or impacting residential structures in the event of driver error or loss of control.

These impacts are reasonably foreseeable consequences of converting a terminal residential cul-de-sac into an access circulation point.

The proposed two-story homes would materially intrude upon the privacy of the adjacent subdivision by creating direct sightlines into existing rear yards. ***This is not a minimal or speculative concern; it represents a permanent alteration of established residential expectations and neighborhood character.***

From a market standpoint, density and product type are directly correlated to valuation impact. If a smaller number of higher-end homes consistent with surrounding comparable sales were constructed, neighborhood market stability would likely be preserved. However, the concentration of nineteen homes within this footprint—particularly if positioned at a lower comparative price point—creates a foreseeable downward pressure on surrounding property values due to density, uniform ownership structure, and product segmentation within the immediate market area.

Under Arizona's Proposition 207 (A.R.S. § 12-1131 et seq.), ***property owners may assert claims where governmental land-use decisions result in measurable diminution of fair market value.*** When rezoning materially alters neighborhood density, privacy conditions, and market comparables, affected homeowners may have legally cognizable diminution claims.

The developer's historical pattern further heightens these concerns. The development at 11th Avenue and Union Hills consists of thirteen homes that are legally capable of individual sale; however, the developer is marketing them exclusively as rental properties. I have included the leasing advertisement in my submitted materials. When questioned at the Deer Valley Planning Commission regarding whether this project would similarly operate as a lease-only community, the developer's counsel declined to provide a clear commitment and minimized the distinction between ownership and rental models.

The distinction is not academic. A lease-only concentration alters market comparables, affects resale perception, and allows the developer to retain centralized control over the homeowners' association and tenant occupancy. Unified ownership of multiple properties within a subdivision materially impacts governance, maintenance standards, tenant screening, and long-term neighborhood stability. These factors directly influence market valuation and buyer perception.

Accordingly, the proposed density, structural height, and potential rental concentration collectively present foreseeable privacy impacts and measurable market implications for surrounding homeowners. These effects warrant careful scrutiny before any final land-use approval.

Importantly, the Staff Report dated February 6, 2026, at page 8, item 15, states that Staff has not received the required Waiver of Claims for Diminution in Value of Property under Proposition 207 as mandated by the rezoning application process. This indicates that the statutory prerequisite tied to potential diminution claims has not yet been satisfied. Proceeding without completion of this required component raises additional procedural and risk considerations.

This correspondence is submitted, in part, to place the City on notice that the proposed configuration introduces foreseeable reversing-vehicle conflicts and residential safety impacts. Approval without full analysis of these operational conditions may expose the City to claims arising from hazardous design approval.

Additionally, I have become aware of a Notice of Meeting scheduled for March 5, 2026, at 6:00 p.m. However, this meeting does not appear on the City's publicly accessible meeting calendars or online postings. The only notice I have observed is on the rezoning sign and in the January 26, 2026, letter sent to community residents. I intend to speak at this meeting and submit formal opposition materials, yet there is no publicly available information indicating how to register to speak, where written opposition should be submitted, or how residents may formally participate. I respectfully request clarification regarding the public participation process to ensure transparency and proper notice to affected homeowners.

I am enclosing my formal Notice regarding Proposition 207 as it applies to my property. I am also in the process of gathering similar notices and letters from neighboring property owners and homeowners within the adjacent subdivision. I will forward those additional submissions as they are received so they may be included in the record.

As Chair of the Transportation, Infrastructure & Planning Subcommittee, your leadership on infrastructure safety and planning standards is especially important in this matter. I respectfully request that:

1. A supplemental traffic analysis is required, specifically addressing reversing driveway conflicts and internal circulation safety; or
2. Access through Michigan Avenue is to be removed and limited solely to the collector roadway designed to accommodate development traffic.
3. The completion of the cul-de-sac is not necessary so that the retaining wall may stay in place.

My objective is to ensure that the approval record reflects a full evaluation of foreseeable safety, residential impact concerns, and foreseeable liability before any final action.

In my email, there is **a link** to a folder that contains prior letters, photographs, and other supporting documentation in opposition to this rezoning application, including proof of notice of the March 5, 2026, at 6:00 p.m. meeting.

I would welcome the opportunity to speak with you or your staff and provide additional documentation from affected residents.

Thank you for your time and consideration.

Please include this letter, as well as all the documentation in the folder provided, as part of the official record for Rezoning Application Z-190-25.

Warm regards,
Kimberly Sisk
Kimberly Sisk

cc:

William F. Allison, Esq.

Email: bill@wmbattorneys.com

Robert Kuhfuss, Deer Valley Planning Committee

Email: robert.kuhfuss@phoenix.gov

Phoenix Planning Commission

City of Phoenix Planning and Development Department

Email: pdd@phoenix.gov

Kimberly Sisk
1117 W. Michigan Avenue
Phoenix, AZ 85023
Email: kesisk2010@gmail.com
Cell: 520-784-3080

February 24, 2026

Phoenix Planning Commission
City of Phoenix Planning and Development Department
200 West Washington Street
Phoenix, Arizona 85003
pdd@phoenix.gov

Re: Rezoning Case – Michigan Avenue Access Connection
Application: **Z-190-25-3**

Dear Commissioners:

My name is Kimberly Sisk, and I am a homeowner on Michigan Avenue within the affected cul-de-sac. I respectfully submit the following comments for inclusion in the official record before the Planning Commission hearing currently set for March 5, 2026, at 6:00 p.m.

This comment is submitted to place the City on notice that the proposed configuration introduces foreseeable reversing-vehicle conflicts within a circulation area, and approval without analysis of those movements may create an unreasonably dangerous condition and liability.

My concern is not related to density or opposition to residential development. My concern is whether the submitted traffic analysis demonstrates safe operation of the proposed vehicular access onto Michigan Avenue under applicable City design standards.

The proposed design converts a terminal residential cul-de-sac into a circulating roadway while leaving existing private residential driveways within the maneuvering area. The traffic study evaluates standard intersection movements and departure sight distance; **however, it does not evaluate reversing driveway movements**, perception-reaction conflicts, or stopping sight distance for vehicles already circulating within the turnaround.

These reversing movements represent the primary and predictable operating condition at this location. Because this condition was not analyzed, the study does not establish that the access configuration can operate safely.

The report's conclusion appears to rely primarily on projected low traffic volume. However, geometric conflict points exist independently of volume. *Even a single circulating vehicle encountering a reversing vehicle within a confined turnaround can create a safety condition. This is fundamentally a*

design conflict rather than a roadway capacity issue. In addition, the proposed configuration would interfere with established weekly trash collection operations, diminish the peaceful use and enjoyment of my home, and significantly restrict available parking at a residence where I have lived for the past 11 years.

In my email there is **a link** to a folder that contains prior letters, photographs, and other supporting documentation in opposition to this rezoning application.

Approval requires substantial evidence that applicable standards are met. When the dominant operating condition is unstudied, the record is incomplete.

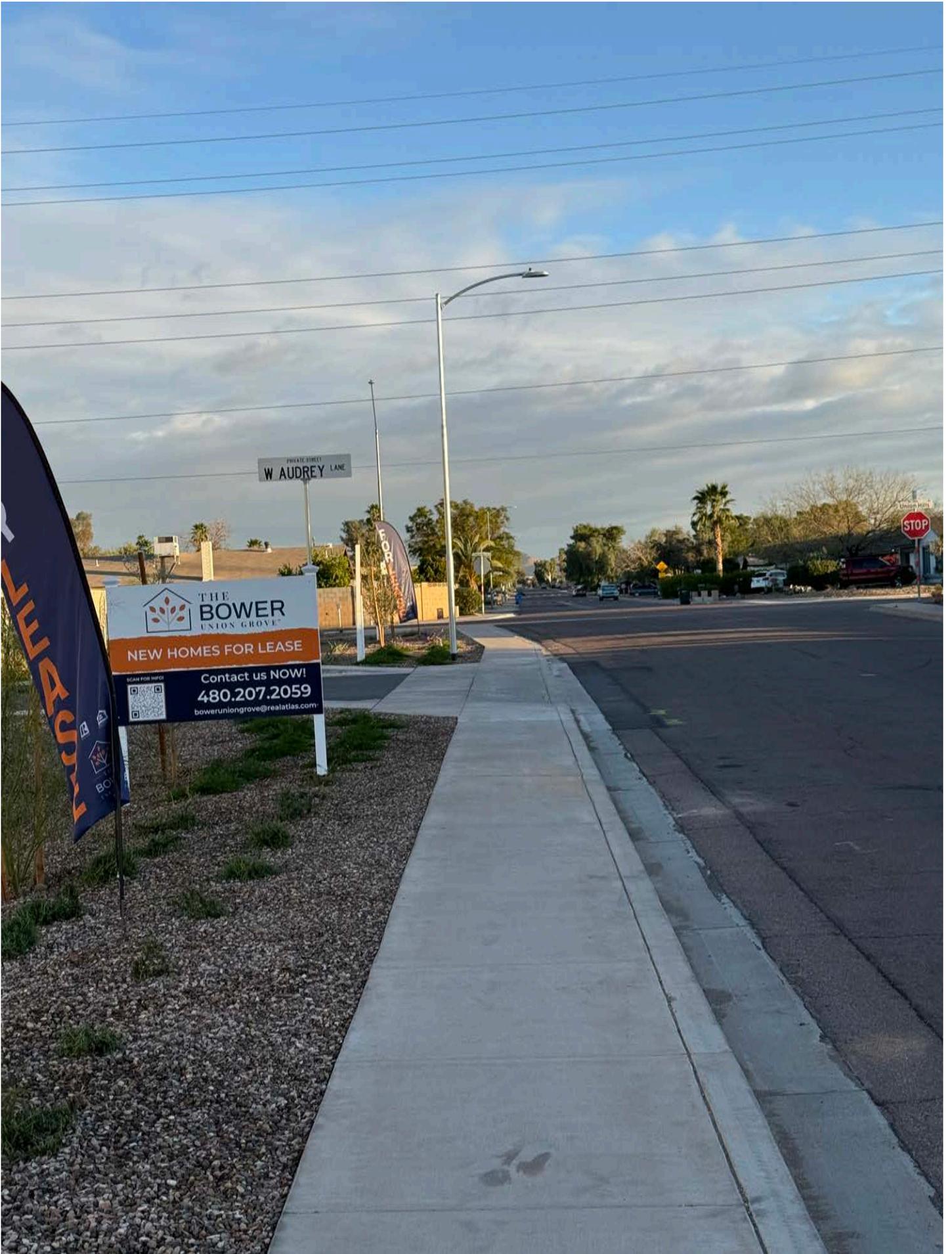
Accordingly, I respectfully request that the Commission either remove the Michigan Avenue access connection from the project or require a supplemental traffic analysis evaluating reversing driveway conflicts and internal circulation safety before approval.

I respectfully request confirmation that I will be permitted to speak at the March 5, 2026, Planning Commission meeting. Please provide instructions on how to register to speak and advise regarding the allotted time for public comment so that I may prepare my remarks accordingly and remain within the permitted timeframe.

Please include this letter, as well as all the documentation in the folder provided, as part of the official record for Rezoning Application Z-190-25.

Sincerely,
Kimberly Sisk
Kimberly Sisk

cc: William F. Allison, Esq.
Email: bill@wmbattorneys.com
Robert Kuhfuss, Deer Valley Planning Committee
Email: robert.kuhfuss@phoenix.gov
District 3 – Council Member
Debra Stark
Email: council.district.3@phoenix.gov



PRIVATE STREET
W AUDREY LANE

 THE BOWER
UNION GROVE
NEW HOMES FOR LEASE
SCAN FOR INFO
 Contact us NOW!
480.207.2059
boweruniongrove@realatlas.com

STOP

Cannot find the public notice for the
March 5, 2026, at 6:00 p.m. meeting

ZONING HEARING

Rezoning Case No: Z-190-25-3

Zoning Change From: R1-8,
Acreage: 2.50

To: R-2;

Location: Approximately 330 feet west of the northwest corner of 11th Avenue and Michigan Avenue;

Proposal: Single-family residential; Change in Maximum Dwelling Units: From: 13, To: 30.

VILLAGE PLANNING COMMITTEE

Village: Deer Valley

February 17, 2026

6:00 P.M.

Goelet A. Beuf Community Center
Multi-Purpose Room
3435 W. Pinnacle Peak Rd.
Phoenix, AZ 85027

PLANNING COMMISSION

March 5, 2026

6:00 P.M.

Meeting may be held at the City Council Chambers
(200 W. Jefferson St.) or virtually.
For more information, please see:
<https://www.phoenix.gov/cityclerk/publicmeetings/notices>

IF APPEALED FROM PLANNING COMMISSION CITY COUNCIL

April 8, 2026

2:30 P.M.

Meeting may be held at the City Council Chambers
(200 W. Jefferson St.) or virtually.
For more information, please see:
<https://www.phoenix.gov/cityclerk/publicmeetings/city-council-meetings>

PLEASE CALL TO CONFIRM INFORMATION / POR FAVOR LLAME PARA CONFIRMAR LA INFORMACION (602) 262-7131 #6

FURTHER INFORMATION AVAILABLE AT: <https://phoenix.gov/pdds/site/pages/my-community-map.aspx>
or at Phoenix City Hall, 200 West Washington Street, 2nd Floor - Zoning Counter, Phoenix, Arizona 85003

PLEASE CALL (602) 230-0600
FOR SIGN REMOVAL





1117

1121

driveway

Only street parking for Michigan Ave cul-de-sac and neighboring sub-division

driveway

cul-de-sac wall

Neighboring sub-division area

development



1113

1117

1121

Cul-de-sac wall

Landscapers for neighboring sub-division

Connecting road to neighboring sub-division





Union Hills Dr.



11th Ave.



THE
BOWER
UNION GROVE™



THE BOWER UNION GROVE™

Elevated Living. Low-Maintenance Lifestyle.



Plan One

\$2,595

Three Bedroom w/ Loft
2.5 Baths
Two Car Garage
1,886 Square Feet



Plan Two

\$2,795

Three Bedroom w/ Loft & Den
2.5 Baths
Two Car Garage
2,069 Square Feet



Plan Three

\$3,095

Four Bedroom w/ Loft
3 Baths
Two Car Garage
2,407 Square Feet

Application Fee: \$50 Per Adult

Admin Fee: \$150 **Bower Resident Package:** \$80

Security Deposit: One Month's Rent (OAC)

Pets Welcome!

\$300 non-refundable pet deposit is due at move in.
Starting at \$35 monthly pet rent.

*Breed restrictions apply



Phone: 480-207-2059

Email: boweruniongrove@realatlas.com



City of Phoenix Planning and Development Department
200 West Washington Street
Phoenix, Arizona 85003

Re: Proposition 207 – Notice as Neighboring Property Owner

Application: **Z-190-25-3**

To Whom It May Concern,

I am a homeowner and neighboring property owner adjacent to the subject rezoning case. I submit this letter to address the implications of Arizona Proposition 207, the Private Property Rights Protection Act (A.R.S. § 12-1131 et seq.), and to request it be included in the official record.

Proposition 207 provides that when a land use law, including a rezoning action, reduces the fair market value of real property, the affected property owner may be entitled to just compensation. The statute applies not only to the applicant property, but to neighboring properties that may experience a measurable reduction in value as a result of the governmental action.

Because the proposed rezoning materially changes the intensity and operational character of the surrounding area, it has the potential to affect the fair market value of adjacent residential properties. I therefore request that the City acknowledge the applicability of Proposition 207 considerations in the evaluation of this case and ensure all statutory procedures and protections are followed prior to final approval.

Please include this correspondence in the public record for this matter.

Sincerely,



Print name: Kimberly Sisk

Address: 1117 W. Michigan Avenue, Phoenix, Arizona 85023

Phone number: 520-784-3080

Homeowner and Neighboring Property Owner
City of Phoenix

From: [Kimberly Sisk](#)
To: [PDD Development Services](#)
Cc: [William F. Allison](#); [Robert H Kuhfuss](#); [Chris Brown \(cbrown@arcadiacapitalLLC.com\)](#); [jortega@arcadiacapitalllc.com](#); [Council District 3 PCC](#); [brettjudd70@gmail.com](#); [f.cufurovic@cox.net](#); [flexpassion@gmail.com](#); [AlexDaBarber@gmail.com](#); [professionalservicesaa@gmail.com](#)
Subject: Re: Rezoning Application: Z-190-25 (13th Ave/Maria Villa/Michigan Ave)
Date: Sunday, March 1, 2026 2:21:41 PM
Attachments: [Letter to City of Phoenix - FC.pdf](#)
[Letter to City of Phoenix - MT.pdf](#)
[Letter to City of Phoenix - Brett J..pdf](#)
[Letter to City of Phoenix - AB.pdf](#)

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

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[Report Suspicious](#)

Good afternoon.

Please find 4 more letters for the file and upcoming Planning Committee Meeting regarding Rezoning Application Z-190-25 (13th Ave/Maria Villa/Michigan Ave).

Thank you.

Warm regards,

Kimberly Sisk
Cell: 520-784-3080

On Tue, Feb 24, 2026 at 8:34 AM Kimberly Sisk <kesisk2010@gmail.com> wrote:

Please find attached my letter dated February 24, 2026.

Also, here is a link to a folder with prior letters, photographs, and other supporting documentation in opposition of the Rezoning Application Z-190-25 (13th Ave/Maria Villa/Michigan Ave):

[Click this LINK to access folder with additional supporting documentation \[lp2you.box.com\]](#)

If you have any questions, please do not hesitate to reach out to me.

Thank you for your time and assistance.

Warm regards,

Kimberly Sisk
Homeowner at 1117 W. Michigan Ave., Phoenix, AZ 85023
Cell - 520-784-3080

City of Phoenix Planning and Development Department
200 West Washington Street
Phoenix, Arizona 85003

Re: Proposition 207 – Notice as Neighboring Property Owner

Application: **Z-190-25-3**

To Whom It May Concern,

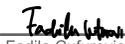
I am a homeowner and neighboring property owner adjacent to the subject rezoning case. I submit this letter to address the implications of Arizona Proposition 207, the Private Property Rights Protection Act (A.R.S. § 12-1131 et seq.), and to request it be included in the official record.

Proposition 207 provides that when a land use law, including a rezoning action, reduces the fair market value of real property, the affected property owner may be entitled to just compensation. The statute applies not only to the applicant property, but to neighboring properties that may experience a measurable reduction in value as a result of the governmental action.

Because the proposed rezoning materially changes the intensity and operational character of the surrounding area, it has the potential to affect the fair market value of adjacent residential properties. I therefore request that the City acknowledge the applicability of Proposition 207 considerations in the evaluation of this case and ensure all statutory procedures and protections are followed prior to final approval.

Please include this correspondence in the public record for this matter.

Sincerely,



Fadila Cufurovic (Feb 27, 2026 19:08:08 MST)

(signature)

Print name: Fadila Cufurovic

Address: 1109 W Michigan Ave

Phone number: 6024104021

Email: f.cufurovic@cox.net

Homeowner and Neighboring Property Owner
City of Phoenix

Letter to City of Phoenix - value - ready to sign

Final Audit Report

2026-02-28

Created:	2026-02-28
By:	Kimberly Sisk (kimberly@lp2you.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAIX-LkkEX-P5pL5L4LA-pfyU3PRVcGT0-

"Letter to City of Phoenix - value - ready to sign" History

-  Document created by Kimberly Sisk (kimberly@lp2you.com)
2026-02-28 - 1:58:24 AM GMT
-  Document emailed to f.cufurovic@cox.net for signature
2026-02-28 - 1:58:43 AM GMT
-  Email viewed by f.cufurovic@cox.net
2026-02-28 - 2:05:15 AM GMT
-  Signer f.cufurovic@cox.net entered name at signing as Fadila Cufurovic
2026-02-28 - 2:08:06 AM GMT
-  Document e-signed by Fadila Cufurovic (f.cufurovic@cox.net)
Signature Date: 2026-02-28 - 2:08:08 AM GMT - Time Source: server
-  Agreement completed.
2026-02-28 - 2:08:08 AM GMT

City of Phoenix Planning and Development Department
200 West Washington Street
Phoenix, Arizona 85003

Re: Proposition 207 – Notice as Neighboring Property Owner

Application: **Z-190-25-3**

To Whom It May Concern,

I am a homeowner and neighboring property owner adjacent to the subject rezoning case. I submit this letter to address the implications of Arizona Proposition 207, the Private Property Rights Protection Act (A.R.S. § 12-1131 et seq.), and to request it be included in the official record.

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Because the proposed rezoning materially changes the intensity and operational character of the surrounding area, it has the potential to affect the fair market value of adjacent residential properties. I therefore request that the City acknowledge the applicability of Proposition 207 considerations in the evaluation of this case and ensure all statutory procedures and protections are followed prior to final approval.

Please include this correspondence in the public record for this matter.

Sincerely,


Brett Judd (Feb 27, 2026 19:36:06 MST)

(signature)

Print name: Brett Judd

Address: 1105 west, Michigan, Ave. PHX, AZ.

Phone number: 3038093952

Email: Brettjudd70@gmail.com

Homeowner and Neighboring Property Owner
City of Phoenix

Letter to City of Phoenix - value - ready to sign

Final Audit Report

2026-02-28

Created:	2026-02-28
By:	Kimberly Sisk (kimberly@lp2you.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAG1JW2az7qtBQ81q6Ztm_JSdshqRXaSy6

"Letter to City of Phoenix - value - ready to sign" History

-  Document created by Kimberly Sisk (kimberly@lp2you.com)
2026-02-28 - 1:56:31 AM GMT
-  Document emailed to brettjudd70@gmail.com for signature
2026-02-28 - 1:57:03 AM GMT
-  Email viewed by brettjudd70@gmail.com
2026-02-28 - 2:32:54 AM GMT
-  Signer brettjudd70@gmail.com entered name at signing as Brett Judd
2026-02-28 - 2:36:04 AM GMT
-  Document e-signed by Brett Judd (brettjudd70@gmail.com)
Signature Date: 2026-02-28 - 2:36:06 AM GMT - Time Source: server
-  Agreement completed.
2026-02-28 - 2:36:06 AM GMT

City of Phoenix Planning and Development Department
200 West Washington Street
Phoenix, Arizona 85003

Re: Proposition 207 – Notice as Neighboring Property Owner

Application: **Z-190-25-3**

To Whom It May Concern,

I am a homeowner and neighboring property owner adjacent to the subject rezoning case. I submit this letter to address the implications of Arizona Proposition 207, the Private Property Rights Protection Act (A.R.S. § 12-1131 et seq.), and to request it be included in the official record.

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Because the proposed rezoning materially changes the intensity and operational character of the surrounding area, it has the potential to affect the fair market value of adjacent residential properties. I therefore request that the City acknowledge the applicability of Proposition 207 considerations in the evaluation of this case and ensure all statutory procedures and protections are followed prior to final approval.

Please include this correspondence in the public record for this matter.

Sincerely,


Alex's BarberShop (Feb 27, 2026 21:47:35 EST)

(signature)

Print name: Arsen Muratov

Address: 1121w michigan ave

Phone number: 347-392-6017

Email: Alexdabarber@gmail.com

Homeowner and Neighboring Property Owner
City of Phoenix

Letter to City of Phoenix - value - ready to sign

Final Audit Report

2026-02-28

Created:	2026-02-28
By:	Kimberly Sisk (kimberly@lp2you.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAArrRBbMDrhFlw5xPsmTpK_Lc5DCTwgrF

"Letter to City of Phoenix - value - ready to sign" History

-  Document created by Kimberly Sisk (kimberly@lp2you.com)
2026-02-28 - 1:57:41 AM GMT
-  Document emailed to Alex's Barbershop (alexbarber@gmail.com) for signature
2026-02-28 - 1:57:59 AM GMT
-  Email viewed by Alex's Barbershop (alexbarber@gmail.com)
2026-02-28 - 2:46:42 AM GMT
-  Document e-signed by Alex's Barbershop (alexbarber@gmail.com)
Signature Date: 2026-02-28 - 2:47:35 AM GMT - Time Source: server
-  Agreement completed.
2026-02-28 - 2:47:35 AM GMT

City of Phoenix Planning and Development Department
200 West Washington Street
Phoenix, Arizona 85003

Re: Proposition 207 – Notice as Neighboring Property Owner

Application: **Z-190-25-3**

To Whom It May Concern,

I am a homeowner and neighboring property owner adjacent to the subject rezoning case. I submit this letter to address the implications of Arizona Proposition 207, the Private Property Rights Protection Act (A.R.S. § 12-1131 et seq.), and to request it be included in the official record.

Proposition 207 provides that when a land use law, including a rezoning action, reduces the fair market value of real property, the affected property owner may be entitled to just compensation. The statute applies not only to the applicant property, but to neighboring properties that may experience a measurable reduction in value as a result of the governmental action.

Because the proposed rezoning materially changes the intensity and operational character of the surrounding area, it has the potential to affect the fair market value of adjacent residential properties. I therefore request that the City acknowledge the applicability of Proposition 207 considerations in the evaluation of this case and ensure all statutory procedures and protections are followed prior to final approval.

Please include this correspondence in the public record for this matter.

Sincerely,

Maria Tovar
Maria Tovar (Feb 28, 2020 11:15:57 MST)

(signature)

Print name: Maria Tovar

Address: 18049 N 13th Ave Phoenix, AZ 85023

Phone number: 602-577-2719

Email: professionalservicesaa@gmail.com

Homeowner and Neighboring Property Owner
City of Phoenix

Letter to City of Phoenix - value - ready to sign

Final Audit Report

2026-02-28

Created:	2026-02-28
By:	Kimberly Sisk (kimberly@lp2you.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAWUCVTyUFXvyT_tFrGKKAYU4I-G2IIVAy

"Letter to City of Phoenix - value - ready to sign" History

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2026-02-28 - 2:00:27 AM GMT
-  Document emailed to professionalservicesaa@gmail.com for signature
2026-02-28 - 2:00:49 AM GMT
-  Email viewed by professionalservicesaa@gmail.com
2026-02-28 - 6:14:36 PM GMT
-  Signer professionalservicesaa@gmail.com entered name at signing as Maria Tovar
2026-02-28 - 6:15:55 PM GMT
-  Document e-signed by Maria Tovar (professionalservicesaa@gmail.com)
Signature Date: 2026-02-28 - 6:15:57 PM GMT - Time Source: server
-  Agreement completed.
2026-02-28 - 6:15:57 PM GMT

From: [Kimberly Sisk](#)
To: [PDD Long Range Planning](#); [Robert H Kuhfuss](#); streettransportation@phoenix.gov; planning@phoenix.gov
Cc: city_clerk@phoenix.gov; [Council District 3 PCC](#); [William F. Allison](#)
Subject: RE: Clarification Request – Street Department Review for Rezoning Case Z-190-25-3
Date: Sunday, March 8, 2026 12:03:21 PM
Attachments: [EagleViewExport - Michigan Avenue Cul-de-sac.pdf](#)
[765PLAT1401 - FINAL PLAT FOR MICHIGAN AVE CUL-DE-SAC.pdf](#)

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Good afternoon.

I am writing regarding **Rezoning Case No. Z-190-25-3** and the proposed subdivision access connection involving the Michigan Avenue cul-de-sac.

During the Planning Commission hearing there was discussion indicating that the Street Transportation Department had reviewed or approved the proposed roadway configuration. To ensure that residents fully understand the scope of that review, I respectfully request clarification regarding the following:

1. Whether the Street Transportation Department has formally approved vehicular access from the proposed subdivision through the existing Michigan Avenue cul-de-sac.
2. If such approval was issued, whether it constitutes a final engineering approval or only a conceptual approval subject to additional review during the civil engineering or final plat process.
3. Whether the Street Transportation Department evaluated operational safety conditions associated with existing residential driveways that back directly into the cul-de-sac bulb where the proposed subdivision access would occur.
4. Whether the recorded subdivision plat showing Michigan Avenue as a terminating cul-de-sac serving five homes was considered as part of the street access evaluation.

If available, I would also appreciate receiving any written comments, review notes, or approval documentation related to the Street Transportation Department's review of the Michigan Avenue access connection.

Thank you for your time and assistance.

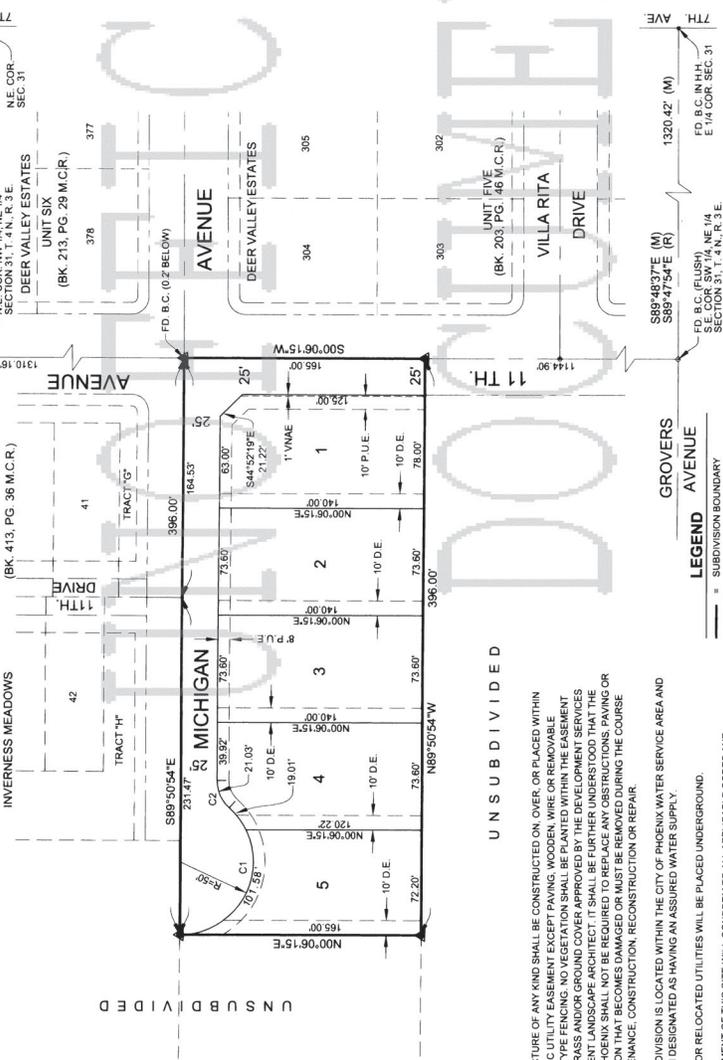
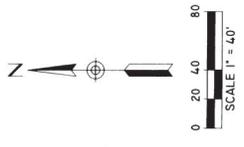
Warm regards,

Kimberly Sisk
1117 W Michigan Avenue
Phoenix, AZ 85023

Cell: 520-784-3080

FINAL PLAT

FOR
"11TH AVENUE AND MICHIGAN AVENUE"
 A CONVENTIONAL SUBDIVISION
 A SUBDIVISION OF THE N 1/2 OF THE NE 1/4 OF THE SW 1/4
 OF THE NE 1/4 OF SECTION 31, T. 4 N., R. 3 E., G. & S. R. B. & M.
 MARICOPA COUNTY, ARIZONA



- LEGEND**
- ▲ = SUBDIVISION CORNER SET B.C. PER MAG DET. 120-1 (TYPE 8)
 - = CORNER FOUND OR SET POINT AS NOTED
 - ⊗ = FOUND MONUMENT AS NOTED
 - ⊙ = FOUND MONUMENT AS NOTED
 - = EASEMENT
 - - - - = PROPERTY LINE
 - - - - = DRAINAGE EASEMENT
 - - - - = HANDHOLE
 - - - - = MEASURED
 - - - - = BRASS CAP
 - - - - = PUBLIC UTILITY EASEMENT
 - - - - = VEHICULAR NON-ACCESS EASEMENT

- NOTES**
1. NO STRUCTURE OF ANY KIND SHALL BE CONSTRUCTED ON, OVER, OR PLACED WITHIN THE BOUNDARIES OF ANY LOT OR TRACT UNLESS THE DEVELOPER SHALL FIRST OBTAIN THE NECESSARY PERMITS FROM THE CITY OF PHOENIX AND THE MARICOPA COUNTY DEPARTMENT OF LAND AND WATER SERVICES. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR THE COST OF THE SAME. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE COST OF THE NECESSARY PERMITS AND FOR THE COST OF THE SAME.
 2. THIS SUBDIVISION IS LOCATED WITHIN THE CITY OF PHOENIX WATER SERVICE AREA AND HAS BEEN DESIGNED AS HAVING AN ASSURED WATER SUPPLY.
 3. ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.
 4. DEVELOPMENT OF THIS SITE WILL CONFORM TO ALL APPLICABLE CODES AND ORDINANCES.
 5. NO STRUCTURE OF ANY KIND BE CONSTRUCTED OR ANY VEGETATION BE PLANTED NOR BE ALLOWED TO GROW WITHIN THE DRAINAGE EASEMENT OR TRACT WHICH WOULD IMPERE BE ALLOWED TO WATER OVER, UNDER, OR THROUGH THE EASEMENT OR TRACT. THE CITY OF PHOENIX SHALL BE RESPONSIBLE FOR MAINTAINING ANY DRAINAGE FACILITIES OR TRACTS UNDER THE LAND IN THE EASEMENTS OR TRACTS.
 6. STRUCTURES AND LANDSCAPING WITHIN A TRIANGLE MEASURING 33' X 33' ALONG THE PROPERTY LINES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'.
 7. A MINIMUM 20' SETBACK (18' IF VERTICALLY OPENING GARAGE DOORS ARE PROVIDED) WILL BE PROVIDED FROM BACK OF SIDEWALK TO FACE OF GARAGE DOOR.
 8. EACH LOT IN THIS SUBDIVISION IS PERMITTED ONE DWELLING UNIT FOR A TOTAL OF 5 DWELLINGS WITHIN THE ENTIRE SUBDIVISION.

DEVELOPER
 ADOBE WEST CONSTRUCTION, INC.
 P.O. BOX 6988
 PHOENIX, ARIZONA 85012
 PHONE: (602) 721-8862
 FAX: (623) 954-8174

800K 765 PAGE 14
 OFFICIAL RECORDS OF MARICOPA COUNTY
 HELLEN PURCELL
 2005-1060888
 05/24/05

CURVE	DELTA	RADIUS	LENGTH	TANGENT
C1	136°11'23"	50.00	120.59	130.90
C2	48°11'23"	25.00	21.03	11.18

REVISIONS:
 NO. DATE DESCRIPTION

STEEL ENGINEERING
 ENGINEERS - SURVEYORS
 5702 EAST SHEA
 PHONE: (480) 778-0171
 SCOTTSDALE ARIZONA 85254 FAX: (480) 778-0334



FINAL PLAT
 FOR
11 TH. AVE. & MICHIGAN AVE.
 PROJECT
 09/22/04
 JOB NO.
 04-010
 SHEET
1 of **1**

DEDICATION
 STATE OF ARIZONA)
 COUNTY OF MARICOPA)
 KNOW ALL MEN BY THESE PRESENTS:
 ADOBE WEST CONSTRUCTION, INC., AN ARIZONA CORPORATION AS OWNER, HAS SUBDIVIDED UNDER THE NAME 11TH AVENUE AND MICHIGAN AVENUE A PORTION OF THE N 1/2 OF THE NE 1/4 OF THE SW 1/4 OF THE NE 1/4 OF SECTION 31, T. 4 N., R. 3 E., G. & S. R. B. & M. MARICOPA COUNTY, ARIZONA, AS SHOWN ON SAID PLAT AND HEREBY DEDICATES TO THE PUBLIC FOR USES AS SUCH, THE STREETS AND EASEMENTS AS SHOWN ON SAID PLAT AND INCLUDED IN THE ABOVE DESCRIBED PREMISES.

IN WITNESS WHEREOF, ADOBE WEST CONSTRUCTION, INC. AN ARIZONA CORPORATION AS OWNER, HAS HEREINTO CAUSED ITS NAME TO BE SIGNED AND THE SIGNATURE OF Travis C. Steele, ITS PRESIDENT, TO BE HEREINTO CAUSED TO BE SIGNED AND PLACED IN WITNESS WHEREOF, I HEREBY SET MY HAND AND OFFICIAL SEAL OF THE STATE OF ARIZONA, THIS 22 DAY OF JUNE, 2005.

ACKNOWLEDGMENT
 COUNTY OF MARICOPA)
 BEFORE ME THIS 22 DAY OF JUNE, 2005, Travis C. Steele PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, WHO ACKNOWLEDGED HIMSELF TO BE THE PRESIDENT OF ADOBE WEST CONSTRUCTION, INC. THE LEGAL OWNER OF THE PROPERTY PLATTED HEREON AND ACKNOWLEDGED THAT HE AS PRESIDENT, EXECUTED THIS INSTRUMENT FOR THE PURPOSES HEREIN CONTAINED.

IN WITNESS WHEREOF, I HEREBY SET MY HAND AND OFFICIAL SEAL OF THE STATE OF ARIZONA, THIS 22 DAY OF JUNE, 2005.

CERTIFICATION
 THIS IS TO CERTIFY THAT THE SURVEY AND SUBDIVISION OF THE PREMISES DESCRIBED AND PLATTED HEREON WAS MADE UNDER MY DIRECTION DURING THE MONTH OF April, 2005, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN, THAT THE MONUMENTS AND CORNERS FULLY LOCATED AND SET AS SHOWN, THAT THEIR POSITIONS ARE CORRECTLY SHOWN, AND THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

REGISTERED LAND SURVEYOR SIGNATURE
 DATE 6/1/05

APPROVALS
 APPROVED BY: [Signature] DATE 7/1/05
 DEVELOPMENT SERVICES DEPARTMENT

APPROVED BY THE CITY COUNCIL OF THE CITY OF PHOENIX, ARIZONA THIS 22 DAY OF JUNE, 2005.
 ATTEST: [Signature] CITY CLERK

KIVA #01-19314
 Q.S. #38-26
 PLAT #04-0262

Photo of Michigan Cul-de-sac



© All EagleView Technology Corporation

From: [Kimberly Sisk](#)
To: [Robert H Kuhfuss](#)
Subject: Fwd: Opposition to Rezoning Application Z-190-25-3
Date: Monday, March 9, 2026 1:48:06 PM
Attachments: [765PLAT1401 - FINAL PLAT FOR MICHIGAN AVE CUL-DE-SAC.pdf](#)
[EagleViewExport - Michigan Avenue Cul-de-sac.pdf](#)
[2026.0308 Letter to Mayor and Council Members.pdf](#)
[last hearing date.pdf](#)
[TIS Manual 202511170925467410.pdf](#)
[Traffic Impact Statement for 13 and Michigan 120325 UPDATED.pdf](#)
[PAPP - 2505182 - 001 PASP01 PLAN 5343 CONCEPTUAL SUBDIVISION PLAN 2505182 - VIP document.pdf](#)
[2026.0213 Letter re Traffic Impact Study Deficiency.pdf](#)

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[Report Suspicious](#)

Good afternoon, Mr. Kuhfuss.

I did not include you on the below email.

I apologize.

Thank you.

Warm regards,

Kimberly Sisk

----- Forwarded message -----

From: **Kimberly Sisk** <kesisk2010@gmail.com>
Date: Sun, Mar 8, 2026 at 12:54 PM
Subject: Opposition to Rezoning Application Z-190-25-3
To: <mayor.gallego@phoenix.gov>, <council.district.3@phoenix.gov>, <council.district.1@phoenix.gov>, <council.district.4@phoenix.gov>, <council.district.5@phoenix.gov>, <council.district.7@phoenix.gov>, <council.district.7@phoenix.gov>, <council.district.2@phoenix.gov>, <council.district.6@phoenix.gov>, <council.district.6@phoenix.gov>, <council.district.8@phoenix.gov>
Cc: <pdd.longrange@phoenix.gov>, <streets@phoenix.gov>, William F. Allison <bill@wmbattorneys.com>, Chris Brown (cbrown@arcadiacapitalLLC.com) <cbrown@arcadiacapitalllc.com>, <f.cufurovic@cox.net>, <brettjudd70@gmail.com>, <flexpassion@gmail.com>, <AlexDaBarber@gmail.com>

Good afternoon.

Please find attached my letter dated March 8, 2026, with appropriate attachments.

Thank you in advance for your time and consideration.

Warm regards,

Kimberly Sisk
1117 W. Michigan Avenue
Phoenix, AZ 85023
Cell: 520-784-3080

Kimberly Sisk
1117 West Michigan Avenue
Phoenix, Arizona 85023
Email: Kesisk2010@gmail.com
Cell: 520-784-3080

March 8, 2026

RE: Rezoning Application Z-190-25-3

Dear Mayor and Members of the Phoenix City Council:

My name is Kimberly Sisk and I reside at 1117 West Michigan Avenue in Phoenix. I have lived in my home for eleven (11) years. My property is located directly on the Michigan Avenue cul-de-sac that is proposed to serve as an access point for **Rezoning Application Z-190-25-3**.

I have attached a photograph of the public rezoning notice board that has been placed in the Michigan Avenue cul-de-sac. The notice states that the City Council meeting scheduled for April 8, 2026, at 2:30 p.m. is conditioned upon an appeal being filed from the Planning Commission decision.

This language is confusing because it is my understanding that a recommendation for approval by the Planning Commission is not subject to appeal by members of the public, as the matter proceeds directly to the City Council for final consideration. Based on that understanding, I assume the reference to an appeal in the notice may be a printing or wording error.

If that assumption is incorrect, please notify me immediately. If an appeal is required in order for the matter to proceed to the City Council with the opportunity for public input, I would need to file such an appeal promptly.

For clarity, I have opposed this rezoning application since the Deer Valley Village Planning Committee hearing, as the public record reflects.

Thank you, in advance, for your clarification.

I respectfully ask the Council to carefully review several issues that remain unresolved before considering approval of this rezoning.

First, the recorded subdivision plat clearly shows that Michigan Avenue was designed and dedicated as a terminating residential cul-de-sac serving five (5) homes. The plat does not show a stub street, future connection, or any indication that the street was intended to function as a connection to future development. The cul-de-sac bulb was engineered to provide turning space for vehicles while terminating traffic at the end of the street. Converting this termination point into part of a subdivision circulation system fundamentally changes the intended function of the roadway reflected in the recorded plat. *See attached Plat.*

Second, the proposal effectively transforms a local residential street into what functions as a collector access route for a new subdivision. This conflicts with the basic planning principle of street hierarchy. Arterial and collector roads are intended to carry higher traffic volumes and provide connections between neighborhoods, while local residential streets are designed to serve only the homes located along them. Michigan Avenue was designed as a local residential street. Using the cul-de-sac as an access route for a new subdivision introduces subdivision traffic into a roadway that was never intended to function in that capacity.

Third, the Traffic Impact Study dated December 3, 2025, evaluates trip generation but does not appear to analyze several critical safety conditions created by the proposed access configuration. The study does not evaluate vehicles reversing from existing residential driveways into circulating traffic within the cul-de-sac bulb, nor does it analyze driveway conflict points, maneuvering clearance, or sight-distance limitations associated with converting a terminating residential street into an access point for subdivision traffic.

The applicable **Traffic Impact Study Manual** explains that traffic studies are intended to evaluate operational conditions, safety impacts, roadway characteristics, and access interactions associated with new development.

The study submitted for this project primarily evaluates traffic volumes and regional trip generation, but does not appear to analyze the safety implications created by existing residential driveways that would connect directly to the proposed access roadway.

Residents whose driveways connect to the cul-de-sac would be required to reverse directly into a moving traffic pattern created by the new development. That condition introduces a foreseeable safety hazard and a realistic risk of loss-of-control collisions directly into the frontage of our homes.

I am also attaching my letter dated February 13, 2026, regarding objection to the Traffic Impact Statement dated December 3, 2025.

Fourth, City review comments on the subdivision site plan already indicate that the proposed transition from the Michigan Avenue cul-de-sac into the development's private accessway is not acceptable to the Streets Department and that the cul-de-sac must be completed as originally designed. This comment is significant because it indicates that City engineering staff previously identified a conflict between the proposed connection and the intended roadway design.

I am seeking further confirmation on the status of this Streets Department rejection, approval, or conditional approval via an email sent to the appropriate divisions on March 8, 2026.

During the Planning Commission discussion of Rezoning Application Z-190-25-3, it was stated that traffic impact studies typically do not analyze vehicles reversing from residential driveways into adjacent roadways and that such movements are common throughout the city. Based on that assertion, it was suggested that an additional traffic analysis addressing this issue was unnecessary.

Respectfully, that conclusion does not resolve the safety concern presented by the specific roadway configuration proposed in this case.

It is correct that residential vehicles routinely reverse from private driveways onto public streets. However, the relevant question here is not whether driveway backing movements occur in general. ***The relevant question is whether the proposed development would create a roadway configuration that introduces a new and concentrated traffic circulation pattern directly adjacent to existing residential driveways that were originally designed to front onto a terminating cul-de-sac.***

Michigan Avenue was designed and constructed as a residential cul-de-sac serving five (5) homes. Residents backing from their driveways currently do so onto a street that terminates and carries only minimal local traffic. The proposed rezoning would convert that terminating cul-de-sac into a circulation point serving a new subdivision roadway connection. As a result, vehicles backing from existing driveways would no longer be entering a quiet terminating street but instead would be reversing directly into an active access roadway serving a new development.

This change materially alters the operational environment of the street.

Traffic impact studies are intended to evaluate not only traffic volume but also operational safety, site access interactions, and the potential conflicts created by new development. When a development introduces a new access connection that alters the

function of an existing roadway, it is reasonable and appropriate to evaluate the safety implications of that change.

The absence of a prior traffic study addressing driveway backing movements in other contexts does not eliminate the need to evaluate the specific conditions created by this proposal. Traffic engineering analysis is inherently site-specific and must consider the unique geometry, access configuration, and surrounding land uses associated with each project.

In this case, the proposed configuration would place existing residential driveways directly adjacent to a new subdivision access roadway within the cul-de-sac bulb. Residents would be required to reverse directly into circulating traffic generated by the development. ***That condition creates identifiable driveway conflict points that did not previously exist.***

Because the Traffic Impact Study relied upon for this rezoning primarily evaluates regional trip generation and surrounding roadway volumes, the record does not appear to include a focused analysis of the operational safety conditions created by this new access configuration.

Under these circumstances, requesting additional analysis is not unusual. It is a reasonable step to ensure that the safety implications of converting a residential cul-de-sac into a subdivision access point are fully understood before a final legislative decision is made.

The issue presented here is therefore not whether driveway backing movements occur elsewhere in the city. The issue is whether the proposed roadway configuration introduces new and foreseeable conflict conditions that were not evaluated in the existing study and that could affect the safety of the residents whose driveways connect directly to the cul-de-sac.

Ensuring that these conditions are adequately analyzed is consistent with ***the City's responsibility to consider the operational safety of roadway access and the potential impacts of new development on existing residential infrastructure.***

Fifth, the surrounding roadway network already experiences congestion. Union Hills Drive has signalized intersections at 15th Avenue and 7th Avenue, but there are no signals at either 13th Avenue or 11th Avenue where vehicles must merge onto Union Hills. Traffic congestion and difficult merging conditions already exist at those locations today. Introducing additional residential traffic through these unsignalized access points raises legitimate concerns regarding roadway capacity and merging safety.

Finally, the Council should also consider the cumulative land-use impact on the surrounding neighborhood. The same developer recently constructed 13 homes at 11th Avenue and Union Hills that are currently operated as lease-only residences. The addition of 19 more homes under the current proposal could result in approximately 32 rental homes concentrated within the surrounding neighborhood area. That level of concentration materially changes the character of a neighborhood historically composed of owner-occupied single-family homes and raises legitimate compatibility concerns.

The City Council has an important responsibility to ensure that rezonings are supported by substantial evidence and do not create foreseeable risks to public safety or impose disproportionate burdens on existing residential infrastructure. **Based on the information currently available, the record does not reflect a comprehensive analysis of the safety implications associated with the proposed Michigan Avenue access point.**

I am also in the process of gathering signatures for a Petition requiring a $\frac{3}{4}$ Vote by City Council. I plan to file it before the deadline.

For these reasons, I respectfully request that the Council deny Rezoning Application Z-190-25-3. At a minimum, if the Council determines that development should proceed, I respectfully request that the Michigan Avenue access point be removed and that access occur from a roadway designed to accommodate subdivision traffic.

A final thought, at the Planning Commission meetings, the structure of public comment placed members of the public at a clear disadvantage compared to the applicant. The developer was permitted to present their position with the benefit of prepared materials and extended presentation time. This occurred at the Deer Valley Planning Committee meeting. There was no communication between the Public and the Committee. Only the Developer and the Committee.

Only during the City of Phoenix meeting, the Chair indicated that the public would be afforded equal time, which I appreciated and relied upon. However, when it came time for me to speak, I was initially limited to six minutes, which was the amount of time used by the developer. However, I also had a second speaker's time available to use, yet instead of receiving the full additional six minutes, I was limited to only two additional minutes. As a result, I was not provided the equal opportunity to present information that had been indicated during the meeting. However, the City of Phoenix Committee did allow communication between the Public and the Committee, which was deeply appreciated!

For matters that legally require public input, I respectfully request that the structure of public comment be reconsidered so that residents are not placed at a procedural disadvantage. When members of the public take the time to attend these hearings, it is because the outcome of the decision will significantly affect their homes, their safety, and their daily lives, and they should be afforded a fair opportunity to present their concerns.

Thank you for your time and consideration.

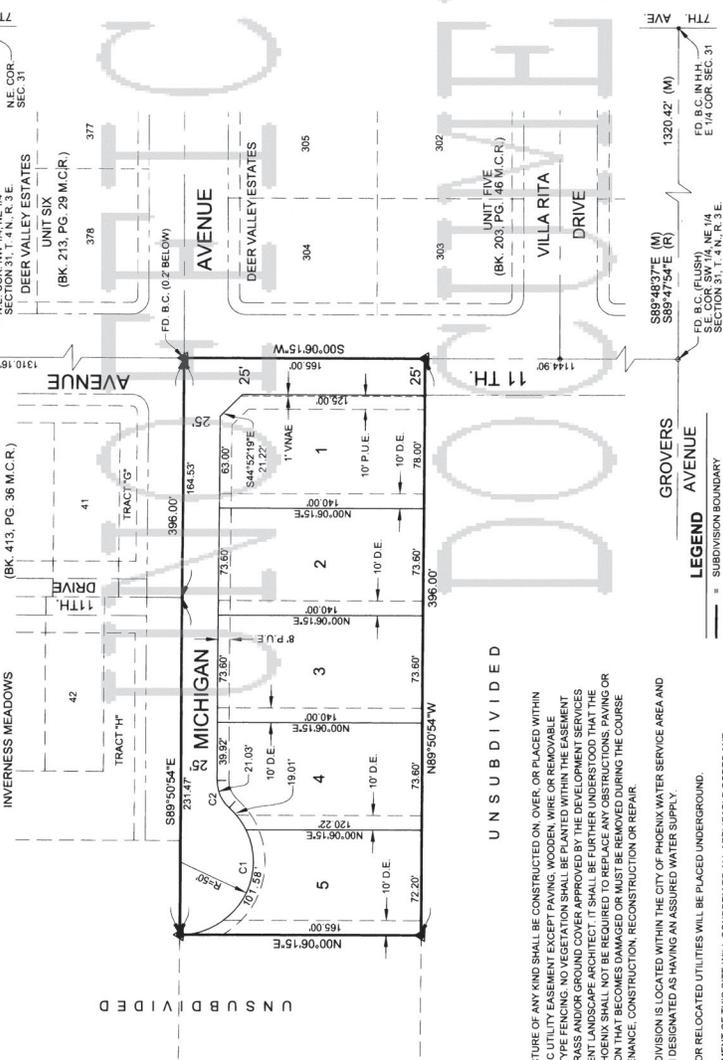
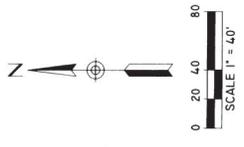
Warm regards,

Kimberly Sisk

Kimberly Sisk

FINAL PLAT

FOR
"11TH AVENUE AND MICHIGAN AVENUE"
 A CONVENTIONAL SUBDIVISION
 A SUBDIVISION OF THE N 1/2 OF THE NE 1/4 OF THE SW 1/4
 OF THE NE 1/4 OF SECTION 31, T. 4 N., R. 3 E., G. & S. R. B. & M.
 MARICOPA COUNTY, ARIZONA



- LEGEND**
- ▲ = SUBDIVISION CORNER SET B.C. PER MAG DET. 120-1 (TYPE 8)
 - = CORNER FOUND OR SET POINT AS NOTED
 - ⊗ = FOUND MONUMENT AS NOTED
 - = EASEMENT
 - - - - = PROPERTY LINE
 - - - - = HANDHOLE
 - - - - = DRAINAGE EASEMENT
 - - - - = MEASURED
 - - - - = BRASS CAP
 - - - - = PUBLIC UTILITY EASEMENT
 - - - - = VEHICULAR NON-ACCESS EASEMENT

- NOTES**
1. NO STRUCTURE OF ANY KIND SHALL BE CONSTRUCTED ON, OVER, OR PLACED WITHIN THE BOUNDARIES OF ANY LOT OR TRACT UNLESS THE STRUCTURE IS PERMITTED BY THE CITY OF PHOENIX AND THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PHOENIX AND THE MARICOPA COUNTY DEPARTMENT LANDSCAPE ARCHITECT. IT SHALL BE FURTHER UNDERSTOOD THAT THE CITY OF PHOENIX SHALL NOT BE REQUIRED TO REPLACE ANY OBSTRUCTIONS, PAVING OR VEGETATION THAT BECOMES DAMAGED OR MUST BE REMOVED DURING THE COURSE OF MAINTENANCE, CONSTRUCTION, RECONSTRUCTION OR REPAIR.
 2. THIS SUBDIVISION IS LOCATED WITHIN THE CITY OF PHOENIX WATER SERVICE AREA AND HAS BEEN DESIGNATED AS HAVING AN ASSURED WATER SUPPLY.
 3. ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.
 4. DEVELOPMENT OF THIS SITE WILL CONFORM TO ALL APPLICABLE CODES AND ORDINANCES.
 5. NO STRUCTURE OF ANY KIND BE CONSTRUCTED OR ANY VEGETATION BE PLANTED NOR BE ALLOWED TO GROW WITHIN THE DRAINAGE EASEMENT OR TRACT WHICH WOULD IMPERE BE ALLOWED TO WATER OVER, UNDER, OR THROUGH THE EASEMENT OR TRACT. THE CITY OF PHOENIX SHALL NOT BE RESPONSIBLE FOR MAINTAINING DRAINAGE FACILITIES OR TRACTS UNDER THE LAND IN THE EASEMENTS OR TRACTS.
 6. STRUCTURES AND LANDSCAPING WITHIN A TRIANGLE MEASURING 33' X 33' ALONG THE PROPERTY LINES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'.
 7. A MINIMUM 20' SETBACK (18' IF VERTICALLY OPENING GARAGE DOORS ARE PROVIDED) WILL BE PROVIDED FROM BACK OF SIDEWALK TO FACE OF GARAGE DOOR.
 8. EACH LOT IN THIS SUBDIVISION IS PERMITTED ONE DWELLING UNIT FOR A TOTAL OF 5 DWELLINGS WITHIN THE ENTIRE SUBDIVISION.

DEVELOPER
 ADOBE WEST CONSTRUCTION, INC.
 P.O. BOX 6988
 PHOENIX, ARIZONA 85012
 PHONE: (602) 721-8862
 FAX: (623) 954-8174

BOOK 765 PAGE 14
 OFFICIAL RECORDS OF
 MARICOPA COUNTY
 HELLEN PURCELL
 2005-1060888
RECORDED

CURVE	DELTA	RADIUS	LENGTH	TANGENT
C1	136°11'23"	50.00	120.59	130.90
C2	48°11'23"	25.00	21.03	11.18

DEDICATION
 STATE OF ARIZONA)
 COUNTY OF MARICOPA)
 KNOW ALL MEN BY THESE PRESENTS:
 ADOBE WEST CONSTRUCTION, INC., AN ARIZONA CORPORATION AS OWNER, HAS SUBDIVIDED UNDER THE NAME 11TH AVENUE AND MICHIGAN AVENUE A PORTION OF THE N 1/2 OF THE NE 1/4 OF THE SW 1/4 OF THE NE 1/4 OF SECTION 31, T. 4 N., R. 3 E., G. & S. R. B. & M. MARICOPA COUNTY, ARIZONA, AS SHOWN ON THE ATTACHED MAP AND HEREBY PUBLISHES THIS PLAT AS AND FOR THE PLAT OF 11TH AVENUE AND MICHIGAN AVENUE A FIVE LOT SUBDIVISION AND HEREBY DECLARES THAT SAID PLAT SETS FORTH THE LOCATION AND GIVES THE DIMENSIONS OF THE LOTS, STREETS AND EASEMENTS CONSTITUTING SAME, AND THAT EACH LOT AND STREET SHALL BE KNOWN BY THE NUMBER OR NAME GIVEN EACH RESPECTIVELY ON SAID PLAT. ADOBE WEST CONSTRUCTION, INC. AS OWNER, HEREBY DEDICATES TO THE PUBLIC FOR USES AS SUCH, THE STREETS AND EASEMENTS AS SHOWN ON SAID PLAT AND INCLUDED IN THE ABOVE DESCRIBED PREMISES.

IN WITNESS WHEREOF, ADOBE WEST CONSTRUCTION, INC. AN ARIZONA CORPORATION AS OWNER, HAS HEREINTO CAUSED ITS NAME TO BE SIGNED AND THE SIGNATURE OF Scott H. Lucke HERE UNTO DULY AUTHORIZED THIS 22 DAY OF June, 2005.

BY: Scott H. Lucke ITS: Scott H. Lucke

ACKNOWLEDGMENT
 STATE OF ARIZONA)
 COUNTY OF MARICOPA)
 BEFORE ME THIS 22 DAY OF June, 2005, Scott H. Lucke PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, WHO ACKNOWLEDGED HIMSELF TO BE THE PRESIDENT OF Adobe West Construction, Inc. THE LEGAL OWNER OF THE PROPERTY PLATTED HEREON AND ACKNOWLEDGED THAT HE AS President EXECUTED THIS INSTRUMENT FOR THE PURPOSES HEREIN CONTAINED.

IN WITNESS WHEREOF, I HEREBY SET MY HAND AND OFFICIAL SEAL.

Sharon E. Wolfe
 NOTARY PUBLIC

CERTIFICATION
 THIS IS TO CERTIFY THAT THE SURVEY AND SUBDIVISION OF THE PREMISES DESCRIBED AND PLATTED HEREON WAS MADE UNDER MY DIRECTION DURING THE MONTH OF April, 2005, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN, THAT THE MONUMENTS AND CORNERS FULLY AND CORRECTLY SET AS SHOWN, THAT THEIR POSITIONS ARE CORRECTLY SHOWN, AND THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

REGISTERED LAND SURVEYOR SIGNATURE John L. White DATE 6/1/05
 APPROVALS
 APPROVED BY: John L. White DATE 7/1/05
 DEVELOPMENT SERVICES DEPARTMENT

APPROVED BY THE CITY COUNCIL OF THE CITY OF PHOENIX, ARIZONA THIS 22 DAY OF June, 2005.
 ATTEST: Nicky Miel CITY CLERK

Photo of Michigan Cul-de-sac

