

ATTACHMENT B



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-53-25-7

July 31, 2025

[South Mountain Village Planning](#)

[Committee](#) Meeting Date:

[Planning Commission](#) Hearing Date:

Request From:

August 12, 2025

September 4, 2025

[R-5 SPVTABDO](#) (Multifamily Residence District—Restricted Commercial, South Phoenix Village and Target Area B Design Overlay) (0.70 acres), [C-1 SPVTABDO](#) (Neighborhood Retail, South Phoenix Village and Target Area B Design Overlay) (0.17 acres), [C-3 SPVTABDO](#) (General Commercial, South Phoenix Village and Target Area B Design Overlay) (4.38 acres), and [P-1 SPVTABDO](#) (Passenger Automobile Parking, Limited, South Phoenix Village and Target Area B Design Overlay) (0.28 acres)

Request To:

[WU Code T5:6 SPVTABDO](#) (Walkable Urban Code, Transect 5:6 District, South Phoenix Village and Target Area B Design Overlay) (5.53 acres)

Proposal:

Mixed-use, multifamily residential

Location:

Southeast corner of Central Avenue and Broadway Road

Owner:

City of Phoenix, Neighborhood Services Department

Applicant:

Planning Commission

Representative:

Eric Prochnow, City of Phoenix, Community and Economic Development Department

Staff Recommendation:

Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Commercial and Residential 15+ dwelling units per acre, Village Core	
<u>Street Map Classification</u>	Broadway Road	Arterial	Approximately 42 to 67-foot south half street
	Central Avenue	Arterial	50-foot east half street
	Corona Avenue	Local	25-foot north half street
	2nd Street	Local	25-foot west half street
CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: Encourage high density housing and high intensity employment uses adjacent or close to transit stations per adopted transit district plans. The site is located within the South Central Transit Oriented Development (TOD) Community Plan area and adjacent to the Broadway Road light rail station. The proposed intensity is appropriate at this location, given the proximity to high-capacity transit, and is consistent with the adopted TOD policy plan.			
CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking. The proposal, as stipulated and as required by the Walkable Urban Code, includes bicycle facilities to encourage bicycling and transit use to leverage its proximity to the nearby light rail station. Features include shaded secure and guest bicycle parking, electric bike charging receptacles, and a bicycle repair station.			
BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; 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 the Walkable Urban Code, will provide trees and shade on all street frontages which will reduce the urban heat island effect while also improving thermal comfort to site users and the surrounding neighborhood.			

Applicable Plans, Overlays, and Initiatives	
<u>Transit Oriented Development Strategic Policy Framework</u> :	Background Item No. 3.
<u>South Central Transit Oriented Development Community Plan</u> :	Background Item No. 4.
<u>South Phoenix Village and Target Area B Redevelopment Plan</u> :	Background Item No. 7.
<u>Housing Phoenix Plan</u> :	Background Item No. 8.
<u>Comprehensive Bicycle Master Plan</u> :	Background Item No. 9.
<u>Transportation Electrification Action Plan</u> :	Background Item No. 10.
<u>Shade Phoenix Plan</u> :	Background Item No. 11.
<u>Complete Streets Guidelines</u> :	Background Item No. 12.
<u>Zero Waste PHX</u> :	Background Item No. 13.
<u>Phoenix Climate Action Plan</u> :	Background Item No. 14.
<u>Conservation Measures for New Development</u> :	Background Item No. 15.

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant land	R-5 SPVTABDO, C-1 SPVTABDO, C-3 SPVTABDO, P-1 SPVTABDO
North (across Broadway Road)	Commercial	C-3 SPVTABDO RSIOD
West (across Central Avenue)	Commercial and office	C-3 SPVTABDO
East (across 2nd Street)	Vacant commercial/office building and single-family residences	C-3 SPVTABDO, R-3 SPVTABDO
South (across Corona Avenue)	Bank and multifamily residential	C-3 SPVTABDO, R-5 SPVTABDO

Background/Issues/Analysis

SUBJECT SITE

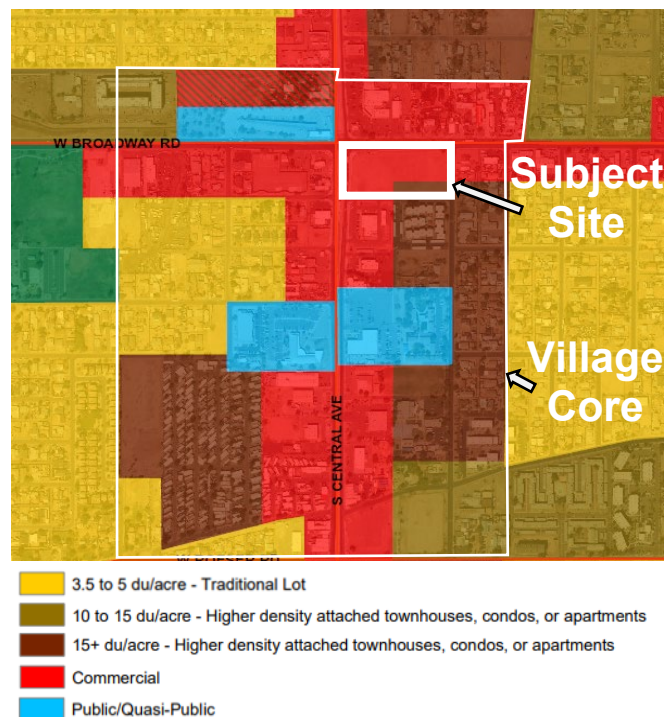
1. This request is to rezone 5.53 acres located at the southeast corner of Central Avenue and Broadway Road from 0.70 acres of R-5 SPVTABDO (Multifamily Residence District—Restricted Commercial, South Phoenix Village and Target Area B Design Overlay), 0.17 acres of C-1 SPVTABDO (Neighborhood Retail, South Phoenix Village and Target Area B Design Overlay), 4.38 acres of C-3 SPVTABDO (General Commercial, South Phoenix Village and Target Area B Design Overlay), and 0.28 acres of P-1 SPVTABDO (Passenger Automobile Parking, Limited, South Phoenix Village and Target Area B Design Overlay) to WU Code T5:6 SPVTABDO (Walkable Urban Code, Transect 5:6 District, South Phoenix Village and Target Area B Design Overlay) for mixed-use, multifamily residential.

The subject site is adjacent to the Broadway Road light rail station, is within the South Mountain Village Core, and is within the South Central Transit Oriented Development (TOD) Community Plan area.

The site is vacant and owned by the City of Phoenix. Once the site is rezoned, the City of Phoenix will issue a Request for Proposal (RFP) that will enable the site to be redeveloped in accordance with the Walkable Urban Code zoning district standards and supporting stipulations.

GENERAL PLAN

2. The subject site is designated as Commercial and Residential 15+ dwelling units per acre on the General Plan Land Use Map and is within the Village Core. The areas to the north (across Broadway Road) and to the west (across Central Avenue) are designated Commercial. The area to the east (across 2nd Street) and the area to the south (across Corona Avenue) are designated Commercial and Residential 15+ dwelling units per acre. The proposal is consistent with the General Plan Land Use Map designations.



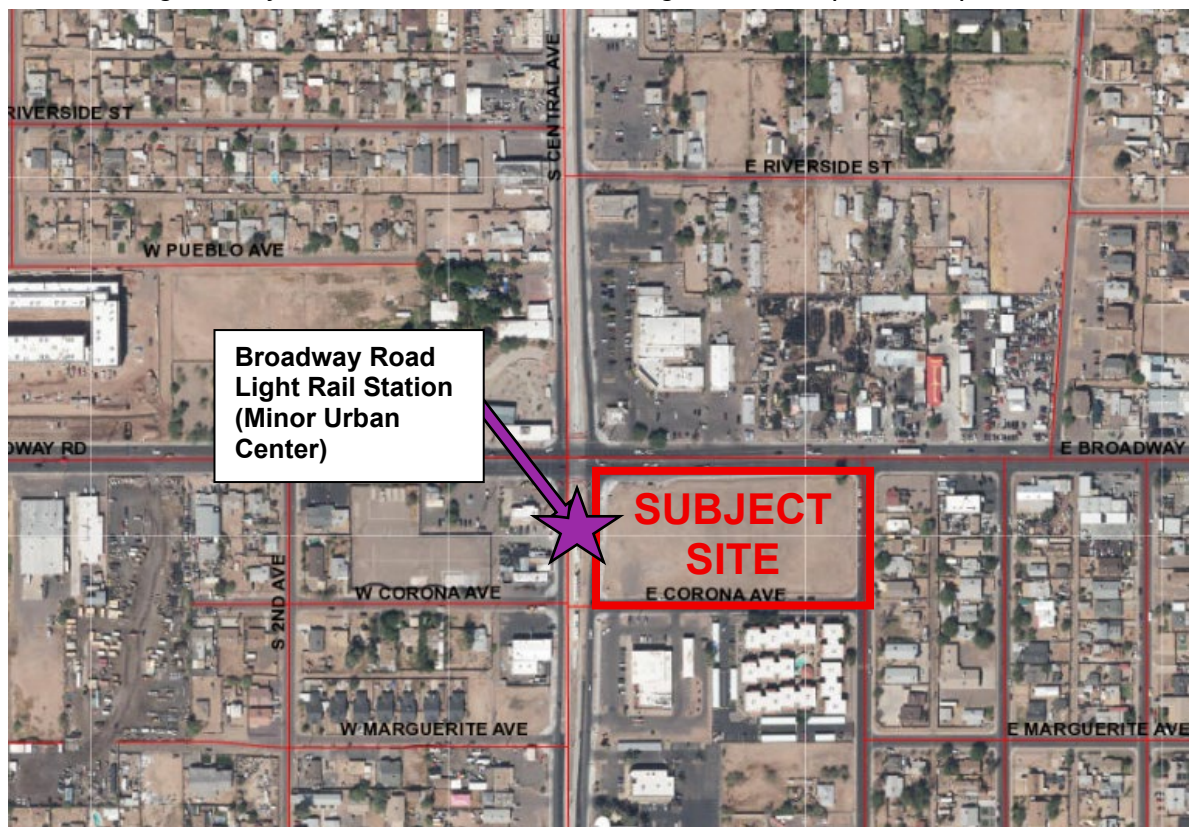
General Plan Land Use Map; Source: Planning and Development Department

3. [Transit Oriented Development Strategic Policy Framework](#)

The Transit Oriented Development Strategic Policy Framework is part of the City's General Plan which identified planning typologies to describe urban environments. The subject site is adjacent to the the Broadway Road light rail station. The identified environment for the station is Minor Urban Center, applicable to an area within one quarter mile of the station. Minor Urban Center is a place type characterized by medium to low intensity with building heights typically from two to five stories with incentive heights of up to seven stories. Stipulation No. 1 provides for a maximum height of 56 feet without the incentive and 80 feet with the incentive, making the scale of the proposed zoning district consistent with this Place Type. The Minor Urban Center Place Type also calls for a balance of commercial and residential, retail and entertainment, and mid-rise living. Staff recommends Stipulation No. 2, which requires a vertical mix of land uses and a minimum of 4,000 square feet of non-residential uses adjacent to Central Avenue, to be consistent with the Place Type.

Broadway Road	Minor Urban Center	
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TOD Strategic Policy Framework, Source: Planning and Development Department



Aerial Map, Source: Planning and Development Department

4. **South Central Transit Oriented Development Community Plan**

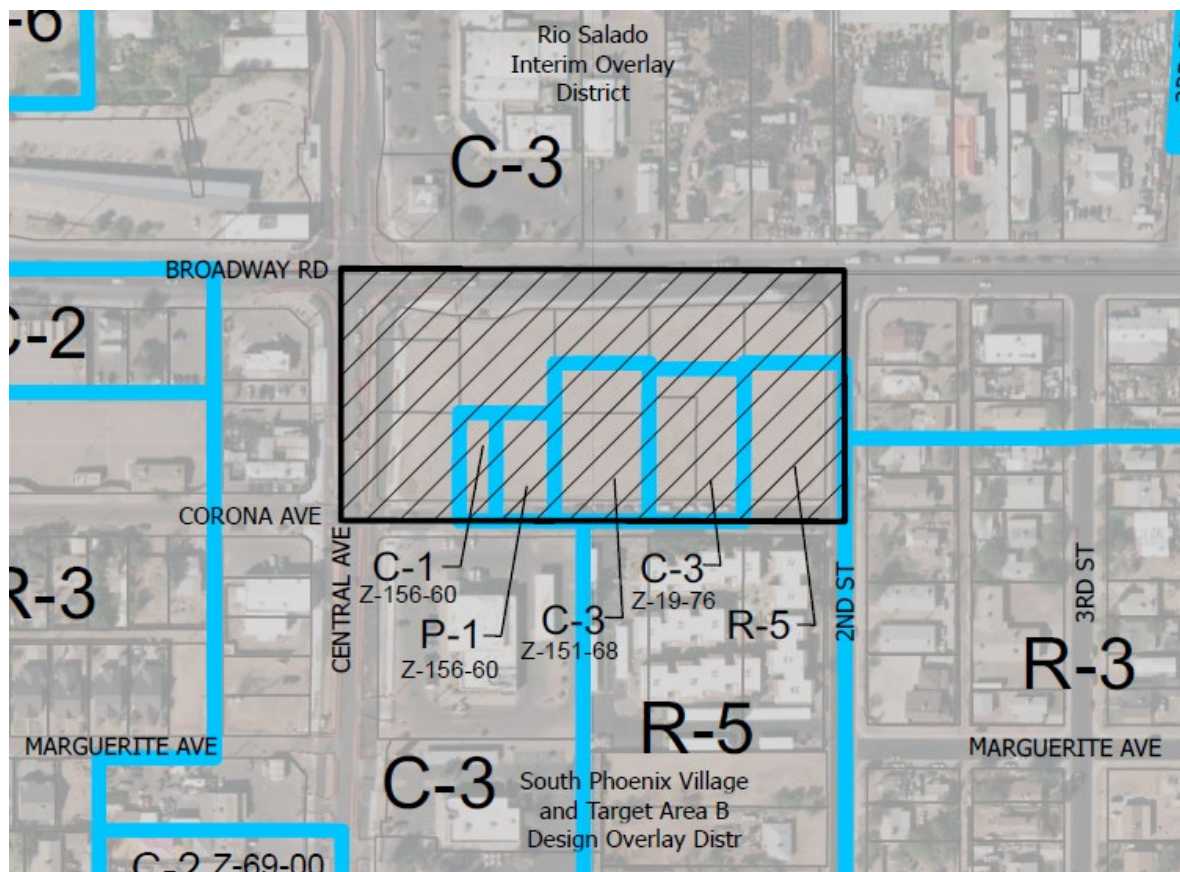
The site is located within the South Central Transit Oriented Development (TOD) Community Plan area, with boundaries between 7th Avenue and 7th Street from Jefferson Street to South Mountain Avenue.

The South Central TOD Community Plan 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. In order to realize the implementation of the Vision and Master Plan for the South Central TOD Community Plan area, one key recommendation is the implementation of a form-based zoning code. The proposal to Walkable Urban Code furthers that vision.

The South Central TOD policy plan identifies the subject site as an “invest area” on the Prioritizing Growth map and as “mixed-used commercial”, “mixed-use residential”, and “multifamily residential” on the Land Use 2045 maps, highlighting that the site is suitable for a mixed-use development. The proposal to rezone to the WU Code T5:6 transect is consistent with the Prioritizing Growth and Land Use 2045 designations. The proposal will provide affordable housing, a mix of uses, commercial frontage types along Central Avenue, an enhanced building corner, a paseo bisecting the site, two plazas, bicycle parking, EV bike parking spaces, and a bike fix-it station to encourage the use of alternative transportation options. This addressed in the Walkable Urban Code and Stipulation Nos. 1 through 4 and 7 through 9.

SURROUNDING LAND USE AND ZONING

5. To the north (across Broadway Road) of the subject site are commercial uses zoned C-3 SPVTABDO RSIOD; to the west (across Central Avenue) are commercial and office uses zoned C-3 SPVTABDO; to the south (across Corona Avenue) is a bank and multifamily residential zoned C-3 SPVTABDO and R-5 SPVTABDO; and to the east (across 2nd Street) is a vacant commercial/office building and single-family homes zoned C-3 SPVTABDO and R-3 SPVTABDO.



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

PROPOSAL

6. Development Plans

Development plans have not been prepared as this time. Once the rezoning is approved, the City of Phoenix will release an RFP which will outline the City's requirements for the redevelopment of the sites. Per recommended Stipulation No. 6, once a successful candidate has been selected and the preliminary site plan and elevations have been created, the plans will be presented to the South Mountain Village Planning Committee for review and comment prior to preliminary site plan approval.

Staff recommends Stipulation No. 1. to require that the proposal provide a minimum of 30 percent of housing units to be dedicated for long-term affordability for low-income households to utilize the incentive height of the Minor Urban Center Place Type.

In order to activate the street frontages and fulfill the mixed-use vision of this location described in the South Central TOD Community Plan, staff recommends Stipulation No. 2. to require a minimum of 4,000 square feet of non-residential uses be provided, Stipulation No. 3 to require commercial frontage types along Central Avenue, and Stipulation No. 4 to require the northwest corner of the site be enhanced. Additionally, to mitigate the proposal's impact on the single-family

residential uses to the east, staff recommends Stipulation No. 5 to limit the building height to a maximum of 30 within 35 feet of the east property line.

To promote enhanced pedestrian safety, convenience, and connectivity, staff recommends Stipulation No. 7 to require that the required paseo bisect the center of the site and connect Broadway Road and Corona Avenue, and Stipulation No. 8 to require a minimum of two 1,000 square foot plazas.

STUDIES AND POLICIES

7. [South Phoenix Village and Target Area B Redevelopment Plan](#)

Adopted by the Phoenix City Council in 1980, and expanded in 1998, the Target Area B Redevelopment Plan is generally bounded by Broadway Road to Elwood Street, Southern Avenue, 7th Avenue and 24th Street. The Redevelopment Plan seeks to stabilize existing neighborhoods in the area by eliminating blight, encouraging reinvestment by the private sector in infill housing, and supporting commercial development attuned to the community's needs. The subject site is identified as Community Commercial on the Proposed Land Use Map. The proposal for Walkable Urban Code zoning is compatible with that designation and as stipulated, the proposal will provide commercial uses along Central Avenue, affordable housing, and public paseos and plazas which will support the larger community.

8. [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 proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by providing affordable housing that will address the supply shortage at a more rapid pace while using vacant or underutilized land in a more sustainable fashion. Staff recommends Stipulation No. 1 to limit the maximum building height to 56 feet, with an allowance up to 80 feet if a minimum of 30% of the units are provided as affordable

9. [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 short-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations.

To create a bike-supportive environment for residents, bicycle infrastructure is incorporated into the proposed project. Staff recommends Stipulation No. 9 which will require guest and residential bicycle parking, electric bicycle charging facilities, and a bicycle repair station to be provided on site.

10. **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. 10 which requires a minimum three percent of the required parking spaces to be EV Capable and Stipulation No. 9.d which requires a minimum of three percent of required bicycle parking spaces include electric receptacles for electric bike charging.

11. **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.

Per Stipulation Nos. 15 and 16 and as required by the Walkable Urban Code, the proposal will create a comfortable streetscape environment with a shaded detached sidewalk along Broadway Road, Corona Avenue, and 2nd Street.

12. **Complete Streets Guidelines**

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 proposal, as stipulated, will support walking, bicycling, and transit use by including shaded detached sidewalks along Broadway Road, Corona Avenue, and 2nd Street, bicycle infrastructure, and

activated frontages. These are addressed in the Walkable Urban Code and Stipulation Nos. 3, 9, 15, and 16. To ensure alignment with the future South Central Character Area requirements, the sidewalk along Broadway is required to be a minimum of 8 feet.

13. **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. The applicant's submittals indicated that the City will work with the developer to determine measures for waste diversion once a project is proposed.

14. **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 Stipulation No. 11, which requires a minimum of four bioswales to be implemented in this development.

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. This is addressed in Stipulation Nos. 11 through 13.

COMMUNITY CORRESPONDENCE

16. At the time this staff report was written, staff has received one letter of opposition regarding the request. The concerns raised include the proposed density, parking

issues, impact on local residents, lack of opportunities for homeownership, unsuitability of Phoenix's climate for walkability, and the perception that the project is driven by financial interests.

INTERDEPARTMENTAL COMMENTS

17. The Street Transportation Department requires that the south 50 feet of Broadway Road be dedicated; detached sidewalks be provided along Broadway Road, 2nd Street, and Corona Avenue; and that a Traffic Impact Analysis be approved by the Street Transportation Department prior to preliminary site plan approval. These are addressed in Stipulation Nos. 14 through 17. Additionally, Stipulation Nos. 18 and 19 require that the developer replace and construct all improvements in the right-of-way with all required elements and to ADA standards.
18. The City of Phoenix Aviation Department requires that the property owner record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of the Phoenix Sky Harbor Airport to future owners or tenants of the property. This is addressed in Stipulation No. 20.
19. The City of Phoenix Public Transit Department requires that the bus bay and pad on Broadway Road be retained, this is addressed in Stipulation No. 21.

OTHER

20. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and immediate area to be archaeologically sensitive, and if no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. These are addressed in Stipulation Nos. 22 through 24.
21. 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. 25.
22. 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 General Plan Land Use Map designations and the South Central Transit Oriented Development Community Plan's vision for the site.
2. The proposal will redevelop an underutilized site with an affordable, mixed-use, multifamily residential development that will contribute to the mix of housing options in the area.
3. As stipulated, the proposal provides enhanced pedestrian and bicycle amenities consistent with the South Central Transit Oriented Development Community Plan, Comprehensive Bicycle Master Plan, and the Complete Streets Guiding Principles.

Stipulations:

1. The maximum building height shall not exceed 56 feet, except that the maximum building height may be increased to 80 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.
2. The development shall contain a vertical mix of land uses such as residential and nonresidential uses, as approved by the Planning and Development Department. A minimum of 4,000 square feet of non-residential uses shall be provided along Central Avenue and shall not include lobby, exercise, reception areas or other similar uses intended for exclusive use by residents.
3. The development shall utilize the storefront, gallery, arcade, or forecourt frontages, or a combination thereof, per the requirements of Section 1305.B. along Central Avenue.
4. The ground floor of the building at the northwestern corner of the site shall be enhanced with angled or rounded building corners, as approved by the Planning and Development Department.
5. The building height shall not exceed 30 feet within 35 feet of the east property line, as approved by the Planning and Development Department.
6. The site plan and elevations shall be presented for review and comment to the South Mountain Village Planning Committee prior to preliminary site plan approval.

7. The required paseo shall be provided, as described below and as approved by the Planning and Development Department.
 - a. The required paseo shall be no closer than 200 feet from Central Avenue and 2nd Street.
 - b. The required paseo shall connect to the sidewalks along Broadway Road and Corona Avenue.
8. A minimum of two 1,000 square foot plazas shall be provided, as described below and as approved or modified by the Planning and Development Department.
 - a. A minimum of one plaza shall be located along the required paseo
 - b. A minimum of one plaza shall be located at the northwest corner of the site.
 - c. The plazas shall contain a minimum of one artistic enhancement
9. Bicycle infrastructure shall be provided, as described below and as approved by the Planning and Development Department.
 - a. A bicycle repair station ("fix-it station") shall be provided and maintained near secure bicycle parking areas and separated from vehicular maneuvering areas, where applicable.
 - b. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
 - c. Guest bicycle parking shall be provided at a minimum of 0.05 spaces per unit with a maximum of 50 spaces near entrances of buildings and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance.
 - d. A minimum of 3 percent of the provided bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities.
10. A minimum of 3 percent of the required parking spaces shall include EV-Capable infrastructure.
11. A minimum of four bioswales shall be implemented, per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative

Stormwater Management, as approved or modified by the Planning and Development and/or Street Transportation departments.

12. Natural turf shall only be utilized for required retention areas (bottom of basin, and only allowed on slopes if required for slope stabilization) and functional turf areas located on properties for uses such as residential common areas, as approved by the Planning and Development Department.
13. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the Water Efficiency Checkup program for a minimum of 10 years, or as approved by the Planning and Development Department.
14. A minimum 50 feet of right-of-way shall be dedicated and constructed for the south side of Broadway Road.
15. The sidewalk along Broadway Road shall be a minimum of 8 feet in width and detached with a minimum 10-foot-wide landscape strip located between the sidewalk and back of curb, and planted to the following standards, as approved by the Planning and Development Department.
 - a. Minimum 2-inch caliper, single-trunk, large canopy, shade trees planted 20 feet on center, or in equivalent groupings.
 - b. Shrubs, accents and vegetative groundcovers with a maximum mature height of two feet evenly distributed throughout the landscape area to achieve a minimum of 75% live coverage.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment for installing the required plants.

16. The sidewalk along Corona Avenue and 2nd Street shall be a minimum of 5 feet in width and detached with a minimum 5-foot-wide landscape strip located between the sidewalk and back of curb, and planted with minimum 2-inch caliper, single-trunk, large canopy, shade trees planted 20 feet on center, or in equivalent groupings, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment for installing the required plants.
17. Prior to preliminary site review, a Traffic Impact Analysis shall be submitted to and accepted by the Street Transportation Department. All mitigation improvements shall be constructed and/or funded as identified in the accepted Traffic Impact Analysis.

18. 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.
19. 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.
20. The property owner shall record documents that disclose the existence, and operational characteristics of the 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.
21. The eastbound bus bay and pad on Broadway Road east of Central Avenue shall be retained.
22. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.
23. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.
24. 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.
25. 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.

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July 31, 2025

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Writer

Samuel Rogers

July 31, 2025

Team Leader

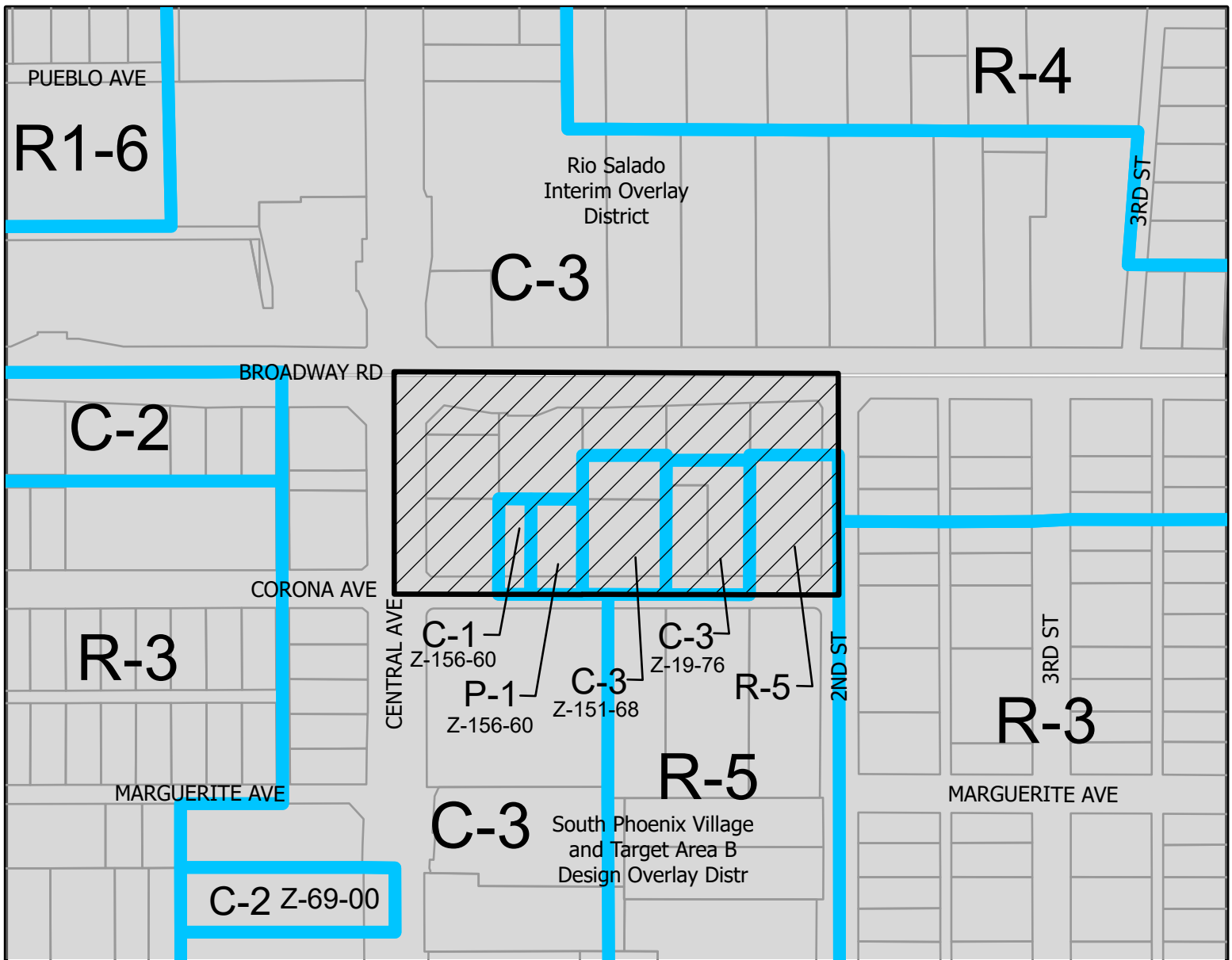
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Exhibits

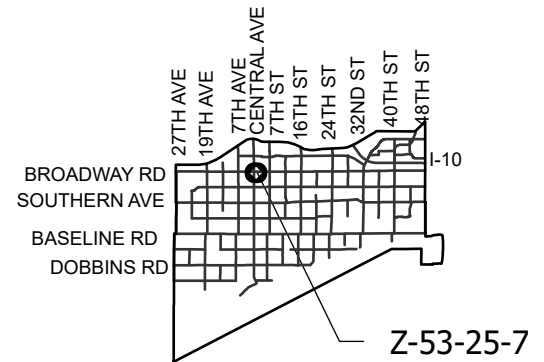
Zoning sketch map

Aerial sketch map

Correspondence (2 pages)

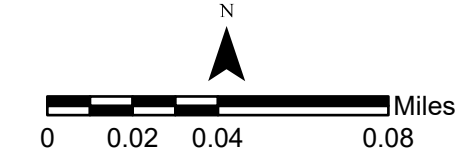
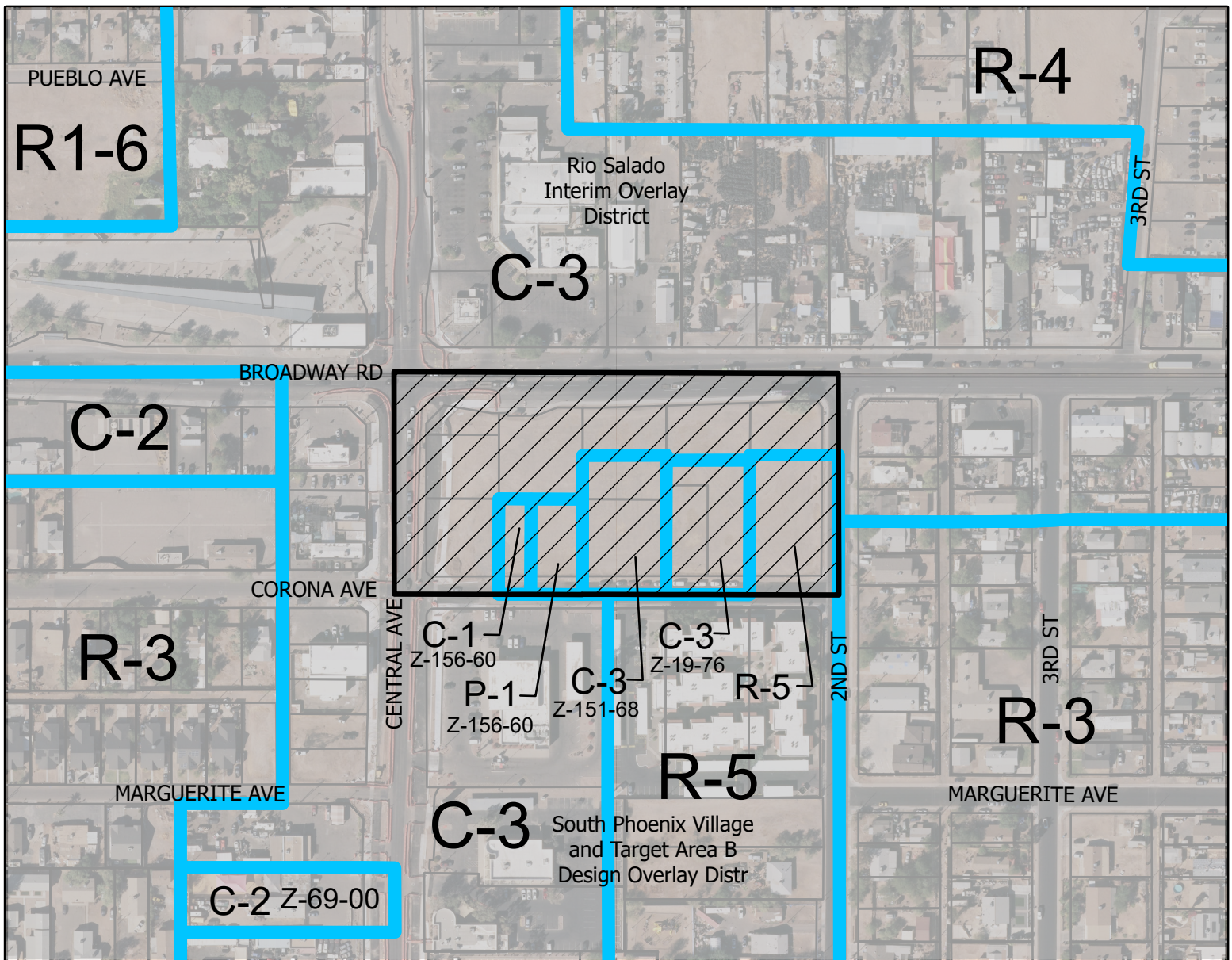


SOUTH MOUNTAIN VILLAGE
COUNCIL DISTRICT: 7

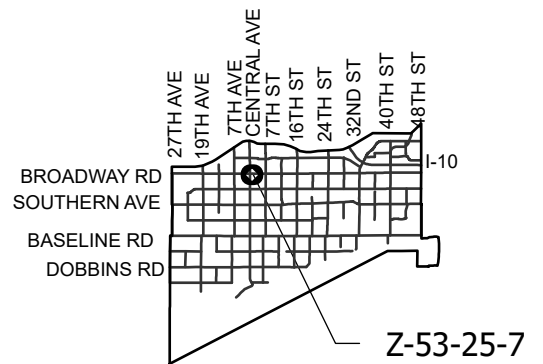


APPLICANT'S NAME: City of Phoenix		REQUESTED CHANGE:	
APPLICATION NO: Z-53-25-7	DATE: 5/23/2025 REVISION DATES:	FROM: R-5 SPVTABDO (0.70 ac.) C-1 SPVTABDO (0.17 ac.) C-3 SPVTABDO (4.38 ac.) P-1 SPVTABDO (0.28 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 5.53 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 4-28	ZONING MAP E-8	TO: WU Code T5:6 SPVTABDO (5.53 ac.)
MULTIPLES PERMITTED R-5 SPVTABDO, C-1 SPVTABDO, C-3 SPVTABDO, P-1 SPVTABDO WU Code T5:6 SPVTABDO	CONVENTIONAL OPTION 30, 2, 63, N/A No Maximum		* UNITS P.R.D OPTION 36, 3, 76, N/A N/A

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



SOUTH MOUNTAIN VILLAGE
COUNCIL DISTRICT: 7



APPLICANT'S NAME: City of Phoenix		REQUESTED CHANGE:	
APPLICATION NO: Z-53-25-7	DATE: 5/23/2025	FROM: R-5 SPVTABDO (0.70 ac.) C-1 SPVTABDO (0.17 ac.) C-3 SPVTABDO (4.38 ac.) P-1 SPVTABDO (0.28 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.	REVISION DATES:	TO: WU Code T5:6 SPVTABDO (5.53 ac.)	
5.53 Acres	AERIAL PHOTO & QUARTER SEC. NO. QS 4-28	ZONING MAP E-8	
MULTIPLES PERMITTED R-5 SPVTABDO, C-1 SPVTABDO, C-3 SPVTABDO, P-1 SPVTABDO WU Code T5:6 SPVTABDO	CONVENTIONAL OPTION 30, 2, 63, N/A No Maximum		* UNITS P.R.D OPTION 36, 3, 76, N/A N/A

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



FW: Zoning Case Z-53-25-7

From Eric E Prochnow <eric.prochnow@phoenix.gov>

Date Thu 7/3/2025 12:40 PM

To Samuel S Rogers <samuel.rogers@phoenix.gov>

Hey Sam,

I wanted to forward over the resident response to the zoning case for the file.

Looking forward to discussing the zoning stipulations soon.

Thank you,

Eric Prochnow

Economic Development Program Manager
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PHOENIX COMMUNITY & ECONOMIC
DEVELOPMENT DEPARTMENT

From: Nick Sava <nsava3@gmail.com>

Sent: Wednesday, July 2, 2025 2:24 PM

To: Eric E Prochnow <eric.prochnow@phoenix.gov>

Subject: Zoning Case Z-53-25-7

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Hello Mr. Prochnow,

I am writing to you about Zoning Case Z-53-25-7. As a resident across the street from this, I feel this rezoning will be very bad for the surrounding area. From what I understand of this, the

rezoning will simply allow developers to cram more units into a smaller space without regard for the problems they cause. People that live in this area are typically people who work with their hands and aren't people that just sit in an office downtown all day. This means that they probably rely on a car more than the average office dweller. These cars may be old and run down, but they still need them. With this rezoning, there will be very little room for all of these people to park. Sure, the light rail runs to it, but that simply isn't enough for most people to not have a car. It is irresponsible to think you can add this many residences and assume they will not have cars.

This kind of dense housing also only serves large corporations that use them as investments. People need homes, homes that they can own, not a pod they have to pay some corporation to live in for the rest of their life. Any time you create a bunch of rental units, that's just a missed opportunity for someone to actually own their own home. I understand that the city makes a lot of money from these corporations and it's in the city's best financial interest to pursue these projects, but the city should not be run to make a profit, it should be run to serve the interests of its people, not just a few large corporations. The people need houses or even condos they can own, not tiny pods they rent forever.

Phoenix is not, and never will be, a truly walkable city. The weather here just does not suit it for half of the year. Trying to force walking and biking infrastructure is a waste of money since the demand will never come.

Please stop this rezoning, it does not make this a better place.

Sincerely,

Nicholas Sava