

ATTACHMENT B



City of Phoenix PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-7-25-3 May 12, 2025

North Mountain [Village Planning Committee](#) Meeting Date:

May 21, 2025

[Planning Commission](#) Hearing Date: June 5, 2025

Request From: [C-1](#) (Neighborhood Retail) (2.44 acres)
[C-2](#) (Intermediate Commercial) (9.90 acres)
C-2 [SP](#) (Intermediate Commercial, Special Permit) (0.03 acres)

Request To: [WU](#) Code T5:5 (Walkable Urban Code, Transect 5:5) (12.37 acres)

Proposal: Mixed Use, Multifamily Residential

Location: Southwest corner of 19th Avenue and Dunlap Avenue

Owner: City of Phoenix, Public Transit Department

Applicant: City of Phoenix, Planning Commission

Representative: Jeff Stapleton, City of Phoenix, Community and Economic Development Department

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Current: Commercial (7.21 acres) and Industrial (5.16 acres)	
		Pending (GPA-NM-1-25-3): Mixed Use	
Street Map Classification	19th Avenue	Major Arterial	43 to 58-foot west half-street
	Dunlap Avenue	Major Arterial	40 to 67-foot south half-street

CONNECT PEOPLE AND PLACES CORE VALUE; CORES, CENTERS, AND CORRIDORS; LAND USE PRINCIPLE: Locate land uses with the greatest height and most intense uses within village cores, centers and corridors based on village character, land use needs, and transportation system capacity.

The proposal will facilitate the creation of housing opportunities adjacent to a light rail station (19th Avenue and Dunlap Avenue) and within one-half mile of the North Mountain Village Core, which will support light rail ridership.

CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.

The proposal, as stipulated, includes bicycle facilities to encourage bicycling and transit use to leverage its proximity to the nearby light rail station. Features include secure bicycle parking for residents, convenient racks for guests, and a bicycle repair station.

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

The proposal, as stipulated and as required by WU Code zoning, will provide shade along the public sidewalk, surface parking areas, and along a pedestrian paseo, which will improve pedestrian comfort within close proximity to light rail.

Applicable Plans, Overlays, and Initiatives

[TOD Strategic Policy Framework](#): Background Item No. 4.

[19North Transit Oriented Development Policy Plan](#): Background Item No. 5.

[North Mountain Redevelopment Area Plan](#): Background Item No. 6.

[Community Safety Plan \(CSP\) Areas](#): Background Item No. 8.

[Shade Phoenix Plan](#): Background Item No. 9.

[Complete Streets Guidelines](#): Background Item No. 10.

[Housing Phoenix Plan](#): Background Item No. 11.

[Zero Waste PHX](#): Background Item No. 12.

Climate Action Plan: Background Item No. 13.

Transportation Electrification Action Plan: Background Item No. 14.

Comprehensive Bicycle Master Plan: Background Item No. 15.

Conservation Measures for New Development: Background Item No. 16.

Monarch Butterfly Pledge: Background Item No. 17.

Surrounding Land Uses and Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Park and Ride and Lot / Light Rail Station	C-1 and C-2
	Commercial uses	C-2 and C-2 SP
North (across Dunlap Avenue)	Convenience store and mobile home park	C-2 and R-2 SP
West	School	IND PK
South	Multifamily residential	R4-A
East (across 19th Avenue)	Retail Center	PSC

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 2.44 acres of C-1 (Neighborhood Retail), 9.90 acres of C-2 (Intermediate Commercial), and 0.03 acres of C-2 SP (Intermediate Commercial, Special Permit) located at the southwest corner of 19th Avenue and Dunlap Avenue to 12.37 acres of WU Code T5:5 (Walkable Urban Code, Transect 5:5) to allow mixed use, multifamily residential. The existing Special Permit is for an auto leasing rental facility.

The site is designated as a Neighborhood Center Place Type as identified in the *Reinvent PHX Transit Oriented Development Strategic Policy Framework* and includes a light rail station (Dunlap / 19th Avenue). The site is also approximately one-half mile east of the North Mountain Village Core.

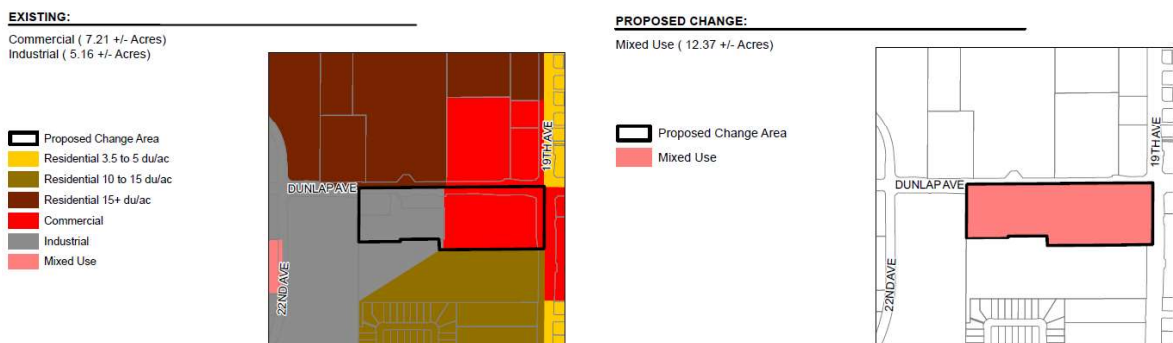
The eastern end of the subject site is currently serving as the park-and-ride lot for the Dunlap / 19th Avenue light rail station, while the west end of the site includes a commercial retail center. The entire site is owned by the City of Phoenix, and with the extension of the light rail to the Thelda Williams Transit Center, is considered underutilized. The City's goal is to rezone the site as stated, then issue a Request

Aerial Imagery; Source: Phoenix Planning and Development Department

GENERAL PLAN LAND USE MAP

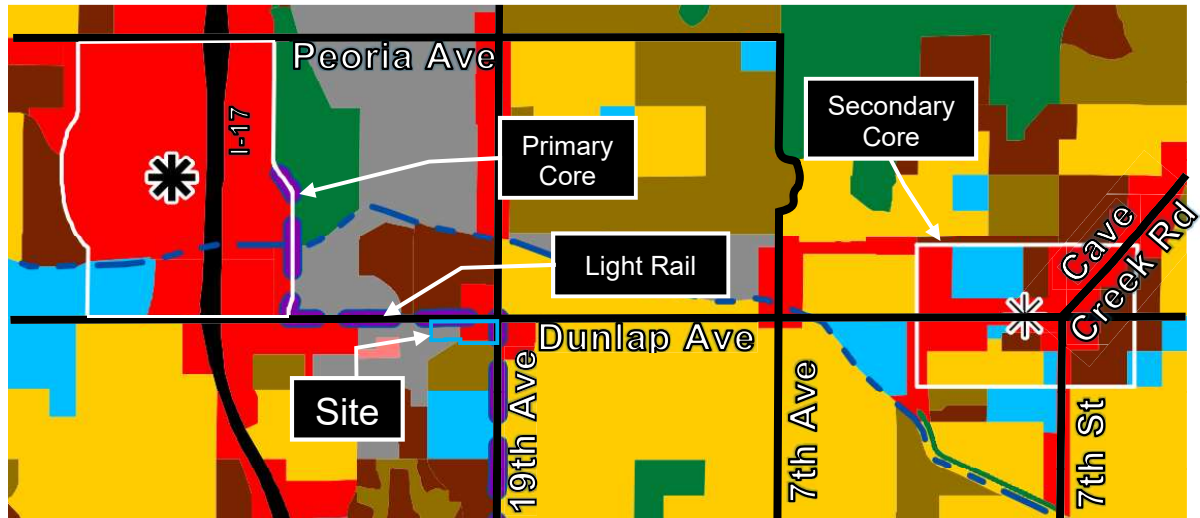
3. The General Plan Land Use Map depicts the eastern end of the subject site as Commercial while the western end of the site is designated as Industrial. These designations are not consistent with the proposed zoning of the site. A companion General Plan Amendment (GPA-NM-1-25-3), if approved, will change the land use designation of the subject site to Mixed Use, which will support the proposed WU Code T5:5 zoning.

The area to the north has a land use designation of Commercial and Residential 15+ dwelling units per acre. The area to the west of site has a land use designation of Industrial. The designations south of the subject site are Industrial and Residential 10 to 15 dwelling units per acre. East of the subject site, across 19th Avenue, has a Commercial land use designation.



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

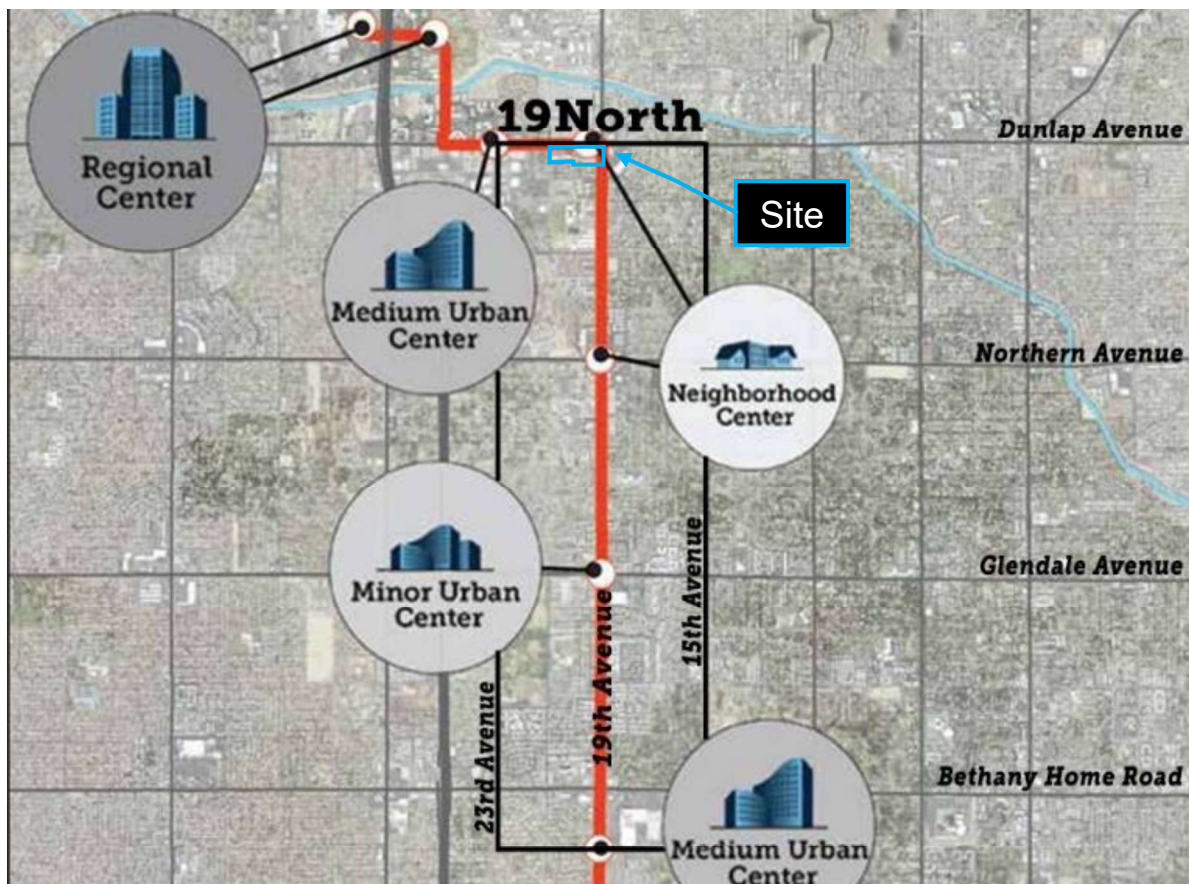
The subject site is also located approximately one-half mile east of the North Mountain Village Core. Since the 1980s, the village cores have been envisioned as the areas of greatest intensity. This concept remains central to the Connected Oasis vision contained in the 2025 Phoenix General Plan.



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

4. **Transit Oriented Development Strategic Policy Framework:**

The Transit Oriented Development Strategic Policy Framework is part of the City's General Plan. The framework identifies planning typologies to describe urban environments. The subject site includes a light rail station and is designated as a Neighborhood Center. The Neighborhood Center Place Type provides policy support for two to four-story buildings with allowances for up to five stories when certain incentive criteria are met. Stipulation No. 5 provides for a maximum allowed height of 48 feet without the incentive and 56 feet with the incentive, making the scale of the proposed zoning district consistent with this Place Type. The Neighborhood Center Place Type also calls for a balance of commercial and residential to create a neighborhood-scale retail destination; therefore, staff recommends Stipulation No. 4, which requires a vertical mix of land uses and not less than 5,000 square feet of non-residential use.



Transit Oriented Development Strategic Policy Framework, Place Type Map Excerpt; Source: Planning and Development Department

5. **19North Transit Oriented Development Policy Plan:**

The subject site is located within 19North TOD Planning Area. The policy plan for the 19North TOD District provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner. Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, encourage active, healthy lifestyles, ensure Phoenix increases its competitive advantage in the global marketplace, and improve prosperity by growing the economy in locations with existing infrastructure and public services.

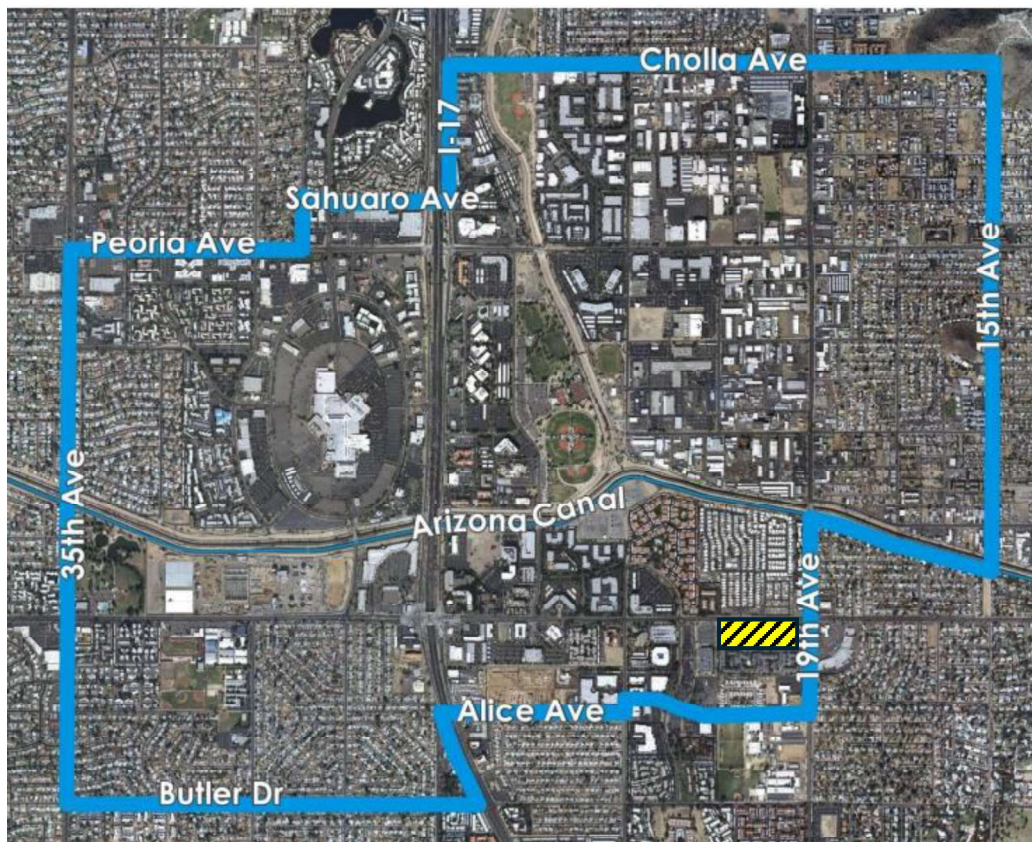
The 19North TOD District Plan anticipates walkable neighborhoods with active frontages and small block sizes. The WU Code requires active frontages along the street; however, the area along Dunlap, developed with the light rail station, may not technically be considered a street, rather it may be a separate property and in that case the WU Code frontage standards would not be required. Staff, therefore, recommends Stipulations No. 2 and 3, which will require the frontage adjacent to the light rail station be treated as a Primary Frontage and that the northern edge of

the site be treated as a street frontage, with any build-to or setback lines being measured from the back of any access easements located between the north side of the future building and the light rail station.

The site is also within the 19th and Dunlap Priority Area, which calls for the redevelopment of the areas immediately adjacent to the light rail station. The proposed rezone and its resulting redevelopment of the site implements the 19North TOD District Plan in this regard.

6. **North Mountain Redevelopment Area Plan:**

The North Mountain Redevelopment Area, adopted in 2013, examined the general vicinity of the subject site. The study calls for a myriad of efforts to advance economic development and quality of life in the area including recommendations in support of the redevelopment of Metrocenter Mall, the expansion of high-capacity transit, and the creation of alternative transportation infrastructure. The proposal for WU Code zoning will support walkability and renewed economic vitality on an otherwise underutilized site.



Study Boundary for the North Mountain Redevelopment; Source: Planning and Development Department

PROPOSAL

7. Development Plans

Development plans have not been prepared as this time. Once the subject rezoning is approved, the City of Phoenix will release a Request for Proposal (RFP), which will outline the City's requirements for the redevelopment of the site. Per recommended Stipulation No. 1, once a successful candidate has been selected, and the preliminary site plan and elevations have been created, the preliminary plans will be presented to the North Mountain Village Planning Committee for review and comment prior to the approval of said plans.

It is anticipated that the proposed development will include the following elements:

- Pedestrian paseo between the north building façade and light rail station, extending to west end of the site along Dunlap Avenue;
- Shaded sidewalks along 19th Avenue and Dunlap Avenue;
- Vertical mixed use for development along the light rail and Plaza19;
- Maximum height of 48 feet with an additional height bonus if affordable housing is provided at a certain level;
- Two access points to the site from Dunlap Avenue and one from 19th Avenue;
- Access easement from Dunlap Avenue serving the apartment complex to the south;
- Retention of the existing bus stop on 19th Avenue, and the existing transit station on Dunlap Avenue.

STUDIES AND POLICIES

8. Community Safety Plan (CSP) Areas:

In 2022, the City Council approved two pilot projects to address community safety through a multidepartment, collaborative manner leveraging technology as well as community-based resources. The Neighborhood Services, Police, Street Transportation, and Parks and Recreation departments, along with the Office of Homeless Solutions, Public Health Adviser, and Prosecutor's Office, are working together to improve the safety and quality of life along 19th Avenue, 27th Avenue, Hatcher Road, and the I-17 freeway. To support these efforts, the Planning and Development Department promotes Crime Prevention Through Environmental Design (CPTED) principles to enhance neighborhood safety in these Community Safety Plan areas. As stipulated and as required by the Walkable Urban Code, the proposal will provide a detached sidewalk on 19th Avenue (Stipulation No. 13), street frontages and activation adjacent to the light rail station and Plaza19 (Stipulations No. 2 through 4), and a shaded paseo.

9. **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. These items are addressed through WU Code standards and in Stipulations No. 10.b, 13, and 17.

10. **Complete Streets Guidelines:**

In 2014, the City of Phoenix City Council adopted the 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. The Walkable Urban Code contains design standards to implement the vision of the 19North TOD Policy Plan which is aligned with the city's Complete Streets Guidelines.

11. **Housing Phoenix Plan:**

In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with the vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing. The proposal for multifamily residential supports the Plan's goal of preserving or creating 50,000 housing units by 2030 and supports the plan's goals for affordable housing (Stipulation No. 5).

12. **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. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial, and mixed-use developments meeting certain criteria.

13. **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 Stipulation No. 18, which requires a minimum of two GI techniques for stormwater management to be implemented in this development.

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.

This is addressed in Stipulation No. 6.d, which requires electric receptacles for the charging of electric bicycles, and Stipulation No. 7, which requires five percent of required vehicle parking spaces to be “EV Installed”. In addition, Stipulation No. 8 requires that five percent of any public parking spaces to be “EV Installed”.

15. [**Comprehensive Bicycle Master Plan:**](#)

The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its bikeway system and supportive infrastructure. The Comprehensive Bicycle Master Plan supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. As stipulated, the development will provide bicycle parking per the requirements of Section 1307.H of the Phoenix Zoning Ordinance, which would require all non-residential uses to provide a minimum of one bicycle parking space per 25 vehicle parking spaces, with a maximum of 25 spaces. Stipulation No. 6.a requires that all

bicycle parking serving multifamily residential be within a secure area, while the number of bicycle parking spaces for residential guest parking is addressed in Stipulation No. 6.b. In addition, Stipulations 6.c and 10.e require a bicycle fix-it station.

16. **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. This is addressed in Stipulations No. 16 through 19, which includes the following:

- Natural turf to only be utilized in required retention areas (at the bottom of the basin, and only allowed on slopes if required for slope stabilization) and functional turf areas;
- Minimum 25% shade for surface parking areas;
- Minimum of two green stormwater infrastructure (GSI) elements;
- Participation in the Phoenix Water Efficiency Checkup Program.

17. **Monarch Butterfly Pledge:**

In April 2021, Mayor Kate Gallego signed the National Wildlife Federation's Mayor's Monarch Pledge. This pledge commits the city to take action to support the monarch butterfly population. In the United States, loss of milkweed habitat is a major factor in the decline of the monarchs. Arizona has at least 29 species of milkweed native to the state. Adult monarchs feed on the nectar of many flowers, but they breed only where milkweeds are found. To support the monarch butterfly population, Stipulation No. 20 addresses the planting of milkweed shrubs, or other native nectar plant species, on the subject site.

COMMUNITY CORRESPONDENCE

18. As of the writing of this report, staff has received two letters of opposition to the request. Those in opposition cited compatibility, crime, and congestion.

INTERDEPARTMENTAL COMMENTS

19. The Public Transit Department requires that the existing bus pad located on southbound 19th Avenue adjacent to the site be retained. This is addressed in Stipulation No. 9.
20. The Street Transportation Department requires that a vehicular and pedestrian circulation plan be submitted prior to preliminary site plan review. This circulation plan must incorporate certain aspects of the 19North Transit Oriented Development Plan while demonstrating pedestrian safety, shade, vehicle loading, pick-up, and drip-off, the minimization of potential conflicts between vehicles and pedestrians, and bicycle infrastructure. In addition, the Street Transportation Department requires that vehicular access to the site be limited to two access points on Dunlap Avenue and one access point on 19th Avenue, in addition to requiring an access easement along the western property line. The Street Transportation Department also requires a six-foot wide detached sidewalk with ten-foot landscape area and a minimum of 75% shade for 19th Avenue. In addition, street improvements will follow specified standards and will include the replacement of broken or unserviceable concrete and paving. These are addressed in Stipulations No. 10 through 15.

OTHER

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. 21.
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. 22.
23. Development and use of the site are 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 proposed General Plan Land Use Map designation of Mixed Use as outlined in the companion General Plan Amendment case (GPA-NM-1-25-6).
2. The proposal is consistent with the Neighborhood Place Type contained in the Transit Oriented Development Strategic Policy Framework.
3. The proposed zoning will facilitate the redevelopment of an underutilized site adjacent to the Dunlap / 19th Avenue light rail station.

Stipulations

1. The site plan and elevations shall be presented for review and comment to the North Mountain Village Planning Committee prior to preliminary site plan approval.
2. The frontage adjacent to Plaza19 and the light rail station shall be treated as a Primary Frontage in accordance with Section 1303.A.6 of the Phoenix Zoning Ordinance.
3. The northern edge of the site, along the light rail station and Plaza19, shall be treated as street frontage and building setbacks/build-to dimensions shall be measured from the back of any easements (public utilities, public pedestrian access, maintenance, etc.), as approved by the Planning and Development Department.
4. Development adjacent to the northeast corner of the site (Plaza19 and light rail station) shall contain a vertical mix of land uses such as residential and non-residential uses, as approved by the Planning and Development Department. A minimum of 5,000 square feet of non-residential uses shall be provided and shall not include lobby, exercise, reception areas or other similar uses intended for exclusive use by residents.
5. The maximum building height shall not exceed 48 feet, except that the maximum building height may be increased to 56 feet, subject to a minimum of 30% of the dwelling units are provided as Affordable Housing, as approved by the Planning and Development Department and Housing Department.
6. The following bicycle infrastructure shall be provided, and as approved by the Planning and Development Department.

- a. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
 - b. Guest bicycle parking for multifamily residential use shall be provided at a minimum of 0.05 spaces per unit spaces near entrances of buildings and installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance.
 - c. A bicycle repair station (“fix it station”) shall be provided and maintained in an area of high visibility, in close proximity to the Light Rail station, and separated from vehicular maneuvering areas, where applicable. The repair station shall include, but not be limited to:
 - i. Standard repair tools affixed to the station;
 - ii. A tire gauge and pump affixed to the base of the station or the ground;
 - iii. A bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike.
 - d. Standard electrical receptacles shall be installed for a minimum of 10 percent of the required bicycle parking spaces for electric bicycle charging capabilities.
7. A minimum of 5% EV Installed infrastructure shall be provided for the required number of residential vehicle parking spaces, whether surface or structured, as approved by the Planning and Development Department:
8. If public parking is provided, a minimum of 5% of the parking provided shall be EV Installed.
9. The bus pad on southbound 19th Avenue south of Dunlap Avenue shall be retained, as approved by the Planning and Development Department.
10. A vehicular and pedestrian circulation plan shall be submitted to the Street Transportation Department and the Planning and Development Department for approval before applying for preliminary site plan review. The circulation plan shall incorporate the Community Vision Themes, Urban Principles and Strategies established in the *19 North Transit Oriented Development Plan* and demonstrate the following:

- a. Routes for vehicles and pedestrians shall be designed to ensure seamless and safe movement for pedestrians, with pedestrian safety and accessibility taking priority.
 - b. A shaded, pedestrian-only paseo, providing public access and a direct connection from the adjacent land uses through the site to the transit facility, key internal destinations, and common open spaces.
 - c. Designated areas for vehicle loading, pick-up, and drop-off.
 - d. Proposed measures to mitigate potential conflicts between vehicles and pedestrians, both within and adjacent to the site.
 - e. Bicycle parking and fix-it station/s focused primarily adjacent to the public right-of-way to promote multi-modal transportation in conjunction with secure internal bike parking facilities for residents, employees, and guests.
11. Vehicular access points shall be restricted to a maximum of one on 19th Avenue and a maximum of two on Dunlap Avenue.
12. A minimum 14-foot-wide vehicular access easement shall be provided for future shared access onto Dunlap Road along the western property line to access properties to the south and west.
13. The existing sidewalk along 19th Avenue shall be detached with a minimum 6-foot-wide sidewalk and a minimum 10-foot-wide landscape area between back of curb and sidewalk and shaded to a minimum of 75% tree shade coverage.
14. 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 comply current ADA guidelines.
15. 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.
16. Natural turf shall only be utilized for required retention areas (at the bottom of the basin, and only allowed on slopes if required for slope stabilization), and functional turf areas, as approved by the Planning and Development Department.

17. A minimum of 25% of any surface parking areas shall be shaded, as approved by the Planning and Development Department. Shade may be achieved by structures or by minimum two-inch caliper, drought tolerant, shade trees, or a combination thereof.
18. A minimum of two green stormwater infrastructure (GSI) elements for stormwater management shall be implemented, as approved or modified by the Planning and Development and/or Street Transportation departments. This includes but is not limited to stormwater harvesting basins, bioswales, permeable pavement, etc., per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management.
19. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the Phoenix Water Efficiency Checkup Program for a minimum of 10 years, or as approved by the Planning and Development Department.
20. A minimum of 10% of the required shrubs shall be a milkweed or other native nectar species, and shall be planted in groups of three or more, as approved by the Planning and Development Department.
21. 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.
22. 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. This stipulation shall not be applicable if the property is owned by the City of Phoenix.

Staff Report: Z-7-25-3

May 12, 2025

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Writer

Robert Kuhfuss

May 12, 2025

Team Leader

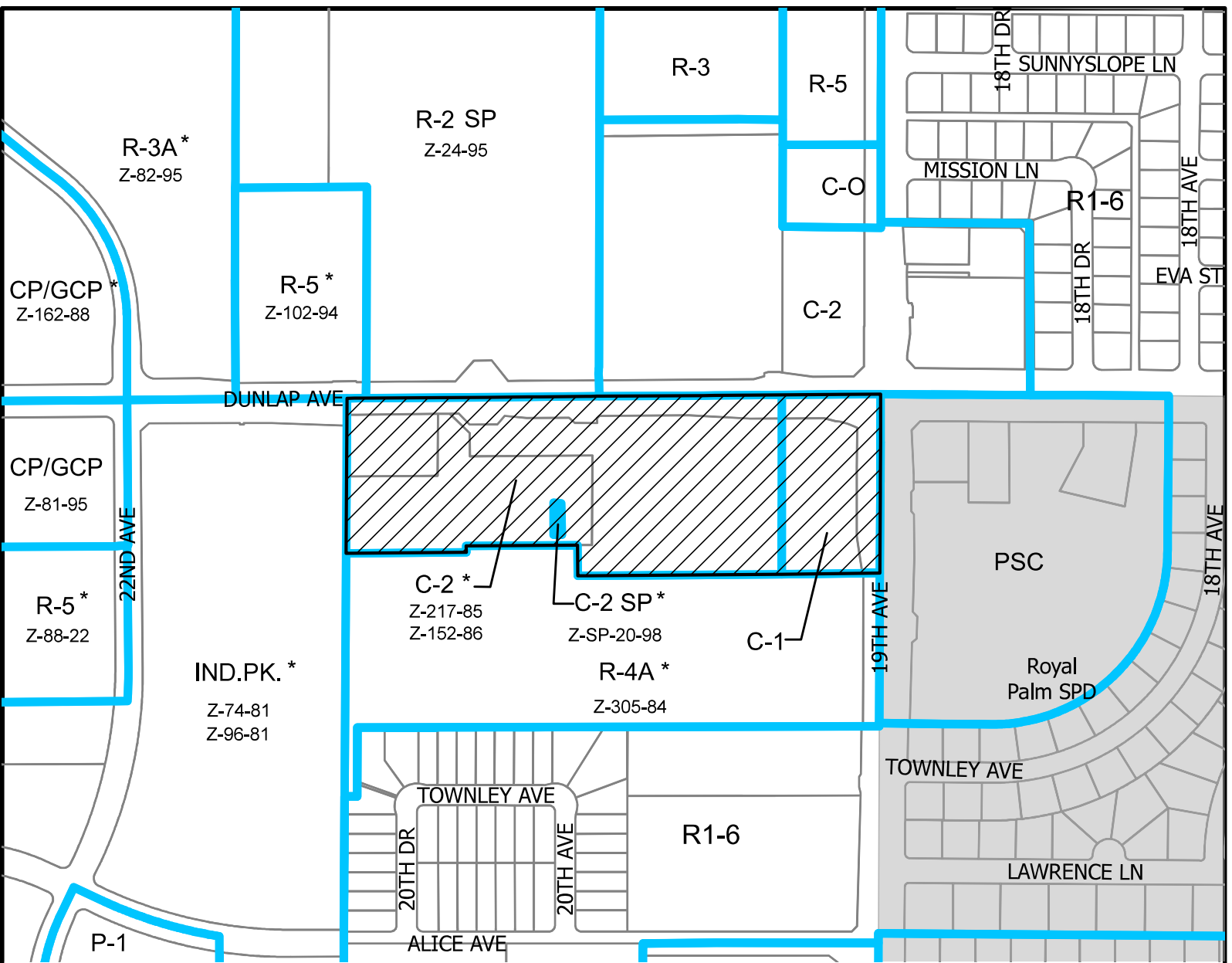
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Exhibits

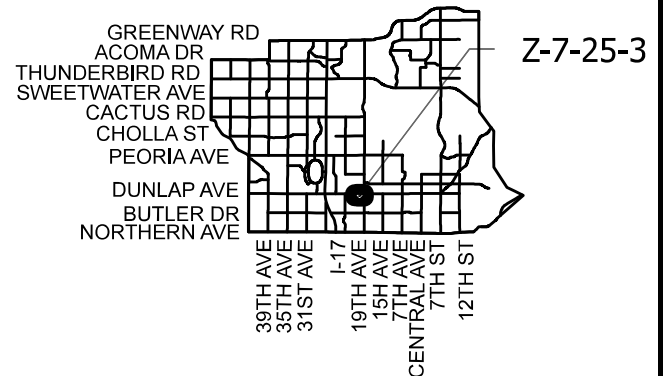
Zoning sketch map

Aerial sketch map

Community Correspondence (5 pages)

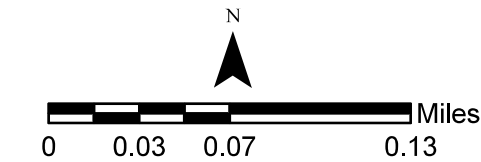
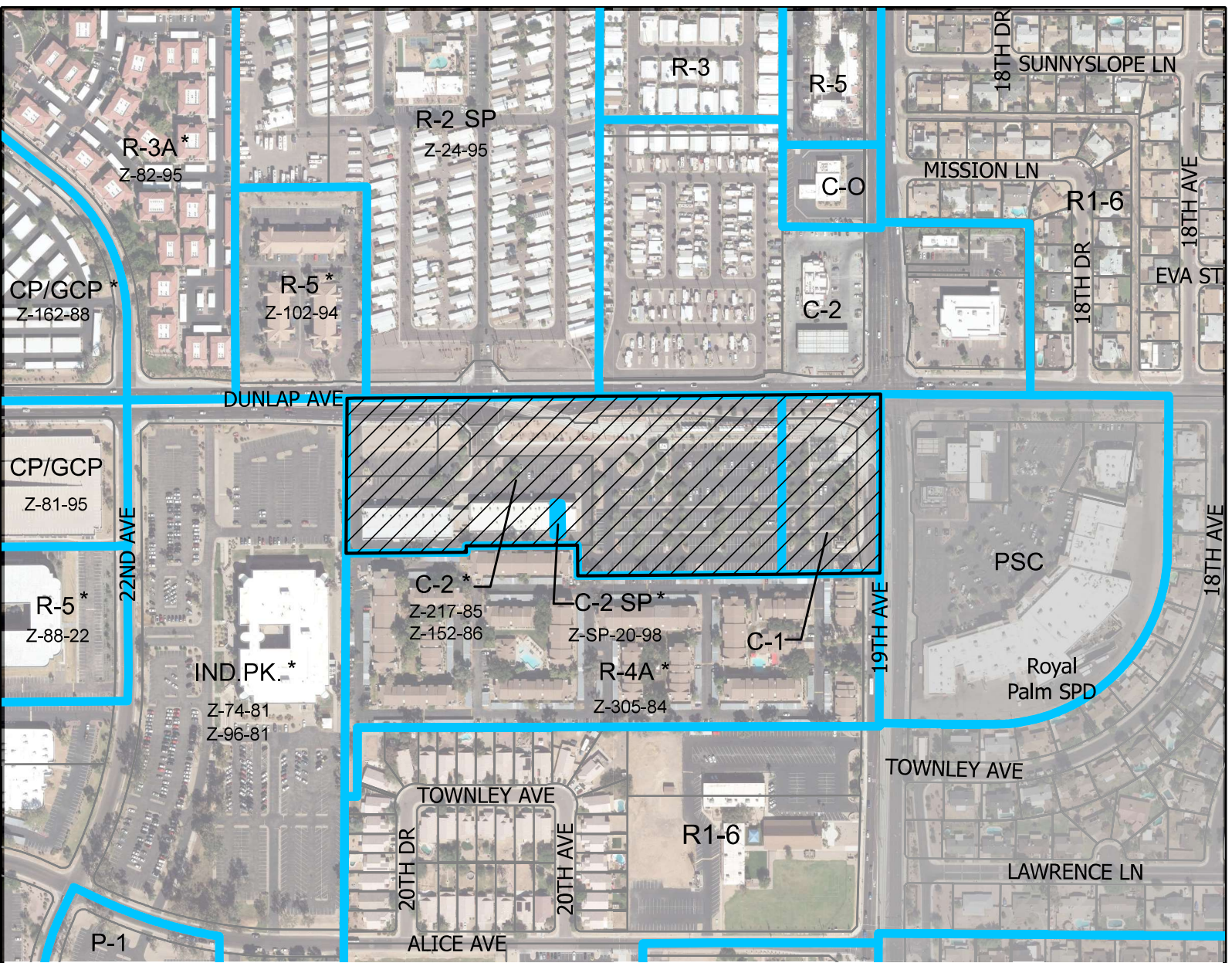


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0 0.03 0.07 0.13 Miles
NORTH MOUNTAIN VILLAGE
COUNCIL DISTRICT: 3

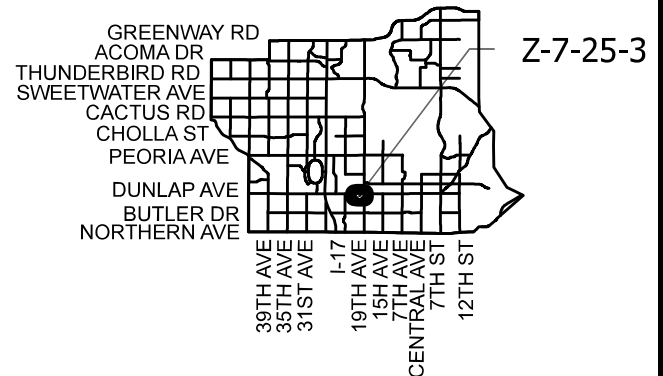


APPLICANT'S NAME: City of Phoenix		REQUESTED CHANGE:	
APPLICATION NO: Z-7-25-3	DATE: 3/13/2025	FROM: C-1 (2.44 ac.) C-2 (9.90 ac.) C-2 SP (0.03 ac.)	
	REVISION DATES:	TO: WU Code T5:5 (12.37 ac.)	
	4/15/2025		
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 12.37 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 26-24	ZONING MAP J-7	
MULTIPLES PERMITTED C-1, C-2, C-2 SP WU Code T5:5	CONVENTIONAL OPTION 35, 143, 0 No Maximum		* UNITS P.R.D OPTION 42, 172, 1 N/A

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



NORTH MOUNTAIN VILLAGE
COUNCIL DISTRICT: 3



APPLICANT'S NAME: City of Phoenix			REQUESTED CHANGE:		
APPLICATION NO: Z-7-25-3		DATE: 3/13/2025	FROM: C-1 (2.44 ac.) C-2 (9.90 ac.) C-2 SP (0.03 ac.)		
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.		REVISION DATES:			
12.37 Acres		4/15/2025	TO: WU Code T5:5 (12.37 ac.)		
AERIAL PHOTO & QUARTER SEC. NO.		ZONING MAP			
QS 26-24		J-7			
MULTIPLES PERMITTED		CONVENTIONAL OPTION		* UNITS P.R.D OPTION	
C-1, C-2, C-2 SP		35, 143, 0		42, 172, 1	
WU Code T5:5		No Maximum		N/A	

From: [DARLENE GEORGE](#)
To: [Robert H Kuhfuss](#)
Subject: 19Th Ave & Dunlap Zoning case # GPA-NM-1-25-3 and Z-7-25
Date: Friday, March 28, 2025 6:40:36 AM

CAUTION: This email originated outside of the City of Phoenix.

Do not click links or open attachments unless you know the sender and were expecting this email.

[Report Suspicious](#)

Hello Mr. Kuhfuss,

Per my understanding there is a 12.55-acre site that is going to be rezoned allowing for 143 residential units. We have an above average density of apartments in this area and this specific property is already heavily populated.

My wishes are to not have any more houses or apartments developed in this area. It is too congested already.

Thank-you for seriously considering my opinions,

Darlene George
602-881-1124

From: [Jeff Stapleton](#)
To: [Barbara Hettinger](#)
Cc: [Kathleen T Consador](#); [Robert H Kuhfuss](#)
Subject: RE: Proposed New Land Use at 19th Avenue and Dunlap
Date: Thursday, April 3, 2025 2:12:50 PM
Attachments: [Aerial Parcel Map.pdf](#)
[image001.png](#)

Hello Ms. Hettinger,

Thank you for contacting our office. The City-owned Park & Ride and adjacent shopping center at 19th Ave. & Dunlap (Site) are being considered for future redevelopment (map attached). One key detail concerning this zoning case [Z-7-25 | GPA-NM-1-25-3] is that there is no proposed project associated with this case. Should the application be approved, there will not be any imminent construction activity at the site. Any future project will be the subject of a competitive request for proposals (RFP) process. The requirements for the RFP and a contract award will result from future actions of the City Council. The timing of an RFP release is not known at this time, but will likely not occur any sooner than 2026.

The Site's existing zoning allows for future redevelopment to C-1 and C-2 standards allowing for a variety of commercial uses, or it can be redeveloped with a multi-family residential use, which is permitted under existing C-1 and C-2 zoning. The proposed zoning district, Walkable Urban Code is typically used along Light Rail to allow for mixed-use development with reduced setbacks. This specific case results from the 19 North Transit Oriented Development Policy Plan approved by the City Council in 2021 ([link](#)). The goal of the case is to allow respondents to the future RFP to submit proposed project designs that improve the streetscape with landscaping, pedestrian and bike amenities and mixed-use development at the site. A vision for the area is noted on Page 54-57 of the plan. Not noted in the plan is that some share of parking stalls at the Site to support the Park & Ride will be retained at the site. The exact amount of stalls is not known at this time, but likely would be somewhere between 10%-25% of the existing parking stalls.

A requirement of the rezoning case is to document any correspondence received from those in support, opposed, or interested in the case. I will add your inquiry and my response to the file. I am also more than happy to answer any further questions. Feel free to call or e-mail me.

Jeff Stapleton
Program Manager
City of Phoenix
Community and Economic Development
200 West Washington Street, 20th Floor
Phoenix, AZ 85003
Office: 602-534-3162
Cell: 520-270-1675
jeff.stapleton@phoenix.gov



From: Barbara Hettinger <babshettinger@gmail.com>
Sent: Tuesday, April 1, 2025 2:00 PM
To: Jeff Stapleton <jeff.stapleton@phoenix.gov>
Subject: Proposed New Land Use at 19th Avenue and Dunlap

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Dear Mr. Stapleton,

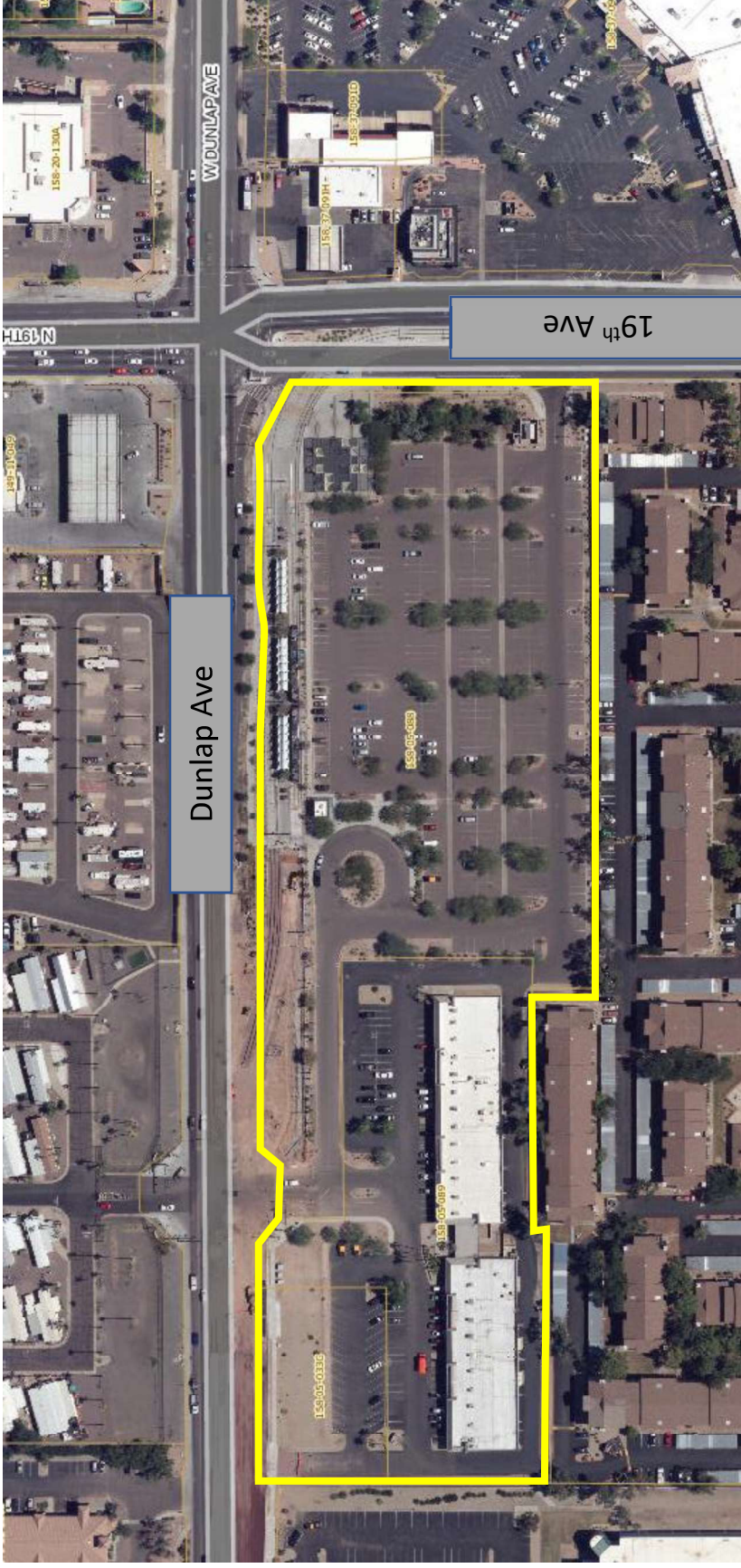
I write to request information regarding the land at 19th Avenue and Northern secured by the city for the light rail and its contemplated use for multi-family dwellings. As you are aware, this whole area is highly compressed with Section 8 housing and other multi-family dwellings and their attending services. As you are also likely aware, higher density housing is associated with significantly higher crime. As much as you have decision-making responsibilities, please ensure that our area is protected from already highly dense population spaces with many very high-need residents. It is time to spread out high-density family dwellings to other areas that have not yet filled that need.

I look forward to receiving more information from your office.

With respect and gratitude,

Barbara Egbert Hettinger

Aerial Map



An aerial photograph of a residential neighborhood. A yellow boundary outlines a large lot on the right side of the image. Within this lot, there is a red dot with a black outline, labeled '2'. The lot is divided into several smaller parcels, some of which are labeled with addresses: '156-05-0136', '156-05-089', '156-05-088', and '156-05-034'. To the left of the yellow boundary, there is a road labeled 'W DUNLAP AVE'. Further left, there is another road labeled 'N 19TH AVE'. The area is divided into several blocks by these roads. Other addresses visible include '149-11-008', '149-11-011C', 'Ord # G257/4/21/1958', '149-11-0128', '149-11-049', '156-37-001H', '156-37-091D', and '156-37-091C'. The map shows a mix of residential lots and streets.