

Attachment G

From: pamlperry@cox.net
To: [Nick Klimek](#)
Subject: rezone 3.29 acres located at the southeast corner of 3rd Avenue and Coolidge Street
Date: Monday, January 25, 2021 2:55:26 PM

Alhambra Village Planning Committee

Regarding: 7. Z-56-20-4: Presentation, discussion, and possible recommendation regarding a request to rezone 3.29 acres located at the southeast corner of 3rd Avenue and Coolidge Street from R-3 (Multifamily Residence District) and R-5 (Multifamily Residence District) to WU Code T5:5 UT (Walkable Urban Code, Transect 5:5, Transit Uptown Character Area) to allow multifamily residential. The Planning Commission will consider this request on February 4, 2021.

The proposed zoning change requested by developers to meet WU code benefits for the property that used to be known as the donor network site will indeed justify the time and money spent developing this code. However, the changes proposed fail to meet a walkable urban situation for residents along Coolidge street. The development would be more appropriate along a main thoroughfare with existing sidewalks and perhaps even bike lanes.

Density of this level is also questionable in a neighborhood already afforded zoning for level commercial residential 3 and 5 which was in place when the neighborhood was registered on The National Historic Register.

- The largest concern voiced by residents is generally described as ‘traffic’. To be sure we understand and observe daily the increased ratio of cars to driveway parking available or even cars to designed, planned parking in recent multi-unit developments. Streets are parked bumper to bumper: vehicles, both sides. Cyclists, pedestrians, runners, dog walkers, baby strollers all use active traffic lanes. Delivery vehicles are forced to double park... access for police, ambulance fire equipment is limited and restricted.
- Traffic is sometimes defined as the number of trips in and out of a property. More and more this traffic includes all sorts of deliveries. Currently neighbors are delivered of something more than half a dozen times a day. Multiply that by two hundred and too many units! The driveway for this property becomes ingress/ egress for hundreds of deliveries and an increasingly noticeable traffic hazard for cyclists, pedestrians, dog walker, toddlers on tiny bikes, moms with strollers...
- It is projected that development residents will avail themselves to grand canalscape project and light rail as a means of going places, but for those excursions to retail opportunities (some not so very far, but not on canal or train lines) and others when delivery is not used, people make trips in their cars. Their guests park where there is space...increased vehicle trips, count them again!
- There are limited sidewalks on Coolidge Street. All bike, pedestrian, dog walkers, children waiting for busses, yes, this will happen again, runners, children going to school, (there are several proximate), stroller-brigade, toddlers on tiny bikes with training wheels and parents following along slowly along at decreased rates of speed to supervise, or just folks going out for a meal or coffee must walk in the street. They run the gamut along both sides of the thoroughfare of stationary parking, travel lanes cluttered with delivery vehicles, moving vans, ubers and other gig parcel and package delivery, trash collectors, city vehicles, cut thru traffic as well as locals simply arriving, or leaving their homes exiting driveways... . This hardly qualifies as “WALKABLE”. It will be a very unsafe and not walkable district.

- Extracting a vehicle from a driveway with sight line impeded by what becomes double parked vehicles (only for a moment, let me drop off this package...) living in the neighborhood becomes less and less conducive to personal safety: pedestrians and vehicles two or 4 wheeled.

Who knows what sort of lurkers find all this stationary parking a good place to while away time waiting to steal packages delivered or spring on unsuspecting victims...? Is this "WALKABLE" ? Or Safe? Calls for service by fire trucks, ambulances, and police are all impeded.

Your developer is investing client's dollars. He wants to make them a good return, but does this need to be at the expense of livability in an Historic District? Current zoning may be dated to earlier planning goals, but perhaps they better reflects the multiple uses of pedestrian, bicycle and automotive traffic that prevail in our ever-denser central core. Walking and biking along Coolidge are a chancy thing sometimes already. Let's not go out our way to make it worse.

Thank you, Pam Perry 304 W. Coolidge St.

P.S. In case this is not clear, I do not support these rezoning efforts for the old donor network property!

From: [R.S](#)
To: [Nick Klimek](#)
Subject: Rezoning effort at Coolidge and 3rd Ave(Meeting Jan 26th... Item: 126 771 4317)
Date: Monday, January 25, 2021 2:49:22 PM

There is a rezoning effort happening within my neighborhood at 3rd Ave and Coolidge St. I beg you not to allow the zoning change as it will deeply affect the traffic and parking in the neighborhood as well as a create a hazard on the 3rd Ave bike path. I am not against the project as much as I am against the increase in units. Its too much added traffic and parking into the neighborhood. Please hear me out.

The developers are trying to increase zoning from the current R3-R5 to a WU which would basically allow and 4+ story building increase from about 137 units to 213ish. This apartment complex would be situated in the middle of the historic neighborhood rather than on a major road (like Camelback or Central). Currently standing in the proposed space is an office building (formerly Organ Donors) with a private park that the neighborhood has enjoyed for the 20+ years I have lived here. The proposed project is at the corner of 3rd Ave and Coolidge along the canal which coincides with the 3rd Ave bike path.

Before covid, I enjoyed walking to businesses and watering hole landmarks but I still owned a vehicle the entire time as most residents do. While walkability is an important tool for those of us that live in the neighborhood, most of us still need to drive to work or the store or to get out of town. Just because people walk occasionally does not mean that they do not own a vehicle and use it. On top of that, this apartment complex will be very close to the sidewalk (like Elevation) on a neighborhood street not having the same easement houses are required. The front of end of the complex will face the canal while we in the neighborhood get its backside. We need easement within our neighborhood. I understand the importance of city growth, but cities that grow need to also ensure there is ample green space for the congested masses living within such areas. If nothing else give us that easement.

If you look at other apartment complexes in the area such as the Pavilions (Campbell and Central), Elevation (Coolidge and Central), the Station (Central and Monterosa), you will see cars constantly parked along the road day and night even with ample parking garages. It creates a hazardous congestion and unsightly view of the neighborhood. Since Elevation was built here on Coolidge and Central, the traffic on Coolidge St has increased with drivers flying down the street even with speed bumps. We also have a constant problem of cars stopping to load or unload dangerously close to Central. There is nothing to stop the proposed development from having irresponsible parking and traffic from inundating the neighborhood. The increase in variance is going to add more cars and more congestion. Elevation is attractive on the website and from Central Ave but from Coolidge St is a block monstrosity right on top of the sidewalk with a parking garage and a bunch of parked cars all around it. There is nothing attractive about it from Coolidge St.

While I understand I cannot stop the development nor do I necessarily want to, I just want the city council to understand this complex is going directly into the neighborhood and has no direct access to a major through street (like Central and Camelback). It must cut through this neighborhood. The developers will try to sell to you people won't need a car, but I implore you to look at the parking around the apartment complexes I have mentioned. Its Phoenix. Most people own vehicles. We in the neighborhood are already having to sacrifice this private park that added much charm and use to an otherwise busy area in Phoenix but an

additional 75 units will not help us maintain control of neighborhood streets or the added congestion of parking.

Sincerely

Ron Szematowicz

home owner living at 308 W Coolidge St

pjharveytrack12@yahoo.com

From: [frank.paoletti](#)
To: [Nick Klimek](#)
Subject: Rezoning Z-56-20-4
Date: Tuesday, January 26, 2021 10:14:16 AM

Why has the zoning change for the area at 3rd Ave and Coolidge St now state there are to be 165 units minimum to no maximum. This is not what the developer and lawyer stated in our neighborhood meeting. Also, what about the parking, no one has ever addressed that and no one from the city has come to see the congestion at the end of Coolidge St because of the other 2 apartment buildings? Nothing has been done with that problem that already exists. Will 3rd Ave and Coolidge St have no street parking signs along with fines for violating the parking rules?

Thank you,
Frank Paoletti
449 W. Coolidge St

Racelle Escolar

From: gbvalladao@gmail.com
Sent: Monday, February 1, 2021 12:49 PM
To: PDD Planning Commission
Subject: Opposition to Case #13 Z-56-20-4

I write in opposition to the rezoning application hearing for rezoning 3rd Avenue & Collidge from R-5/R-3 zoning to Walkable Urban Code zoning. While I am not opposed to the development of the site, it should be within the confines of it's current zoning. I oppose the request for the following reasons:

- Pierson Place is one of the few historic neighborhoods in the urban core and Central/Uptown Phoenix and fabric of it should be preserved if at all possible
- WC Code T5:5T was intended for high traffic urban mixed-use districts with retail/office/dining uses like Central Avenue, not the middle of a residential historic neighborhood. Even if a rezone is allowed it should be limited to either:
 - T3:2 since it is a residential neighborhood with single family homes and duplexes with a maximum height of 30 feet
 - T4:3 an area characterized by single and multi-family residences with a maximum height of 40 feet.
- The 3rd Avenue & Coolidge location is a quiet dead end street that was never intended to accommodate the heavy vehicular traffic the project will generate. While a traffic study has repeatedly been referenced, it has not been shared with the neighborhood.
- The developer request to increase the unit count from the currently zoned 136 to 218 adds 80 units to the project increasing the unit count by 59% with no justification as to why it is needed.
- Increasing the height limitations from 48 feet to 56 feet will impair the sunlight on the north side of Coolidge as well as impede the southern site lines for homes throughout the neighborhood.
- Overflow parking from a project this size will spill into the single family homes on Coolidge, Hazelwood and 3rd avenue which is can be witnessed daily on the streets adjacent to The Elevations on Central, The Icon and the Lexington.

Again, I am not opposed to development of the site, but there is no reason a project should be built beyond the currently zoning requirements which allows for 136 units and 48 feet of height on the R-5 zoned parcels.

I thank you for your consideration.

Regards – Greg Valladao

Greg Valladao
VALCOR Commercial
602-697-0078

Sent from [Mail \[go.microsoft.com\]](mailto:gbvalladao@gmail.com) for Windows 10

From: pamlperry@cox.net pamlperry@cox.net <pamlperry@cox.net>
Sent: Monday, February 1, 2021 12:58 PM
To: PDD Planning Commission
Subject: case number Z-56-20-4

Planning Committee

The proposed zoning change requested by developers to meet WU code benefits for the property that used to be known as the donor network site will indeed justify the time and money spent developing this code. However, the changes proposed fail to make a walkable urban situation for all residents along Coolidge street. The WU development would certainly be more appropriate along a main thoroughfare Camelback, Central, 7th Ave. with existing sidewalks and perhaps even bike lanes.

Pierson Place Historic District neighborhood already is afforded zoning for commercial residential 3 and 5 which was in place when the neighborhood was registered on The National Historic Register. Other in-fill developers are expected to use these parameters.

Your developer is investing client's dollars. He wants to make them a good return, but does this need to be at the expense of walkability in an Historic District? Current zoning may be dated to earlier planning goals, but perhaps they better reflect the multiple uses of pedestrian, bicycle and automotive traffic that prevail in our ever-denser central core. Walking and biking along Coolidge are a chancy thing sometimes already. Let's not go out our way to make it worse.

the frequently cited developers of proposed and existing multi-family projects will not be afforded the privilege of WU code benefits, having to work with current zoning. Any developer can add gates to fencing along the canal to avail residents to easy access to that local feature. Gates in fences is not rocket science for WU code developers only. There is little excuse to make special exceptions for this project.

The major concern voiced by residents is generally described as 'traffic'. We understand and observe daily the increased street parking. Streets are parked bumper to bumper: vehicles, both sides. Cyclists, pedestrians, runners, dog walkers, baby strollers all use active traffic lanes. Delivery vehicles are forced to double park... access for police, ambulance fire equipment become more and more limited and restricted. We are seeing increasing numbers of auto related crime as well.

- There are limited sidewalks on Coolidge Street. All bike, pedestrian, dog walkers, children waiting for busses, yes, this will happen again, runners, children going to school, (there are several proximate), stroller-brigade, toddlers on tiny bikes with training wheels and parents following along slowly along at decreased rates of speed to supervise, or just folks going out for a meal or coffee must walk in the street. They run the gamut along both sides of the thoroughfare of stationary parking, travel lanes cluttered with delivery vehicles, moving vans, ubers and other gig parcel and package delivery, trash collectors, city vehicles, cut thru traffic as well as locals simply arriving, or leaving their homes exiting driveways... . This hardly qualifies as "WALKABLE". It will be a very unsafe and not walkable district.
- Extracting a vehicle from a driveway with sight line impeded by double parked vehicles (only for a moment, let me drop off this package...) living in the neighborhood becomes less and less conducive to personal safety: pedestrians and vehicles two or 4 wheeled.
- Who knows what sort of lurkers find all this stationary parking a good place to while away time waiting to steal packages delivered, break into parked cars, or spring on unsuspecting victims...? Is this "WALKABLE" ? Or Safe? We are already seeing increased crime in automobiles parked along the east end of Coolidge, and this can be expected to move west with parked cars!
- Calls for service by fire trucks, ambulances, and police are all impeded.

Thank you, Pam Perry 304 W. Coolidge St.

P.S. In case this is not clear, I do not support these rezoning efforts for the old donor network property!

Racelle Escolar

From: Monica Kearns <monycisneros9900@gmail.com>
Sent: Monday, February 1, 2021 2:22 PM
To: PDD Planning Commission
Subject: Rezoning case No.Z-56-20-4 WU code T5: 5 UT

good afternoon, regardless this Project we are on opposition, not only the time that will take to build 24 months, we are families who have to work and we want to rest after work and on our days off too, but also the traffic, our privacy, because those apartments will face at our houses and when the high schools open again it will be a big, big problem of traffic I am talking about 2 high schools beside businesses around and other traffic, we are concerned about people will parking on front of our houses specially on the weekends, the noise of the traffic, this is a HISTORIC DISTRICT and we want to keep this neighborhood that way, WE DONT WANT MORE APARTMENTS AROUND, I INVITE YOU TO STAY ONE DAY LOOKING AT THE TRAFFIC ON CENTRAL AVE, CAMELBACK RD AND 7 AV. we are living here, we see it every day, I hope we all from this neighborhood hope to consider our petition to not to build more apartments.

Thank for your time, sincerely:

MM.

Racelle Escolar

From: R S <pjharveytrack12@yahoo.com>
Sent: Monday, February 1, 2021 9:29 PM
To: PDD Planning Commission
Subject: Rezoning on Coolidge St and 3rd Ave 56-20-4 item 13
Attachments: project 56-20-4 is the Red boxed area.png

To the Phoenix Planning Commission,

I ask you to consider the gravity of the zoning change on case 56-20-4 in this Thursday's agenda. The property in question is not on a major thoroughfare, but deep within the historic Pierson Place neighborhood.

The developers are asking to go from a R3-R5 to a WU because the site in question is on the canal. While that is true, the area of the canal that the said project would be built on is relatively small. It is only four to five historic house properties long. In return they want to increase units from 137 to about 215, which comes out to 275 beds (as there are two bedroom units), increase the height to 56' in the middle of the neighborhood, have next to no easement on the street and not supply adequate parking. On top of that, the project would not face the neighborhood. We would get its backside. I have attached a copy of a map of the said property.

Please take the time to go the site and inspect the canal area, the bike path and the neighborhood and you will see this is too great a sacrifice on height, easement, traffic and parking for the limited canal scaping they will accomplish. Let them use their already in place R3-R5 zoning to help ease traffic congestion and parking overflow.

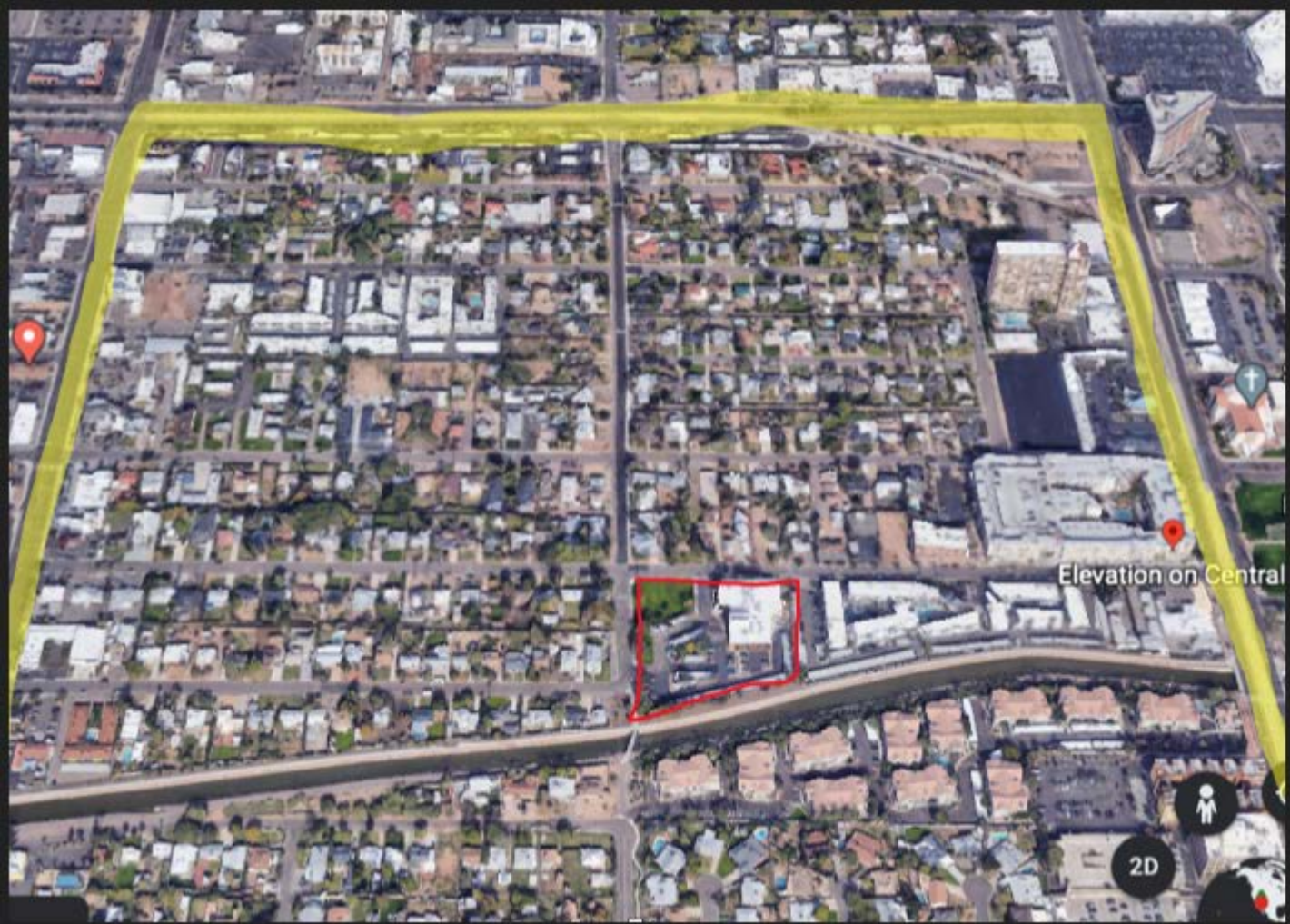
Please vote NO on the said project. It will irreversibly hurt the historic neighborhood in which will reside within. Again it is not on a major street, Camelback, 7th Ave and Central are all a good distance away and 3rd Ave does not cut through for purposes of limiting traffic.

Sincerely

Ron Szematowicz

home owner living at 308 W Coolidge St

pjharveytrack12@yahoo.com
602-748-5607



Elevation on Central

2D

Racelle Escolar

From: Thomas Rice <javelinatreework@gmail.com>
Sent: Tuesday, February 2, 2021 3:16 PM
To: PDD Planning Commission
Subject: Reasoning Case No Z-56-20-4

Hello,

My name is Thomas Rice; I live at 320 W Hazelwood St. I am writing this letter to oppose the zoning change from R-3 and R-5 to WU Code T5:5 UT. I oppose this for the following reasons:

Not enough parking

Intrudes on Pierson Place Historic Neighborhood

Insufficient access

Takes away a green space in the neighborhood

Too congested

Thank you for your time!

Thomas D. Rice
Owner/Operator
Javelina Tree Work LLC
480-208-1974

Racelle Escolar

From: grosso9377@cox.net
Sent: Tuesday, February 2, 2021 3:34 PM
To: PDD Planning Commission
Subject: Oppsition to 56-20-4

To whom it concern (Phoenix Planning Commission),

My name is Michael Grosso, owner of the property at 303 W Coolidge. I am in opposition of the planning and zoning of the proposed property at 3 ave. and Coolidge.

My concerns are:

1. 218 unit complex built on the edges of Coolidge and 3 ave, to large of a footprint for the area.
2. The building will not allow any parking on Coolidge or limited which turns the street into a single lane road. Dangerous for riding bikes and walking.
3. Increases the walking traffic and more chance for crime.
4. Coolidge Ave. is a cut-through for 7 ave to Central, which could be dangerous for residents.
5. The community is going to suffer with all the added walking traffic.

Thank You for you time please do not rezone the location.

Racelle Escolar

From: Jeff Rahm <j.rahm@ohpartners.com>
Sent: Tuesday, February 2, 2021 4:41 PM
To: PDD Planning Commission
Subject: RE Application #: Z-56-20-4

Attn Planning Commission:

I own a home (306 West Coolidge) just down the street from the proposed apartment development site. While I am all for growth & expansion, I have reservations with the proposed WU rezone. I foresee a heavy increase in vehicular traffic, especially on Coolidge, Hazelwood & Highland. Central Ave only allows for a right turn heading south. To travel north, the only option is to drive to 7th Ave on either street and make a right. Again, I am all for growth, but just want to be sure that the traffic congestion issue is carefully considered.

Thank you,
Jeff Rahm

 **Jeff Rahm** • Sr. Digital Media Planner/Buyer
o. 602.228.2377
OHPARTNERS.COM [ohpartners.com]
[ohpartners.com]

Racelle Escolar

From: Sarah Simpson <sjsimpso@asu.edu>
Sent: Tuesday, February 2, 2021 4:53 PM
To: PDD Planning Commission
Subject: Rezoning Case No: Z-56-20-4

Hello! I am a resident at 308 W. Hazlewood St. and I am writing to request a reduction in the size of the multifamily residential dwelling that is planned for the Southeast corner of 3rd avenue and Coolidge. Case Z-56-20. Please reduce the size to 80 units. Please let me know if you have any questions!

-Sarah Simpson
(602)405-6943

Racelle Escolar

From: Bill Wells <bdtgwells@icloud.com>
Sent: Tuesday, February 2, 2021 5:15 PM
To: PDD Planning Commission
Subject: Opposition to Application No. Z-56-20-4

I am opposed to Application No. Z-56-20-4 to change the zoning from R-3 and R-5 to WU Code T5:5 UT located on the Southeast corner of 3rd Avenue and Coolidge Street for several reasons including:

- a) constructing a multifamily residential property with no maximum units allowed will significantly increase the traffic on 3 residential streets (Coolidge, Hazelwood, and 3rd Avenue)
- b) increased traffic will increase the likelihood of pedestrian getting harmed as this is primarily a residential area consisting of families with children and older adults
- c) Other than a standard size sidewalk along the eastern edge of 3rd Avenue there is no public sidewalk on Coolidge, Hazelwood, and other nearby residential streets. The proposal is an extremely dangerous mix of increased pedestrian traffic walking in the street and an increase in vehicle traffic
- d) Access to and from the Grand Canal pathway is from 3rd Avenue and Hazelwood which already stresses the pedestrian and vehicle traffic in the area
- e) Increasing the population density within the area will increase levels of crime and lower public safety
- f) Parking along Hazelwood, Coolidge, and other nearby residential streets is restricted but does not appear to be enforced. Additional residents and vehicles will take advantage of unauthorized street parking.

Until such time as the proponent can provide studies that these reasons have been addressed in their proposal or provide mitigation measures to offset or compensate for this reasons, I am opposed to this application.

Regards,

Bill Wells
498 W Hazelwood St
Phoenix, AZ 85013
bdtgwells@icloud.com

Racelle Escolar

From: Lina Money <linamoney@gmail.com>
Sent: Tuesday, February 2, 2021 5:53 PM
To: PDD Planning Commission
Subject: Opposition / 56-20-4, item 13

Zoning case 56-20-4. Item 13.

Dear Sir and Madam,

I am deeply troubled to know that there is a high possibility of a new build of apartment complex in our small historic neighborhood, which we the neighbors have been in charge of making it better, cleaner, more safe and friendlier place to live. My family and I have been living on Coolidge st since 2007 and we have been part of the transitions in the hood. I have two small kids and two dogs, as a mother I am very concern of rezoning the corner lot and allowing some Texan investor developer to make money from the work we did all these years (to maintain and make it a better neighbourhood) without being considerate to the people and pets in the Pierson Place. We as human have responsibilities to make life better for all and not just for one company!!! Life is not all about money and we have to make the right steps to protect each other and not to allow this rezoning!

I deeply ask you to view this case as a person who lives in Pierson Place and not just as an outsider.

If they are allowed to build they should be limited to the current zoning and they should provide place (trees, green grass, play area for the families in the neighborhood. We are already overwhelmed by cars parked on the side walks and fast drivers and lets not forget that 3 ave has a bike lane used by many to commute. It will put a lot of people in danger!

This letter represents the families living at 510, 505 and [506 W Coolidge Street](#)!

Yours truly,
Lina Money
Tania Bachelot
Olga Pegkova

Lina Money