



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report Z-9-22-4**  
**Forty600 PUD**  
June 15, 2023

<u>Alhambra Village Planning Committee</u>	June 27, 2023
<b>Meeting Date:</b>	
<u>Planning Commission</u> Hearing Date:	August 3, 2023
<b>Request From:</b>	<u>C-2 TOD-1</u> (Intermediate Commercial, Interim Transit-Oriented Zoning Overlay District One) (1.71 acres)
<b>Request To:</b>	<u>PUD</u> (Planned Unit Development) (1.71 acres)
<b>Proposal:</b>	PUD to allow mixed use multifamily residential
<b>Location:</b>	Southwest corner of Central Avenue and Coolidge Street
<b>Owner:</b>	Forty600, LP
<b>Applicant:</b>	RAS Developments, Inc
<b>Representative:</b>	Benjamin Tate, Withey Morris Baugh, PLC
<b>Staff Recommendation:</b>	Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Commercial	
<u>Street Map Classification</u>	Central Avenue	Arterial (Light Rail)	60-foot west half street
	Coolidge Street	Local	20-foot south half street
<b><i>CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE; Encourage high-density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.</i></b>			
The subject site is approximately 0.15 miles from the Campbell/Central Avenue light rail station and approximately 0.30 miles from the Camelback/Central Avenue light rail station. The proposal will support the vitality of Uptown Phoenix by adding housing units near light rail, major employment and educational facilities, the Phoenix Sonoran			

Bikeway, and the Grand Canalscape Trail. The proposal will activate the Grand Canal in a manner consistent with the vision contained in the Uptown Transit Oriented Development Policy Plan.

**CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE:** Establish design standards and guidelines for parking lots and structures, setback and build-to lines, blank wall space, shade, and other elements affecting pedestrians, to encourage pedestrian activity and identify options for providing pedestrian-oriented design in different types of development.

The proposal includes design and development standards to encourage walking, bicycling, and transit use. These standards include ground floor commercial, a shaded streetscape, units fronting onto the public sidewalk, parking situated away from the public street, and on-site amenities.

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

The proposal includes bicycle facilities to encourage bicycling and transit use to become a way of life by leveraging its proximity to the nearby light rail station, the Phoenix Sonoran Bikeway on 3rd Avenue, and the Grand Canalscape Trail. Features include secure bicycle parking for residents, convenient racks for guests, and a bicycle repair station for residents.

**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 includes robust tree plantings that will provide shade along Central Avenue, along Coolidge Street, and along the Grand Canal. These improvements will create pedestrian environments with shade and a separation from vehicular traffic that will comfortably convey pedestrians to the nearby light rail, along the Grand Canal Trail, and to the Phoenix Sonoran Bikeway on 3rd Avenue.

#### Applicable Plans, Overlays, and Initiatives

[\*\*Transit Oriented Development Strategic Policy Framework\*\*](#): Background Item No.

4.

[\*\*Uptown Transit Oriented Development Policy Plan\*\*](#): Background Item No. 5.

[\*\*Tree and Shade Master Plan\*\*](#): Background Item No. 13.

**Complete Streets Guidelines**: Background Item No. 14.

**Housing Phoenix**: Background Item No. 15.

**Zero Waste PHX**: Background Item No. 16.

**Transportation Electrification Action Plan**: Background Item No. 17.

**Monarch Butterfly Pledge**: Background Item No. 18.

#### **Surrounding Land Uses and Zoning**

	<b><u>Land Use</u></b>	<b><u>Zoning</u></b>
<b>On Site</b>	Vacant	C-2 TOD-1
<b>West</b>	Multifamily residential	C-2 TOD-1, R-5
<b>North</b> (across Coolidge Street)	Multifamily residential	PUD TOD-1
<b>East</b> (across Central Avenue)	School	R1-6
<b>South</b> (across the Grand Canal)	Multifamily residential	R-4

#### **Background/Issues/Analysis**

##### **SUBJECT SITE**

1. This request is to rezone 1.71 acres located at the southwest corner of Central Avenue and Coolidge Street from C-2 TOD-1 (Intermediate Commercial, Interim Transit-Oriented Zoning Overlay District One) to PUD (Planned Unit Development District) to allow mixed use multifamily residential.

##### **SURROUNDING LAND USES AND ZONING**

2. The subject site is currently vacant and was previously occupied by the Hinkley's Lighting Store prior to its demolition in 2023. The Zoning Sketch Map, included as an exhibit, depicts zoning entitlements for the subject site and the surrounding area.

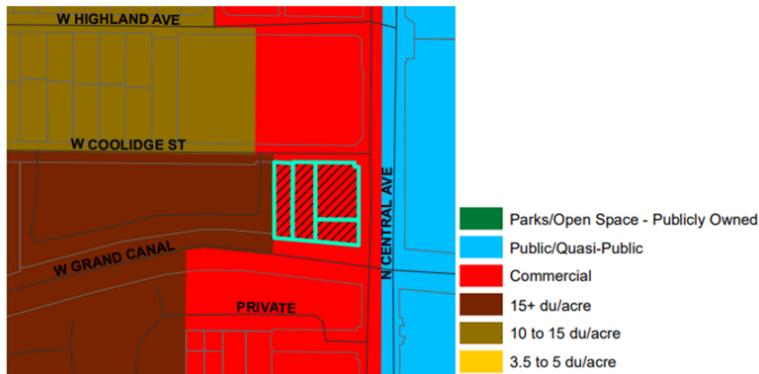
To the north, west, and south of the subject site are multifamily residential developments. The multifamily residential development to the north is zoned PUD TOD-1 (Planned Unit Development, Interim Transit-Oriented Zoning Overlay District One) and is constructed to a height of four stories. The

multifamily residential development to the west is zoned C-2 TOD-1 (Intermediate Commercial, Interim Transit-Oriented Zoning Overlay District One) and R-5 (Multifamily Residential), is constructed to a height of three stories, and the zoning allows a maximum height of four stories and 48 feet. The multifamily residential development to the south across the Grand Canal is zoned R-4 (Multifamily Residence District) and is constructed to a height of two stories. To the east of the subject site across Central Avenue is Brophy College Preparatory School which is zoned R1-6 (Single-Family Residence District).

#### GENERAL PLAN LAND USE MAP

3. The General Plan Land Use Map depicts a designation of Commercial. The commercial land use category accommodates office, retail, and multifamily residential development at varying scales and uses. The proposed mix of commercial and residential uses is consistent with this designation. To the west of the subject site is a Residential 15+ dwelling unit per acre designation. To the north and south of the subject site are commercial designations. To the east of the subject site is designated as Public/Quasi-Public.

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



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

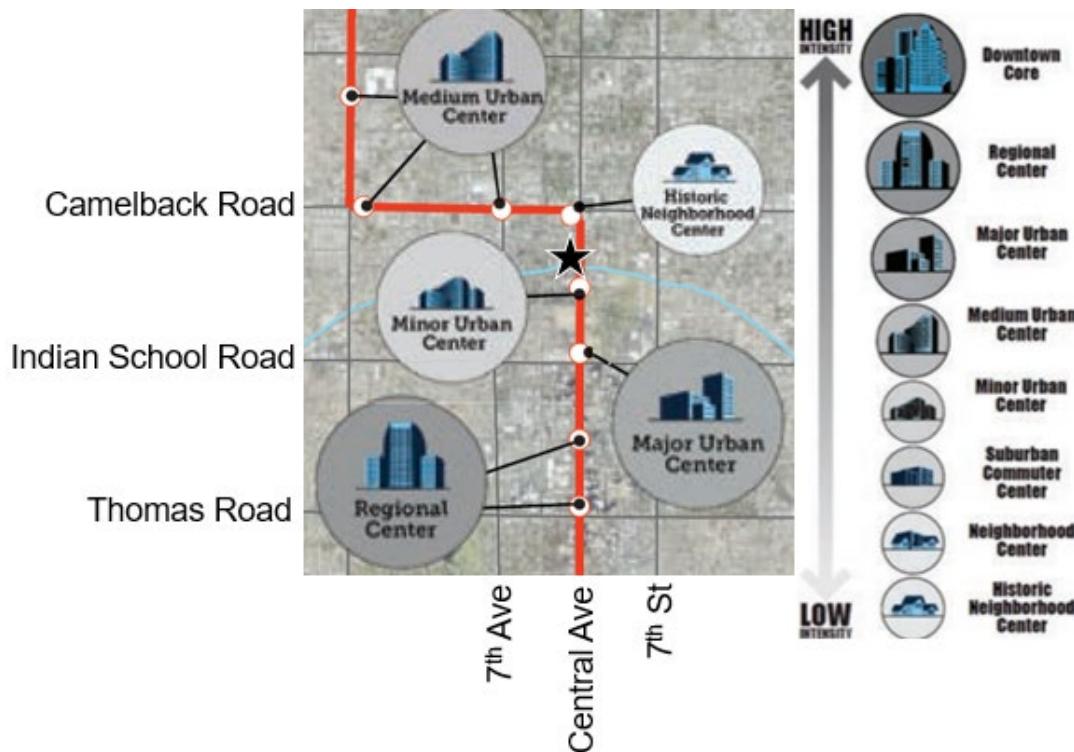
The Transit Oriented Development (TOD) Strategic Policy Framework is part of the City's General Plan. The framework identifies planning typologies to describe urban environments.

The subject site is located within 0.15 miles from the light rail station located at Campbell Avenue which is identified as a Minor Urban Center Place Type.

The Minor Urban Center Place Type is characterized by medium to low intensity with building heights typically from two to five stories with incentive heights of up to seven stories when certain bonus criteria are met. The proposal is for seven stories and is consistent with the incentive height envisioned by the Minor Urban Center Place Type. Staff is recommending Stipulation No. 2 to fulfil the incentive bonus by requiring the developer deposit money into the City of Phoenix

Developer Deposit Account for improvements to the Grand Canal. If it is not possible to reach an agreement between the City and necessary jurisdictional partners within five years of the deposit date, the funds shall be utilized for affordable housing in the City Council District 4.

*Transit Oriented Development Strategic Policy Framework; Source: Planning and Development Department*



##### **5. Uptown TOD Policy Plan:**

The site is located within the Uptown TOD Planning Area which is bound by 7th Street on the east, Indian School Road on the south, Missouri Avenue on the north, and a western boundary that follows 15th Avenue south to the Grand Canal and then 7th Avenue to Indian School Road. The policy plan for the Uptown 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 Uptown TOD Policy Plan projects a shortfall of 10,888 housing units by 2035 and articulates a goal for more housing and employment in proximity to high-capacity transit. The proposed project will produce 155 housing units close to light rail, adjacent to existing multifamily residential development, adjacent to the Grand Canal Trail, near the Phoenix Sonoran Bikeway on 3rd Avenue, and nearby to major employers and destinations.

The Uptown TOD Plan identifies the Grand Canalscape as a “master plan” and includes a rendering of the subject site and how it may be positioned to activate the canal. The proposal includes upper story residential and ground floor commercial that is envisioned as a restaurant that will be oriented onto the canal. The Development Narrative requires a minimum 2,000 square feet of commercial space and includes additional development standards to require these treatments.

Furthermore, staff is recommending Stipulation No. 2 to require monies be put into the City of Phoenix Developer Deposit Account for improvements to the Grand Canal. Canal improvements may include items such as shade structures, art, and a gateway arch.

*Uptown TOD Policy Plan, Master Plan for Central Avenue and the Grand Canal; Source: Planning and Development Department*



The subject site is identified on the Conceptual Zoning Plan in the Uptown TOD Policy Plan as being appropriate for WU Code Transect 5:5. The applicant is

proposing a PUD that utilizes WU Code Transect 5:6 with modifications therefrom. While the proposed development standards exceed the recommended transect, the TOD Strategic Policy Framework contains a mechanism for achieving bonus points to warrant additional intensity.



To exceed the recommended transect contained in the Policy Plan, a project must be “mixed-use”, must comply with the Phoenix Green Construction Code in addition to achieving one of the following options: provide a minimum 30 percent of units are dedicated to long term affordability, provide a minimum 30 percent of gross site area is dedicated as public open space, a deed of conservation easement is dedicated for an eligible historic property, or provide a proportionate in-lieu fee (if a program is available) for affordable housing, parks, public parking, or other infrastructure. Staff is recommending Stipulation No. 2 to require the applicant allocate funds for improvements to the Grand Canal between Central Avenue and 3rd Avenue.

## PROPOSAL

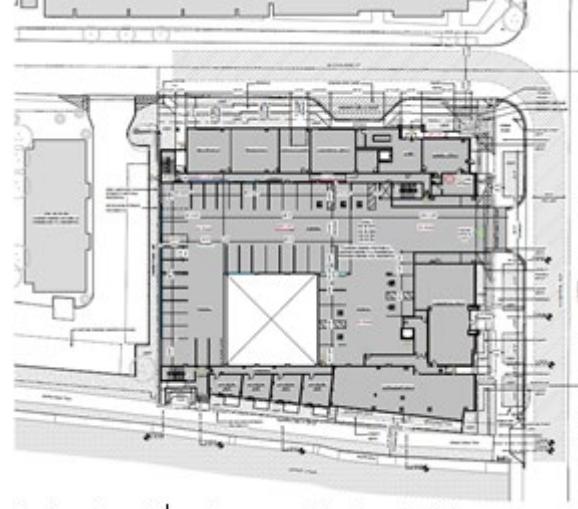
6. The proposal was developed utilizing the PUD zoning district. The Planned Unit Development (PUD) is intended to create a built environment that is superior to that produced by conventional zoning districts and design guidelines. Using a collaborative and comprehensive approach, an applicant authors and proposes standards and guidelines that are tailored to the context of a site on a case by case basis. Where the PUD Development Narrative is silent on a requirement, the applicable Zoning Ordinance provisions will be applied.

The Development Narrative proposes standards for the redevelopment of the site including enhanced standards to activate the canal, to activate Central Avenue, and architecture including a step-back from the Grand Canal.

7. *Site Plan*

The proposal is for 155 units of multifamily residential with ground floor commercial on Central Avenue and Coolidge Street, and a restaurant space with outdoor seating oriented towards the Grand Canal on the southeast corner of the subject site. The site plan depicts vehicle ingress/egress from Central Avenue and pedestrian entrances on the south, east, and north sides of the structure. Detached sidewalks are provided on both street frontages with a minimum sidewalk width of eight feet and a minimum landscape width of 13 feet between the back of curb and sidewalk on Central Avenue and a minimum sidewalk width of five feet and a minimum landscape width of five feet on Coolidge Street. Additionally, the site plan depicts an urban plaza on the southwest corner of the site that will be constructed with a stone floor, benches, and landscape shrubs.

Conceptual Site Plan, RAS Development, LLC



8. *Conceptual Building Elevations*

The applicant is proposing a seven-story mixed-use development that provides a step-back design along the canal frontage and outdoor terraces on levels three, five, and seven. Commercial spaces are proposed to be provided on the north, east, and west sides of the development.

Conceptual Renderings, RAS Development, LLC



9. **Land Use:**

The PUD proposes a mixed-use development with ground floor commercial and multifamily residential on the upper floors. The PUD allows for all uses allowed in the Walkable Urban Code, Transect T5:6.

10. **Development Standards:**

The development narrative utilizes the development standards contained in the Walkable Urban Code, Transect T5:6 as the foundation for this PUD. The PUD proposes a minimum of 2,000 square feet of ground floor commercial and multifamily residential on floors two through seven. The development is proposed to be a maximum of 80 feet in height and does not have a maximum density. A minimum of 20 percent of the gross site area will be open space with outdoor terraces on levels three, five, and seven. Parking for residents and guests will be provided on site in a parking structure which will be screened by the building. The development will provide an indoor secured bicycle parking room with a bicycle repair station and guest bicycle parking near building entrances.

The project site has two street frontages along its northern and eastern perimeters and is bordered by the Grand Canal to the south. The PUD proposes pedestrian-friendly design standards such as a ground-floor “live/work” residential units on the canal (south) frontage, and shaded detached sidewalks and landscaped setbacks with enhanced shading standards along both street frontages. The frontage along the canal and Coolidge Street shall provide the Common Entry, Storefront, Arcade, Gallery, or Patio frontage types and the frontage along Central Avenue shall provide the Common Entry, Storefront, Arcade, or Gallery frontage types.

Below is a summary of the key development standards set forth in the narrative.

<b><u>Development Standards</u></b>	
<b><u>Standard</u></b>	<b><u>Proposed</u></b>
<i>Density</i>	No maximum
<i>Maximum Building Height</i>	80 feet
<i>Minimum Open Space</i>	20 percent
<i>Maximum Lot Coverage</i>	100 percent
<i>Building Setbacks</i>	
<i>North (Coolidge Street)</i>	10 foot maximum
<i>East (Central Avenue)</i>	12 foot maximum
<i>South (Canal)</i>	0 foot minimum
<i>West (Interior Lot Line)</i>	0 foot minimum
<i>Minimum Landscape Setbacks</i>	

<i>North (Coolidge Street)</i>	5 feet
<i>East (Central Avenue)</i>	5 feet
<i>South (Canal)</i>	0 feet
<i>West (Interior Lot Line)</i>	0 feet
<b>Streetscape Standards</b>	
<i>Coolidge Street</i>	Minimum sidewalk width: 5 feet Minimum landscape width: 5 feet between back of curb and sidewalk
<i>Central Avenue</i>	Minimum sidewalk width: 8 feet Minimum landscape width: 13 feet between back of curb and sidewalk
<i>Ground Floor Uses</i>	Minimum 2,000 square feet of ground floor space for commercial uses Minimum three ground floor “live/work” units on the canal frontage

**11. Landscape and Shade Standards:**

The PUD sets forth standards to activate the canal frontage and two street frontages (Coolidge Street and Central Avenue) with pedestrian-oriented design and a minimum of three “live/work” units oriented towards the canal. Along Central Avenue a minimum 13 foot landscape area shall be provided and along Coolidge Street a minimum five foot landscape area shall be provided. Additionally, a five foot landscape setback shall be provided on both street frontages between the building and the sidewalk.

The public sidewalks along Central Avenue and Coolidge Street shall be shaded to a minimum of 75 percent and all walks, amenity spaces, and gathering spaces along the Grand Canal shall be shaded a minimum of 50 percent. Additionally, a minimum 10 percent of the net site area shall be landscaped.

**12. Design Guidelines:**

The PUD proposes enhanced design guidelines to prioritize the pedestrian and to ensure the building is compatible with the surrounding area. The PUD sets forth requirements to activate the canal frontage with a step-backed building design, a minimum 500 square-foot urban plaza consisting of a stone floor, seating area, and landscaping in the southwest corner of the development, and a minimum of three ground floor “live/work” units with private patio spaces and direct pedestrian access to the Grand Canal.

## STUDIES AND POLICIES

### 13. Tree and Shade Master Plan:

The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City's planning and development process. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide thermal comfort for pedestrians and to reduce the urban heat island effect.

The proposal aligns with the Tree and Shade Master Plan in the following ways. First, the Development Narrative references the Walkable Urban Code requirement that all public sidewalks be shaded to a minimum of 75 percent at maturity. Second, as required by the PUD narrative, all walks, amenity spaces, and gathering spaces along the Grand Canal shall be shaded a minimum of 50 percent

### 14. 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 Walkable Urban Code is designed to facilitate pedestrian, bicycle, and transit-oriented development and includes provisions to advance the goals of the policy guide. Further, the applicant will be required to construct improvements along Central Avenue and Coolidge Street which add landscape areas for shade trees and vegetation which will further buffer the detached sidewalks from vehicular traffic and add thermal comfort to the street environment. Additionally, as required by the PUD narrative, the applicant will provide bicycle facilities on the site that include secure parking and a bicycle repair station (fix-it station); the purpose of these amenities are to encourage residents to utilize a bicycle for recreation and transportation including along the Grand Canal, for multimodal trips on the light rail, and others.

### 15. Housing Phoenix:

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 contributing to a variety housing types that will address the supply shortage at a more rapid pace while using vacant or underutilized land in a more sustainable fashion.

16. **Zero Waste Phoenix 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 PUD Narrative states that a recycling program will be provided for residences and office/common areas.

17. **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. 1b which requires a minimum of nine parking spaces to be EV installed.

18. **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.1c addresses the planting of milkweed shrubs, or other native nectar plant species, on the subject site.

## COMMUNITY CORRESPONDENCE

19. As of the writing of this report, staff has received one letter of opposition. Concerns raised were regarding traffic impacts on Central Avenue to Campbell Avenue.

## INTERDEPARTMENTAL COMMENTS

20. The Street Transportation Department has indicated that the developer will be required to underground existing electrical utilities within the public right-of-way as well as all irrigation facilities and requires that all street improvement be made to City and ADA standards. Furthermore, the Street Transportation Department is requiring that the developer dedicate 25 feet and construct the south half of Coolidge Street, that all sidewalks and streetscape areas are within right-of-way or a sidewalk easement, and submit a Traffic Impact Study for the proposed development. This is addressed in Stipulation Nos. 3 through 7.

21. The Public Works Department, Floodplain Management Division determined the site is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 1740L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013. The Public Works Department provided Stipulation No. 8 to require the applicant follow and document all necessary processes and improvements.

22. The Aviation Department requires the existence and operational characteristics of Phoenix Sky Harbor Airport be disclosed to future owners and tenants. This is addressed in Stipulation No. 9.

23. The Fire Department commented that the site plan and fire hydrants must comply with the Phoenix Fire Code. Further, the Department commented that they do not know the water supply at this site and recommended the installation of an Emergency Responder Radio Coverage System.

## OTHER

24. 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. This is addressed in Stipulations Nos. 10 through 12.

25. 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 preliminary site plan approval. This is addressed in Stipulation No. 13.
26. 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 development is consistent with the General Plan Land Use Map designation of Commercial.
2. The proposal advances the vision and recommendations contained in the Uptown Transit Oriented Development Policy Plan and will create strong pedestrian environments along Central Avenue, Coolidge Street, and the Grand Canal with the provision of commercial space, shaded and detached sidewalks along Central Avenue and Coolidge Street, and ground floor residential oriented towards the Grand Canal.
3. The proposal will create additional housing options in line with the Housing Phoenix Plan's goal of preserving or creating 50,000 housing units by 2030.

### **Stipulations**

1. An updated Development Narrative for the Forty600 PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped May 25, 2023, as modified by the following stipulations:
  - a. Front cover: Revise the submittal date information on the bottom to add the following: Hearing draft submittal: May 25, 2023; City Council adopted: [Add adoption date].

- b. Page 11, Development Standards, Parking: Add the following language to this section: A minimum of 9 parking spaces shall include EV Installed infrastructure.
  - c. Page 13, Design Guidelines, B. Landscape: Add the following language to this section: 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.
- 2. The developer and the City must agree to enter into an agreement wherein the developer will make a single \$250,000 donation to the City of Phoenix Developer Deposit Account prior to final site plan approval to construct improvements along the Grand Canal between Central Avenue and 3rd Avenue, as approved by the Planning and Development Department.  
  
If it is not possible for the City to reach an agreement with the necessary jurisdictional partners such as the Salt River Project after 5 years from the date of deposit, the funds shall be transferred to the Housing Department to fund the development of affordable housing in the District 4 City Council District.
- 3. The applicant shall submit a Traffic Impact Study/Statement to the City for this development. The developer shall be responsible for cost and construction of all mitigation identified through the analysis. No preliminary approval of plans shall be granted until the study is reviewed and approved by the Street Transportation Department.
- 4. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
- 5. A minimum of 25 feet of right-of-way shall be dedicated along the south half of Coolidge Street, as approved by the Planning and Development Department.
- 6. Detached sidewalk streetscapes must be located within right-of-way or an appropriate sidewalk easement, as approved by the Street Transportation Department.
- 7. The developer shall underground existing electrical utilities within the public right-of-way that are impacted or, to be relocated as part of this project. Coordinate with the affected utilities company for their review and permitting.

8. This parcel is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 1740L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013. The following requirements shall apply, as approved by the Planning and Development Department:
  - a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.
  - b. A copy of the Grading and Drainage Plan needs to be submitted to the Floodplain Management section of Public Works Department for review and approval of Floodplain requirements.
  - c. The developer shall provide a FEMA approved CLOMR-F or CLOMR prior to issuance of a Grading and Drainage permit.
9. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.
10. If determined necessary by the Phoenix Archeology 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 Archeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.
11. If Phase I data testing is required, and if, upon review of the results from Phase I data testing, the City Archeologist, in consultation with a qualified archeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archeological data recovery excavations.
12. In the event archeological 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 Archeologist, and allow time for the Archeology Office to properly assess the materials.

13. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

**Writer**

Nick Klimek

Samuel Rogers

June 15, 2023

**Team Leader**

Racelle Escolar

**Exhibits**

Zoning sketch map

Aerial sketch map

Conceptual Site Plan date stamped May 31, 2023

Conceptual Building Elevations date stamped May 31, 2023 (2 pages)

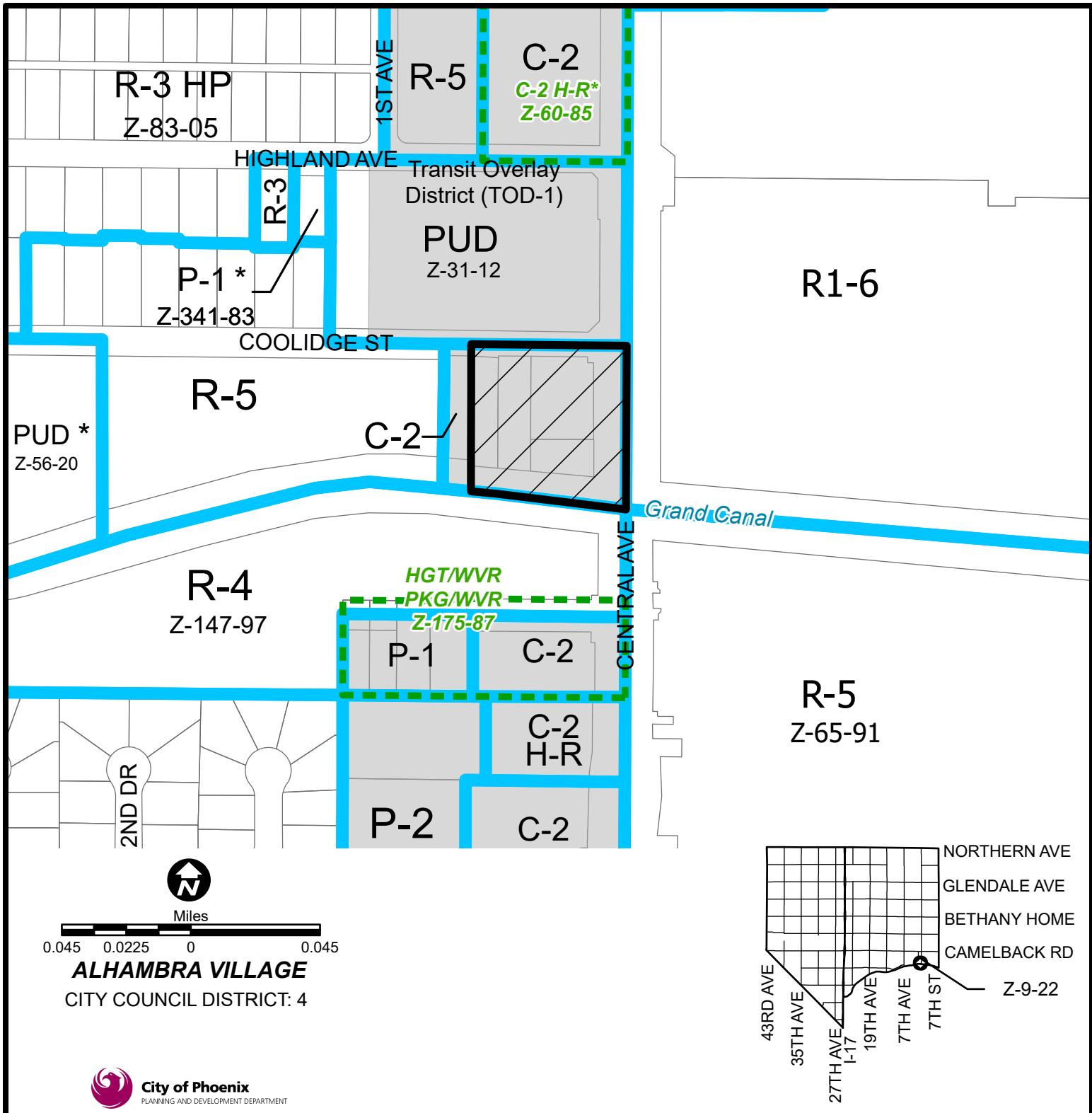
Conceptual Renderings date stamped May 31, 2023 (3 pages)

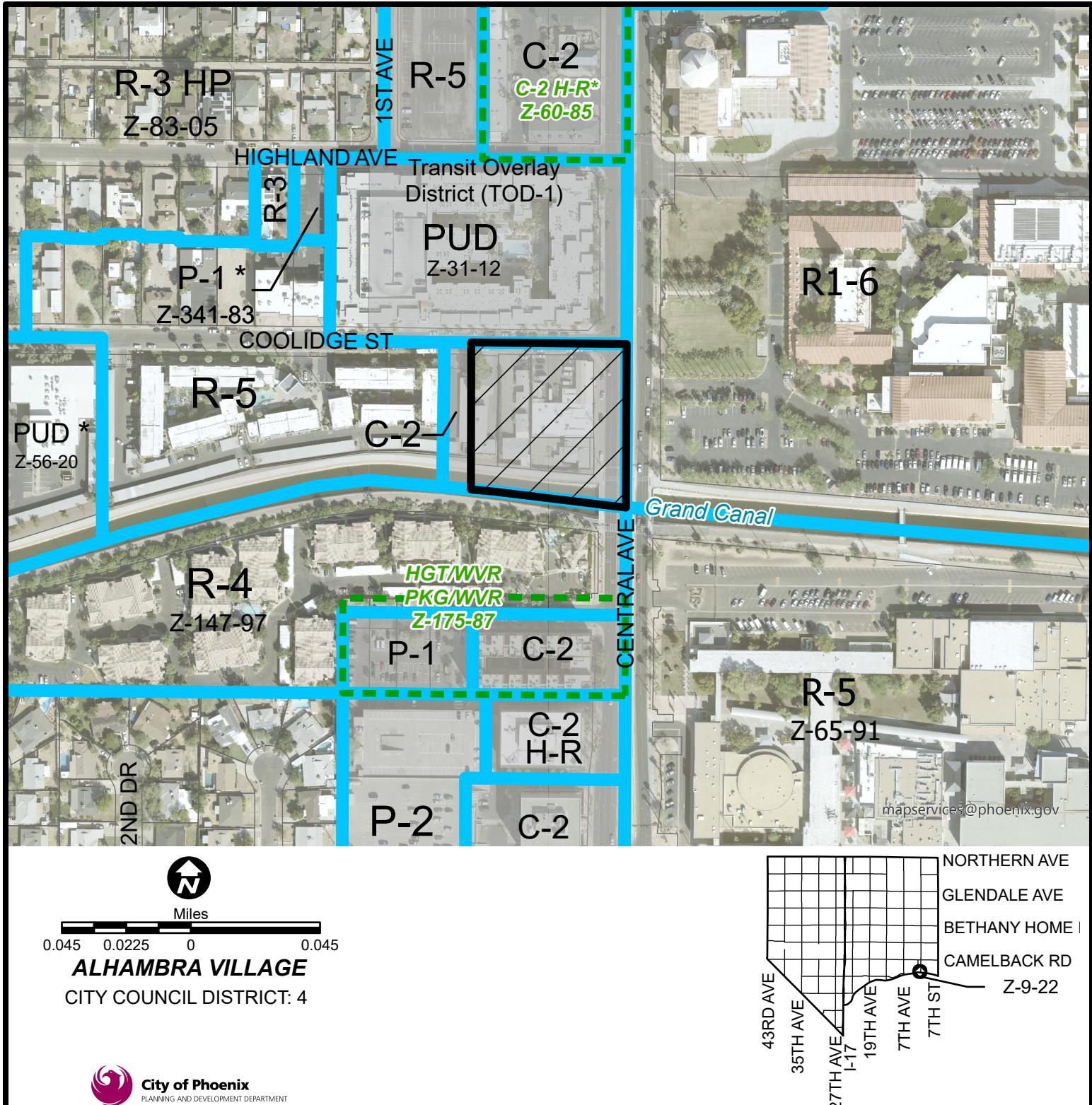
Conceptual Landscape Plan date stamped May 31, 2023

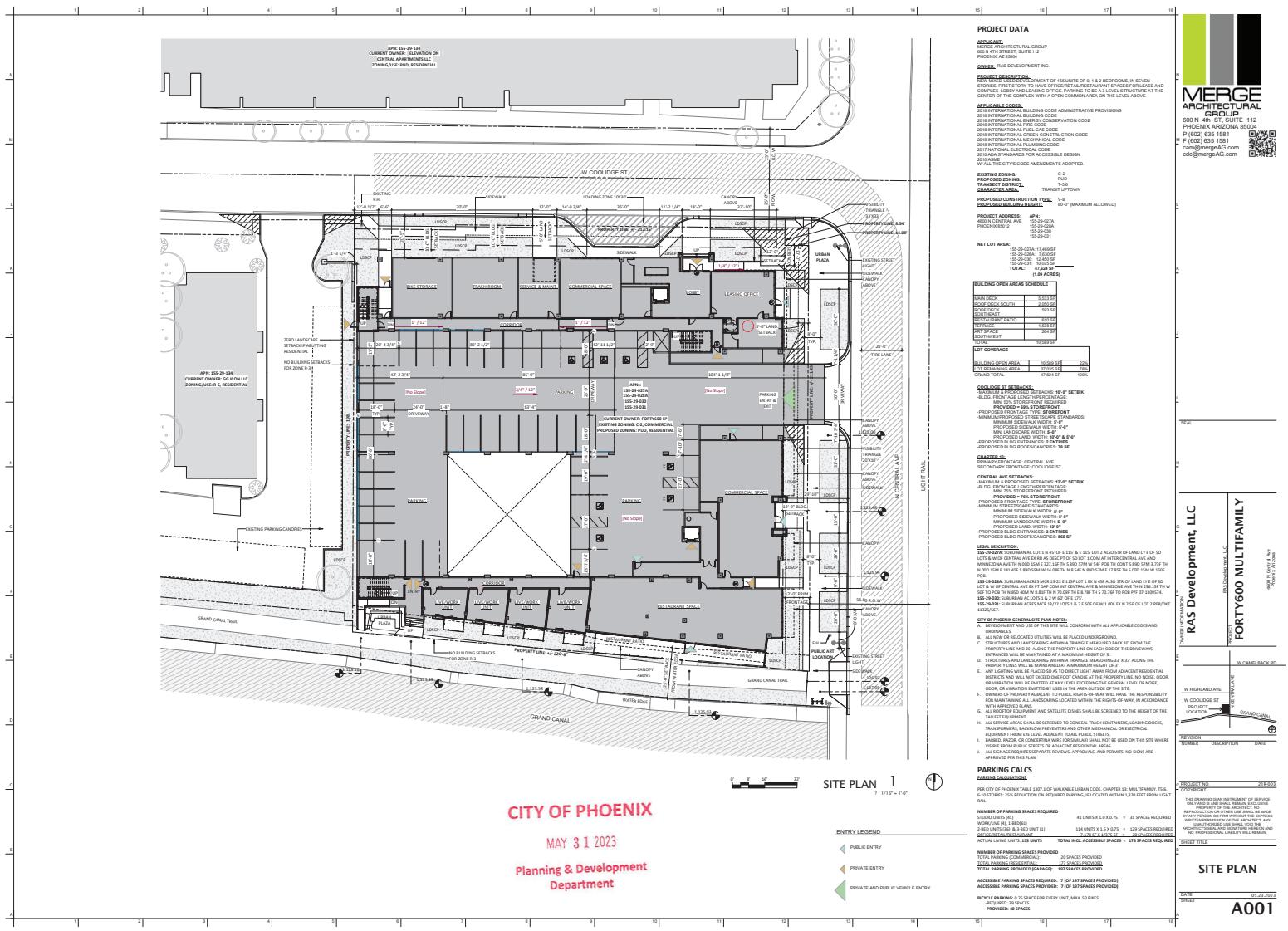
Conceptual Canal Stepback Exhibit date stamped May 31, 2023

Community Correspondence (2 pages)

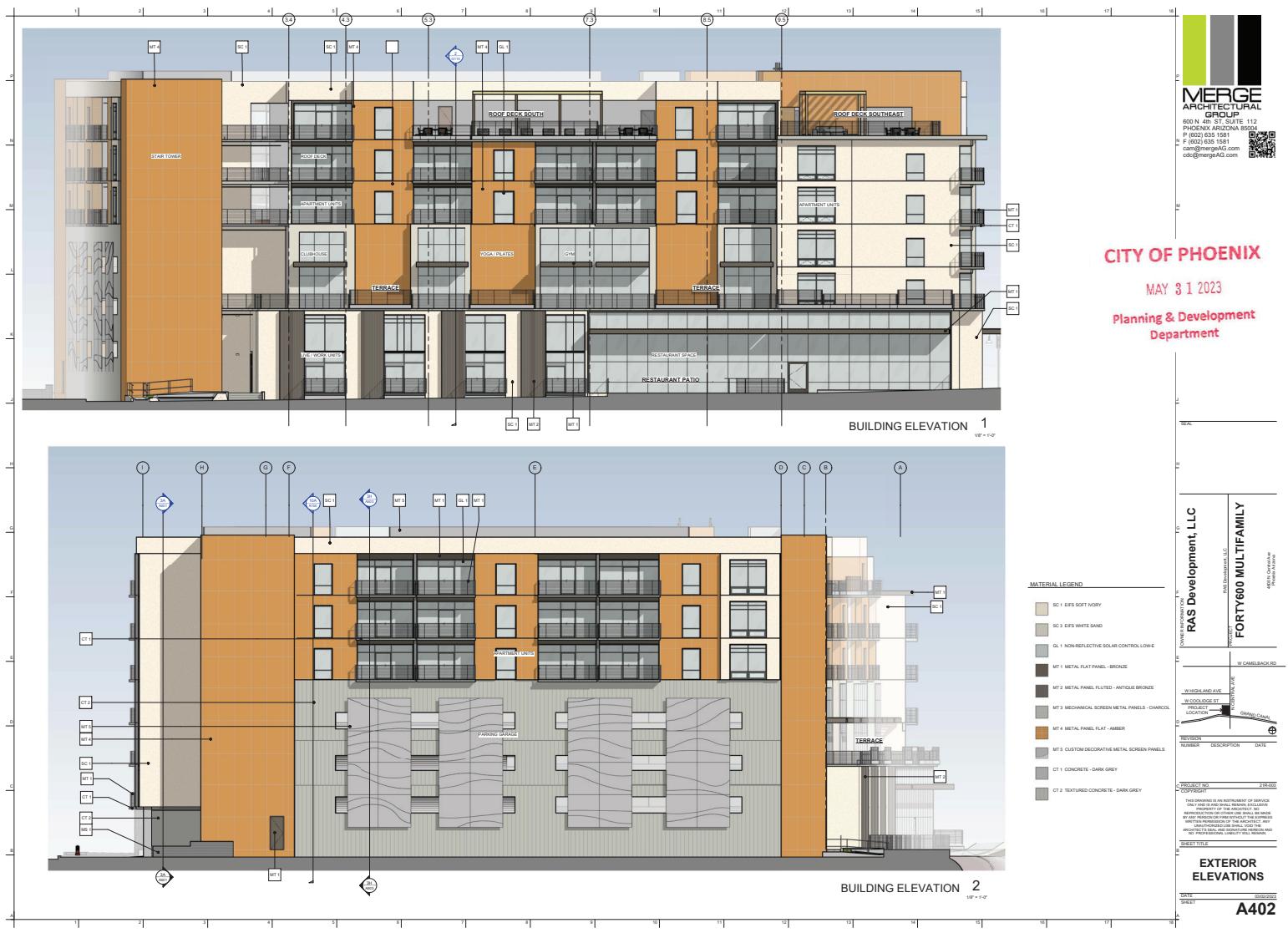
[Forty600 PUD](#) development narrative date stamped May 31, 2023











CITY OF PHOENIX

MAY 31 2023

Planning & Development  
Department



CITY OF PHOENIX

MAY 31 2023

Planning & Development  
Department

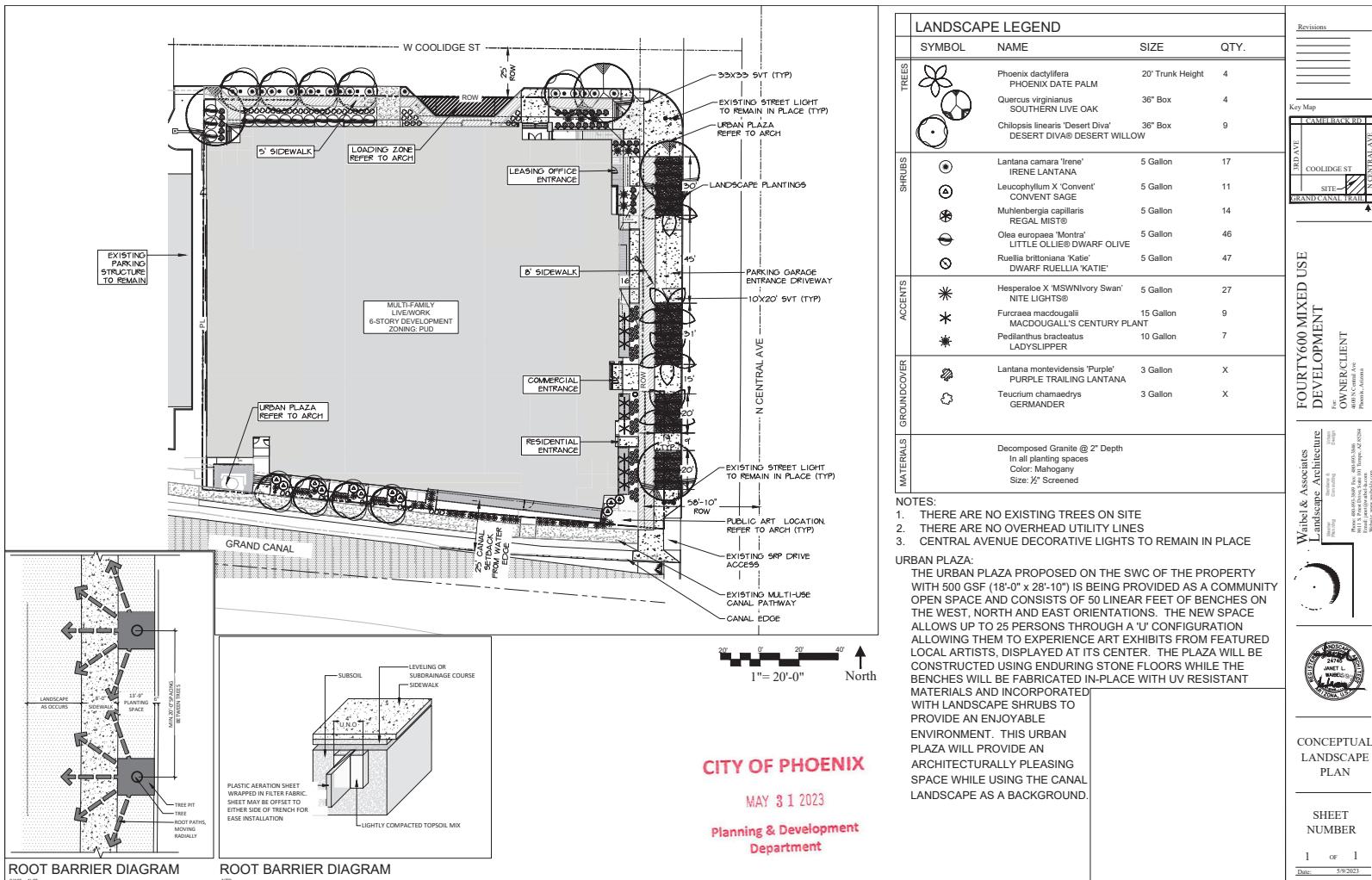


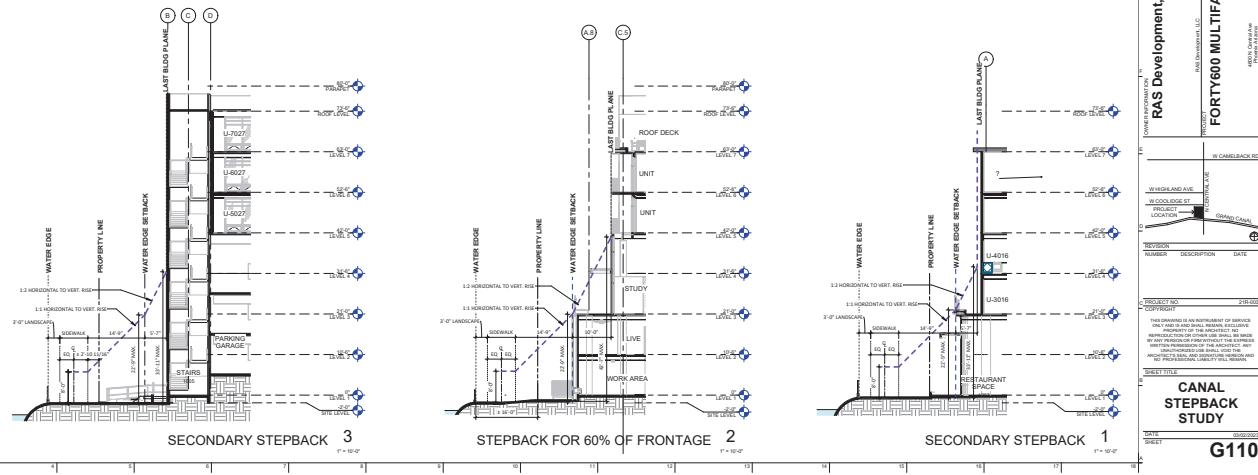
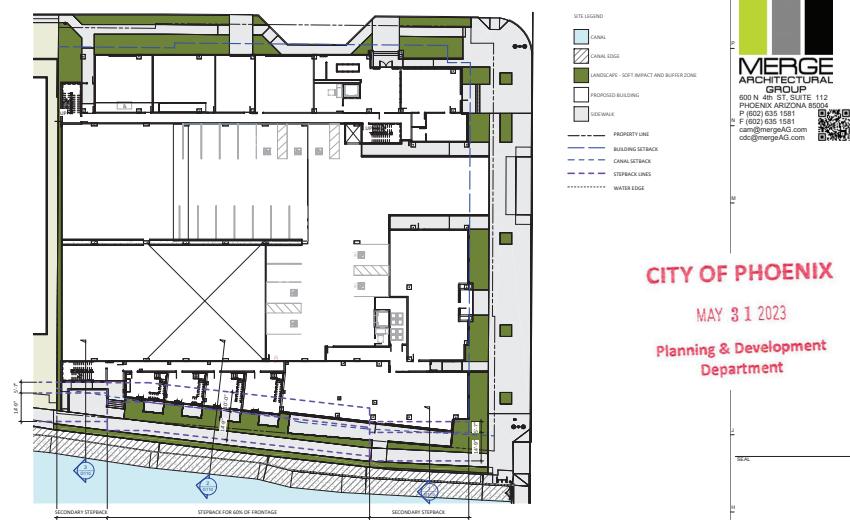
CITY OF PHOENIX

MAY 31 2023

Planning & Development  
Department







**From:** [Jeremy Thacker](#)  
**To:** [Edward.Hermes@gmail.com](mailto:Edward.Hermes@gmail.com); [sc@champion-pr.com](mailto:sc@champion-pr.com); [nrrphx@gmail.com](mailto:nrrphx@gmail.com); [Nick Klimek](#); [Council District 4](#); [DIANE L MIHALSKY](#); [Dillon Hall](#); [Kristin Lissom](#)  
**Subject:** Forty600 Central Development  
**Date:** Monday, March 14, 2022 6:58:35 PM

---

Councilmember Pastor, Neighbors, and Friends,

I just attended the community meeting for Forty600 Central Ave presented by Ben Tate at Withey Morris. The development is proposed on the property located at Hinkley Lighting's location. It's a 7 story tower with retail on the bottom and luxury apartments above.

They are seeking a zoning of PUD as WUC is too restrictive. Overall, the project is a decent representation of what is planned along Central with one MAJOR CAVEAT.

They've offered no plan to help with the overall traffic along Central. Additionally, the specific traffic of the development is being redirected from Peirson Place to Carnation via Campbell.

Learning from the 3rd Ave & Canal disaster, this development will have only one entrance and exit both located on Central. Ben described this as a positive for all Pierson Place residents stating no increased traffic on Coolidge as all traffic will turn south and then wherever they are headed from there.

Much like the Ben Stiller movie where Jack Black created a spray that made dog poop disappear, just because you can't see the poop anymore doesn't mean it disappeared. Roughly half of the traffic leaving the development will be heading north or west, forcing them to u-turn or turn right on Campbell, neither of which is an acceptable scenario under current conditions. Proposing to alleviate traffic of Peirson Place and Coolidge by dumping it on Campbell and Carnation is not a solution of any kind. It's just moving the dog poop from their yards to ours.

In fairness, you can't blame the scorpion for being a scorpion. The real issue lies at the City who is responsible for a whole-istic look at development effects on traffic and Livability. While this development reasonably meets the TOD plans, the missing component is the upgrades streets and transportation Infrastructure promised. The original approved plan had 3rd St continuing around the park offering through to 7th St, drop off for Central High School and alternative routes for local traffic.

As it stands today, intersections on Central at Indian School and Camelback are rated 'F' by traffic studies. As of today, around 4000 units are at some stage of development between those 3 streets and 3rd Ave. This will effectively triple the amount of residents in this half mile block. What grade is 3x worse than an 'F'?

6000 students attend school within a half mile of Indian School Park. We are setting ourselves up for a disaster that nobody will be able to say they didn't see coming.

Ben described the issues we are facing as "growing pains". I respectfully disagree as growing pains implies growing out of the pain. The likely outcome of believing this will naturally fix itself is permanent dysfunction and affliction.

Due to the disparate and segmented neighborhoods being broken into tiny sections divided among districts, villages, and subcommittees, we have no singular voice like Encanto or Coronado despite our community having significantly more development under way than either. We don't have a single member on the Encanto Village Planning Committee.

Right now is the last chance we have to ensure Uptown is not just filled with developments but livable and desirable for decades to come. We can't allow the fate of our homes and lives be dictated by the desires of developers. If we do, none of us should be surprised by the scars left by the scorpions.

Due to the disparate and segmented neighborhoods being broken into tiny sections divided among districts, villages, and subcommittees, we have no singular voice like Encanto or Coronado despite our community having significantly more development under way than either. We don't have a single member on the Encanto Village Planning Committee.

I'd love to hear others ideas on how we can solve this. I'll propose a couple of issues before we even look at actual solutions.

- 1) EVPC Representation - We should have, at least, 2 members from our neighborhood considering 7 vacancies exist.
- 2) Uptown United - We need all of the dozen or so smaller groups impacted by intersections at Central and Indian School and Camelback (7th to 7th and Clarendon to Missouri) to become one unified voice that is able to be heard rather than a bunch of small whispers.

Once we've got representation and access to leadership, we can then begin discussions on how to solve these issues. It's not my intention to be overly dramatic as I realize these are first world problems. With that said, it's our world and if we don't protect it, others will destroy it.

P.S. I don't think Ben Tate is a scorpion. He's always been nice to me and responsive. Just didn't have a better analogy.

Jeremy Thacker  
(480) 410-1923