

Attachment F



City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

ADDENDUM A
GPA-SM-CC-1-21-7-8
STAFF ANALYSIS
February 1, 2022

<u>Application:</u>	GPA-SM-CC-1-21-7-8
<u>Applicant:</u>	City of Phoenix Planning Commission
<u>Location:</u>	Area generally bounded by Union Pacific Railroad tracks (south of Jefferson Street) on the north, 7th Street on the east, South Mountain Avenue on the south, and 7th Avenue on the west.
<u>Approximate Acres:</u>	3,270 +/-
<u>Requested Change:</u>	To establish the South Central Transit Oriented Development Community Plan
<u>Reason for Requested Change:</u>	To provide a district plan to realize the shared community vision to make South Central a world-class destination in which current and future residents both share in the prosperity a walkable and transit-oriented community brings. The plan will serve as a living document inspired by the voices of the community to attract, guide, and prioritize strategic investments in infrastructure, housing, economic development, and other areas.
<u>Village Planning Committee Dates:</u>	Central City – January 10, 2022 South Mountain – January 11, 2022
<u>Staff Recommendation:</u>	Approval

SUMMARY

The Central City Village Planning Committee heard this General Plan Amendment request on January 10, 2022, and the South Mountain Village Planning Committee on January 11, 2022. The VPC's unanimously approved the GPA by a vote of 13-0 and 15-0 respectively. A few minor administrative changes have been made to the South Central TOD Community Plan since those VPC hearings were held to provide

additional clarity. Most noticeable is the addition of the following statement on all the station area axonometric illustrations:

“The purpose of this Illustrative rendering is not to show development exactly as it will occur, but to provide visual guidance on community identified “priority sites” as it relates to the overall community vision, and to demonstrate a range of development scales and intensity respectful of existing neighborhoods, parcels and block configurations, and to be consistent with adopted station area “Place Types” to provide additional guidance for the application of the Walkable Urban form based code, where appropriate.”

An additional statement and graphic delineation of the existing Downtown Code (DTC) character area boundaries was added to the North area axonometric illustration. The statement reads as follows:

“Properties located in the Downtown Code may not depict the full development entitlements/potential currently allowed under the provision as regulated by the Downtown Code.”

These specific changes can be seen in the document on the following pages:

- Pages 117, 118, 133, 135, 149, 150, 153, 166: The first note which clarifies the intent of the axonometric illustrations.
- Page 117: The second note clarifying that properties may not be depicted with full development entitlement/potential as currently allowed under the Downtown Code.

In addition, there were minor updates to the North area illustrative maps/graphics to accommodate a property owner request for more accurate visual representation of future development of their property on pages 107, 109, 111, 113, 115, and 117.

Lastly, a few typographical corrections were made on the front and rear cover pages and throughout the acknowledgement sections. Of note is a statement that was added to honor one of our TOD team members that we recently lost. Her bright and positive outlook and dedication to the South Central community contributed greatly to the planning efforts. She will be dearly missed.

CONCLUSION AND RECOMMENDATION

Staff recommends approval reflecting updates to the community plan, provided above.

Writer

Elias Valencia
February 1, 2022

Exhibits

Exhibit A: [South Central Transit Oriented Development Community Plan](#)