



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

ADDENDUM A
Staff Report: Z-69-20-6
November 3, 2021

<u>Camelback East Village Planning Committee Meeting Date</u>	October 5, 2021
<u>Planning Commission Hearing Date</u>	November 4, 2021
Request From:	R-O (0.89 acres)
Request To:	PUD (0.89 acres)
Proposed Use	Multifamily residential
Location	Approximately 300 feet west of the northwest corner of 16th Street and Maryland Avenue
Owner	East Maryland, LLC
Applicant	AUTEM Development
Representative	William E. Lally, Esq., Tiffany & Bosco
Staff Recommendation	Approval, subject to stipulations

The purpose of this addendum is to revise the staff recommended stipulations to account for changes to the PUD development narrative, per the applicant's request.

On October 5, 2021, the Camelback East Village Planning Committee heard this request and recommended denial, noting the continued community opposition to the case due to ongoing concerns regarding the proposed density, reduction in guest parking, and on-street waste collection. After the meeting, the applicant worked with members of the community on modifications to the request to address these concerns and has requested modifications to the PUD development narrative to accommodate the changes made to the proposal. The key modifications are as follows:

- Density reduction from 16 units to 15 units
- Increase of guest parking from 4 spaces to 6 spaces
- Relocation of bicycle repair station to the interior of the development
- Exploration of alternative waste collection methods

The below stipulations list the applicant's requested modifications to the PUD development narrative and an additional stipulation to address alternative waste collection. Staff recommends approval subject to the following revised stipulations:

1. An updated Development Narrative for the Autem Row PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped September 21, 2021, as modified by the following stipulations:
 - a. Front cover: Revise the submittal date information on the bottom to add the following: Hearing draft submittal: September 21, 2021; City Council adopted: [Add adoption date].
 - B. PAGE 5, OVERALL DESIGN CONCEPT: UPDATE THE REFERENCE TO PROPOSED NUMBER OF UNITS TO 15.
 - C. PAGE 7: UPDATE THE REFERENCE TO PROPOSED NUMBER OF UNITS TO 15.
 - D. PAGE 8, LAND USE PLAN: UPDATE THE REFERENCE TO PROPOSED NUMBER OF UNITS TO 15.
 - E. PAGE 9, DEVELOPMENT STANDARDS TABLE: UPDATE THE MAXIMUM DENSITY TO 15 DWELLINGS UNITS AND 16.85 DU/AC.
 - F. PAGE 9, DEVELOPMENT STANDARDS TABLE: UPDATE GUEST PARKING TO 0.40 SPACES PER RESIDENTIAL UNIT TO REFLECT MINIMUM OF 6 GUEST PARKING SPACES.
 - G. PAGE 12, DESIGN GUIDELINES SECTION E.1.H.: REPLACE WITH THE FOLLOWING:

BICYCLE PARKING WILL BE INSTALLED WHERE INDICATED ON THE ATTACHED SITE PLAN (EXHIBIT 9). A BICYCLE REPAIR STATION SHALL BE PROVIDED ON THE NORTH END OF THE SITE IN CLOSE PROXIMITY TO THE BICYCLE STORAGE AREA SHOWN ON EXHIBIT 9.
 - H. PAGE 14, SECTION H.2. CIRCULATION: UPDATE THE PARAGRAPH TO REDUCE NUMBER OF UNITS TO 15 AND TO DESCRIBE THE LAYOUT AS PROPOSED IN THE SITE PLAN DATE STAMPED OCTOBER 28, 2021.
 - I. PAGE 15, COMPARATIVE ZONING TABLE: UPDATE THE NUMBER OF UNITS, DENSITY RATIO, AND MINIMUM GUEST PARKING ON PUD ZONING COLUMN.
 - J. PAGE 36, EXHIBIT 9 (CONCEPTUAL SITE PLAN): REPLACE WITH THE SITE PLAN DATE STAMPED OCTOBER 28, 2021 AND REMOVE THE REFERENCE TO THE BICYCLE REPAIR STATION.
 - K. PAGE 38, EXHIBIT 10 (FENCE DIAGRAM): REMOVE THE REFERENCE TO THE BICYCLE REPAIR STATION.

2. The developer shall dedicate a 7-foot sidewalk easement for the north side of Maryland Avenue, as approved by Planning and Development.
3. The applicant shall submit a traffic statement to the City for this development. No preliminary approval of plans shall be granted until the study is reviewed and approved by the City. Contact the Street Transportation Department to set up a meeting to discuss the requirements of the study. Upon completion of the TIS the developer shall submit the completed TIS to the Planning and Development Department counter with instruction to forward the study to the Street Transportation Department, Development Coordination Section.
4. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with the current ADA Guidelines.
5. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.
6. THE DEVELOPER SHALL WORK WITH THE PLANNING AND DEVELOPMENT DEPARTMENT'S SOLID WASTE REVIEWER TO PURSUE ALTERNATIVE METHODS OF WASTE COLLECTION TO ALLOW FOR ON-SITE TRASH AND RECYCLING PICK UP.

Exhibits

Site plan date stamped October 28, 2021 (1 page)

Community correspondence (56 pages)

NOT FOR CONSTRUCTION

SITE PLAN NOTES

- 1) DEVELOPMENT AND USE OF THIS SITE WILL CONFORM WITH ALL APPLICABLE CODES AND ORDINANCES.
- 2) ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.
- 3) STRUCTURES AND LANDSCAPING WITHIN A TRIANGLE MEASURED BACK 10' FROM THE PROPERTY LINE AND 20' ALONG THE PROPERTY LINE ON EACH SIDE OF THE DRIVEWAYS ENTRANCES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'.
- 4) ANY LIGHTING WILL BE PLACED SO AS TO DIRECT LIGHT AWAY FROM THE ADJACENT RESIDENTIAL DISTRICTS AND WILL NOT EXCEED ONE FOOT CANDLE AT THE PROPERTY LINE. NO NOISE, ODOR, OR VIBRATION WILL BE EMITTED AT ANY LEVEL EXCEEDING THE GENERAL LEVEL OF NOISE, ODOR, OR VIBRATION EMITTED BY USES IN THE AREA OUTSIDE THE SITE.
- 5) OWNERS OF PROPERTY ADJACENT TO THE PUBLIC RIGHTS OF WAY WILL HAVE THE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE RIGHT OF WAY, IN ACCORDANCE WITH THE APPROVED PLANS.
- 6) ALL ROOFTOP EQUIPMENT AND SATELLITE DISHES SHALL BE SCREENED TO THE HEIGHT OF THE TALLEST EQUIPMENT.
- 7) ALL SERVICE AREAS SHALL BE SCREENED TO CONCEAL TRASH CONTAINERS, LOADING DOCKS, TRANSFORMERS, BACKFLOW PREVENTERS, AND OTHER MECHANICAL OR ELECTRICAL EQUIPMENT FORM EYE LEVEL ADJACENT TO ALL PUBLIC STREETS.
- 8) BARBED, RAZOR, OR CONCERTINA WIRE (OR SIMILAR) SHALL NOT BE USED ON THIS SITE WHERE VISIBLE FROM THE PUBLIC STREETS OR ADJACENT RESIDENTIAL AREAS.
- 9) ALL SIGNAGE REQUIRES SEPARATE REVIEWS, APPROVALS, AND PERMITS. NO SIGNS ARE APPROVED PER THIS PLAN.

PROJECT DESCRIPTION

AUTEM DEVELOPMENT PLANS TO BUILD A 15 UNIT TOWNHOME COMMUNITY AT E MARYLAND AVE. ON A 3,985 SF PARCEL. THE SITE IS CURRENTLY USED FOR RESIDENTIAL AND OFFICE SPACE. THE PROJECT IS CENTERED BETWEEN TWO DRIVEWAYS ON THE EAST AND WEST OF THE SITE WITH A LANDSCAPED COMMUNITY ZONE AND PATHWAYS SEPARATING THE TOWNHOME STRUCTURES. THE BUILDINGS WILL BE A COMBINATION OF MASONRY AND WOOD FRAME CONSTRUCTION WITH INDIVIDUAL ENTRANCES AND GARAGE ACCESS TO EACH UNIT.

THERE IS ONE 1,175 SF UNIT TYPE WITH A UNIQUE ARCHITECTURAL CHARACTER. UNITS ARE PROVIDED WITH THEIR OWN FRONT GARDEN WHICH FACES ONTO THE COMMUNITY WALKWAY. EACH UNIT HAS A 2-CAR GARAGE AND 4 GUEST SPACES ARE PROVIDED. THERE WILL BE A MASONRY FENCE ALONG THE SITE PERIMETER. THE PRIMARY ENTRANCES WILL BE ALONG MARYLAND AVE.

THE COMMUNITY AMENITIES WILL INCLUDE: COMMUNITY WALKWAY WITH FIRE AND WATER FEATURES, LUSH LANDSCAPING, POOL, AND COMMUNITY BBQ. THESE AREAS ARE DISPERSED ABOUT THE SITE WITH THE OUTDOOR COMMON SPACES.

APPLICANT

DEVELOPER:
AUTEM DEVELOPMENT
2525 E CAMELBACK RD #407
PHOENIX, AZ 85016
JARED@AUTEMDEV.COM
602-783-2107
ZANDER@AUTEMDEV.COM
310-617-1695

ARCHITECT:
WORKSBUREAU, INC.
2524 N. 24TH ST.
PHOENIX, AZ
MIKE ALEXANDER / MALEXANDER@WORKSBUREAU.COM
602-321-9080

LEGAL REPRESENTATIVE:
TIFANY AND BOSCO, PA.
2525 E CAMELBACK ROAD, 7TH FLOOR
PHOENIX, AZ 85016
WILLIAM E. LALLY ESQ. / WEL@TBLAW.COM
602-452-2716

PROPOSED DEVELOPMENT - PUD

PROPOSED USE: PUD - TOWNHOMES FOR SALE

HEIGHT: 3 STORIES / 31'-10"

DENSITY: 15 TOWNHOMES

UNITS / CARPARKS: X 2 PER GARAGE = 30 SPACES
X 0.5 = 7.5 GUEST SPACES
(REDUCTION REQUESTED UNDER PUD OF 6 GUEST SPACES)
36 TOTAL SPACES

WASTE: 15 DWELLING UNITS
30 INDIVIDUAL WHEELED BINS PROVIDED
15 REGULAR WASTE
15 RECYCLE WASTE
PRIVATE COLLECTION ON 2 DAYS FROM MARYLAND AVE

OPEN SPACE: 200,659.38 SF PROVIDED

LOT COVERAGE: BUILDING 1 = 7,608 SF
BUILDING 2 = 4,747 SF
BUILDING 3 = 2,885 SF
TOTAL = 15,240 SF
32,935 NSF / 15,240 = .46 OR 46% LOT COVERAGE

ZONING

PROP ADDRESS: 1536 E MARYLAND AVE
PHOENIX, ARIZONA 85014

LEGAL DESCRIP.: TH PT SE4 NE4 SEC 9 T2N R3E DAF BEG AT PT S LI SD NE4 336.78' W OF SE COR TH N 355.33' TH W 162.78' TH S 355.33' TH E 162.78' TO POB EX N 120' TH OF & EX S 33' RD P/F 14-0341950

PARCEL #: PARCEL #161-08-060C

SITE AREA: 0.87 ACRES GROSS
0.76 ACRES NET

CURRENT ZONING: R-0

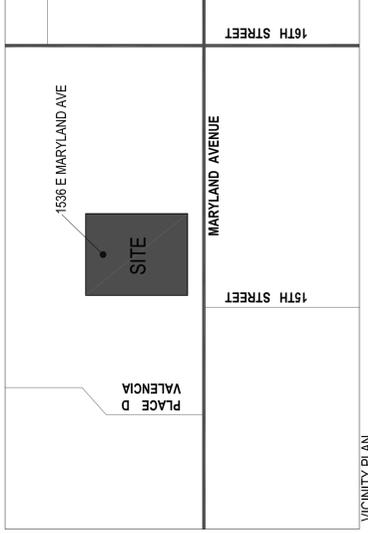
PUD: REQUESTING NEW SETBACKS, INCREASED HEIGHT, REDUCED LANDSCAPE BUFFER TO 3', REDUCED VISITOR PARKING TO 50% OF REQUIRED

OPEN SPACE: MINIMUM .5% OF GROSS LOT AREA REQUIRED
5% OF 37,895 SF = 1,895 SF

OPEN SPACE PROVIDED: **7,822 SF**

LOT COVERAGE: PER PUD

SETBACKS: 10' FRONT
12' REAR (OFF PROPERTY LINE)
3' LANDSCAPE PERIMETER - SIDE AND REAR
27' SIDE SETBACK AT GRADE LEVEL
23' SIDE SETBACK AT L2
19' SIDE SETBACK AT L3



Sofia Mastikhina

From: Karolyn Bengler <kbengler@gmail.com>
Sent: Friday, October 1, 2021 5:08 PM
To: Sofia Mastikhina
Subject: Development on Maryland Street

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Mastikhina,

I am writing about my concerns with the new development being planned on Maryland Street.

Having 16 trash bins and 16 recycling bins lined up two days a week on Maryland, will cause problems for bikers and pedestrians. Cars trying to get out from the trash collection will drive into the oncoming traffic lane, creating a horrible risk of a head on collision. Further, these bins will be an unsightly blight on our street.

There are only 4 guest spaces planned, one of which is designated for the disabled. If not requesting a special classification, 8 spaces would be the required number. With anywhere from 30 to 40 plus residents possibly living there, each with family or friends visiting and others. Where will they park? If on Maryland this takes away the bike lane and blocks driver's line of vision when trying to turn into Maryland. It's simply not safe.

These concerns have been raised for many months and there has yet to be any plan put forward by the developers to address this.

I am deeply concerned as I, and my children, bike on this bike lane and walk our dog down this street. This is truly scary when a few modifications could address these concerns.

Thank you,

Karolyn Bengler
Sent from my phone

Sofia Mastikhina

From: Larry Whitesell <thepeakhomeassoc@gmail.com>
Sent: Wednesday, October 20, 2021 11:07 AM
To: Sofia Mastikhina
Cc: John T. Oliver; Mary Ann Pikulas; Linda Richards; Sandy Grunow; Dan Trozzi
Subject: Z-69-20 Autem Row Meeting Recap
Attachments: 19 Oct 2021 Meeting Recap.pdf

Good morning, Sofia -

This email is to share with you the result of a recent meeting between Mr. Oliver and neighborhood representatives concerning the Autem Row application, Z-69-20. I offered to send this meeting recap to you so you are aware of the position of the neighborhood representatives on several issues. There are a couple of items that Mr. Oliver indicated are encouraged by Zoning staff. He supported my offer to inform you about our remaining issues so that possible revision of those items would not become concerns of Zoning staff.

Please contact me if you want to discuss any of the contents of the attached meeting recap.

Larry Whitesell, Co-chair
the PEAK NA
602-370-8453

On Tuesday, October 19th several neighborhood representatives met virtually with John Oliver, Law Clerk at Tiffany & Bosco, who represents the Autem Row developers. Mr. Oliver reached out to us to discuss the developer's revision of the site plan to eliminate 1 unit and increase the guest parking spaces to 6. While we appreciate their willingness to make this revision, the proposal still lacks neighborhood support for several reasons. We discussed these in detail with Mr. Oliver.

1. The developers are considering elimination of 1 unit, possibly unit 8 on the current site plan, the north-west unit.
2. Guest Parking: Elimination of 1 two bedroom unit reduces the required guest parking spaces from 8 to 7.5. Adding 2 spaces to the original proposal of 4, gets closer to the required number. The 2 spaces would be located in the north-west corner of the property next to the already planned 2 spaces and turnaround. However, there is still great concern about the likelihood of guest parking on Maryland in the bike lane. More about this is in the solutions paragraph below.
3. Trash and Recycling: Mr. Oliver has stated on several occasions that they would submit a technical appeal to make it possible for a centralized collection compound to be used rather than 15 individual bins being placed on Maryland in the bike lane twice per week. We support this proposal but with a modification of the proposed location of the compound. They are considering the compound being located in the north-west corner of the property. We have an alternative proposal below.
4. Bicycle Storage/Repair/Bench: Mr. Oliver stated this is an amenity encouraged by Zoning staff. We expressed a concern about having a bicycle storage/repair area and bench that is in the landscape setback on the south side of the proposed fence. We believe that having an unsecured area open to the public is a potential attraction to individuals living on the streets.

Please be aware of the current conditions in the area. Maryland dead-ends at the St Rt 51 wall just 1500 feet from the subject property. This is where several homeless people locate. There is a large single family detached (R-1-6) development under construction on the south side of Maryland, east of 16th St at the freeway wall. This will cause the unhoused people to relocate. It is predictable that some will move to any area that provides shelter and seclusion, such as the proposed bike area and bench.

We stated that homeowners in the complex will likely store their bicycles in their garages, especially with more room created by not having to locate their trash and recycling bins in the garage. Also, the Comprehensive Bicycle Master Plan does not mention having publicly accessible bike storage and repair. There are two recent cases in Camelback East VPC, Z-920-6 the Willowick PUD south-west corner of 16th St & Colter, and Z-65-20 PUD at 5727 N 7th St., that included bike storage/repair within the confines of the buildings. Note these are apartments without individual garages, unlike Autem Row that is owner occupied with individual garages.

5. Front Set-Back: We continue to be concerned with the front set-back. Mr. Oliver stated that Zoning staff was interested in having the front of the building interact with the sidewalk/street. We understand this concept as it is incorporated into the Walkable Urban Code. The subject property is not close to any area that is in the WU Code or Transportation Oriented Districts. Also, in two reviews by Zoning staff of the proposed develop, Zoning staff stated that they were not in agreement with the limited front set-back. That concern is dropped in the 3rd review and staff report. The neighborhood representatives still hold that concern.

6. The neighborhood representatives proposed the following solutions that resolve every issue. We strongly encourage the developer to eliminate 2 units, preferably units 1 and 9 on the south side of the site. This would provide ample area for:

a. 4 more guest parking spaces bringing the total to 8 (7 would be required).

b. locating the centralized trash/recycling compound at the street side of the property but behind the fence, thus eliminating 15 trash and recycling bins being placed in on Maryland in the bike lane, and eliminating the need for a technical appeal because the collection truck would not have to back up more than 50 feet.

3. putting bike storage/repair behind the fence in a secure area if needed at all.

4. the south facing wall of the closest units to be approximately 37 feet from the curb. This eliminates the looming 32' high, 80 linear foot wall close to the public sidewalk and street. We are not opposed to having the 3'-6' graduated view fence located as currently proposed approximately 17' from the curb. This will still provide interaction between the project and the sidewalk/street.

Mr. Oliver said he would discuss the input from the meeting with his clients. We anticipate a reply and a revision of the site plan fairly quickly, or for a continuance of the Planning Commission agenda item to be requested to give the developer time to consider changes and to submit a revised site plan.

Racelle Escolar

From: Michael Cocanower <mwcocanower@gmail.com>
Sent: Saturday, October 23, 2021 5:57 PM
To: PDD Planning Commission
Subject: Project Z-69-20 Autem Row

Hello -

I would just like to share my feedback regarding the proposed Autem Row project (referenced in the subject) which is proposed for Maryland Avenue just west of 16th Street.

I live just north of 14th Place and Maryland - down the street from the proposed project - at 6510 N 14th Place.

While I would like to see more of this type of project in infill locations through the neighborhood, this project has what I would consider to be two flaws which have existed for as long as I've known about the project and have NEVER been addressed by the developers in spite of concerns repeatedly expressed to them by neighborhood groups, residents, and even the Planning Committee.

First, the project has inadequate guest parking. In my opinion this will create additional street parking along Maryland - an already overly congested street parking area - making an existing problem even worse. These vehicles make visibility getting in and out of 14th Place very difficult and also block the bike lane. The contrast between Maryland east of 16th Street (where no street parking is allowed) and west of 16th Street is stark in terms of curb appeal and overall appearance. I don't feel this project should be approved with less than the required visitor parking spaces.

Second, the project does not have enough space for commercial trash pickup. Without a variance from the city to allow garbage trucks to enter the development, that will mean 32 trash containers along Maryland weekly (16 homes in the development, each with a trash and recycle container). Given the existing parking issues described above which will be made worse by lack of required guest spaces, I'm not sure where these 32 containers will go. I run along this section of Maryland twice per day, and already have to navigate traffic, parked cars, and pedestrians. Adding 32 trash cans will make it impossible, and that doesn't even consider how unsightly it will all be.

I would strongly encourage you NOT to approve this project as submitted. I believe there are solutions (many of which have been offered during neighborhood and planning committee meetings) which can solve both of these problems (such as reducing the number of units in the proposed development). This could be a great project if properly designed, but I do not feel it should be approved in its current form.

Thank you for your consideration.

Michael Cocanower

Racelle Escolar

From: Lyndon Hara <lyndonharasafety@gmail.com>
Sent: Saturday, October 30, 2021 8:43 AM
To: PDD Planning Commission
Cc: Sandy Grunow; Lyndon M Hara
Subject: Re: Item #20, case number Z-69-20-6 1536 and 1538 East Maryland Avenue

Dear Sir:

I am a resident in the Madison neighborhood (Rose Lane and 7th St.).

I am writing to you about the concerns we have about the proposed development at 1536 and 1538 East Maryland Avenue.

Our concerns are:

1. High density trash containers stored on Maryland Ave 2x per week.
2. Bike lane blockage.
3. Lesser property set back requirement.
4. Lesser minimum parking spot requirement.
5. Too high living density at the project.

Please have the developer address these issues with an adequate abatement plan.

Should you desire additional input, please feel free to contact me.

Thank you.

Sincerely,

Lyndon Hara, CSP
Chandra Hara
736 E Rose Lane
Phoenix, AZ 85014
6025181852

Racelle Escolar

From: Karolyn Bengler <kbenger@gmail.com>
Sent: Friday, October 29, 2021 4:32 PM
To: PDD Planning Commission
Subject: Item #20 case number z-69-20-6

I am writing to express my concerns with the new development being planned on Maryland Street.

Having 16 trash bins and 16 recycling bins lined up two days a week on Maryland Street, will cause problems for bikers and pedestrians. Cars trying to get out from the trash collection will drive into the oncoming traffic lane, creating a horrible risk of a head on collision. Further, these bins will be an unsightly blight on our street.

There are only 4 guest spaces planned, one of which is designated for the disabled. If not requesting a special classification, 8 spaces would be the required number. With anywhere from 30 to 40 plus residents possibly living there, each with family or friends visiting and others. Where will they park? If on Maryland Street this takes away the bike lane and blocks the driver's line of vision when trying to turn into Maryland. It's simply not safe.

These concerns have been raised for many months and there has yet to be any plan put forward by the developers to address this.

I am deeply concerned as I, and my children, bike on this bike lane and walk our dog down this street. This is truly scary when a few modifications could address these concerns.

Thank you,
Karolyn R. Bengler
kbenterpriseconsulting.com [kbenterpriseconsulting.com]

I am offline from Friday evenings until Saturday evenings

Racelle Escolar

From: Pat Mayer <pm85014@gmail.com>
Sent: Saturday, October 30, 2021 12:33 PM
To: PDD Planning Commission
Subject: Z-69-20-6

Greetings,

I am writing in opposition to the requested Autem Row PUD, item 20 on the November 4, 2021 schedule.

The developer for this condominium is trying to cram 20 pounds of flour into a 5 pound sack. Sixteen units on these two plots is several units too many, with no plans for communal trash dumpsters. Maryland Ave. is already a problem, with too many people parking their cars outside of allowed times, and in a narrow shoulder not really wide enough for safe parking. I walk that way often and just the other day saw a parked car that had been hit, presumably overnight, sustaining rear damage and getting pushed into the parked car in front of it. Imagine how much worse if the residents of Autem Row have their 16 trash and 16 recycle bins lined up, on the sidewalk or in the street. Cars will either park there and block the dumpsters or will park further down the street, compounding the already problematic situation. Bicyclists and pedestrians will encounter more obstacles and risks.

If they would scale back the size of the development and allow for communal large dumpsters and room for the trucks to maneuver, as well as perhaps more visitor parking spaces, they would find fewer objections from the neighborhood.

Patricia Mayer
815 E. Rose Lane, unit 119
Phoenix, AZ 85014

Racelle Escolar

Subject: FW: Z-69-20-6 PUD Planning Commission Hearing 11-4-21

From: Sandy Grunow <phxmidcenturymodernna@gmail.com>

Sent: Monday, November 1, 2021 1:15 PM

To: PDD Zoning Adjustment <zoning.adjustment@phoenix.gov>; Sofia Mastikhina <sofia.mastikhina@phoenix.gov>

Subject: Z-69-20-6 PUD Planning Commission Hearing 11-4-21

Dear Chairman and Members of the Planning Commission:

I represent the Phoenix Mid-Century Modern Neighborhood Association. After attending the first Autem Development's neighborhood meeting of January 20, 2021, myself and other neighborhood leaders made several attempts to meet with the Developer and the representing law firm. We finally met with the Developers on March 4, 2021, attended the subsequent neighborhood meetings, then met virtually with the legal representative John Oliver on October 19th.

From the very beginning we communicated the following concerns with the proposed PUD:

Density, height, building setback, on street trash collection, guest parking

Density: 16 three story units on .87 acres far exceeds the density along Maryland Avenue between 12th Street and 16th Street. Is this proper use of the PUD designation? A member of the Camelback East Village questioned this use as well.

Height: The proposed three story townhouse at 35 feet in height is not in keeping with this mid-century modern neighborhood. Single family residents and residential complexes are concerned about their privacy.

Building set back: The proposed set back of 10 feet is dramatically less than other complexes along Maryland Avenue between 12th Street and 16th Street. The setbacks are 20 to 27 feet.

Trash Collection: Due to the proposed density there is no room for bulk trash collection. The Developers plan for the townhouse residents to take their trash to the street on one day for pick up the second day. Then the individual recycling containers would be rolled out yet another day for pick up. Keep in mind, the collection containers will sit in the bike lane for 3 to 4 days total each week. Cyclists will have to ride into the motor vehicle lanes creating a safety hazard with potential for injury. The 16 collection cans will create a hazard as drivers exiting the property from the east and west driveways will have their view of East Maryland obstructed especially if they drive a low profile vehicle.

Guest Parking: The Developers planned for 4 guest parking spaces when 8 spaces are more appropriate. Allowing less than 8 spaces would require on the street parking. East Maryland Avenue contains bike lanes on both the north and south sides. Maryland Avenue is very busy at times especially when Madison Traditional Academy and Rose Lane Schools are in session. Maryland Avenue is also the route to Madison Meadows. During two meetings with the developer's legal representative we were told that guests are resourceful and can park in surrounding parking lots. Trespassing should not be encouraged.

We neighbors have gone out of our way to communicate with the Developers and their legal representative. Most matters could be resolved if the density was reduced by two units. The Developers' response was the 16 units were necessary to arrive at their desired return on investment (ROI). I suggest their proposed build is not appropriate for this site.

Lastly, **below** please see a photo of the Developer's sign communicating the designated hearing dates to the community. One cannot see the sign from the street without entering the property behind the tall hedge. Why is this required notification being hidden?

Sandy Grunow
602-819-1482



Racelle Escolar

From: art schneider <aschneider17@cox.net>
Sent: Monday, November 1, 2021 2:15 PM
To: PDD Planning Commission
Subject: Z-69-20-6- (Autem Row Pud)

I am opposed to this development unless a few changes occur.

1. Reduce the development by two units.
2. More guest parking spaces made available.
3. Provide area for enclosed trash containment. I am against having trash and recycle bins on Maryland Ave.

Thank you,
Art Schneider
6504 N 14th Pl
Phoenix 85014

RCVD 11/1/2021

Phoenix Historic Neighborhoods Coalition



HISTORIC FRANKLIN SCHOOL

October 30, 2021

Members of the Planning Commission
RE: Item #20, Case# Z-69-20-06
1536-1538 E. Maryland Avenue
Agenda: 11/4/2021

Dear Members of the Phoenix Planning Commission,

I write as an advocate for preservation throughout our city. There are neighborhoods in Phoenix that may never have a chance to preserve important early 20th Century and significant Mid-Century buildings if incompatible, poorly thought-out developments such as this one proposed for 1536-1538 East Maryland Avenue are allowed to flourish at 35' in height.

Homeowners in the vicinity of the proposed development have indicated to me that the area between 7th Street and 16th Street has numerous residences of historic significance.

For example: the Palm Lane Gardens Condominiums at 1441 East Maryland Avenue, with 25 single story units was built in 1958. There are several other single-story properties along East Maryland Avenue dating back to 1925.

Please deny this out of scale development at 1536-1538 East Maryland Avenue.

Thank you for your time and consideration of these facts.

G.G. George, President
Encanto Citizens Association & Phoenix Historic Neighborhoods Coalition
1102 W. Palm Lane
Phoenix, AZ 85007
602-252-3151

Racelle Escolar

Subject: FW: Addendum to previous email - Item 20, Z-69-20-6

From: Mary Mulligan <mkmullign@aol.com>

Sent: Monday, November 1, 2021 1:11 PM

To: PDD Planning Commission <pdd.planningcomm@phoenix.gov>

Cc: Sofia Mastikhina <sofia.mastikhina@phoenix.gov>

Subject: Addendum to previous email - Item 20, Z-69-20-6

Planning Commission -

I am sending an addendum to an email of opposition that I sent earlier this morning. I'd like for you to examine the following two photographs.

After sending you the earlier email, I wanted to check out the location of the subject property once again. Before I realized it, I had completely passed the property. The position of the zoning sign is disgraceful. Thank you for the opportunity to communicate with you once again.

-Mary

View from Maryland Avenue, looking eastward. Interesting that the "Available" sign is so strategically placed. Compare to the zoning sign in the background:



A pedestrian's view, looking westward on Maryland. Look carefully; there's a zoning sign in there somewhere!:



Dear Planning Commissioners:

We are writing regarding case Z-69-20-6, item 20 (1536 and 1538 E. Maryland Avenue). We are opposed to the granting of a PUD.

For the record, we walk and drive regularly past this location, and by the way, even though we were updated about this proposal several times by a concerned neighbor, we didn't see the posted zoning sign for months due to its unconventional placement in an obscure spot. We were surprised to realize we'd passed it many times in our car as well as on foot without noticing it.

The applicant's narrative tells us that so many things are wrong with this lot that the only way this project can be completed is by changing the rules - numerous rules - through a PUD.

To the detriment of the surrounding community, the applicant wants to change characteristics including:

- Parking
- Density

- Height
- Setbacks
- Lot coverage

Clearly, the parcel is not appropriate for the proposed project when so many factors are incompatible with the project plan. Furthermore, in our opinion, a PUD is not appropriate for a lot of only .89 acres.

Benefit to a developer should not come at the expense of the surrounding community; a project should be mutually beneficial to both.

Apparently, however, this developer expects surrounding businesses to accommodate guest parking that the developer is in part unwilling to provide.

Apparently the developer is unconcerned with pedestrians and cyclists who use the sidewalk and bike lane, and drivers who park along the 160' of frontage on Maryland (minus the width of the project's two driveways), who would be adversely impacted because the developer does not plan to provide bulk trash pickup, as is done in nearby complexes.

Imagine the nuisance and aesthetics of 16 trash barrels lined up 4' apart along this small stretch of Maryland on one day, and 16 recyclables cans on another - and potentially up to 16 cans of curbside green organics containers if future residents are concerned about the environment!

Apparently the developer thinks this project merits an exception to the typical streetside setbacks in the area (about 25' along Maryland), requesting a significant decrease to a mere 10'. (How does this benefit the neighborhood?)

Neighbors have expressed legitimate concerns regarding this project through appropriate channels. If the developer is unwilling to modify plans out of respect for the neighborhood or if the project is not financially feasible under existing zoning, surely a more appropriate site can be located in this, the fifth large city in the country, that will result in a project that satisfies both the surrounding community and the requirements of this ambitious project.

Please deny this zoning change request.

Sincerely,

John E. Hathaway
Mary K. Mulligan
125 E. Maryland Ave.
Phoenix, AZ 85012

Racelle Escolar

From: Larry Whitesell <thepeakhomeassoc@gmail.com>
Sent: Monday, November 1, 2021 9:11 PM
To: PDD Planning Commission
Subject: Opposition to Z-69-20-6 Autem Row
Attachments: Written Submission.pdf; Exhibit A - Lot Sales.pdf; Exhibit D - Response to Set-backs - 2nd Review.pdf; Exhibit C - Front Setback Comparison.pdf; Exhibit B - Comparison Setbacks.pdf; Exhibit F - Sheets re Centralized Collection.pdf; Exhibit E - Trash Can Placement.pdf; Exhibit F - SW Standard Page 4 RETROFIT.pdf

Phoenix Planning Commission

Submitted via email: pdd.planningcomm@phoenix.gov

November 1, 2021

Rezoning Case: Z-69-20-6 Autem Row PUD

Meeting Date: November 4, 2021

Agenda Item: 20

Dear Planning Commission Members:

I have been involved with the above PUD application since reaching out to the developers for a meeting that was held March 4th. The meeting participants told the developers at the time, and we still agree, that we support a development of this nature at this location. However, there were then, and still are, a few areas of concern.

During our preparation for the public hearing process we tracked three project proposals submitted by the applicant, the Zoning Staff reviews of those proposals, the applicant responses, and the Staff Report that resulted. Our analysis found that several important concerns stated by Zoning Staff are not resolved. We share those concerns. These include lot coverage, front setback, guest parking, and trash/recycling collection. Bicycle storage and repair is another concern of affected neighbors. Public safety was not directly addressed by Zoning Staff but must also be considered. It is impacted by all of the above unresolved concerns.

It is notable that the Camelback East VPC voted 8-3 to deny the application. It is rare for Camelback East to not just deny, but to so overwhelmingly deny, a rezoning case.

Especially notable is that member Daniel Sharaby made the motion to deny, and stated that in his time on the Camelback East VPC, he remembers voting against a rezoning case maybe 1 other time. His stated concerns are: 1. inadequate guest parking; 2. the applicant stated guests would find parking on nearby commercial lots; 3. using resident parking allocation of 1.5 spaces per 2 bedroom unit to make up for lack of required guest parking; 4. not 1 neighbor wrote or spoke in favor of the project.

Another member, Linda Bair, stated that she is concerned about the application for PUDs that do not comply with the purpose of a PUD – for developers to be able to put together projects on two or more parcels that have different zoning categories. She stated developers are using the PUDs as a way to build too high and too dense than would otherwise be allowed.

We have been told that the applicant is planning to revise the project to address the issue of guest parking. However, as of submitting this statement of opposition, that revision has not been shared with us.

The issues of Lot Coverage, Building Setback, Guest Parking, Trash/Recycling Collection, and Safety are addressed in the attached review of Zoning Staff concerns, applicant responses, and realities. Several exhibits are included to illustrate the relevant points.

Your careful review of this information is appreciated. I look forward to speaking on this case at the upcoming meeting.

Sincerely,
Larry Whitesell, Co-chair
the PEAK NA
602-370-8453

I. Lot Coverage

1st Review – Zoning Staff

Lot coverage should not exceed 35% net

Status of patios being part of 100% lot coverage for individual lot sales

Applicant Response: Resubmittal shows a lot coverage of forty-six percent based on net area.

2nd Review – Zoning Staff

46% lot coverage is still a concern

100% lot coverage for individual lots still remains

Recommend maximum lot coverage for individual lots and minimum front yard setback

Applicant Response:

46% maximum lot coverage based on net lot area

Minimum individual lot coverage % is not being proposed at this point in time

3rd Review – Zoning Staff: INTERDEPARTMENTAL COMMENTS

All comments from the first review shall apply

Staff Report

The proposal is compatible with the multifamily residential zoning districts present to both the east and west of the site, with the maximum proposed density falling between those permitted on the two adjacent properties.

REALITY

- The Staff Report is comparing what could have been built on adjacent properties per zoning districts, not what was actually built. Actual developments have less density than maximum allowable.
- "...at this point in time." is an opportunity for the applicant to convert to individual lot sales in the future. In fact, the Site Plan, pg 7, Proposed Development – PUD "LOT SALES PROPOSED: YES" (Exhibit A)

II. Building Setbacks

1st Review – Zoning Staff

Maximum Building Setbacks – Divide into perimeter and individual lots

Consider a minimum front yard setback

Applicant Response:

We are not proposing individual lots at this point in time

Yards have varying depth with 10' setback as minimum

2nd Review – Zoning Staff

Staff still not supportive of 10' setback along Maryland. Average setback on Maryland is 30'; closest building (east) is 20' from property line

Applicant Response:

- Setback is more than 3 properties, property address provided as evidence
- More advanced architecture than the properties listed above; the impact to Maryland Avenue will not be as substantial
- 6'6" more between property line and sidewalk
- Open fence, lush landscape and bench

3rd Review – Zoning Staff: INTERDEPARTMENTAL COMMENTS
All comments from the first review shall apply

Staff Report – This concern is not addressed

VPC Presentation

In rebuttal to my evidence that the 3 properties cited as examples of having closer setbacks, Mr. Oliver stated that he was referring to Landscape setbacks.

REALITY:

- Setbacks on properties on the east, west and south side of the proposed development are farther from the sidewalk. **(Exhibit B)**
- The buildings of the properties cited by the applicant are farther from the sidewalk than the proposed development. **(Exhibit C)**
- 2 of the 3 properties cited by the applicant are side yard set-backs. The property addresses are not on Maryland.
- The written document in which Mr. Oliver cited the 3 properties as having less setbacks is under Building Setbacks, not the section on Landscape setbacks. **(Exhibit D)**
- The proposed development parallels Maryland with a building wall of of approximately 80 linear feet, 32 feet high within 17' of the sidewalk. This is far more negative impact than the 3 low profile, single story homes set farther back from the sidewalk cited by the applicant.

III. Parking

1st Review – Zoning Staff

1. Give ratio of bicycle parking
2. Guest parking should be provided

Maryland has a bike lane so no on-street parking may be permitted

Applicant Response:

Bike storage and repair has been added

2nd Review – Zoning Staff

Staff not supportive of reduced guest parking

Applicant Response:

Guest spaces conforms with similar properties
Number of guest spaces on similar properties is stated
Ride share has increased
Cross-parking agreements with commercial properties could be an option

3rd Review – Zoning Staff: INTERDEPARTMENTAL COMMENTS
All comments from the first review shall apply

Since VPC denial the applicant has stated that they will reduce the number of units by 1 and increase the guest parking by 2 making the total 6.

REALITY:

- Parking on Maryland is prohibited and causes a safety hazard due to the bike lane
- Guest parking on similar properties was not accurately counted
- Guest parking on similar properties is inadequate and is an on-going concern of residents living in those communities
- Reduction of 1 – 2 bedroom unit reduces the requirement by .5; 7.5 required
- Adding 2 guest spaces makes the total 6, still below the requirement

IV. Public Works – Trash Collection

1st Review – Zoning Staff

Trash collection needs more info e.g. impact on streetscape, will concrete pads be needed

Applicant Response:

Approached Zoning Staff about a technical appeal to allow trucks to backup more than 50 ft.
Will have 16 individual cans twice a week if appeal not approved

2nd Review – Zoning Staff

All comments from first review shall apply

Applicant Response:

Allows for 16 individual collection bins for trash and recycling

3rd Review – Zoning Staff: INTERDEPARTMENTAL COMMENTS

All comments from the first review shall apply

REALITY:

- 16 trash/recycling cans placed in the bike path starting the evening before collection and ending, potentially, the day after collection is unsightly and is a safety hazard
- The City ordinance states that collection bins be placed at the curb, not on the sidewalk **(Exhibit E)**
- No other multifamily housing developments with access to Maryland require residents to place trash/recycling on the street or on the sidewalk
- Megan Sheets, Project Manager for the Public Works Department offered 2 solutions to individual trash collection bins:

Variance for trash/recycling enclose in the landscape setback

Technical appeal to allow collection truck to back up more than 50 ft

She states:

“A centralize enclosure would make it a lot easier for each resident instead of wheeling a 90-gallon bin twice a week (one day refuse & another day recycle) to Maryland.” **(Exhibit F)**

EXHIBIT B

North side of Maryland

East Office Building:

11' to wall

26.25' to building

West Residential

Development:

37.75' to wall

36.5' to wall

South side of Maryland

Right to Left

Apartment Building:

32.5' to building

Single Family Res:

25.5' to building

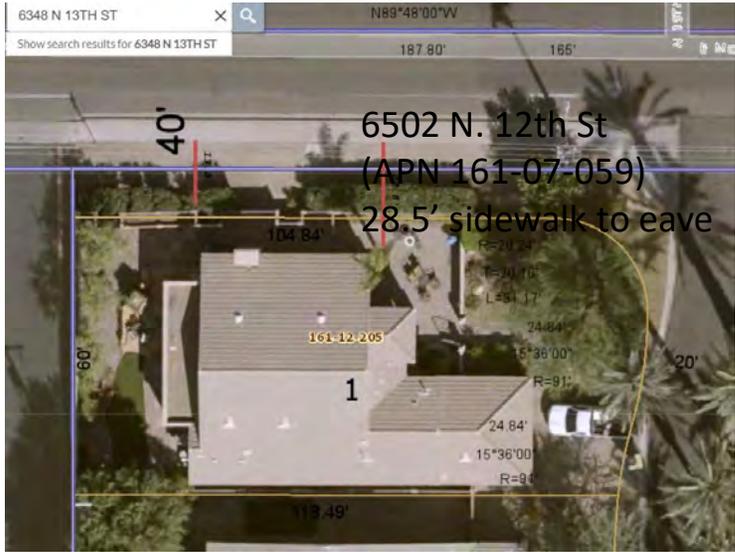
Single Family Res:

32' to building

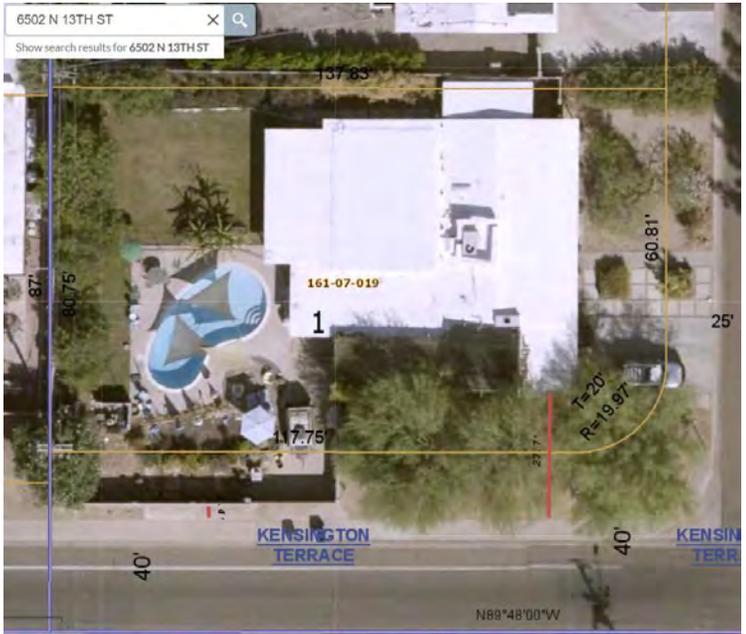


Note that the Single Family Residences directly across Maryland from the subject property are single story, and set at angles providing extensive open space rather than a 35' barricade looming within 17' of the street.

EXHIBIT C



6348 N. 13th St
(APN 161-12-205)
13' side walk to fence
22' sidewalk to eave



6502 N. 13th St
(APN 161-07-019)
4' sidewalk to fence
27' sidewalk to building
Side yard setback



6502 N. 12th St
(APN 161-07-059)
28.5' sidewalk to eave
Side yard setback





to account for the envisioned patio spaces.

Response: The project narrative has been updated to state a maximum lot coverage of forty-six (46) percent based on net lot area. We are not proposing a minimum individual lot coverage percentage at this point in time.

b. Minimum Building Setbacks: Please divide this section into perimeter setbacks and individual lot setbacks (repeat comment from 1st review). For individual lots, specify what is considered the front yard (internal facing).

Response: We are not proposing individual lots at this point in time.

i. General comment: Staff is still not supportive of such a reduced setback (10 feet) along Maryland Avenue. Setbacks along this street average at 30 feet, with the closest building (to the east of the subject site) at 20 feet from the property line.

Response: The proposed setback is compatible with other properties along Maryland Ave. Specifically, the proposed development would be setback further than the buildings located at 6348 N. 13th St., Phoenix 85014 (APN: 161-12-205), 6502 N. 13th St., Phoenix 85014 (APN: 161-07-019); and 6502 N. 12th St., Phoenix, 85014 (APN: 161-06-059); therefore, the proposed setback mirrors the setback enjoyed by other developments in the area. Moreover, the proposed development features more advance architectural than the properties listed above; therefore, the impact to Maryland Avenue will not be as substantial. Additionally, there is a minimum of 6'-6" of further landscaped zone to the south of our property line before the sidewalk which provides additional buffer to the property from the street.

Further, the proposed setback allows the development to maximize its architectural potential. The setback along Maryland Avenue will feature lush landscaping, an 'open fence' (as described in the narrative, and a central bench area.

ii. Side Setbacks: Please be advised that no portion of the building may overhang above utility easements. Keep this in mind when planning utilities on the site.

Response: Understood. We appreciate the comment.

c. Landscape Setbacks:

i. Street Side: Staff's concern regarding an insufficient landscape setback along Maryland Avenue remains.

Response: The closest unit to Maryland Ave. will be setback seventeen feet (17') minimum from the Maryland Ave. streetscape. The developers will maintain the area south of their property line and north of the Maryland Ave. streetscape so that it mirrors the Property's landscape setback and does not fall into disrepair. Therefore, the actual landscape setback will larger than actually represented.

Further, the Property's landscape setback will feature a community bench and a water

Exhibit E

11:54 AM (5
minutes ago)

Eric MacDonald

to me

Hi Larry,

In order to comply with ADA (Americans with Disabilities Act) regulations, containers should not be placed on the sidewalk. Containers should be placed right up against the sidewalk or curb and spaced four feet apart from each other (trash container 4 feet from recycle container). I know this one can be a little confusing, hopefully this clears things up for you.

If you have any other questions or concerns let me know. If not have a wonderful day!

Exhibit F

From: **Megan Sheets** <megan.sheets@phoenix.gov>
Date: Fri, Mar 19, 2021 at 8:30 AM
Subject: RE: Z-69-20
To: Larry Whitesell <thepeakhomeassoc@gmail.com>
Cc: Sofia Mastikhina <sofia.mastikhina@phoenix.gov>

Larry,

The site plan states the 16 townhome units will be lot sales, therefore the City will be collecting for both refuse and recycle. A centralize enclosure would make it a lot easier for each resident instead of wheeling a 90-gallon bin twice a week (one day refuse & another day recycle) to Maryland. Enclosures cannot be located in the landscape setback (without a variance) which makes it difficult to place towards the front where a truck could possibly collect and back up.

If you take the variance route, send me a revised site plan showing the enclosure location so I can approve. Sixteen units will require one 4 cy bin for refuse and one 4 cy bin for recycle. Attached is our infill enclosure that could be used for this community. See figure G.

Megan Sheets
Project Manager
Public Works Department
Working remotely
Cell: 602.896.7751

**CITY OF PHOENIX PUBLIC WORKS DEPARTMENT
SOLID WASTE ACCESS AND CONTAINMENT
STANDARD DETAILS - SUPPLEMENT**



APPROVAL : _____
PUBLIC WORKS DIRECTOR DATE

PAGE 1 OF 1

ENCLOSURE WITH 4 CY RECYCLE BIN

1. 6'-0" WIDE COMPARTMENT TO ACCOMODATE A 4 CY FRONT LOAD BIN OR A 3 CY REAR LOAD BIN.
2. THIS DESIGN CAN BE USED IN LIEU OF TWO SEPARATE STANDARD ENCLOSURES FOR A MAXIMUM 4 CY CAPACITY FOR RECYCLE.

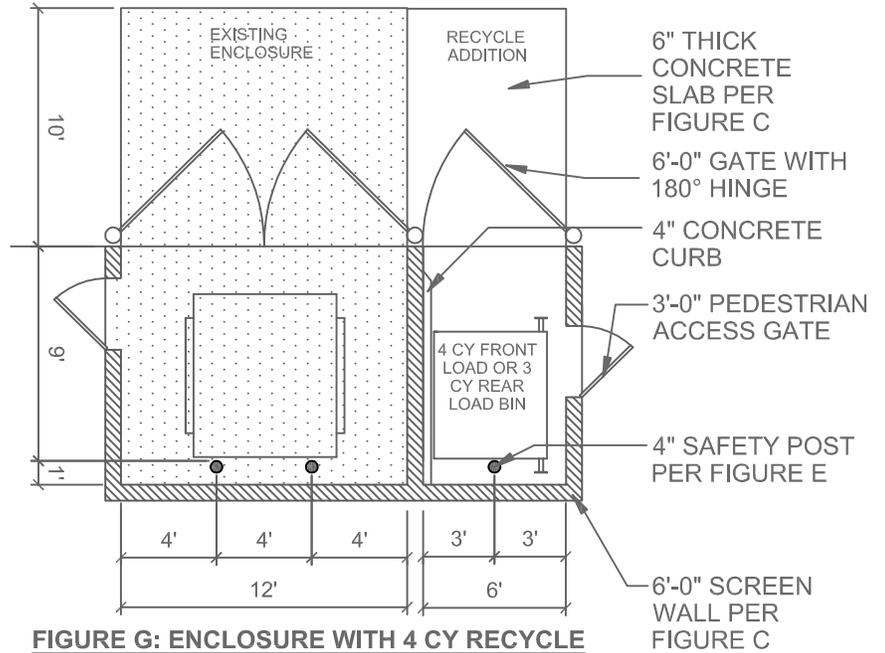


FIGURE G: ENCLOSURE WITH 4 CY RECYCLE

REAR LOAD ENCLOSURES FOR INFILL AND LIMITED ACCESS SITES:

1. CITY OF PHOENIX WILL APPROVE THE USE OF REAR LOADING EQUIPMENT ON A CASE BY CASE BASIS FOR INFILL RESIDENTIAL DEVELOPMENTS AND RESIDENTIAL DEVELOPMENTS WITH LIMITED ACCESS.
2. A TURN AROUND TO ACCOMMODATE REAR LOAD TRUCK IS REQUIRED.
3. BINS WILL BE ROLLED FROM THE ENCLOSURE TO THE SOLID WASTE COLLECTION VEHICLE ACCESS ROUTE. PROVIDE A MINIMUM 6'-0" SIDEWALK WITH CURB RAMPS OR FLUSH TRANSITIONS TO SOLID WASTE COLLECTION VEHICLE ACCESS. SLOPES WILL NOT EXCEED 1:20 EXCEPT AT CURB RAMPS.

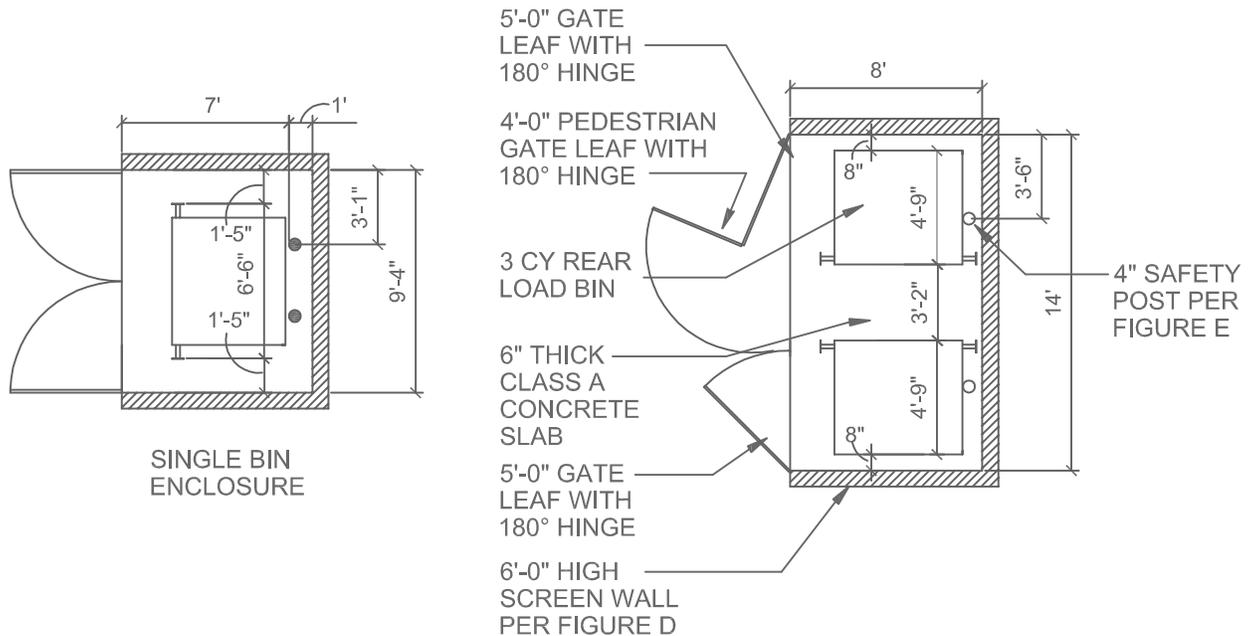


FIGURE H: REAR LOAD ENCLOSURE

I. Lot Coverage

1st Review – Zoning Staff

Lot coverage should not exceed 35% net

Status of patios being part of 100% lot coverage for individual lot sales

Applicant Response: Resubmittal shows a lot coverage of forty-six percent based on net area.

2nd Review – Zoning Staff

46% lot coverage is still a concern

100% lot coverage for individual lots still remains

Recommend maximum lot coverage for individual lots and minimum front yard setback

Applicant Response:

46% maximum lot coverage based on net lot area

Minimum individual lot coverage % is not being proposed at this point in time

3rd Review – Zoning Staff: INTERDEPARTMENTAL COMMENTS

All comments from the first review shall apply

Staff Report

The proposal is compatible with the multifamily residential zoning districts present to both the east and west of the site, with the maximum proposed density falling between those permitted on the two adjacent properties.

REALITY

- The Staff Report is comparing what could have been built on adjacent properties per zoning districts, not what was actually built. Actual developments have less density than maximum allowable.
- "...at this point in time." is an opportunity for the applicant to convert to individual lot sales in the future. In fact, the Site Plan, pg 7, Proposed Development – PUD "LOT SALES PROPOSED: YES" (Exhibit A)

II. Building Setbacks

1st Review – Zoning Staff

Maximum Building Setbacks – Divide into perimeter and individual lots

Consider a minimum front yard setback

Applicant Response:

We are not proposing individual lots at this point in time

Yards have varying depth with 10' setback as minimum

2nd Review – Zoning Staff

Staff still not supportive of 10' setback along Maryland. Average setback on Maryland is 30'; closest building (east) is 20' from property line

Applicant Response:

- Setback is more than 3 properties, property address provided as evidence
- More advanced architecture than the properties listed above; the impact to Maryland Avenue will not be as substantial
- 6'6" more between property line and sidewalk
- Open fence, lush landscape and bench

3rd Review – Zoning Staff: INTERDEPARTMENTAL COMMENTS
All comments from the first review shall apply

Staff Report – This concern is not addressed

VPC Presentation

In rebuttal to my evidence that the 3 properties cited as examples of having closer setbacks, Mr. Oliver stated that he was referring to Landscape setbacks.

REALITY:

- Setbacks on properties on the east, west and south side of the proposed development are farther from the sidewalk. **(Exhibit B)**
- The buildings of the properties cited by the applicant are farther from the sidewalk than the proposed development. **(Exhibit C)**
- 2 of the 3 properties cited by the applicant are side yard set-backs. The property addresses are not on Maryland.
- The written document in which Mr. Oliver cited the 3 properties as having less setbacks is under Building Setbacks, not the section on Landscape setbacks. **(Exhibit D)**
- The proposed development parallels Maryland with a building wall of of approximately 80 linear feet, 32 feet high within 17' of the sidewalk. This is far more negative impact than the 3 low profile, single story homes set farther back from the sidewalk cited by the applicant.

III. Parking

1st Review – Zoning Staff

1. Give ratio of bicycle parking
2. Guest parking should be provided

Maryland has a bike lane so no on-street parking may be permitted

Applicant Response:

Bike storage and repair has been added

2nd Review – Zoning Staff

Staff not supportive of reduced guest parking

Applicant Response:

Guest spaces conforms with similar properties
Number of guest spaces on similar properties is stated
Ride share has increased
Cross-parking agreements with commercial properties could be an option

3rd Review – Zoning Staff: INTERDEPARTMENTAL COMMENTS
All comments from the first review shall apply

Since VPC denial the applicant has stated that they will reduce the number of units by 1 and increase the guest parking by 2 making the total 6.

REALITY:

- Parking on Maryland is prohibited and causes a safety hazard due to the bike lane
- Guest parking on similar properties was not accurately counted
- Guest parking on similar properties is inadequate and is an on-going concern of residents living in those communities
- Reduction of 1 – 2 bedroom unit reduces the requirement by .5; 7.5 required
- Adding 2 guest spaces makes the total 6, still below the requirement

IV. Public Works – Trash Collection

1st Review – Zoning Staff

Trash collection needs more info e.g. impact on streetscape, will concrete pads be needed

Applicant Response:

Approached Zoning Staff about a technical appeal to allow trucks to backup more than 50 ft.
Will have 16 individual cans twice a week if appeal not approved

2nd Review – Zoning Staff

All comments from first review shall apply

Applicant Response:

Allows for 16 individual collection bins for trash and recycling

3rd Review – Zoning Staff: INTERDEPARTMENTAL COMMENTS

All comments from the first review shall apply

REALITY:

- 16 trash/recycling cans placed in the bike path starting the evening before collection and ending, potentially, the day after collection is unsightly and is a safety hazard
- The City ordinance states that collection bins be placed at the curb, not on the sidewalk **(Exhibit E)**
- No other multifamily housing developments with access to Maryland require residents to place trash/recycling on the street or on the sidewalk
- Megan Sheets, Project Manager for the Public Works Department offered 2 solutions to individual trash collection bins:

Variance for trash/recycling enclose in the landscape setback

Technical appeal to allow collection truck to back up more than 50 ft

She states:

“A centralize enclosure would make it a lot easier for each resident instead of wheeling a 90-gallon bin twice a week (one day refuse & another day recycle) to Maryland.” **(Exhibit F)**

EXHIBIT B

North side of Maryland

East Office Building:

11' to wall

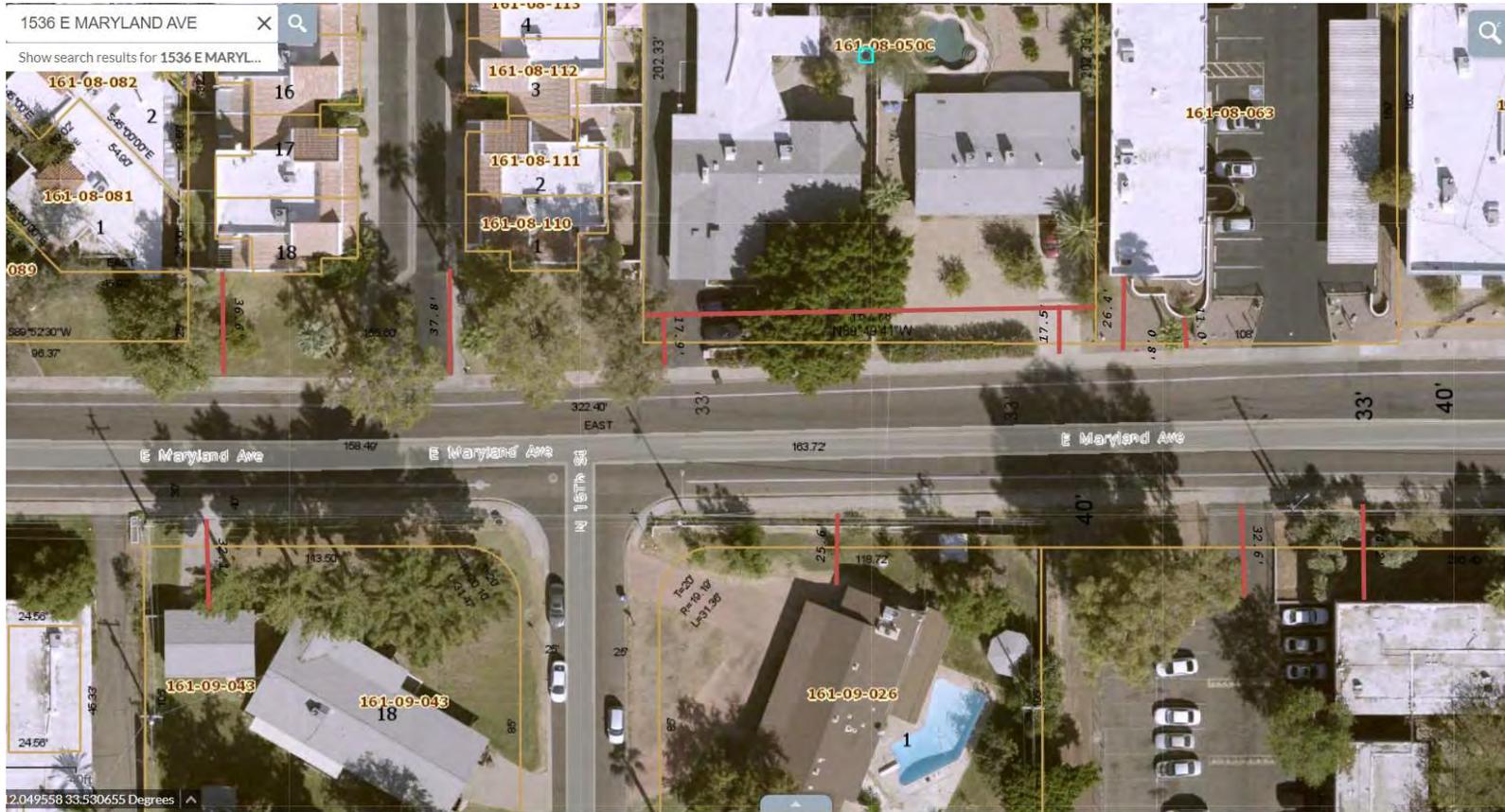
26.25' to building

West Residential

Development:

37.75' to wall

36.5' to wall



South side of Maryland

Right to Left

Apartment Building:

32.5' to building

Single Family Res:

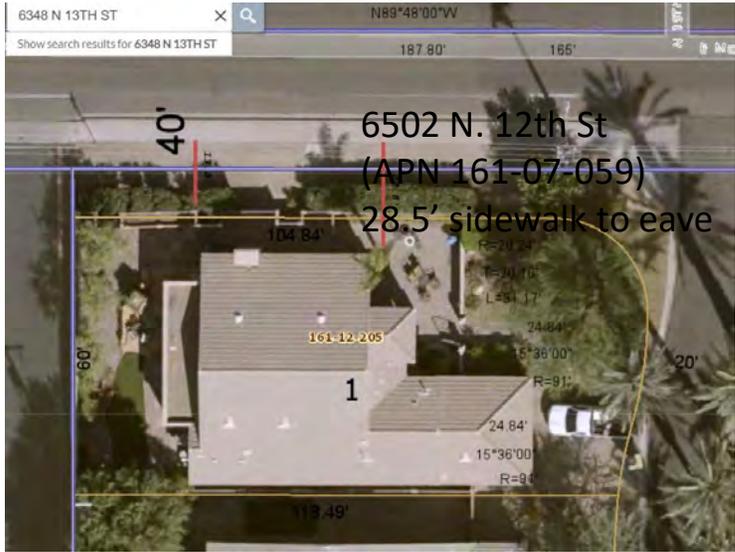
25.5' to building

Single Family Res:

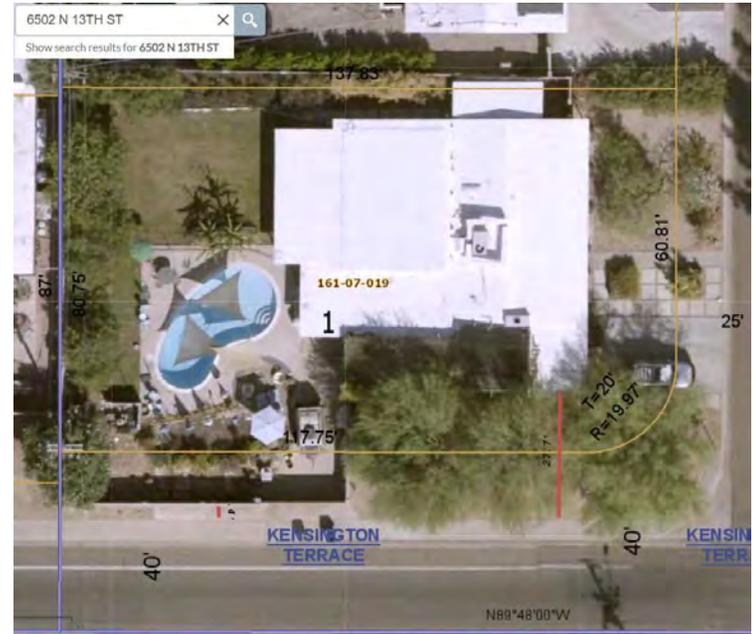
32' to building

Note that the Single Family Residences directly across Maryland from the subject property are single story, and set at angles providing extensive open space rather than a 35' barricade looming within 17' of the street.

EXHIBIT C



6348 N. 13th St
(APN 161-12-205)
13' side walk to fence
22' sidewalk to eave



6502 N. 13th St
(APN 161-07-019)
4' sidewalk to fence
27' sidewalk to building
Side yard setback



6502 N. 12th St
(APN 161-07-059)
28.5' sidewalk to eave
Side yard setback





to account for the envisioned patio spaces.

Response: The project narrative has been updated to state a maximum lot coverage of forty-six (46) percent based on net lot area. We are not proposing a minimum individual lot coverage percentage at this point in time.

b. Minimum Building Setbacks: Please divide this section into perimeter setbacks and individual lot setbacks (repeat comment from 1st review). For individual lots, specify what is considered the front yard (internal facing).

Response: We are not proposing individual lots at this point in time.

i. General comment: Staff is still not supportive of such a reduced setback (10 feet) along Maryland Avenue. Setbacks along this street average at 30 feet, with the closest building (to the east of the subject site) at 20 feet from the property line.

Response: The proposed setback is compatible with other properties along Maryland Ave. Specifically, the proposed development would be setback further than the buildings located at 6348 N. 13th St., Phoenix 85014 (APN: 161-12-205), 6502 N. 13th St., Phoenix 85014 (APN: 161-07-019); and 6502 N. 12th St., Phoenix, 85014 (APN: 161-06-059); therefore, the proposed setback mirrors the setback enjoyed by other developments in the area. Moreover, the proposed development features more advance architectural than the properties listed above; therefore, the impact to Maryland Avenue will not be as substantial. Additionally, there is a minimum of 6'-6" of further landscaped zone to the south of our property line before the sidewalk which provides additional buffer to the property from the street.

Further, the proposed setback allows the development to maximize its architectural potential. The setback along Maryland Avenue will feature lush landscaping, an 'open fence' (as described in the narrative, and a central bench area.

ii. Side Setbacks: Please be advised that no portion of the building may overhang above utility easements. Keep this in mind when planning utilities on the site.

Response: Understood. We appreciate the comment.

c. Landscape Setbacks:

i. Street Side: Staff's concern regarding an insufficient landscape setback along Maryland Avenue remains.

Response: The closest unit to Maryland Ave. will be setback seventeen feet (17') minimum from the Maryland Ave. streetscape. The developers will maintain the area south of their property line and north of the Maryland Ave. streetscape so that it mirrors the Property's landscape setback and does not fall into disrepair. Therefore, the actual landscape setback will larger than actually represented.

Further, the Property's landscape setback will feature a community bench and a water

Exhibit E

11:54 AM (5
minutes ago)

Eric MacDonald

to me

Hi Larry,

In order to comply with ADA (Americans with Disabilities Act) regulations, containers should not be placed on the sidewalk. Containers should be placed right up against the sidewalk or curb and spaced four feet apart from each other (trash container 4 feet from recycle container). I know this one can be a little confusing, hopefully this clears things up for you.

If you have any other questions or concerns let me know. If not have a wonderful day!

Exhibit F

From: **Megan Sheets** <megan.sheets@phoenix.gov>
Date: Fri, Mar 19, 2021 at 8:30 AM
Subject: RE: Z-69-20
To: Larry Whitesell <thepeakhomeassoc@gmail.com>
Cc: Sofia Mastikhina <sofia.mastikhina@phoenix.gov>

Larry,

The site plan states the 16 townhome units will be lot sales, therefore the City will be collecting for both refuse and recycle. A centralize enclosure would make it a lot easier for each resident instead of wheeling a 90-gallon bin twice a week (one day refuse & another day recycle) to Maryland. Enclosures cannot be located in the landscape setback (without a variance) which makes it difficult to place towards the front where a truck could possibly collect and back up.

If you take the variance route, send me a revised site plan showing the enclosure location so I can approve. Sixteen units will require one 4 cy bin for refuse and one 4 cy bin for recycle. Attached is our infill enclosure that could be used for this community. See figure G.

Megan Sheets
Project Manager
Public Works Department
Working remotely
Cell: 602.896.7751

**CITY OF PHOENIX PUBLIC WORKS DEPARTMENT
SOLID WASTE ACCESS AND CONTAINMENT
STANDARD DETAILS - SUPPLEMENT**



APPROVAL : _____
PUBLIC WORKS DIRECTOR DATE

PAGE 1 OF 1

ENCLOSURE WITH 4 CY RECYCLE BIN

1. 6'-0" WIDE COMPARTMENT TO ACCOMODATE A 4 CY FRONT LOAD BIN OR A 3 CY REAR LOAD BIN.
2. THIS DESIGN CAN BE USED IN LIEU OF TWO SEPARATE STANDARD ENCLOSURES FOR A MAXIMUM 4 CY CAPACITY FOR RECYCLE.

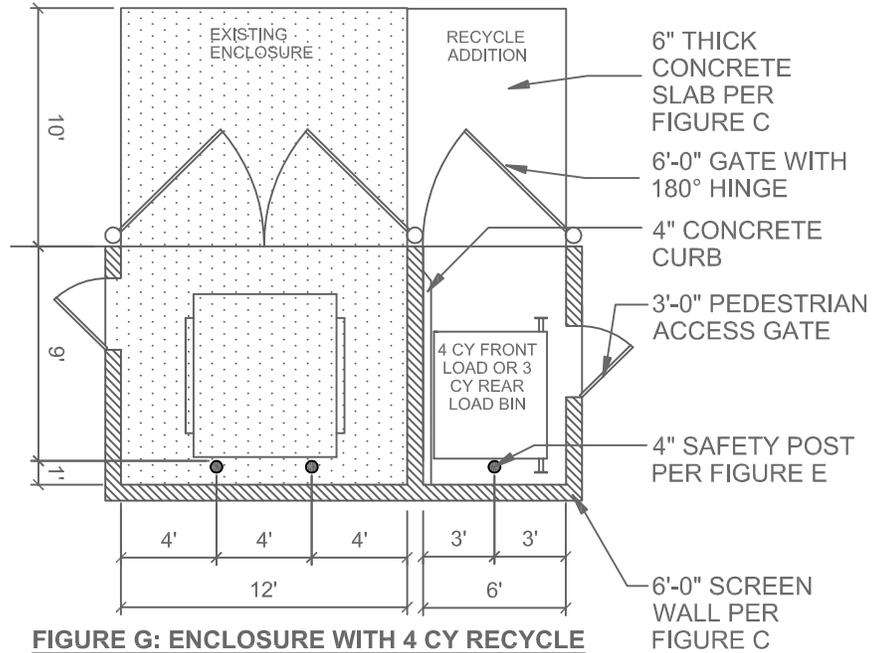


FIGURE G: ENCLOSURE WITH 4 CY RECYCLE

REAR LOAD ENCLOSURES FOR INFILL AND LIMITED ACCESS SITES:

1. CITY OF PHOENIX WILL APPROVE THE USE OF REAR LOADING EQUIPMENT ON A CASE BY CASE BASIS FOR INFILL RESIDENTIAL DEVELOPMENTS AND RESIDENTIAL DEVELOPMENTS WITH LIMITED ACCESS.
2. A TURN AROUND TO ACCOMMODATE REAR LOAD TRUCK IS REQUIRED.
3. BINS WILL BE ROLLED FROM THE ENCLOSURE TO THE SOLID WASTE COLLECTION VEHICLE ACCESS ROUTE. PROVIDE A MINIMUM 6'-0" SIDEWALK WITH CURB RAMPS OR FLUSH TRANSITIONS TO SOLID WASTE COLLECTION VEHICLE ACCESS. SLOPES WILL NOT EXCEED 1:20 EXCEPT AT CURB RAMPS.

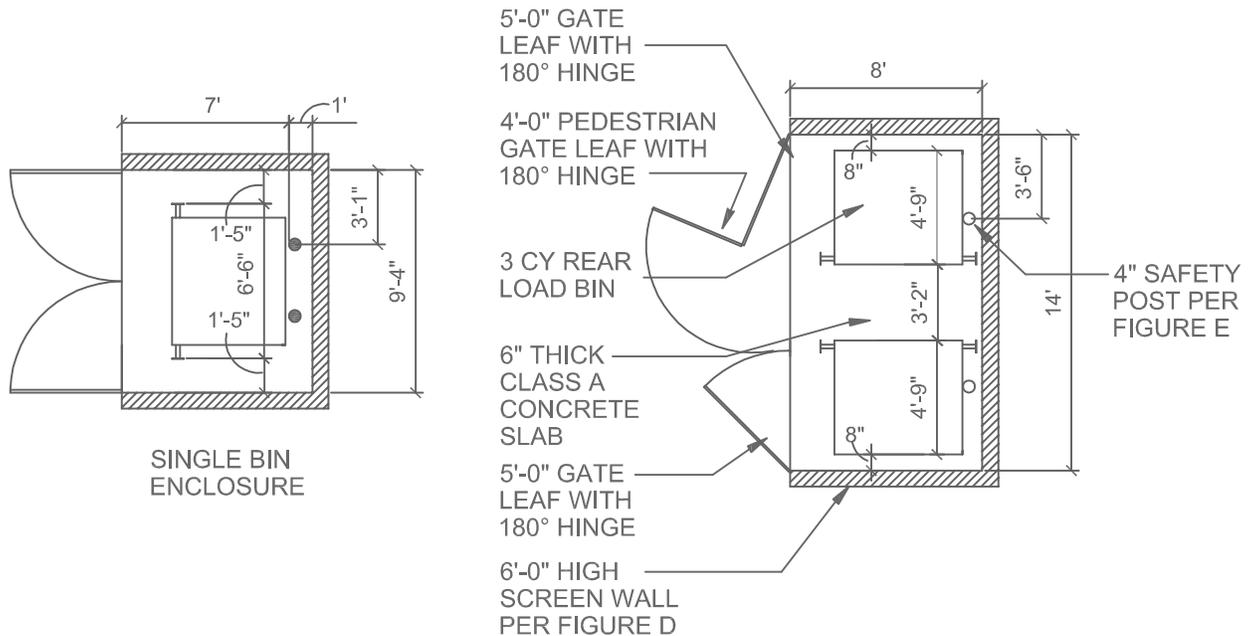


FIGURE H: REAR LOAD ENCLOSURE

Racelle Escolar

From: William Reimers <williamcreimers@gmail.com>
Sent: Monday, November 1, 2021 4:48 PM
To: PDD Planning Commission
Subject: Z-69-20-6 (AUTEM Row PUD)

To the committee

This development should not be approved in its current state. My family frequently walks,rides and runs in front of the lot. The prospect of dozens of trash containers and more street parking is not safe. It would be much better for the developer to adjust for the trash and parking needs of their residents as has been recommended by many people and groups in our area. Thank you for protecting our families and quality of life.

Regards,
Will Reimers
6503 N 14th Pl, Phoenix, AZ 85014

Hello, My name is Dan Trozzi. I live at 6746 N. 12th Way, Phoenix, AZ 85014. I have lived in this neighborhood for 39 years and I am the president of Squaw Peak Heights Neighborhood Association.

Over the years I have seen many changes in this neighborhood. Mostly good. As the neighborhood matures, we (my neighbors and I) have worked for positive, compatible changes, while trying to preserve its original character.

I am not opposed to this development but there are several significant issues that affect the livability, walkability and safety for this neighborhood. Issues that mean a lot to this neighborhood and to the City of Phoenix.

Guest parking has been a critical issue since Neighborhood Leaders met with the developers on March 4, during which this was addressed. This is their first multi-unit project and oversights were apparent. It was obvious to all Neighborhood Leaders that 4 guest spaces are acutely inadequate. Suggestions to solve this dilemma were made at this meeting. However, there has been little credible response. Disregard for the needs of our neighborhood to provide guest parking and trash removal on-site has continued.

Overflow guests parking will end up parking on Maryland Ave.

As cautioned in the 1st Review of May 28 from City Planning, quote, "Maryland has a bike lane so no on-street parking may be permitted." In fact, Maryland has a bike lane on both sides of the street. It's a major bike path for the City. This is not an option. In fact, the only response by the developer to the no parking caution in the 1st Review was that "bike storage and repair had been added," completely unrelated, no response to the no parking caution was submitted. Not addressing this to the full extent needed has continued.

Parking is prohibited on bike lanes. Maryland has two bike lanes. Logically, to preserve the treasured atmosphere on Maryland enjoyed by walkers as well, the proposed development should be self-contained as other communities are. Parking in bike lanes endangers recreational users and passing drivers. It creates opportunities for accidents. As suggested March 4, a reduction in the number of units would resolve these issues, ideally two to accommodate more guest parking and an enclosed commercial trash pickup area. We know this can be done. Autem would be a self-contained community like the others. Anything less will be unsafe and unsightly. This was suggested as early as March 4 at the meeting with the developers. It is the only solution that makes sense for everyone.

The 2nd Review of June 30 stated: “Staff is not supportive of the proposed reduction in required guest spaces.” The developer response contained percentages of guest spaces at other communities in support of the planned four. One example was for adjacent Maryland Village East stating 5 guest spaces for 18 units. Actually, they have 7 and comments from this community are that 7 are not enough, which decidedly supports the need for more than 4 at the proposed development. Also, the use of ride sharing suggested by the developer as an option cannot be predicted nor assumed as a substitute for lack of guest spaces.

The 3rd Review of August 20 contained no reference to the guest parking issue.

The reality is all communities along Maryland are self-contained, providing guest parking and on-site trash pickup. This is why Maryland has a clean and inviting appearance with a reputation as one of the loveliest streets in Central Phoenix. Just one community like Autem passing off its own responsibilities for parking and trash to the surrounding neighborhood would have a huge damaging impact on all of Maryland. Many emails of deep concern from the public on these issues have been sent to the Zoning staff.

We have advocated for two units to be removed that allows for the trash and recycling containers to be properly stored and to have an adequate number of guest parking spots. The developer has said it would reduce one unit. This still does not resolve the problem of bin storage and adequate guest parking spots.

We are offering a Solution: If this development deleted 1 unit on the east and 1 unit on the west. It would provide:

1. More compatible setbacks with current neighborhood properties
2. Reduces lot coverage more in line with the rest of Maryland Ave.
3. Eliminates 1 guest parking space required ($14 \frac{2}{bd} \text{ units} \times .5 = 7$)
4. Makes space for 3 additional guest parking spaces that meets the requirement
5. And Provides space for centralized enclosure for refuse/recycling bins

RETURN OF INVESTMENT IS THE SAME PROFIT MARGIN WITH 14 OR 16 UNITS

Construction cost/unit: $1750 \text{ sq ft} / \$550\text{K} = \$320 \text{ sq ft} / 2 = \157 sq ft

16 Units Construction cost: $\$157/\text{sq ft} \times 1750 \text{ sq ft} = \$274,750 \times 16 \text{ Units} = \4.4 M (rounded)

Revenue: 16 Units X \$550 K = \$8.8 M (2 X ROI)

14 Units

Construction cost: \$157/ sq ft X 1750 sq ft = \$274, 750 X 14 = \$3.85 M

Revenue: 14 units X \$550 K = \$7.7 M (2X ROI)

Also,

.5 guest parking space is required for every 2 bedroom unit.

16 units is 8 spaces; 4 spaces provided on current plan

15 units is 7.5 spaces. Eliminating 1 unit makes room for 2 spaces.

So the revised plan would be 6 spaces, 1.5 short.

Eliminating 1 more unit would reduce the requirement to 7 spaces and make room for 2 more spaces, bringing the total to 8 spaces, 1 more than required. That's good!

A Camelback East Village Planning Committee member had concerns that the developer mentioned that guests could find spaces on commercial lots in the area. This is not acceptable to the neighborhood or I am sure to the commercial properties. Guests could also turn to use guest parking spots at neighboring complexes.

This small change, reducing one more unit, provides a simple, easy path for compliance and acceptance by the neighborhood.

Thank you

Racelle Escolar

From: Mary Ann Pikulas <mapikaz@aol.com>
Sent: Tuesday, November 2, 2021 3:55 PM
To: PDD Planning Commission
Cc: Mary Ann Pikulas
Subject: Z-69-20-6 Autem Row PUD

Dear Chairman and Planning Commission Members:

Guest parking has been a critical issue since meeting with the two developers of this project on March 4 of this year, during which the lack of guest parking was addressed. This is the first multi-unit project for these developers and oversights were apparent. It was obvious to all attending Neighborhood Leaders that 4 guest spaces for 16 units would be acutely inadequate. Actually, only 3 spaces would be fully available as one would be reserved with the required disabled designation. The required guest spaces are 8 for 16 units.

Suggestions to solve this dilemma, discussed below, were made early on at this meeting. However, there was no credible response to follow until after the Camelback East Village Planning Committee decision to not approve this application on October 5, a vote of 8-3. Disregard for the needs of our neighborhood to provide adequate guest parking continued until then and still continues for on-site trash removal. As for this, the plan for 32 unsightly and unhealthy trash bins lined up over two days on Maryland Ave where none now exist continues. It's one of the attractive features of Maryland, no trash bins.

Unit reduction was presented to the developers at our March meeting to resolve the guest parking and trash removal deficiencies but was resoundingly rejected and continued to be at neighborhood meetings. Removing two units would add more parking and allow space for an on-site, enclosed trash containment and removal area, problems solved. Autem would be self-contained as other communities on Maryland are, problem solved. Following the Oct 5 Camelback Committee meeting, the developers finally offered to remove one unit to provide two more guest spaces, period. This would mean 6 guest parking spaces, 5 for full use. Six is still not the required number nor is it adequate. No updated site plan has yet to be submitted to reflect this change. Removing two units would still be required to meet neighborhood needs.

The parking issue is - where will drivers go to park when the available spaces that are planned are full? Not on Maryland!

As cautioned in the 1st Review of May 28 from City Planning, quote, "Maryland has a bike lane so *no on-street parking may be permitted.*" In fact, Maryland has a bike lane on each side of the street as it is a major bike path from the Dreamy Draw area to the west side of Phoenix. The very limited timed parking allowed by signs is on a very short section of Maryland and constantly abused with illegally parked cars. Parking here is not an option! Except for mention at the June 2 neighborhood meeting of a possible lease of 4 spaces at the adjacent commercial building, a temporary measure at best fraught with problems, the guest parking overflow issue has not been addressed at all except for reference by the legal representative that drivers will be creative and use nearby commercial and business lots. Really?!?

In fact, the only response by the developer to the no parking caution in the 1st Review was that "bike storage and repair had been added," completely unrelated. There was no response to the no parking caution. Again, this critical issue has yet to be addressed. The property is very small, under .90 acre. The question is, where will drivers go to park, whether visiting or on business, when the spaces, whether 3 or 5, are taken, which will be a common occurrence with so few planned. One need only ask the other nearby communities how often their spaces are used.

The 2nd Review of June 30 from staff rightly stated: "Staff is not supportive of the proposed reduction in required guest spaces." The response received contained percentages of guest spaces in relation to units at other communities in support of the planned four. The adjacent Maryland Village East was quoted with 5 guest

spaces for 18 units. Actually, they have 7 and comments from this community are that 7 are not enough, which decidedly supports the need for more spaces at the proposed development. The use of ride sharing suggested by the developer or bicycles as options cannot be predicted nor assumed as substitutes for lack of guest spaces.

The 3rd Review of August 20 contained no reference to the guest parking issue.

The reality is all communities along Maryland are self-contained, providing trash pickup and adequate guest spaces on-site. This is why Maryland has a clean and inviting appearance with a reputation as one of the loveliest streets in Central Phoenix. Just one community like Autem pushing its own on-site responsibilities for parking and trash onto the surrounding neighborhood would have a huge negative impact on all of Maryland. It's located near the entrance to Maryland from 16th St. and what happens there would negatively set the tone for the entire stretch of Maryland to 12th St. We are very proud of our street and do what we can to maintain its cleanliness and attractiveness. What this project offers as planned would simply degrade the neighborhood we value.

Besides meeting with the developers, many emails of deep concern from various communities and residents were sent to the Zoning staff. Other communities were built before the current parking ordinance and grand-fathered in when revised, some granted variances. This development will not be grand-fathered in and will have .50 factor for 16 units in place, 8 guest spaces.

Parking is prohibited on bike lanes. Maryland has two bike lanes. Again, where will people park? Logically, to preserve the treasured atmosphere along Maryland enjoyed by residents and the many who bike, walk and run along it, the proposed project must be self-contained. All others communities are.

Maryland has been cited as a no parking permitted street by City Planning. Parking in bike lanes is not an option, endangering recreational users and passing drivers. Turning onto Maryland from our communities is another hazard as parked cars would block our view, forcing us to inch out, making turns very dangerous. We have experienced this with illegally parked cars.

A reduction in the number of units by two would resolve both parking and trash bin issues and greatly alleviate the alarming concerns of Maryland communities. It would provide space for additional guest parking and an enclosed commercial trash enclosure. Autem would then be a self-contained community like the others that give Maryland Ave its enviable uniqueness that attracts buyers. This result we would welcome. Anything less will be unsafe and unsightly, negatively impacting our neighborhood significantly.

Unit reduction was suggested as early as March 4 at our meeting with the developers. It is time for the developers to take part with concern for the welfare of the neighborhood they wish to enter rather than disrupt it with no regard to the needs of the existing neighborhood. Reducing this project by two units to create a self-contained development is the only solution that will provide what is needed to result in a harmonious neighborhood. It is what makes sense.

Sincerely,

Mary Ann Pikulas, President and Neighborhood Leader
Madison Groves Manor (Maryland Ave & 14th Place)
602-930-3004

Racelle Escolar

From: Mary Crozier <marycrz@cox.net>
Sent: Tuesday, November 2, 2021 4:54 PM
To: PDD Planning Commission
Subject: Z-69-20-6

Dear Planning Commission Members:

I frequently bike down Maryland Avenue and am constantly faced with illegal parking in the City of Phoenix public bike lanes, especially near the proposed PUD subject site. It is my opinion that many of the higher density properties do not have adequate parking. As a result, a bicyclist must navigate through speeding traffic on Maryland. Why have No Parking Zones if no one is going to enforce that?

The addition of this proposed project will add to the existing congestion. And to hear that the developer has not provided for on-site garbage collection is ludicrous! Sixteen garbage cans in the bike lanes twice a week. That means when people do not move their cans the bike lanes will be filled with obstacles for days.

Lastly, great time, thought and energy was put into our General Plan. The General Plan states the **maximum number** of units at this location is 14. Why would anyone approve more units without adequate garbage collection and parking? The PUD concept was developed to create a superior product, not to be a convenient tool for a developer to make more money and provide an inferior project.

These issues will diminish the property rights of the adjacent neighborhood and for the general public who want to use the bike paths in a safe and reasonable manner.

I am not opposed to new development at this site, and would fully support 14 units, more parking and on-site garbage collection. Also, I do believe creating a PUD on less than an acre is not the spirit and intention of why a PUD was created. Someone is clearly taking advantage of the system at the expense of others.

Sincerely,

Mary L. Crozier

Racelle Escolar

From: Sarah Entz <sarah.entz@gmail.com>
Sent: Tuesday, November 2, 2021 4:53 PM
To: PDD Planning Commission
Cc: Linda Richards
Subject: Z-69-20-6 (Autem Row PUD) - Comments

Thank you for reading my comments for this project. There are three large issues with the proposed development:

1. Trash cans. They are proposing putting 30 trash cans in the bike lane, or worse the sidewalk, multiple times a week. This has been repeatedly pointed to as an issue and no solution has been provided. They state they have requested a variance from the City, however that will not be granted as the waste management vehicles will not back up, as it is a safety hazard.
2. Set back from Maryland Ave. The proposed setback is drastically narrower than the rest of Maryland properties. This is not in line with the beautification of the space.
3. Parking. Even with the removal of one unit to increase the parking to six spaces, this still will not meet the needs of the property. This will result in even more people parking in front of our neighbor's homes which has already caused issue amongst our community.

I am not against development in the neighborhood. I am against any development that puts multitudes of trash cans and cars in the bike lane. I suggest going back to the architect to redesign to allow for the needed eight parking spaces and trash on premises.

Thank you again for listening.

Best,
Sarah Entz
1530 E Maryland Ave, Phoenix, AZ 85014
858-692-4744

Racelle Escolar

From: Kyle Paskey <kyle.paskey@gmail.com>
Sent: Tuesday, November 2, 2021 4:59 PM
To: PDD Planning Commission
Subject: Z-69-20-6 (AUTEM Row PUD)

Hello.

I'm writing to express my objections to this purposes development.

I live close to the purposed site and this development far exceeds what should be considered.

The developers have been not been forthcoming or been supportive of neighbors in their meetings.

Specifically there are too many units purposed for the site, no where near sufficient guest parking, and no plan for trash removal and recycling pick up.

I purchased my home on Maryland Avenue as it has designated bike lanes. Those lanes are already filled with parked cars - mostly already in violation of posted (but rarely enforced) daytime posted parking restrictions. Adding new housing units will likely only add to the parking issues on Maryland Avenue and continue to impact the safety of the neighborhood.

I'm not opposed to developing the lots in question, but the issues above should be addressed before any vote to approve occurs.

Thank you for your consideration of my comments.

Kyle Paskey
6504 N 14th Pl, Phoenix, AZ 85014
602-903-8179

Racelle Escolar

From: Janis & Ben Harris <janisandbenharris@gmail.com>
Sent: Thursday, November 4, 2021 8:19 AM
To: PDD Planning Commission
Subject: Z-69-20-6 Item #20

Dear Sir,

We oppose the proposal for 16 units at 1536-1538 East Maryland.

The developer is trying to crowd too many units onto this property. We would like to eliminate 2 units to allow more guest parking and allow space for trash pick up.

Please oppose the developer's proposal.

Thank you,
Janis and Ben Harris
516 East Stella Lane
Phoenix AZ 85012

Sofia Mastikhina

From: Karolyn Bengler <kbengler@gmail.com>
Sent: Friday, October 1, 2021 5:08 PM
To: Sofia Mastikhina
Subject: Development on Maryland Street

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Mastikhina,

I am writing about my concerns with the new development being planned on Maryland Street.

Having 16 trash bins and 16 recycling bins lined up two days a week on Maryland, will cause problems for bikers and pedestrians. Cars trying to get out from the trash collection will drive into the oncoming traffic lane, creating a horrible risk of a head on collision. Further, these bins will be an unsightly blight on our street.

There are only 4 guest spaces planned, one of which is designated for the disabled. If not requesting a special classification, 8 spaces would be the required number. With anywhere from 30 to 40 plus residents possibly living there, each with family or friends visiting and others. Where will they park? If on Maryland this takes away the bike lane and blocks driver's line of vision when trying to turn into Maryland. It's simply not safe.

These concerns have been raised for many months and there has yet to be any plan put forward by the developers to address this.

I am deeply concerned as I, and my children, bike on this bike lane and walk our dog down this street. This is truly scary when a few modifications could address these concerns.

Thank you,

Karolyn Bengler
Sent from my phone

Chairwoman Shank
City of Phoenix Planning Commission
Planning and Development Department
200 W. Washington Street, 2nd Floor
Phoenix, Arizona 85003

**Re: Support for Zoning Request – Z-69-20
1536 E. Maryland Ave., Phoenix, Arizona 85014**

Dear Chairwoman Shank:

Please allow this letter to serve as my letter of support for the zoning request identified as Z-69-20. It is my understanding that the zoning request will rezone the property located at 1536 E. Maryland Ave., Phoenix, Arizona 85014 into a PUD in order to allow a multifamily project to develop. I support the proposed multifamily development because I believe the proposal will benefit our neighborhood by repurposing an underused lot. Our neighborhood is well positioned to usher in thoughtful development because we are located in the heart of Phoenix; this proposal is thoughtful and will undoubtedly enhance the Maryland Ave. corridor.

In short, I fully support the Applicant's zoning request because I believe the proposed development will neither harm nor negatively impact the surrounding area. Accordingly, I submit this letter to express my support.

Sincerely,



Property Owner Signature

Mark Hodgson

Property Owner Name (print)

6234 N 14th Place

Address

10/27/2021

Date

February 3rd, 2021

City of Phoenix
Planning and Development Department
200 W. Washington Street, 2nd Floor
Phoenix, AZ 85003

Re: Support for City of Phoenix Rezoning Case No. Z-69-20

I have reviewed the development plans for the property west of the northwest corner of 16th St and Maryland Ave and I eagerly support the rezoning for the townhome development. As neighbors to the development, our family does not believe that the proposal will bring any negative impacts to the neighborhood, and feel that the developer's plans would be an asset to the community. Our community is known for its beautiful diversity of architecture and design but we've recently been subjected to historic demolitions in order to build cheap, tasteless gated off track homes that are an embarrassment and do not serve the community. I'm elated that this proposed development would be in line with the true design forward spirit of our neighborhood, as well as provide a more community forward culture instead of further walling everyone off from each other. For the good of our community, please support this rezoning case.

Miles Willis McDermott

Art Director of Moses Inc.

6530 North Place D'Valencia - Phoenix AZ 85014

RCVD 11/2/2021

Chairwoman Shank
City of Phoenix Planning Commission
Planning and Development Department
200 W. Washington Street, 2nd Floor
Phoenix, Arizona 85003

**Re: Support for Zoning Request – Z-69-20
1536 E. Maryland Ave., Phoenix, Arizona 85014**

Dear Chairwoman Shank:

Please allow this letter to serve as my letter of support for the zoning request identified as Z-69-20. It is my understanding that the zoning request will rezone the property located at 1536 E. Maryland Ave., Phoenix, Arizona 85014 into a PUD in order to allow a multifamily project to develop. I support the proposed multifamily development because I believe the proposal will benefit our neighborhood by repurposing an underused lot. Our neighborhood is well positioned to usher in thoughtful development because we are located in the heart of Phoenix; this proposal is thoughtful and will undoubtedly enhance the Maryland Ave. corridor.

In short, I fully support the Applicant's zoning request because I believe the proposed development will neither harm nor negatively impact the surrounding area. Accordingly, I submit this letter to express my support.

Sincerely,



Property Owner Signature

Benjamin Nesbeitt

Property Owner Name (print)

1407 E. Solano Drive, Phoenix AZ 85014

Address

2 November 2021

Date

RCVD 11/2/2021

Chairwoman Shank
City of Phoenix Planning Commission
Planning and Development Department
200 W. Washington Street, 2nd Floor
Phoenix, Arizona 85003

**Re: Support for Zoning Request – Z-69-20
1536 E. Maryland Ave., Phoenix, Arizona 85014**

Dear Chairwoman Shank:

Please allow this letter to serve as my letter of support for the zoning request identified as Z-69-20. It is my understanding that the zoning request will rezone the property located at 1536 E. Maryland Ave., Phoenix, Arizona 85014 into a PUD in order to allow a multifamily project to develop. I support the proposed multifamily development because I believe the proposal will benefit our neighborhood by repurposing an underused lot. Our neighborhood is well positioned to usher in thoughtful development because we are located in the heart of Phoenix; this proposal is thoughtful and will undoubtedly enhance the Maryland Ave. corridor.

In short, I fully support the Applicant's zoning request because I believe the proposed development will neither harm nor negatively impact the surrounding area. Accordingly, I submit this letter to express my support.

Sincerely,



Property Owner Signature

MIKE ALEXANDER

Property Owner Name (print)

5566 N 10TH STREET, PHOENIX, 85014

Address

11/02/21

Date

RCVD 11/2/2021

Chairwoman Shank
City of Phoenix Planning Commission
Planning and Development Department
200 W. Washington Street, 2nd Floor
Phoenix, Arizona 85003

**Re: Support for Zoning Request – Z-69-20
1536 E. Maryland Ave., Phoenix, Arizona 85014**

Dear Chairwoman Shank:

Please allow this letter to serve as my letter of support for the zoning request identified as Z-69-20. It is my understanding that the zoning request will rezone the property located at 1536 E. Maryland Ave., Phoenix, Arizona 85014 into a PUD in order to allow a multifamily project to develop. I support the proposed multifamily development because I believe the proposal will benefit our neighborhood by repurposing an underused lot. Our neighborhood is well positioned to usher in thoughtful development because we are located in the heart of Phoenix; this proposal is thoughtful and will undoubtedly enhance the Maryland Ave. corridor.

In short, I fully support the Applicant's zoning request because I believe the proposed development will neither harm nor negatively impact the surrounding area. Accordingly, I submit this letter to express my support.

Sincerely,



Property Owner Signature

Paul Howell

Property Owner Name (print)

1429 East Solano Drive Phoenix AZ 85014

Address

110221

Date

November 2nd, 2021

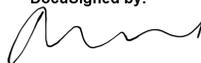
City of Phoenix

Planning and Development Department 200 W. Washington Street, 2nd Floor Phoenix, AZ 85003

Re: Support for City of Phoenix Rezoning Case No. Z-69-20

I am a long time resident in our neighborhood and am eager to support this rezoning case to ultimately re-develop the property at 1536 E. Maryland Ave. As the city and our neighborhood grow, we are in need of thoughtful communities exactly like this. In addition to adding much needed single family residences in our neighborhood, this development adds significant character and architectural integrity to our area. It is clear that this builder is going the extra mile to create something special here, and I believe this is something fantastic for our community to stand behind. This level of design and effort is something that our neighborhood should support as an example of how communities should be developed throughout Phoenix.

Please support this rezoning.

DocuSigned by:

03C824A4539046B...

Emanuel Suleymanov

6767 N 7th St
Phoenix AZ 85014

Chairwoman Shank
City of Phoenix Planning Commission
Planning and Development Department
200 W. Washington Street, 2nd Floor
Phoenix, Arizona 85003

**Re: Support for Zoning Request – Z-69-20
1536 E. Maryland Ave., Phoenix, Arizona 85014**

Dear Chairwoman Shank:

Please allow this letter to serve as my letter of support for the zoning request identified as Z-69-20. It is my understanding that the zoning request will rezone the property located at 1536 E. Maryland Ave., Phoenix, Arizona 85014 into a PUD in order to allow a multifamily project to develop. I support the proposed multifamily development because I believe the proposal will benefit our neighborhood by repurposing an underused lot. Our neighborhood is well positioned to usher in thoughtful development because we are located in the heart of Phoenix; this proposal is thoughtful and will undoubtedly enhance the Maryland Ave. corridor.

In short, I fully support the Applicant's zoning request because I believe the proposed development will neither harm nor negatively impact the surrounding area. Accordingly, I submit this letter to express my support.

Sincerely,



Property Owner Signature

R. Alex Therien

Property Owner Name (print)

6544 N. 13th Street, PHX 85014

Address

2 November 2021

Date