

## ATTACHMENT B



### City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

### Staff Report: Z-91-25-6 Arcadia Motor Club PUD October 23, 2025

<u>Camelback East Village Planning Committee</u> Meeting Date:	November 4, 2025
<u>Planning Commission</u> Hearing Date:	December 4, 2025
<b>Request From:</b>	<u>R-5</u> (Multifamily Residence District – Restricted Commercial) (1.45 acres)
<b>Request To:</b>	<u>PUD</u> (Planned Unit Development) (1.45 acres)
<b>Proposal:</b>	PUD to allow a self-service storage facility and R-5 uses
<b>Location:</b>	Approximately 320 feet west of the southwest corner of 54th Street and Thomas Road
<b>Owner:</b>	5301 East Thomas Road, LLC
<b>Applicant:</b>	GO Industrial, LLC
<b>Representative:</b>	Mike Maerowitz, Snell & Wilmer, LLP
<b>Staff Recommendation:</b>	Approval, subject to stipulations

#### General Plan Conformity

<u>General Plan Land Use Map Designation</u>		Residential 10 to 15 dwelling units per acre	
<u>Street Map Classification</u>	Thomas Road	Arterial	40-foot south half street
<b>CONNECT PEOPLE &amp; PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: <i>Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods.</i></b>			
The proposal for self-service storage garages at the proposed scale is appropriate for this location along an arterial street.			

### General Plan Conformity

**CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; CERTAINTY AND CHARACTER; DESIGN PRINCIPLE:** *Create new development or redevelopment that is sensitive to the scale and character of the surrounding neighborhoods and incorporates adequate development standards to prevent negative impact(s) on the residential properties.*

The proposal will have a height limit and landscape setbacks that are sensitive to the adjacent residential properties.

**BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES & SHADE; DESIGN PRINCIPLE:** *Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.*

The proposed PUD sets forth development standards that require enhanced landscaping and shade, including detached sidewalks and minimum shade requirements for sidewalks and parking areas. This will help to provide shade for pedestrians and bicyclists in and around the community and to mitigate the urban heat island effect by covering hard surfaces, thus cooling the micro-climate around the vicinity.

### Applicable Plans, Overlays, and Initiatives

[Complete Streets Guiding Principles](#) – See Background Item No. 12.

[Shade Phoenix Plan](#) – See Background Item No. 13.

[Transportation Electrification Action Plan](#) – See Background Item No. 14.

[Conservation Measures for New Development](#) – See Background Item No. 15.

[Phoenix Climate Action Plan](#) – See Background Item No. 16.

[Zero Waste PHX](#) – See Background Item No. 17.

### Surrounding Land Uses/Zoning

	<u>Land Use</u>	<u>Zoning</u>
<b>On Site</b>	Vacant land	R-5
<b>North (across Thomas Road)</b>	Single-family residential	R1-6
<b>East</b>	Multifamily residential	PAD-15
<b>South</b>	Multifamily residential	R-3
<b>West</b>	Multifamily residential	R-5

## Background/Issues/Analysis

### SUBJECT SITE

1. This request is to rezone a 1.45-acre site located approximately 320 feet west of the southwest corner of 54th Street and Thomas Road from R-5 (Multifamily Residential District – Restricted Commercial) to PUD (Planned Unit Development) for the Arcadia Motor Club PUD to allow a self-service storage facility and R-5 uses. The subject site was annexed into the City of Phoenix in 1956 and has been zoned R-5 since 1961.

### GENERAL PLAN LAND USE MAP DESIGNATION

2. The subject site and adjacent properties to the west, east, and south are designated as Residential 10 to 15 dwelling units per acre on the General Plan Land Use Map. To the north, across Thomas Road, is designated Residential 3.5 to 5 dwelling units per acre.

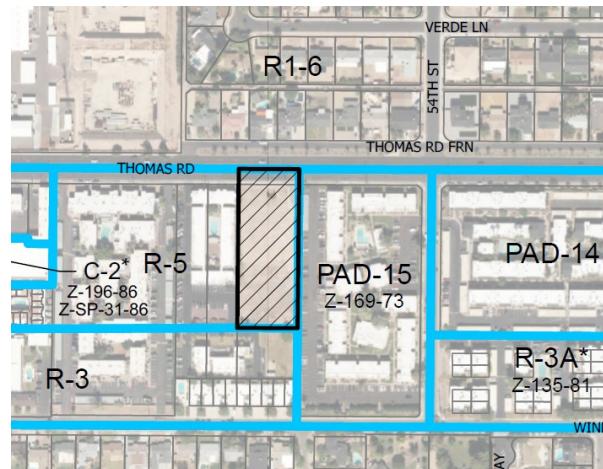
The proposal for self-service storage use is not consistent with the General Plan Land Use Map designation; however, a General Plan Amendment is not required since the site is less than 10 acres.



General Plan Land Use Map, Source: Planning and Development Department

### SURROUNDING LAND USES AND ZONING

3. The subject site is vacant land zoned R-5. To the north, across Thomas Road, is single-family residential zoned R1-6 (Single-Family Residence District). To the east is multifamily residential zoned PAD-15 (Planned Area Development). To the south is multifamily residential zoned R-3 (Multifamily Residence District). To the west is multifamily residential zoned R-5.



Zoning Aerial Map, Source: Planning and Development Department

## PROPOSAL

4. The proposal was developed utilizing the PUD zoning district. The Planned Unit Development (PUD) is intended to create a built environment that is superior to that produced by conventional zoning districts and design guidelines. Using a collaborative and comprehensive approach, an applicant authors and proposes standards and guidelines that are tailored to the context of a site on a case by case basis. Where the PUD Development Narrative is silent on a requirement, the applicable Zoning Ordinance provisions will be applied.
5. The PUD proposes to develop the site with a self-service storage warehouse use, which would have 26 garage condo units, marketed to exotic, luxury, or classic automobile owners, in addition to a clubhouse. Individual units may include amenities such as private restrooms, lounge seating, televisions, and game tables.
6. **Land Use**  
The proposed development narrative allows a self-service storage warehouse and all uses permitted within the R-5 zoning district. The narrative prohibits manufacturing, fabrication, commercial automotive repair, and retail sales to maintain compatibility with the surrounding area.
7. **Development Standards**  
The table below summarizes the key development standards set forth in the narrative for self-service storage use, which are most analogous to the C-3 district. The proposed PUD allows greater height and lot coverage than permitted in the C-3 district and requires smaller setbacks than the C-3 district. The PUD shading standards exceed those of the C-3 district.

<b><u>Standard</u></b>	<b><u>PUD Proposed</u></b>
<i>Maximum Building Height</i>	34 feet
<i>Maximum Lot Coverage</i>	58 percent
<i>Minimum Perimeter Building Setbacks</i>	North (Thomas Road): 15 feet (west of driveway); 5 feet (east of driveway) East: 5 feet West: 5 feet South: 0 feet
<i>Vehicular Parking</i>	1 space outside of garage units for self-storage use; per Section 702 for all other uses.
<i>Shade</i>	Public sidewalks: 75 percent minimum; Surface parking lots: 25 percent minimum

The standards in the table above only apply to the proposed self-service storage use. All other uses would follow the R-5 development standards, which includes

multifamily residential use at a maximum of 52.2 dwelling units per acre and a maximum height of 4 stories, 48 feet.

#### 8. **Landscape Standards**

The PUD sets forth standards for perimeter landscape setbacks and landscaping within adjacent rights-of-way. The table below summarizes the key landscape standards. The landscape setbacks proposed in the PUD are smaller than those required in the C-3 district. The streetscape standards exceed the requirements of the C-3 district.

<b>Standard</b>	<b>PUD Proposed</b>
<i>Minimum Landscape Setbacks</i>	North (Thomas Road): Area between back of sidewalk and the building (Approximately 15 feet (west of driveway) and 5 feet (east of driveway)) East: 5 feet West: 5 feet South: 0 feet
<i>Planting Standards (Perimeter Landscape Setbacks)</i>	North: minimum 2-inch caliper trees, planted 25 feet on center; five shrub species and two accent species; 75% live groundcover East/west: minimum one 5-gallon Hopseed Bush, planted 8 feet on center; 50% live groundcover.
<i>Planting Standards (Right-of-way)</i>	Thomas Road: one 5-gallon shrub planted 5 feet on center; five shrub species and two accent species; 75% live groundcover
<i>Streetscape</i>	Thomas Road: 6-foot-wide detached sidewalk, 10-foot-wide planting area between back of curb and sidewalk; 75 percent sidewalk shade

Staff recommends Stipulation No. 1.b to remove the reference to the landscape design section for clarity.

#### 9. **Lighting**

The PUD proposes compliance with Zoning Ordinance standards related to lighting with additional lighting requirements that lighting shall be provided every 30 feet along the internal driveway and that lighting shall not exceed 15 feet in height.

#### 10. **Design Guidelines**

The PUD proposes design guidelines that enhance the appearance and functionality of the buildings on-site. Buildings will use a variety of materials on each building façade, including a minimum of 30 percent brick. Buildings will not have blank walls exceeding 50 feet in length and will have four-sided architecture, and screening walls and retaining walls will utilize architectural features consistent with or complimentary to the building façade.

**11. Performance Guidelines**

The PUD proposes performance standards to mitigate any impact to the surrounding area. Extensive vehicle maintenance is not permitted, and all activities must take place within the enclosed buildings with garage doors remaining closed between the hours of 9pm and 7am. Excessive noise is not permitted, including a limit of 70 dBA for five continuous seconds with a noise meter located on-site.

**AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES**

**12. Complete Streets Guiding Principles**

In 2014, the City of Phoenix City Council adopted Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. To promote safety and connectivity for all users, the PUD proposes standards for a shaded, detached sidewalk along Thomas Road.

**13. Shade Phoenix Plan**

In November 2024, the Phoenix City Council adopted the Shade Phoenix Plan. The Shade Phoenix Plan prioritizes increasing shade coverage throughout the City to improve health and quality of life. Investing in shade can address the urban heat island effect, clean the air, preserve Sonoran vegetation, and prevent health complications related to prolonged exposure to heat. The Shade Phoenix Plan provides numerous strategies to increase shade including expanding and maintaining existing shade, strengthening tree code enforcement, and developing shade stipulations in rezoning cases. The PUD narrative includes standards for a shaded, detached sidewalk along Thomas Road and enhanced shading requirements for surface parking lots.

**14. Transportation Electrification Action Plan**

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. The PUD proposes a standard that all garage suites be EV capable.

15. **Conservation Measures for New Development**

In June 2023, the Phoenix City Council adopted the Conservation Measures for New Development policy as part of a resolution addressing the future water consumption of new development (Resolution 22129). This resolution addresses the future water consumption of new development to support one of the City's Five Core Values in the General Plan which calls for Phoenix to - *Build the Sustainable Desert City*. The Conservation Measures for New Development policy includes direction to develop standards for consideration as stipulations for all rezoning cases that will address best practices related to water usage in nine specific categories. The PUD incorporates requirements for water conservation in landscape standards and sustainability sections.

16. **Phoenix Climate Action Plan**

In October 2021, the Phoenix City Council approved the Climate Action Plan. The Climate Action Plan will serve as a long-term plan to achieve greenhouse gas emissions reductions and resiliency goals from local operations and community activities as well as prepare for the impacts of climate change. This plan contains policy and initiatives regarding stationary energy, transportation, waste management, air quality, local food systems, heat, and water. Goal W2 (Water), Action W2.4, pertains to the implementation of the [Greater Phoenix Metro Green Infrastructure \(GI\) and Low Impact Development Details for Alternative Stormwater Management](#) to benefit the environment, promote water conservation, reduce urban heat, improve the public health, and create additional green spaces. This goal is addressed in the Sustainability section of the PUD narrative, which requires a minimum of two GI techniques for stormwater management to be implemented in this development.

17. **Zero Waste PHX**

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. The project will incorporate recycling as part of its waste management system.

**COMMUNITY INPUT SUMMARY**

18. At the time this staff report was written, staff has received two letters in opposition to this request. Concerns include incompatibility with the surrounding area, noise concerns, and a missed opportunity for housing or other services needed in the area.

**INTERDEPARTMENTAL COMMENTS**

19. The Street Transportation Department commented that 50 feet of right-of-way shall be dedicated for the south half of Thomas Road, unused driveways shall be replaced with sidewalk, curb, and gutter, and the developer shall construct all

streets within and adjacent to the development with all required improvements and comply with ADA standards. These are addressed in Stipulation Nos. 2 through 4.

#### OTHER

20. The Aviation Department requested that the property owner record documents that disclose the existence and operational characteristics of Sky Harbor Airport to future owners or tenants of the property. This is addressed in Stipulation No. 5.
21. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33-feet of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 6.
22. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to final site plan approval. This is addressed in Stipulation No. 7.
23. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments, may be required.

#### **Findings**

1. The proposal is consistent with the character of the surrounding area.
2. The proposal will facilitate new development at an appropriate location with appropriate development standards.
3. The proposed PUD sets forth design and development standards that will enhance connectivity in the immediate vicinity, including enhanced shade and detached sidewalks.

#### **Stipulations**

1. An updated Development Narrative for the Arcadia Motor Club 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 October 20, 2025, as modified by the following stipulations:

- a. Front cover: Revise the submittal date information to add the following: City Council adopted: [Add adoption date].
- b. Page 8, D. Development Standards, D2. Minimum Landscape Standards Table, Row a, North: Delete "shall be landscape per E3.a."
2. A minimum 50 feet of right-of-way shall be dedicated and constructed for the south half of Thomas Road.
3. Replace unused driveways with sidewalk, curb, and gutter. Also, replace any broken or out-of-grade curb, gutter, sidewalk, and curb ramps on all streets and upgrade all off-site improvements to be in compliance with current ADA guidelines.
4. All streets within and adjacent to the development shall be constructed with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
5. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.
6. 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.
7. Prior to final site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

**Writer**

Anthony Grande

October 23, 2025

**Team Leader**

Racelle Escolar

**Exhibits**

Sketch Map

Aerial Map

Staff Report: Z-91-25-6

October 23, 2025

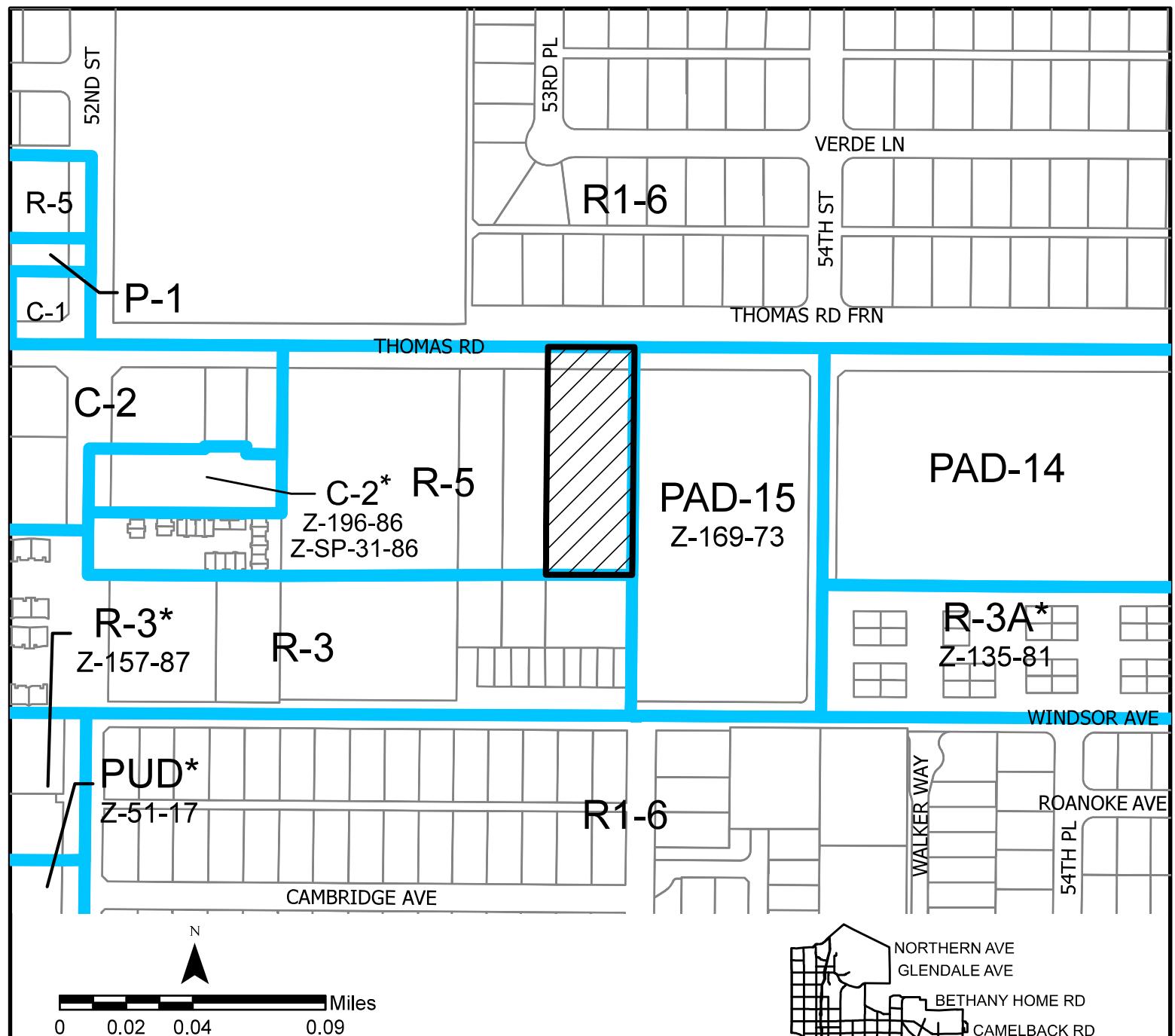
Page 10 of 10

Conceptual Site Plan date stamped October 20, 2025

Conceptual Elevations date stamped June 25, 2025

Community Correspondence (4 pages)

[Arcadia Motor Club PUD](#) development narrative date stamped October 20, 2025



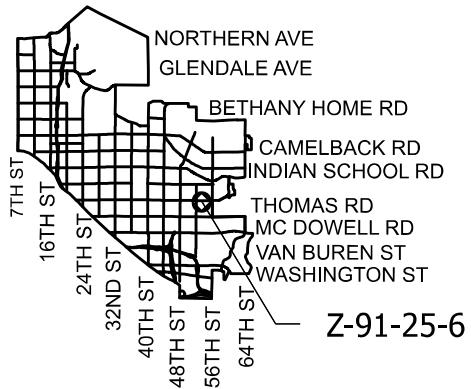
## CAMELBACK EAST VILLAGE

COUNCIL DISTRICT: 6



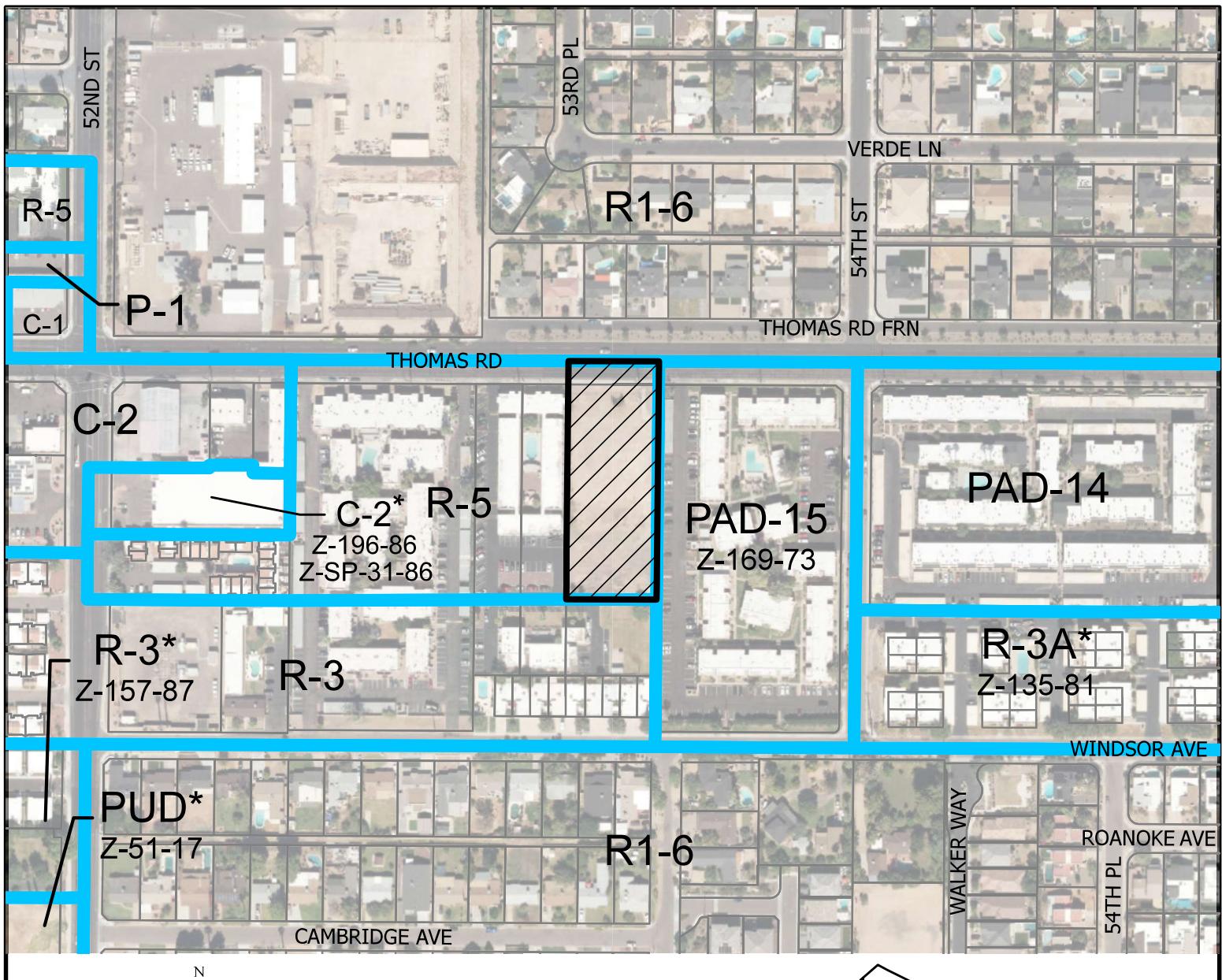
**City of Phoenix**

PLANNING AND DEVELOPMENT DEPARTMENT



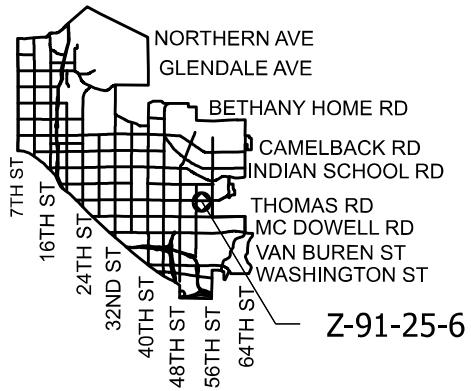
APPLICANT'S NAME:	GO Industrial, LLC		REQUESTED CHANGE:
APPLICATION NO:	Z-91-25-6	DATE: 7/2/2025	FROM: R-5 ( 1.45 ac.)
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.		REVISION DATES:	
1.45 Acres		AERIAL PHOTO & QUARTER SEC. NO.	ZONING MAP
		QS 14-40	G-11
MULTIPLES PERMITTED	CONVENTIONAL OPTION		* UNITS P.R.D OPTION
R-5	63		75
PUD	63		75

\* Maximum Units Allowed with P.R.D. Bonus



## CAMELBACK EAST VILLAGE

COUNCIL DISTRICT: 6



APPLICANT'S NAME:	GO Industrial, LLC		REQUESTED CHANGE:
APPLICATION NO:	Z-91-25-6	DATE: 7/2/2025	FROM: R-5 ( 1.45 ac.)
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.		REVISION DATES:	
1.45 Acres		AERIAL PHOTO & QUARTER SEC. NO.	ZONING MAP
		QS 14-40	G-11
MULTIPLES PERMITTED		CONVENTIONAL OPTION	
R-5		63	
PUD		63	
		* UNITS P.R.D OPTION	
		75	
		75	

\* Maximum Units Allowed with P.R.D. Bonus





PRELIMINARY  
NOT FOR  
CONSTRUCTION  
OR RECORDING

6/2025 OWNERSHIP OF SERVICE -  
All rights, license, special rights, notes  
and other rights in the design, drawing  
and other materials shall remain with  
PHNX DESIGN and the project  
developer. PHNX DESIGN reserves all  
copyrights, trademarks, service marks  
and other intellectual property rights  
including the copyright thereof.

ARCADIA MOTOR CLUB - SCHEMATIC

PHOENIX, ARIZONA 85018  
5301 EAST THOMAS ROAD

DATE REVIEW  
1 2 3 4 5  
PROPOSED  
ELEVATIONS

A300  
PHNX DESIGN # 24-520

## CITY OF PHOENIX

JUN 25 2025

Planning & Development  
Department



VIEW 1

VIEW 2

VIEW 3

**From:** [Crystal DeVelis](#)  
**To:** [PDD Long Range Planning](#); [PDD Ombudsman](#); [PDD Camelback East VPC](#); [Mayor Gallego](#); [Council District 1 PCC](#); [Council District 2 PCC](#); [Council District 3 PCC](#); [Council District 4](#); [Council District 5 PCC](#); [Council District 6 PCC](#); [Council District 7 PCC](#); [Council District 8 PCC](#)  
**Cc:** [AONA](#)  
**Subject:** Z-91-25 - southwest corner of 54th Street and Thomas Road  
**Date:** Wednesday, July 30, 2025 6:53:17 AM

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Dear Reader.

Please note my strong objection to the above PUD, and every other PUD affecting the City of Phoenix. The PUD process is a broken one and has subjected residents to developments far different from the published applications: The process to get a PUD approved is comprehensive, but the process to modify an approved PUD is totally devoid of any public input: From the PUD procedure outline: Major Amendments are very narrowly defined. "Minor Amendments Minor Amendment requests should be addressed in a letter, including relevant supplemental materials, to the Planning Director with fee." The power to decide what is major and what is minor is left to administrative staff. This has consistently resulted in the building of developments far removed from the initial public narrative. Some "minor" amendments can have a major effect on the scope of the project.

Specifically, Please note my objection to the above proposed PUD Z-91-25. While the objectives may be noble, the wording of the PUD offers absolutely no protection to surrounding neighborhoods from undue noise, fumes, and traffic. The activities at such a facility will be markedly increased during January when all the car auctions are conducted. This will cause a burst of activity, noise, and traffic. The narrative is deficient in protection of quiet enjoyment for the surrounding neighborhood.

From page 6: "The Arcadia Motor Club is a two-story vehicle storage facility containing 26 individually owned suites intended to be for purchase/ownership and will be marketed towards owners of exotic, luxury, classic, or otherwise high-value automobiles. In addition to secure vehicle storage, each suite may include amenities such as private restrooms, lounge seating, televisions, and game tables, offering owners a functional and comfortable environment for their enjoyment (the "Project")."

From Page 7: "Maximum building height will not exceed one-story in accordance with C-2 development standards and consistent with surrounding development."

OBJECTION: So is it a single story or a two-story development? Another inconsistency that can be modified without public comment.

From Page 10: "a. Minimum Vehicle Parking 1 parking space is required to be provided on site outside of individual garage suites. This parking space shall be ADA compliant in accordance with Section 702.G."

OBJECTION: One parking space is not enough, particularly if there is to be a "communal

clubhouse" facility on site.

From Page 10: "b. Off-Street Loading Spaces None required"

OBJECTION: High-value vehicles are often transported in commercial trailers, requiring a large amount of space for loading and unloading.

From page 13: "a. Vehicle Maintenance Suite owners should not perform extensive performance tuning, autobody work, or vehicle repair that produces noxious fumes, unreasonable noise, or which exceeds the normal parameters of everyday vehicle maintenance."

OBJECTION: It does not prohibit performance of such activity, and includes the caveat of "extensive." The removal of the word "extensive" would completely change the character of the establishment and would traditionally be considered a "minor" alteration that would go through without any public comment. Just saying owners "should not" is not the same as prohibiting.

Also from Page 13: "c. Sound Sounds levels measured at the north, south, west and east property lines shall not exceed 70 dBA for more than five continuous seconds. A minimum of one (1) noise meter shall be maintained on site at all times to monitor sound levels."

OBJECTION: Let's have the fox guard the hen house. Who will enforce such restrictions? What are the penalties? This statement has no consequence and therefore gives no protection to the surrounding residents.

It's time to modify the PUD process to ensure that it affords protection to the taxpayers and voters of existing neighborhoods.

-- Crystal DeVelis  
4351 E. Whitton Ave.  
Phoenix, AZ 85018

**From:** [wendell hill](#)  
**To:** [Anthony M Grande](#)  
**Cc:** [Council District 6 PCC](#)  
**Subject:** Re: application no: Z-91-25-6  
**Date:** Monday, August 4, 2025 10:54:48 AM

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Dear Mr. Grande

I am writing as a resident of 5300 E. Thomas Road to express my strong opposition to the proposed construction of a high-end auto storage facility on this site, which is situated between two apartment buildings. The proposal is incompatible with needs, character and economic reality of our community and I urge the planning department to deny approval of this rezoning effort for the following reasons:

**1) Lack of Community Benefit and Mismatch with Neighborhood Needs.**

The proposed facility serves no functional purpose for the local residents, many of whom live on fixed or modest incomes and do not own- nor need to store- luxury or high-end vehicles. Rather than addressing the urgent community needs for more affordable housing, family services, grocery stores or a community park for the current residents, the facility prioritizes an ultra-niche/wealthy external client with no ties to this immediate area.

**2) Negative Impact on Livability and Safety**

The proposed luxury car storage operation will most likely increase traffic, noise, lighting pollution and would disrupt the surrounding residential environment. These concerns are especially problematic in a residential setting where families, seniors and working individuals live. Luxury car facilities require transport leading to an endless parade of car haulers and truck transport vehicles adding to the noise of the neighborhood. Increased lighting, surveillance equipment or high value vehicles may attract unwanted attention or crime diminishing the sense of safety in an otherwise peaceful area.

**3) Incompatible with Residential Zoning and Urban Planning Goals.**

A commercial facility is incompatible with the residential zoning and neighborhood character. Placing a private luxury-owned facility between two long standing multifamily housing apartment buildings contradicts Phoenix's vision for inclusive, community-first development. This is more appropriate for an industrial, commercial, or high-net-worth enclave like areas north of Indian School Road, not in the heart of a

working-class neighborhood

**4) Missed opportunity for Inclusive Development**

The site would be far better utilized for a community-oriented project- such as affordable housing, a neighborhood park, a child-care center, and a small grocery store. A new housing project is nearing completion at the intersection of E. Thomas Road and 56th street, adding to the demand for community-oriented projects. Uses listed above would provide a tangible public benefit, consistent with the city's stated goals of addressing housing equity and fostering inclusive growth

**5) No Clear Economic or Employment Benefit**

High end auto-storage is a low-job creation operation. It offers no local employment, minimal tax benefit and zero investment into the immediate community. At best, it becomes a silent warehouse for vehicles owned by individuals who do not reside here and contribute little or nothing to our neighborhood fabric.

Approving this rezone to a PUD would send a troubling message-that developers can prioritize ultra-wealthy, out -of -the-area interests over the well-being and dignity of our local residents. I respectfully ask the City of Phoenix and the Zoning Adjustment Hearing Officer to reject this proposal and instead encourage land use that supports, uplifts, and includes the people who actually live here.

Thank you for your consideration,

Wendell Hill - local resident