

Attachment I

David O Simmons

From: Bramley Paulin <bramleypaulin@cox.net>
Sent: Wednesday, October 6, 2021 8:45 PM
To: PDD Paradise Valley VPC
Subject: Z-TA-3-19 Walkable Urban (WU) Code - RECONSIDERATION VOTE

Good evening Paradise Valley Village Planning Committee Members

I am asking the PV committee members for a reconsideration vote from the October 4, 2021, Item #3 Z-TA-3-19 Walkable Urban (WU) Code.

The presentation details did not address the negative impacts and ramification to existing neighborhoods. This Text Amendment (TA) will promote bad high density residential development that will undoubtedly have a negative effect on existing detached residential neighborhoods. The impacts of the WU Code expansion will adversely change the character of existing neighborhoods with increased vehicular traffic and increase building height.

The original WU Code was specifically designed for properties within close proximity to light rail by reducing vehicle use and creating urban density within walking distance to transit stations.

Of the four villages that have heard this TA to date, PV is the only committee to support the amendment. Both Encanto and East Camelback villages, who have light rail transit within their boundaries and work with the WU Code on a regular basis, voted overwhelmingly to deny the expansion of the WU Code city-wide.

I therefore, respectfully ask that one or more committee members who voted in favor of the TA, submit a written request to the committee planner Mr. Simmons, within the next 48-hours, asking for a reconsider vote to take place at the next committee meeting.

With Appreciation,
Bramley Paulin
(602) 918-2998

VISION

Every Arizonan has a safe, affordable place to call home.

MISSION

The Arizona Housing Coalition (AZHC) is a collaborative association that leads in the efforts to end homelessness and provide safe, affordable housing to all Arizonans.

Arizona Housing Coalition

Speaking Up for Home and Hope

Speaking Up for Home and Hope



City of Phoenix
Phoenix City Hall
200 W Washington Street
Phoenix, Arizona 85003

November 1st, 2021

Dear Mayor Gallego and Council Members,

On behalf of the Arizona Housing Coalition and [our members](#), I am writing in regard to item #21, Z-TA-3-19, the expansion of the Walkable Urban Code, that will be heard at the planning commission at 6pm on Thursday, November 4 2021.

The expansion of the Walkable Urban Code is a critical component of the Housing Phoenix Plan, which was adopted by council in summer of 2020. Since the adoption of this plan, the affordable housing crisis in the city has deepened. Rents have increased by [28% in the last year](#) and are approaching the most expensive in the county. The housing crisis in Phoenix is considered at [breaking point](#) with high occupancy rates and the fewest available units in 50 years. The number of households experiencing homelessness in Maricopa County has risen significantly between April 2020 to August 2021 and our homeless services are in huge demand. Finding units for low income households has become incredibly difficult in the city, resulting in these increases in homelessness, including a significant spike in elderly homelessness.

Restricting housing to single family detached forces rents and home prices to rise. This historical zoning practice also creates segregated neighborhoods. The expansion of the Walkable Urban Code is a critical tool to address barriers to increasing affordable housing in the city of Phoenix by allowing greater density and addressing the missing middle of development. The ability to build duplexes, triplexes and fourplexes will allow an increase in density that does not compromise the landscape of the city. Allowing diverse housing options, the code will allow the 15 villages to accomplish their goals of creating mixed-use, walkable urban cores.

Considering the extent of the growing housing crisis in the city of Phoenix, it is essential that the tools and practices passed in the Housing Phoenix Plan are adopted. We therefore strongly support the expansion of the Walkable Urban Code.

Sincerely,

Joanna Carr
Director of Research and Policy
The Arizona Housing Coalition

Re: Z-TA-3-19 expanding the Walkable Urban Code

Dear Members of the Encanto Village:

As a person who gave up their car over 5 years ago and depends on public transit and her feet to get around Phoenix, whenever I see codes or language of codes that refer to an area being “walkable,” I laugh. Why? Because I strongly suspect that the person/people who write such codes have book learning, but little practical experience in walking.

I also wonder/question, who are these codes going to help? Me the pedestrian???? While that might have been the original intention, the end result and my conclusion is NO, it is not really for my benefit as a pedestrian. To be really cynical, it appears that this code is more for a developer’s purpose and making the city appear to care about pedestrians.

In fact, often the recommendations are antithetical to a pedestrian feeling the area is “walkable.” What do I mean by that?

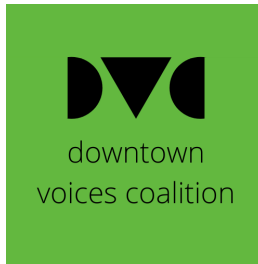
1. Walkable should mean safe. Safe from speeding cars and safe from bicycles (which in my opinion do NOT BELONG ON SIDEWALKS).
2. So a reasonable barrier of at least two feet should be mandated between the sidewalk and the street.
3. BUT, so many of the new multi-housing tracts going up are rather close to the sidewalk and provide a “looming” feel. One expects buildings to be up to the sidewalk when they are department stores and office buildings such as we find downtown. But I prefer having space between me and a residential high-rise and I wonder if the residents appreciate pedestrians being that close.
4. And what do so many people address when focusing on something being walkable??? Of course, it’s shade. Despite the city’s desire to have more shade, it continues to fail miserably. It’s difficult to know why that happens.
5. I recall reading a number of years ago reading about buildings needing to provide 75% shade at the summer solstice. Sounds great doesn’t it? But the summer solstice is in June and our hottest months are July, August, September (and sometimes even into October). Wouldn’t you think that 75% shade coverage should include those months too?
6. How do we achieve shade for the walkable environment? First we must understand the sun’s path especially during the hottest months. East/west running streets are trickier to handle, but north/south are easier. (By the way, a clear example of the problem is looking at the Light Rail Stops....shade. HA!) But we pedestrians beg for shade all day during those blisteringly hot months so trees need to be placed on both sides of the sidewalk to form a canopy (and please no thinning them during the summer months). That defeats the entire purpose of having trees. And for those who do not know me, I don’t leave home without my large personal shade structure better known as an umbrella.
7. While it is not part of the WU Code, my safety should include crossing the street. Recently I was nearly hit twice in the same section of a crosswalk within less than 10 seconds by drivers who did not care that they were breaking the law and certainly did not care that I was a potential impediment to them making their respective right and left hand turns. The intersection was none other than 7th Street & McDowell Road. It is scary out there.

Rather than continue going over the current issues/failings of the basic WU Code, I would hope you as a recommending body would suggest that the city (planning department) re-examine my points and call in some pedestrians to discuss these issues and how they can be rectified before expanding the areas of the city that WU Code will cover. We could have a win-win situation and Phoenix could be seen as a national leader in the implementation of an excellent Walkable Urban Code.

After working and living downtown for over 20 years, I know which streets have the most shade for pedestrians (shade for cars does not count) and which side of the street I should walk on depending on the direction and the time of day. I'd be more than happy to give you some tips.

A concerned citizen who knows we can do better.

Donna Reiner, PhD
2501 N 8th St.
Phoenix, AZ 85006-1049



November 19, 2021

Alan Stephenson
Director, Planning and Development Department
City of Phoenix
200 W. Washington St.
Phoenix, AZ 85003

RE: Position on Z-TA-3-19 Walkable Urban Code Expansion

Dear Mr. Stephenson:

The Downtown Voices Coalition Steering Committee supports allowing parcels to be rezoned to Walkable Urban Code in the locations outlined below. Downtown Voices is currently neutral on all other city-wide expansions of Walkable Urban Code.

- **Light Rail:** Within 1/2 mile of all current and future designated light rail lines
- **Bus Rapid Transit (BRT):** Within 1/2 mile of all current and future designated BRT lines
- **Village Cores:** Within the primary and secondary Village Cores as designated on the General Plan Map
- **Canals:** Directly adjacent to the City canal system with the canal designated as an active frontage
- **Rio Salado:** Within the bounds of the Rio Salado Overlay District. Where applicable, a designated public setback and active river frontage shall also be required. Encouragement to extend this corridor east with consideration for Phoenix Sky Harbor International Airport operations.

Thank you for your consideration. If you have any questions, please do not hesitate to contact me.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Jeff Sherman', is written over a light blue horizontal line.

Jeff Sherman
Steering Committee Chair
jeff.sherman@downtownvoices.org

cc: The Honorable Kate Gallego, Mayor
Phoenix City Council Members
DVC Steering Committee Members

From: Ryan Boyd <ryanandrewboyd1@gmail.com>
Sent: Wednesday, January 5, 2022 4:09 PM
To: PDD Planning Commission
Subject: Request to Speak & Comments Item #19 Planning Commission Z-TA-3-19
Attachments: Proposed WU Code T3-2 Applicability Language.docx; UPP Supports Vision Zero Fact Sheet.pdf

Good afternoon Planning Commission Staff,

I am writing to request to speak in support of item #19, Z-TA-3-19, at the Planning Commission on 01/06/2022. Additionally, I'd like to submit the following written comments:

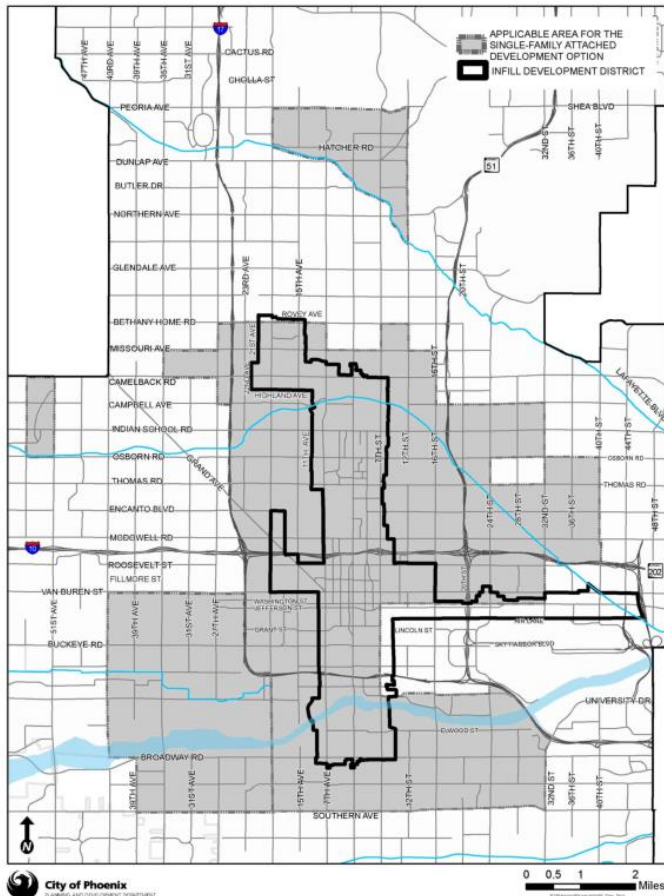
Honorable Planning Commissioners, I ask that you approve Z-TA-3-19 but with a slight amendment that would allow the T3:2 transect district to be available for property owners to apply to anywhere within the City of Phoenix.

The WU Code is very much a necessity along the transit-oriented development districts and I doubt you will hear much opposition about offering it as an option in the areas in addendum B. Frankly, transit-oriented development should be expanded to incorporate the bus rapid transit lines as well as the light rail as high-capacity transit allows denser living and supports transit. We often find ourselves in a catch-22 in which individuals tell us we can't build quality public transit because there aren't enough people nearby, and yet we legally restrict the amount of housing that we can build because it would cause too much traffic without quality public transit. **Expanding the WU Code applicability around high-capacity transit is common sense and the proposal in addendum B is the least the City of Phoenix can do.**

However, the City of Phoenix has a larger housing problem that this text amendment originally sought to address. Phoenix continues to be one of the fastest growing cities and the [Housing Phoenix Plan](#) noted we are underproducing housing units to the tune of a gap of 163,067 units. If we were to attempt to build these units with single-family detached housing it would require 31,613 acres of land, but the City of Phoenix only has 24,928 acres of vacant land. **Phoenix would need 7,315 acres more of vacant land and to build only single-family detached housing to meet this gap, simply put you can not build enough low-density housing to meet the need.**

The Housing Plan recognized that and noted that we should expand the Walkable Urban Code among other tools to allow further housing options and diversity. **Many types of housing are illegal under the current zoning code.**

Would you like to build townhouses or a duplex? The single-family attached option is only legal in central Phoenix on this map from ZO 608.F.8.



Would you like to build a triplex or a fourplex? Those do not appear to be allowed in the R1-06 and lower density zoning districts. They are also subject to [commercial permitting](#) making them harder to build.

Would you like to build an 8-unit apartment complex? To rezone to a district that allows it also allows much larger project in R-5 and R-3. If you can build a much bigger project, why stop at just 8 units if it is going to cost you the same amount to rezone the property?

Phoenix lacks middle housing zoning. [R1-06 \[phoenix.municipal.codes\]](#), one of the most common single-family zoning districts and one of the densest has a dwelling limit of 5 units per acre or for comparison purposes 10 units per 2 acres. That's less dense than several older Phoenix neighborhoods. There are 10 units on 1.8 acres in Encanto and 10 units on 1.5 acres in Oakland neighborhood. [R-2 \[phoenix.municipal.codes\]](#), a rarer multifamily zoning allows 20 units on the same 2 acres but still restricts the attached housing option to the above map. **Phoenix does not have a district in between these.**

WU Code T3:2 is a logical in-between district that should be available for Phoenix neighborhoods to discuss using. [ZO-1302 \[phoenix.municipal.codes\]](#) and [ZO-1303 \[phoenix.municipal.codes\]](#) describe this low-intensity district and it is the same as R1-06 except that it allows single-family attached, duplexes, live-work, day care, accessory dwelling units, professional offices and interim vacant lot uses. WU Code T3:2 has the same height limitation as R1-06 and same mandatory minimum parking outside of the light rail districts and slightly less restrictive lot coverage requirements.

If Phoenix is to stand any chance of meeting that housing gap of 163,067 units, we must legalize more housing options to be built in Phoenix. Is this a silver bullet? No, but we can't even begin talking about addressing the affordability crisis unless there are actual housing units available for people.

Let's plan and build our communities with a variety of options for denser development. If we don't, people are going to be forced to make tough decisions and these single-family detached neighborhoods might see multiple families living in one house creating the very problems they fear from multi-family development.

Please vote to approve Z-TA-3-19 addendum B WITH an amendment to allow WU Code T3:2 be requested anywhere in the City. Language is in the attachment.

Please let me know if you have any questions or requests for data. I intend to speak at the 01/06/2022 Planning Commission to bring up these points.

Thank you for your time,

Ryan Boyd

Mobile: 602-799-4478

Interim President, [Urban Phoenix Project \[urbanphoenixproject.org\]](http://urbanphoenixproject.org)



Amend Section 1301.C (Applicability) to read as follows:

C. Applicability. The Walkable Urban Code may be applied and is limited to land uses, subdivisions, and development within ~~the Reinvent PHX Transit Oriented District Policy Plans~~ **APPROVED TRANSIT ORIENTED DEVELOPMENT (TOD) DISTRICT BOUNDARIES AS DEPICTED ON THE TRANSIT ORIENTED COMMUNITIES MAP** ~~for Gateway, Eastlake-Garfield, Midtown, Uptown and Solano. The boundaries of these areas are shown in the District Maps located in the Transit Oriented District Policy Plans for Gateway, Eastlake-Garfield, Solano, Midtown and Uptown.~~ **TRANSECT DISTRICT T3:2 IS APPLICABLE ANYWHERE WITHIN THE CITY OF PHOENIX AND MAY BE APPLIED FOR THROUGH THE PROCEDURES OUTLINED IN SECTION 506.B.**



Vision Zero in the Roadway Safety Action Plan

Item #10 - TIP Subcommittee

Why Vision Zero?

- Phoenix has disproportionately more collisions with pedestrians AND bicyclists than the region. Pop.: 36% of Region. Ped. Crashes: 63%. Bike Crashes: 43%.
- Phoenix has not reduced fatalities and significant injuries in a measurable manner. Action is needed from the perspective of saving lives.

Vision Zero is:

- A new way to look at our roads. Instead of assuming accidents do not happen, Vision Zero accepts that humans are fallible and designs streets so those accidents don't turn fatal.
- Data-driven. We look at internal data, best practices from across the globe and consults the community before recommendations are made.
- Widely-adopted. Adopting jurisdictions include neighboring urban Tempe, Southwestern peer Albuquerque, East Coast New York City and even the State of North Dakota.

Vision Zero is NOT:

- One-size-fits-all. Actions and plans remain individualized for neighborhoods and streets. The goal is simply to reduce fatalities to zero in all of these areas.
- A citywide reduction of speed limits. Council makes those decisions separately and individually. Tempe did not set all of its speed limits to 25 mph.
- A silver bullet. We know that there will still be fatalities on the road system, but we should actually try to fix this issue.
- Anti-motorist. Drivers get killed too in these crashes. Safer streets mean EVERYONE makes it home.

For more information, contact Ryan Boyd at
RyanAndrewBoyd1@gmail.com.



Urban Phoenix Project

SUPPORTS

Vision Zero in the Roadway Safety Action Plan

Item #10 - TIP Subcommittee

What is worth more: one minute on your commute or a life?

- Vision Zero is not pro-congestion and tactics do not seek to lessen the number of drivers. The goal is to make sure EVERYONE lives.
- As an example, a 5-mile trip at a constant speed takes only 48 seconds more if you drove 40 mph rather than 45 mph. Congestion is a result of delay, not speed. You can see this when people "race to red lights."

What can we do?

- Work across disciplines. Vision Zero engages a multidiscipline approach. It brings all stakeholders to the table including public health, land use, development, engineering, and more.
- There are many tools that work within a Vision Zero framework. For an example, give pedestrians preference crossing compared to motorists making turns. Turning is a major conflict area where if someone makes a mistake, a pedestrian dies. Give the pedestrian time to cross the street before the motorists attempt to make a turn.
- Provide protection by separating bicyclists and pedestrians from high speed traffic. Broken bollards are a lot easier to replace than broken bones. Raised crosswalks, cycle tracks and traditional buffered and protected bike lanes are all options.
- Make sure everything we do is from a lens of equity. Vision Zero emphasizes that all steps from research through implementation include and center our diverse communities in the mission of saving lives.
- **ADOPT VISION ZERO NOW. Let's not waste any more time. ALL road decisions should be centered around safe transportation.**

For more information, contact Ryan Boyd at

RyanAndrewBoyd1@gmail.com.