Attachment C

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

ADDENDUM A
Staff Report: Z-TA-3-19
(Walkable Urban Code Expansion/Fee Schedule Update)
September 28, 2021

Application No Z-TA-3-19: Amend Chapter 3 (Decision Making and Administrative Bodies), Chapter 5 (Development Review Procedures) and Chapter 13 (Walkable Urban Code) of the Zoning Ordinance to expand the WU Code boundaries citywide, including updates to clarify relevant policy plans, clarification of WU Code process and procedure, and updating general lot standards relevant to the expansion; and amend the Zoning Fee Schedule to include fees for WU Code Transect Districts, Downtown Code-Character Areas, and update fees for new processes.

Staff recommendation: Staff recommends approval of Z-TA-3-19 as shown in the recommended text in Exhibit A.

The purpose of this Addendum is to address minor revisions to the recommended text in Exhibit A. Below is a summary of the proposed revisions to the text amendment which are also denoted as underlined text in Exhibit A dated September 28, 2021.

1. **Section 1301.C.2.b**

   New language is proposed to clarify that the WU Code does not eliminate any overlay zoning district, redevelopment area, special planning district, or specific plan. These zoning districts and plans may contain defined geographic boundaries within which properties are subject to regulatory standards or guidelines. The proposed language is intended to clarify and confirm that rezoning a property to a WU Code Transect District does not eliminate any regulatory requirement to comply with these zoning districts and plans.

   To remove such a regulatory requirement, a property owner would be required to follow all processes relevant to modifying that zoning district or plan. These processes may include, but are not limited to, a text amendment to the geographic applicability in the case of an overlay zoning district or a General Plan Amendment in the case of a specific plan.

   However, it should be noted that the creation of the WU Code was intended to replace the Interim Transit-Oriented Zoning Overlay Districts One and Two (TOD-1 and TOD-2). If a property owner applies to rezone a property designated with TOD-1 or TOD-2 overlay zoning to a WU Code Transect District, a staff recommendation of approval will include removal of the TOD-1 or TOD-2 overlay zoning designation.

The new language also clarifies that in the event of a conflict between the WU Code and any overlay zoning district, redevelopment area, special planning district, or specific plan, the requirements of these overlay districts and plans shall apply. Due to the inclusion of this new language, the original proposed language in Section 1301.C.2.b is proposed to shift to the new Section 1301.C.2.c.

Finally, this new language is also intended to eliminate potential perceived conflicts between the proposed language in Section 1301.C.2.c which states that if a conflict occurs between requirements of the WU Code and the remainder of the City of Phoenix Zoning Ordinance, the requirements of the WU Code shall prevail. The proposed language in Section 1301.C.2.c is intended to apply to circumstances where a WU Code standard or guideline differs from a similar standard or guideline elsewhere in the Zoning Ordinance. For example, the WU Code has unique design guidelines that would prevail in the event of a conflict with a related design guideline in Section 507, Tab A, Guidelines for Design Review. However, as stated above this hierarchy does not apply to properties with Historic Preservation (HP) zoning, overlay zoning districts, redevelopment areas, special planning districts, or specific plans.

2. **Appendix A (Zoning Fee Schedule) – Section A.1.21**

   New language is proposed to add a $135.00 fee for administrative temporary use permits (ATUP). An ATUP is required for uses including, but not limited to, community or other special events on commercial properties, interim surface parking, and temporary construction yards or staging areas. On July 6, 2011, the Phoenix City Council approved Text Amendment Case No. Z-TA-2-08 and adopted the related Ordinance No. G-5644 which modified regulations regarding temporary permits and created the term “Administrative Temporary Use Permit”. At that time, the term and related fee was not added to the Zoning Fee Schedule. The $135.00 fee has been utilized since 2011 and no change is proposed to the fee.

Correspondence: Also included in this Addendum as Exhibit B is one piece of correspondence received by staff since the approval of the original staff report.

Senate Bill 1409: On May 11, 2021, the Arizona Governor approved Senate Bill 1409, amending Section 9-462.01, relating to municipal zoning. This Bill requires the legislative body of a municipality to consider the probable impact of any text amendment on the cost to construct housing for sale or rent before adoption.

Pursuant to A.R.S. § 9-462.01(J), staff has evaluated the probable impact of this zoning text amendment on the cost to construct housing for sale or rent. Staff has found no evidence that the proposed zoning ordinance text amendment will have any probable and measurable impact on the construction costs of housing for sale or rent in Phoenix.

Exhibits
Exhibit A: Proposed Language (8 pages)
Exhibit B: Correspondence (12 Pages)

EXHIBIT A
Text Amendment Z-TA-3-19: Walkable Urban Code Expansion/Fee Schedule Update

Proposed Language:

Amend Section 309.A (Design Review Committee) to read as follows:

A.	**Powers and Duties.** The Design Review Committee shall have the power and duty under the provisions of these regulations to hear specific items appealed by the development review applicant contesting decisions made by the Planning and Development Department regarding the interpretation and implementation of design guidelines and architectural diversity standards, to review and approve Design Alternatives and Sustainability Bonuses for properties within the boundaries of the Downtown Code, and to review and approve design alternatives and modification to PROPERTIES WITH ~~standards within the boundaries of the~~ Walkable Urban Code ZONING.
***	

Amend Section 507.G (Design Alternatives and Sustainability Bonus Appeals) to read as follows:

G.	**Design Alternatives and Sustainability Bonus Appeals**. A Design Alternative or Sustainability Bonus Appeal is a deviation from the prescribed standards and design guidelines. Design Alternatives and Sustainability Bonus Appeals apply to properties within the boundary of the Downtown Code, which would result in a furtherance of the goals and policies of the Downtown Phoenix Plan and the specific intent of the subject Character Area as approved by the DRC. Design Alternatives apply to properties ~~within the boundaries of the~~ WITH Walkable Urban Code ZONING, which would result in a furtherance of the goals and policies of ~~the Gateway, Eastlake-Garfield, Midtown, Uptown and Solano~~ Transit Oriented ~~District (TOD)~~ Policy Plans OR OTHER RELEVANT POLICY PLANS.
***	

Amend Section 507.G.1.c to read as follows:

c.	A narrative statement describing the justification for the Design Alternative and the manner in which the proposed Design Alternative would result in a furtherance of the goals and policies of the Downtown Phoenix Plan, ~~or of the Gateway, Eastlake-Garfield, Midtown, Uptown and Solano TOD~~ TRANSIT ORIENTED Policy Plans, OR OTHER RELEVANT POLICY PLANS and would satisfy the findings required for approval;
***	

Amend Section 507.G.4.c to read as follows:

c.	That the project demonstrates design excellence by addressing Design Alternatives that demonstrate conformance with the intent of the Walkable Urban Code as set forth in Section 1301.B and in general conformance with the policies contained within the ~~Gateway, Eastlake-Garfield, Midtown, Uptown and Solano TOD~~ TRANSIT ORIENTED Policy Plans OR OTHER RELEVANT POLICY PLANS. The modifications must meet the standards set forth in Section 1313.
***	

Amend Section 1301.B (Purpose and Intent) to read as follows:

B.	**Purpose and Intent.** The ~~primary~~ purposeS of this chapter ~~is~~ ARE to implement the vision and policies of ~~the~~ Transit Oriented ~~District (TOD)~~ Policy Plans ~~for Gateway, Eastlake-Garfield, Midtown, Uptown and Solano~~; encourage an appropriate mixture and density of activity ~~around transit stations~~; to increase transit ridership in general and along ~~the Central Phoenix/East Valley Light Rail Corridor in particular~~ TRANSIT CORRIDORS; ~~and~~ to promote multiple modes of transportation;~~. The secondary purpose of the Code~~ to improve pedestrian safety from crime~~,~~; to avoid or mitigate nuisances~~,~~; to promote ~~the~~ public health~~,~~; to decrease automobile-dependence~~,~~; and to mitigate the effects of congestion and pollution. These regulations seek to achieve these purposes by providing the following:
***	

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 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.~~		
	1.	~~When in conflict, text and numerical metrics in tables shall take precedence over diagrams and illustrations.~~ WALKABLE URBAN CODE TRANSECT DISTRICTS ARE ZONING DISTRICTS AND MAY BE APPLIED FOR THROUGH THE PROCEDURES OUTLINED IN SECTION 506.B.	
	2.	The Zoning Ordinance of the City of Phoenix applies in its entirety for properties subject to Chapter 13 except as follows:	
		a.	~~If a conflict occurs between requirements of the WU Code and the City of Phoenix Zoning Ordinance, the requirements of the WU Code shall prevail.~~ PROPERTIES WITH HISTORIC PRESERVATION (HP) ZONING ARE SUBJECT TO THE PROVISIONS OF CHAPTER 8, HISTORIC PRESERVATION. IN THE EVENT OF A CONFLICT BETWEEN THE PROVISIONS OF CHAPTER 8 AND CHAPTER 13, THE PROVISIONS OF CHAPTER 8 SHALL PREVAIL.
		b.	~~Properties with Historic Preservation (HP) zoning are subject to the provisions of Chapter 8, Historic Preservation. In the event of a conflict between the provisions of Chapter 8 and Chapter 13, the provisions of Chapter 8 shall prevail. IF A CONFLICT OCCURS BETWEEN REQUIREMENTS OF THE WALKABLE URBAN CODE AND THE REMAINDER OF THE CITY OF PHOENIX ZONING ORDINANCE, THE REQUIREMENTS OF THE WALKABLE URBAN CODE SHALL PREVAIL.~~ THE WALKABLE URBAN CODE DOES NOT ELIMINATE ANY OVERLAY ZONING DISTRICT, REDEVELOPMENT AREA, SPECIAL PLANNING DISTRICT, OR SPECIFIC PLAN. WHERE CONFLICTS OCCUR BETWEEN THE REQUIREMENTS OF THE WALKABLE URBAN CODE AND OVERLAY ZONING DISTRICTS, REDEVELOPMENT AREAS, SPECIAL PLANNING DISTRICTS, OR SPECIFIC PLANS, THE REQUIREMENTS OF THE OVERLAY ZONING DISTRICT, REDEVELOPMENT AREA, SPECIAL PLANNING DISTRICT, OR SPECIFIC PLAN SHALL APPLY.
		C.	IF A CONFLICT OCCURS BETWEEN REQUIREMENTS OF THE WALKABLE URBAN CODE AND THE REMAINDER OF THE CITY OF PHOENIX ZONING ORDINANCE, THE REQUIREMENTS OF THE WALKABLE URBAN CODE SHALL PREVAIL.
	3.	WHEN IN CONFLICT, TEXT AND NUMERICAL METRICS IN TABLES SHALL TAKE PRECEDENCE OVER DIAGRAMS AND ILLUSTRATIONS.	

***

Amend Section 1303.A (General Lot Standards) to read as follows:

A.	**General Lot Standards.**			
	1.	~~The single-family attached development option (SFA) is allowed in all transect districts except T3:2 and must meet sections 608.F.8 and 615, Table B.~~SUBDIVISIONS SHALL COMPLY WITH DEVELOPMENT STANDARDS PER THIS CHAPTER, INCLUDING FRONTAGE STANDARDS, FOR ALL EXISTING AND NEWLY CREATED LOTS ABUTTING PUBLIC STREETS, PRIVATE ACCESSWAYS, AND PRIVATE DRIVEWAYS, WITH THE FOLLOWING CAVEATS:		
		a.	A DEVELOPMENT MAY INSTEAD UTILIZE THE SINGLE-FAMILY ATTACHED DEVELOPMENT OPTION STANDARDS PER SECTION 608.F.8 AND SECTION 614, TABLE B, COLUMN D (EXCEPT FOR THE DENSITY, WHICH IS NOT RESTRICTED) IF IT MEETS ALL THREE OF THE FOLLOWING CONDITIONS:	
			(1)	THE DEVELOPMENT CONSISTS SOLELY OF ATTACHED DWELLING UNITS AND ALLOWABLE ACCESSORY USES;
			(2)	THE DEVELOPMENT IS LOCATED WITHIN THE APPLICABLE AREA FOR THE SINGLE-FAMILY ATTACHED DEVELOPMENT OPTION OR THE INFILL DEVELOPMENT DISTRICT AS DEPICTED ON THE MAP PROVIDED IN SECTION 608.F.8; AND
			(3)	THE DEVELOPMENT IS LOCATED IN ANY TRANSECT OTHER THAN T3.
		b.	ALL SUBDIVISIONS MUST COMPLY WITH THE REQUIREMENTS OF THE SUBDIVISION ORDINANCE (CHAPTER 32 OF THE CITY CODE), AS MAY BE MODIFIED BY THE SUBDIVISION COMMITTEE TO FURTHER THE GOALS OF THE WALKABLE URBAN CODE.	
	2.	~~Development in T4, T5 and T6 shall follow the same setback and stepback standards as the single-family attached development option. If development is adjacent to a single-family zoning district (Sections 611, 613) or historic preservation designated property or district the following additional requirements shall apply:~~ ALL DEVELOPMENTS ADJACENT TO SINGLE-FAMILY ZONING DISTRICTS SHALL FOLLOW THE SAME SETBACK AND STEPBACK STANDARDS AS THE SINGLE-FAMILY ATTACHED DEVELOPMENT OPTION (SECTION 614, TABLE B, COLUMN D); WITH ADDITIONAL REQUIREMENTS AS FOLLOWS:		

		a.	~~Minimum ten-foot landscape setback, except for single-family detached dwellings.~~ STEPBACK PROVISION SHALL NOT EXCEED MAXIMUM 75-FOOT SETBACK FROM REAR AND SIDE PROPERTY LINES FOR BUILDING HEIGHT BEFORE MAXIMUM HEIGHT ALLOWED.
		b.	~~Stepback provision shall not exceed maximum 75-foot setback from rear and side property lines for building height before maximum height allowed.~~ FOR ALL DEVELOPMENT ABUTTING A HISTORIC PRESERVATION DESIGNATED PROPERTY OR DISTRICT, A MINIMUM TEN-FOOT LANDSCAPE SETBACK SHALL BE PROVIDED.
		c.	NO STEPBACK PROVISIONS OR LANDSCAPE SETBACKS ARE REQUIRED WHERE THE DEVELOPMENT ABUTS A PERMANENT OPEN SPACE AT LEAST 40 FEET IN DEPTH, SUCH AS A WASH, PRESERVE, PARK, EXISTING GOLF COURSE, OR DEDICATED OPEN SPACE.
***			
	6.		**~~Primary~~ Frontages**. Lot lines abutting a right-of-way, PRIVATE ACCESSWAY, OR PRIVATE DRIVEWAY are designated as primary frontage lineS or secondary frontage lineS as follows:
		a.	For lots abutting a right-of-way, PRIVATE ACCESSWAY, OR PRIVATE DRIVEWAY along a single lot line, the abutting lot line is designated the primary frontage.
		b.	For lots abutting MULTIPLE rights-of-way, PRIVATE ACCESSWAYS, OR PRIVATE DRIVEWAYS ~~along multiple streets right-of-way~~, primary frontage is designated by the Planning and Development Department, AND all remaining frontages are designated secondary frontages.
***			

Amend Section 1304.F.2 (Building and Shade) to read as follows:

2.	Developments should include shading along their entire ~~right-of-way~~ frontage, excluding driveways, loading, and service berths.
***	

Amend Section 1305.A (Applicability) to read as follows:

A.	**Applicability**. Standards and frontage types in this section regulate the area between the property line and the front facade of a building in order to support an urban, pedestrian and transit oriented environment ~~within the boundaries of the WU Code~~.
***	

Amend Section 1306.A (Applicability) to read as follows:

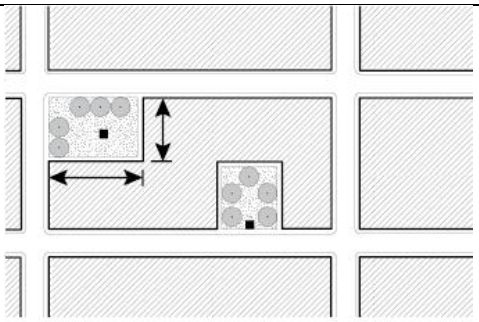
A.	**Applicability**. The Land Use Matrix in Table 1306.1 shall apply to all PROPERTIES WITH WALKABLE URBAN CODE ZONING ~~land uses within the WU Code boundaries~~.
***	

Amend Section 1310.A (Open Space Guidelines) to read as follows:

A.	**Open Space Guidelines**		
	1.	Parcels zoned T3 are exempt from required public OPEN space improvements.	
	2.	Open space requirements for ~~commercial, nonresidential and mixed-use development~~ DEVELOPMENTS WITHIN THE T4, T5, AND T6 TRANSECTS ARE as follows:	
		a.	For sites of one gross acre or larger, minimum open space of at least five percent of the gross ~~lot~~ SITE area shall be required. FOR DEVELOPMENTS UTILIZING THE SINGLE-FAMILY ATTACHED DEVELOPMENT OPTION STANDARDS IN ACCORDANCE WITH SECTION 1303.A.1.A, OPEN SPACE SHALL BE PROVIDED AS REQUIRED BY SECTION 614, TABLE B, COLUMN D, REGARDLESS OF LOT SIZE.
		***	

Amend Section 1310, Table 1310.1 (Public Space Type Guidelines) to read as follows:

Table 1310.1 Public OPEN Space Type Guidelines		
PUBLIC OPEN SPACES		
Transect Zone	T4, T5, T6	

Size	Five percent of the gross site area above one acre.*	
Edge Condition	One side minimum fronting a thoroughfare or pedestrian way.	
Surface	Paved and landscaped.	
Shade and Landscaping	50 percent shade provided by trees. Ground cover and shrubs: Should be provided in areas with no pavement or structures.	
*SINGLE-FAMILY ATTACHED DEVELOPMENTS MUST PROVIDE OPEN SPACE AS REQUIRED PER SECTION 1310.A.2.A.		
***		

Amend Appendix A (Zoning Fee Schedule) to read as follows and renumber accordingly:

1 [Fee schedules].				
A. Applications for zoning amendments, hillside density waivers, written certification of zoning, promotional event permits, and specific plans shall be accompanied by appropriate fees as determined from the following schedule:				
	1. *Fees.*			
	***			
	7.	REZONING TO WALKABLE URBAN (WU) CODE		
		A.	T3:2, T4:2, AND T4:3	$2,655.00 PLUS $210.00 PER ACRE OR PORTION THEREOF
		B.	T5:2, T5:3, T5:5, T5:6, T5:7, AND T6:7	$3,910.00 PLUS $415.00 PER ACRE UP TO 40 ACRES, $210.00 FOR MORE THAN 40 ACRES UP TO 100 ACRES, AND $70.00 PER ACRE FOR MORE THAN 100 ACRES
		C.	T6:15 AND T6:22	$8,610.00 PLUS $830.00 PER ACRE OR PORTION THEREOF
		D.	T6:HWR	IF PART OF THE ORIGINAL ZONING REQUEST, NO ADDITIONAL FEE. IF A

				SEPARATE REQUEST, 30% OF THE T6:15 OR T6:22 FILING FEE APPLICABLE TO THE PROPERTY.
	***			
	21.	ADMINISTRATIVE TEMPORARY USE PERMIT		$135.00
	***			

EXHIBIT B

Adam Stranieri

To: Enrique A Bojorquez-Gaxiola
Subject: RE: Public Comment in Support of Z-TA-3-19 in Estrella VPC

From: Ryan Boyd <ryanandrewboyd1@gmail.com>
Sent: Tuesday, July 20, 2021 11:37 AM
To: Enrique A Bojorquez-Gaxiola <enrique.bojorquez-gaxiola@phoenix.gov>
Subject: Public Comment in Support of Z-TA-3-19 in Estrella VPC

Good morning Enrique,

Sending this over with the hopes to include as public written comment for Estrella Village Planning Committee.

I write to you to express the support of the Urban Phoenix Project for Z-TA-3-19. This is a small step forward in making sure Phoenix is a place that is accessible, vibrant and frankly livable for the future.

Z-TA-3-19 provides the OPTION of rezoning to the Walkable Urban Code outside of the City of Phoenix's current Transit Oriented Districts. Communities and the Village Planning Committees like yourself still determine what the zoning of the property is, but this does not arbitrarily eliminate options from the start.

The Walkable Urban Code is form-based and designed to encourage the walkability of property. This is especially useful for the village cores that are designated in your character plan and the 2015 Phoenix General Plan. These cores allow residents to live, enjoy community amenities and work in one place. **Further, this advances many Estrella Village Character Plan goals including**:

1. "Communities should consist of a mix of land uses to provide housing, shopping, dining and recreational options for residents."
2. "Encourage centers to provide a pedestrian environment with plazas, common open space, shaded walkways, separation of pedestrian and vehicular traffic, bicycle parking, and vehicle parking in architecturally disguised structures or underground where feasible."
3. "Design and locate new neighborhoods to promote access (both physical and visual) to parks and open space. New developments should also provide convenient pedestrian and bicycle access to transit stops, schools and other neighborhood amenities."
4. "Lack of retail and restaurant options. As development activity increases throughout Estrella, the Village has a growing need for more quality restaurants, retail and commercial services to serve its diverse and expanding population."
5. "Lack of community amenities. The Estrella Village lacks quality public parks, bicycle lanes, and connectivity of multi-use trails and pathways. As residential development activity increases, it will be increasingly important to provide these amenities for an expanding population. The Estrella Community should promote restoration of access to amenities such as Tres Rios Wetlands."
6. "Diversifying the housing stock. Residential development in the Estrella Village is predominantly single-family detached units on smaller lots in the R1-6 and R1-8 zoning districts. There is a lack of diversity in the housing stock and a particular lack of larger-lot residential properties and multifamily options."

The benefits to accomplishing these goals are innumerable and include:

1. Walkable communities and denser housing options provide affordable options as called for in the Housing Phoenix Plan.
2. Walkability promotes alternatives to driving which is a driver of greenhouse gas emissions that affect our increasingly hot summers. Reducing the release of greenhouse gases is a goal of the city and likely to be included in the future Climate Action Plan.
3. Walkable communities allow for more efficient construction of infrastructure. Less water pipelines, electrical power lines and streets are required to serve more people in denser developments providing more tax revenue. This is fiscally stronger than spreading out further where more infrastructure is required to serve less people. See Strong Towns examples [actionlab.strongtowns.org].

For these reasons, I would ask for your support of Z-TA-3-19 and that you ask staff how we can improve the implementation of the Walkable Urban Code or other solutions to increase our housing supply and catch up with other cities like Minneapolis [slate.com] taking bolder actions to increase housing supply.

Please feel free to ask our organization if you have any questions about the text amendment or our support for these kinds of solutions.

Thank you for your time,

--

Ryan Boyd
Mobile: 602-799-4478
Director of Communications, Urban Phoenix Project [urbanphoenixproject.org]

From:	Ryan Boyd
To:	Enrique A Bojorquez-Gaxiola
Subject:	Public Comment in Support of Z-TA-3-19 in Ahwatukee Foothills VPC
Date:	Monday, July 26, 2021 12:45:07 PM

Good morning Enrique,

Just writing this to submit as written comments for tonight's Ahwatukee Foothills Village Planning Committee if possible!

I write to you to express the support of the Urban Phoenix Project for Z-TA-3-19. This is a small step forward in making sure Phoenix is a place that is accessible, vibrant and frankly livable for the future.

Z-TA-3-19 provides the OPTION of rezoning to the Walkable Urban Code outside of the City of Phoenix's current Transit Oriented Districts. Communities and the Village Planning Committees like yourself still determine what the zoning of the property is, but this does not arbitrarily eliminate options from the start.

The Walkable Urban Code is form-based and designed to encourage the walkability of property. This is especially useful for the village cores that are designated in your character plan and the 2015 Phoenix General Plan. These cores allow residents to live, enjoy community amenities and work in one place. Beyond this, the WU Code expansion will address several goals in the Ahwatukee Foothills Village Character Plan including:

1. "Design and locate new neighborhoods to promote access (both physical and visual) to parks and open space. New developments should also provide convenient pedestrian and bicycle access to transit stops, schools and other neighborhood amenities."
2. "Enhance Community Amenities. The Village must continue to promote enhancements to its parks and recreational infrastructure. Public streetscapes throughout the Village lack amenities that would make streets more appealing and promote walkability."
3. "Improve Pedestrian and Cyclist Safety. Many major arterials such as 48th Street, Warner Road, Ray Road, Chandler Road and streets within the Village Core lack safe infrastructure for pedestrians and bicyclists."

The benefits to accomplishing these goals are innumerable and include:

1. Walkable communities and denser housing options provide affordable options as called for in the Housing Phoenix Plan.
2. Walkability promotes alternatives to driving which is a driver of greenhouse gas emissions that affect our increasingly hot summers. Reducing the release of greenhouse gases is a goal of the city and likely to be included in the future Climate Action Plan.
3. Walkable communities allow for more efficient construction of infrastructure. Less water pipelines, electrical power lines and streets are required to serve more people in denser developments providing more tax revenue. This is fiscally stronger than spreading out further where more infrastructure is required to serve less people. See Strong Towns examples [actionlab.strongtowns.org].

For these reasons, I would ask for your support of Z-TA-3-19 and that you ask staff how we can improve the implementation of the Walkable Urban Code.

Please feel free to ask our organization if you have any questions about the text amendment or our support for these kinds of solutions.

Thank you for your time,

Ryan Boyd
Mobile: 602-799-4478
Director of Communications, Urban Phoenix Project [urbanphoenixproject.org]

From: Ryan Boyd
To: Nick Klimek
Subject: Written Public Comments in Support of Z-TA-3-19 in Alhambra VPC
Date: Tuesday, July 27, 2021 8:01:37 AM

Good morning Nick,

Just writing to submit these public comments in support of Z-TA-3-19 in the Alhambra Village Planning Committee.

I write to you to express the support of the Urban Phoenix Project for Z-TA-3-19. This is a small step forward in making sure Phoenix is a place that is accessible, vibrant and frankly livable for the future.

Z-TA-3-19 provides the OPTION of rezoning to the Walkable Urban Code outside of the City of Phoenix's current Transit Oriented Districts. Communities and the Village Planning Committees like yourself still determine what the zoning of the property is, but this does not arbitrarily eliminate options from the start.

The Walkable Urban Code is form-based and designed to encourage the walkability of property. This is especially useful for the village cores that are designated in your character plan and the 2015 Phoenix General Plan. These cores allow residents to live, enjoy community amenities and work in one place. You in Alhambra are especially cognizant of these dynamics with your Transit-Oriented Development plans. I'd also like to note this accomplishes goals in the Alhambra Village Character Plan such as:

1. "Locate neighborhood retail to be easily accessible to neighborhoods."
2. "Encourage land uses that promote the growth of entrepreneurs or new businesses in Phoenix in appropriate locations."
3. "Promote and encourage compatible infill development with a mix of housing types in neighborhoods close to employment centers, commercial areas and where transit or transportation alternatives exist."
4. "Develop land use and design regulations governing land close to transit centers and light rail stations to maximize the potential for ridership."
5. "Integrate tree and shade into the design of new development and redevelopment projects throughout Phoenix."
6. "Plan and design communities and neighborhoods to be pedestrian friendly and walkable."
7. "Encourage centers to provide a pedestrian environment with plazas, common open space, shaded walkways, separation of pedestrian and vehicular traffic, bicycle parking and vehicle parking in architecturally disguised structures or underground where feasible."
8. "Locate parking to the rear of a site to create a more pedestrian environment, when adequate shielding from noise and light can be provided to adjacent established neighborhoods. On-street parking in some areas may also promote a pedestrian environment."
9. "Plan, design, and develop pedestrian linkages between parks, open spaces, village cores, neighborhood shopping centers, neighborhood schools, and neighboring municipalities."
10. "Support Mixed Use Development Opportunities. Mixed Use development opportunities can be found throughout the Village, especially close to light rail. These opportunities

should be supported to provide additional services and housing choices to those that live or work in the area."

11. "Encourage Multimodal Connectivity with Emphasis on Bikeability and Walkability. Projects in the Alhambra Village should be designed to focus on alternative modes of transportation to encourage use by all residents."

The benefits to accomplishing these goals are innumerable and include:

1. Walkable communities and denser housing options provide affordable options as called for in the Housing Phoenix Plan.
2. Walkability promotes alternatives to driving which is a driver of greenhouse gas emissions that affect our increasingly hot summers. Reducing the release of greenhouse gases is a goal of the city and likely to be included in the future Climate Action Plan.
3. Walkable communities allow for more efficient construction of infrastructure. Less water pipelines, electrical power lines and streets are required to serve more people in denser developments providing more tax revenue. This is fiscally stronger than spreading out further where more infrastructure is required to serve less people. See Strong Towns examples [actionlab.strongtowns.org].

For these reasons, I would ask for your support of Z-TA-3-19 and that you ask staff how we can improve the implementation of the Walkable Urban Code or other solutions to increase our housing supply and catch up with other cities like Minneapolis [slate.com] taking bolder actions to increase housing supply.

Please feel free to ask our organization if you have any questions about the text amendment or our support for these kinds of solutions.

Thank you for your time,

Ryan Boyd
Mobile: 602-799-4478
Director of Communications, Urban Phoenix Project [urbanphoenixproject.org]

Adam Stranieri

From: Sofia Mastikhina
Sent: Tuesday, August 3, 2021 11:24 AM
To: Adam Stranieri
Subject: FW: Public Comment in Support of Z-TA-3-19

For case file-

Sofia Mastikhina, CNU-A
(she/her/hers)
Planner II - Village Planner
City of Phoenix
Long Range Planning
Office: 602-256-5648
200 West Washington Street
Phoenix, AZ 85003

PLANNING & DEVELOPMENT
PRESERVE
SHAPE
BUILD

From: Ryan Boyd <ryanandrewboyd1@gmail.com>
Sent: Tuesday, August 3, 2021 11:13 AM
To: Sofia Mastikhina <sofia.mastikhina@phoenix.gov>
Subject: Public Comment in Support of Z-TA-3-19

Good morning Sofia,

Just writing to submit a public comment in support of Z-TA-3-19 in tonight's Camelback East VPC.

I write to you to express the support of the Urban Phoenix Project for Z-TA-3-19. This is a small step forward in making sure Phoenix is a place that is accessible, vibrant and frankly livable for the future.

Z-TA-3-19 provides the OPTION of rezoning to the Walkable Urban Code outside of the City of Phoenix's current Transit Oriented Districts. Communities and the Village Planning Committees like yourself still determine what the zoning of the property is, but this does not arbitrarily eliminate options from the start.

The Walkable Urban Code is form-based and designed to encourage the walkability of property. This is especially useful for the village cores that are designated in your character plan and the 2015 Phoenix General Plan. These cores allow residents to live, enjoy community amenities and work in one place. This additionally meets several of the goals in the Camelback East Character Plan including:

1. "In order to balance a more sustainable transportation system, development should be designed to include increased amenities for transit, pedestrian and bicyclists such as shade, water, seating, bus shelters, wider sidewalks, bike racks, pedestrian scale lighting and way-finding."
2. "Plan, design and develop pedestrian linkages between parks, open spaces, village cores, neighborhood shopping centers, neighborhood schools and neighboring municipalities."
3. "Maintain shaded streetscapes and promote detached sidewalks. While there are many areas within the Village that exhibit walkable shaded environments there are other areas where this environment is lacking. Shaded streetscapes and detached sidewalks should be encouraged whenever possible."
4. "Promote shade and sustainability features with private development. More effort should be made to promote multimodal transportation and green building. Developments are encouraged to provide bicycle parking, shaded pedestrian pathways, recycling services and application of sustainable materials."

The benefits to accomplishing these goals are innumerable and include:

1. Walkable communities and denser housing options provide affordable options as called for in the Housing Phoenix Plan.
2. Walkability promotes alternatives to driving which is a driver of greenhouse gas emissions that affect our increasingly hot summers. Reducing the release of greenhouse gases is a goal of the city and likely to be included in the future Climate Action Plan.
3. Walkable communities allow for more efficient construction of infrastructure. Less water pipelines, electrical power lines and streets are required to serve more people in denser developments providing more tax revenue. This is fiscally stronger than spreading out further where more infrastructure is required to serve less people. See Strong Towns examples [actionlab.strongtowns.org].

For these reasons, I would ask for your support of Z-TA-3-19 and that you ask staff how we can improve the implementation of the Walkable Urban Code or other solutions to increase our housing supply and catch up with other cities like Minneapolis [slate.com] taking bolder actions to increase housing supply.

Please feel free to ask our organization if you have any questions about the text amendment or our support for these kinds of solutions.

Thank you for your time,

Ryan Boyd
Mobile: 602-799-4478
Director of Communications, Urban Phoenix Project [urbanphoenixproject.org]

Adam Stranieri

From: Julianna Pierre
Sent: Monday, August 9, 2021 10:47 AM
To: Adam Stranieri
Subject: FW: Public Comment in Support of Z-TA-3-19

Hi Adam,

I didn't see a place in the text amendment folder for support letters, but I did receive the email below.

Thank you,
Julianna Pierre, Planner II – Village Planner
Office: 602-534-5829
City of Phoenix
► Planning & Development Department
Long Range Planning
200 West Washington Street
Phoenix, AZ 85003
Mission: Planning, Development and Preservation for a Better Phoenix

From: Ryan Boyd <ryanandrewboyd1@gmail.com>
Sent: Tuesday, August 3, 2021 11:20 AM
To: Julianna Pierre <julianna.pierre@phoenix.gov>
Subject: Public Comment in Support of Z-TA-3-19

Good morning Julianna,

Just writing to submit a public comment in support of Z-TA-3-19 in tonight's Desert View VPC.

I write to you to express the support of the Urban Phoenix Project for Z-TA-3-19. This is a small step forward in making sure Phoenix is a place that is accessible, vibrant and frankly livable for the future.

Z-TA-3-19 provides the OPTION of rezoning to the Walkable Urban Code outside of the City of Phoenix's current Transit Oriented Districts. Communities and the Village Planning Committees like yourself still determine what the zoning of the property is, but this does not arbitrarily eliminate options from the start.

The Walkable Urban Code is form-based and designed to encourage the walkability of property. This is especially useful for the village cores that are designated in your character plan and the 2015 Phoenix General Plan and that you have designated as a place to cluster high density in your Village Character Plan. These cores allow residents to live, enjoy community amenities and work in one place. This meets other goals in the Desert View Character Plan including:

1. "Encourage centers to provide a pedestrian environment with plazas, common open space, shaded walkways, separation of pedestrian and vehicular traffic, bicycle parking, and vehicle parking in architecturally disguidesd structures or underground where feasible."

The benefits to accomplishing these goals are innumerable and include:

1. Walkable communities and denser housing options provide affordable options as called for in the Housing Phoenix Plan.

2. Walkability promotes alternatives to driving which is a driver of greenhouse gas emissions that affect our increasingly hot summers. Reducing the release of greenhouse gases is a goal of the city and likely to be included in the future Climate Action Plan.
3. Walkable communities allow for more efficient construction of infrastructure. Less water pipelines, electrical power lines and streets are required to serve more people in denser developments providing more tax revenue. This is fiscally stronger than spreading out further where more infrastructure is required to serve less people. See Strong Towns examples [actionlab.strongtowns.org].

For these reasons, I would ask for your support of Z-TA-3-19 and that you ask staff how we can improve the implementation of the Walkable Urban Code.

Please feel free to ask our organization if you have any questions about the text amendment or our support for these kinds of solutions.

Thank you for your time,

Ryan Boyd
Mobile: 602-799-4478
Director of Communications, Urban Phoenix Project [urbanphoenixproject.org]

From:	Ryan Boyd
To:	Nick Klimek
Subject:	Public Comment in Support of Z-TA-3-19 in North Mountain VPC
Date:	Wednesday, July 21, 2021 10:47:07 AM

Good morning Nick,

Sending this over to submit as public comment for the North Mountain VPC on Z-TA-3-19.

I write to you to express the support of the Urban Phoenix Project for Z-TA-3-19. This is a small step forward in making sure Phoenix is a place that is accessible, vibrant and frankly livable for the future.

Z-TA-3-19 provides the OPTION of rezoning to the Walkable Urban Code outside of the City of Phoenix's current Transit Oriented Districts. Communities and the Village Planning Committees like yourself still determine what the zoning of the property is, but this does not arbitrarily eliminate options from the start.

The Walkable Urban Code is form-based and designed to encourage the walkability of property. This is especially useful for the village cores that are designated in your character plan and the 2015 Phoenix General Plan. These cores allow residents to live, enjoy community amenities and work in one place. This further aligns with North Mountain planning goals such as:

1. "Cores, centers and corridors to be configured in a walkable manner and include a variety of land uses: office, retail shopping, entertainment and cultural, housing, hotel and resort, and where appropriate, some types of industry."
2. "Development should be designed to include increased amenities for transit, pedestrian and bicyclists, such as shade, water, seating, bus shelters, wider sidewalks, bike racks, pedestrian scale lighting and way-finding."
3. "Encourage centers to provide a pedestrian environment with plazas, common open space, shaded walkways, separation of pedestrian and vehicular traffic, bicycle parking, and vehicle parking in architecturally disguised structures or underground where feasible."
4. "Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix."
5. "Design public infrastructure to include pedestrian and bicycle amenities."
6. "Develop transit facilities in appropriate cores, centers and corridors to facilitate trip reductions and use of mass transit."
7. "Promote development in compact cores, centers and corridors that are connected by roads and transit, and are designed to encourage walking and bicycling."
8. "Revitalizing commercial centers. There are a number of commercial centers in the Village that have the opportunity to revitalize and develop into more attractive places for residents to shop."
9. "Promote local connectivity (walking and biking). While there are more public transit options in the area, there is an opportunity to increase the connectivity of bike lanes and develop more walkable communities."

The benefits to accomplishing these goals are innumerable and include:

1. Walkable communities and denser housing options provide affordable options as called

for in the Housing Phoenix Plan.

2. Walkability promotes alternatives to driving which is a driver of greenhouse gas emissions that affect our increasingly hot summers. Reducing the release of greenhouse gases is a goal of the city and likely to be included in the future Climate Action Plan.
3. Walkable communities allow for more efficient construction of infrastructure. Less water pipelines, electrical power lines and streets are required to serve more people in denser developments providing more tax revenue. This is fiscally stronger than spreading out further where more infrastructure is required to serve less people. See Strong Towns examples [actionlab.strongtowns.org].

For these reasons, I would ask for your support of Z-TA-3-19 and that you ask staff how we can improve the implementation of the Walkable Urban Code or other solutions to increase our housing supply and catch up with other cities like Minneapolis [slate.com] taking bolder actions to increase housing supply.

Please feel free to ask our organization if you have any questions about the text amendment or our support for these kinds of solutions.

Thank you for your time,

Ryan Boyd
Mobile: 602-799-4478
Director of Communications, Urban Phoenix Project [urbanphoenixproject.org]