



Village Planning Committee Meeting Summary Z-15-26-2

Date of VPC Meeting	April 7, 2026
Request From	S-1 DRSP
Request To	R1-6 DRSP
Proposal	Single-family residential
Location	Southwest corner of 56th Street and Ranger Drive
VPC Recommendation	Denial
VPC Vote	6-4

VPC DISCUSSION:

Fourteen members of the public registered to speak on this item, in opposition or with concerns. Three members of the public registered to speak on this item, in favor, with concerns. Two members of the public registered in opposition but did not wish to speak.

Staff Presentation:

Adrian Zambrano, staff, provided an overview of Rezoning Case No. Z-15-26-2, including the location of the request, surrounding land uses and zoning, and the General Plan Land Use Map designation. Mr. Zambrano provided background on the Desert Ridge Specific Plan, noting that the request is consistent with the Desert Ridge Specific Plan. Mr. Zambrano summarized the proposal and displayed the site plan, elevations, and renderings. Mr. Zambrano stated that at the time the staff report was written, the request received one letter with concerns and three letters with general inquiries, and after the staff report was published, the request received one letter of support and two letters of opposition. Mr. Zambrano summarized the concerns. Mr. Zambrano then shared the staff findings and stated that staff recommends approval, subject to stipulations. Mr. Zambrano shared the recommended stipulations and upcoming hearing schedule.

Applicant Presentation:

Nick Wood, with Snell & Wilmer LLP, introduced himself and provided an overview of the site. Mr. Wood provided background on Ranger Drive and the surrounding context. Mr. Wood discussed the Desert Ridge Specific Plan, noting that the request for R1-6 is consistent with what the Desert Ridge Specific Plan calls for and that Development Parcel 4.L will end up being developed with less dwelling units than is permitted. Mr.

Wood noted that the request is consistent with the General Plan Land Use Map designation; thus, a General Plan Amendment is not required. Mr. Wood displayed and discussed the site plan, landscape plan, and renderings, noting that an abundance of open space is proposed. Mr. Wood discussed required street improvements. Mr. Wood stated that they have heard support from the community for the proposed single-family residential subdivision, but the community does not want Ranger Drive extended to 56th Street. Mr. Wood stated that the applicant does not have a choice of whether or not to extend Ranger Drive to 56th Street, noting that it is on the adopted Street Classification Map. Mr. Wood concluded by discussing the traffic trip generation and trip distribution of the proposed development.

Questions from Committee:

Committee Member Reginald Younger asked if he would have a conflict of interest since he is the president of the Desert Ridge Community Association. **Mr. Wood** responded that the statute says that a conflict of interest exists only if there is a personal financial interest in the outcome. Committee Member Younger expressed concerns with traffic, noting that there will be many future developments coming and creating bottlenecks. Committee Member Younger also expressed concerns with pedestrian safety along Ranger Drive. Committee Member Younger stated that the request seems too easy. Mr. Wood responded that the Desert Ridge Specific Plan has been planned and established since the 1990s. Mr. Wood noted that there have been many times in the past that his firm has come to request a change to the Desert Ridge Specific Plan. Mr. Wood stated that this time they are not requesting to change the Desert Ridge Specific Plan, which is why it is so easy. Mr. Wood stated that the proposed 234 dwelling units will not generate much traffic and there will be significant improvements made to help with traffic flow. Mr. Wood added that traffic is currently congested on Tatum Boulevard because there is no other way for residents to get in and out of their neighborhoods off of Ranger Drive. Committee Member Younger stated that there have been other builders that have promised parks or play areas for kids, which never came to fruition. Committee Member Younger asked if the builder is committed to building park areas. Mr. Wood responded affirmatively, noting that K. Hovnanian Homes is a national company and builds family-oriented communities.

Vice Chair Louis Lagrave stated that Ranger Drive is going through, no matter how many people speak for it or against it. Vice Chair Lagrave stated that the issue is how to make it work. Vice Chair Lagrave stated that JW Marriott submitted a request that two golf cart tunnels be constructed for the adjacent golf holes crossing Ranger Drive. Vice Chair Lagrave asked if the applicant has any suggestions on how to mitigate traffic speeds. Vice Chair Lagrave added that the building elevations do not look like Phoenix. **Mr. Wood** stated that there is a way that speed humps could be installed on Ranger Drive, but it would have to be supported by the community. Vice Chair Lagrave asked if tunnels could be installed for the golf holes, as requested by JW Marriott. Mr. Wood responded that they have not thought about it, noting that it would have to be engineered appropriately.

Chair Steven Bowser stated that with the amount of utilities that are involved, tunnels under Ranger Drive is likely out of the question financially. Chair Bowser stated that there is a process for installing traffic calming measures along streets with the City.

Committee Member George Birchby asked if it is a fair statement that a future proposal could request a much higher density than what is currently proposed. **Mr. Wood** responded affirmatively.

Committee Member Richard Carlucci asked what the Deer Valley Drive improvements would look like. **Mr. Wood** responded that the entire southern half street would be constructed from 40th Street to Tatum Boulevard, which would add additional lanes. Committee Member Carlucci asked if it would include a turning lane. Mr. Wood responded affirmatively. Committee Member Carlucci asked for clarification that there would only be a traffic signal installed but no street widening at the 56th Street and Pinnacle Peak Road intersection. Mr. Wood responded that he believes that is correct. Committee Member Carlucci asked for clarification that 56th Street adjacent to the site would be widened and would include three lanes on the west side of the street. Mr. Wood responded affirmatively. Committee Member Carlucci asked for clarification that Ranger Drive would be completed as well. Mr. Wood responded affirmatively. Committee Member Carlucci asked what the cost of these infrastructure improvements is. Mr. Wood responded that he does not know the exact number but noted that it is millions of dollars. Committee Member Carlucci asked if these infrastructure improvements would be required for whoever develops this site. Mr. Wood responded affirmatively. Committee Member Carlucci stated that one question that has been raised is why Ranger Drive cannot be gated to prevent cut-through traffic, noting that Ranger Drive to the west of Tatum Boulevard is gated. Mr. Wood responded that this section of Ranger Drive is identified as a public street and will be dedicated as such. Mr. Wood stated that the City does not gate public streets.

Chair Bowser asked if the off-site improvements are included as conditions of the Arizona State Land Department (ASLD) sale of the land. **Mr. Wood** responded affirmatively. Mr. Wood stated that when ASLD begins the process for a land auction, the City issues an infrastructure letter, which is part of the auction due diligence materials. Mr. Wood stated that the infrastructure letter advises that if a bidder buys land through an auction, certain public infrastructure improvements are required. Chair Bowser asked for clarification that the Street Transportation Department is trying to get ahead and require certain street improvements from other parcels, rather than waiting on the adjacent parcels to develop. Mr. Wood responded affirmatively.

Committee Member Jason Israel asked Mr. Wood to clarify Stipulation No. 23.d regarding the \$3 million in regional funding contribution. **Mr. Wood** responded that whoever the successful bidder is will take some time to get through the entitlement and permitting process. Mr. Wood stated that if Deer Valley Drive is already constructed or is going to be constructed by someone else by the time construction is ready to begin, then the regional funding contribution will be made.

Committee Member Younger stated that there was a lot of opposition when Black Mountain Boulevard was going to be constructed, and now that it is built, there is better traffic flow. Committee Member Younger asked if Ranger Drive would have a similar result, what the projected speed limit is, and how wide it would be. **Mr. Wood** responded that there would be two lanes and it would match the rest of Ranger Drive.

Public Comments:

Neal Peterson introduced himself as a nearby neighbor of 28 years in Desert Ridge, opposed to the project. Mr. Peterson stated that public hearing signs were not posted along Ranger Drive further west. Mr. Peterson stated that the public hearing signs that were posted only refer to the rezoning request and do not mention Ranger Drive. Mr. Peterson stated that there should have been more publicity for the Ranger Drive component. Mr. Peterson stated that most people did not receive a notice and were only able to be notified of the request by walking down Ranger Drive and seeing the public hearing signs. Mr. Peterson stated that Ranger Drive is beautifully designed and is a minor collector street, prioritizing neighborhood access. Mr. Peterson expressed concerns with pedestrian and bicyclist safety along Ranger Drive.

Rick Fields introduced himself as a nearby neighbor in the Toscana of Desert Ridge community, with concerns. Mr. Fields asked for clarification that the proposal is for single-family residential with 234 lots and would not be multi-family residential.

David Hurst introduced himself as a nearby neighbor in Desert Ridge, with concerns. Mr. Hurst stated that the neighborhoods east of Tatum Boulevard and north of Marriott Drive do not have any parks. Mr. Hurst stated that the proposal includes parks within the development, which is great; however, since it is a gated community, there will be no public access to the parks. Mr. Hurst suggested that the parks within the development be relocated along Ranger Drive and the lots along Ranger Drive be relocated to the prior location of the parks. Mr. Hurst expressed concerns with golfers for the adjacent golf course crossing of Ranger Drive. Mr. Hurst stated that all the other golf holes for the golf course have tunnels for golfers to cross underneath the street. Mr. Hurst stated that this should be a mandatory requirement for this development.

Claudia Garza introduced herself as a nearby neighbor of 25 years in Desert Ridge, in favor of the project, and opposed to the extension of Ranger Drive. Ms. Garza stated that Ranger Drive is not built for heavy traffic. Ms. Garza stated that Ranger Drive is a two-lane road that has a 30 miles per hour speed limit, that curves seven times, and that has 12 local streets that feed onto it. Ms. Garza expressed concerns with additional traffic on Ranger Drive. Ms. Garza expressed concerns with Ranger Drive being used for cut-through traffic and vehicle speeding if Ranger Drive is extended to 56th Street. Ms. Garza expressed concerns with noise from additional traffic, noting that the homes adjacent to the golf course can currently hear traffic noise inside the homes with all windows and doors closed.

Dee Proceller introduced herself as a nearby neighbor of 27 years in Desert Ridge, opposed to the project. Ms. Proceller stated that Desert Ridge is in gridlock north to

south and east to west. Ms. Proceller stated that Ranger Drive is a community street. Ms. Proceller expressed concerns with additional traffic and cut-through traffic on Ranger Drive if it is extended to 56th Street. Ms. Proceller expressed concerns with the lack of parks in the neighborhoods east of Tatum Boulevard. Ms. Proceller emphasized that the Desert Ridge community is for families and not for traffic.

John McNamara introduced himself as a nearby neighbor and president of the Expedition Point HOA in Desert Ridge, in favor of the project, with concerns. Mr. McNamara stated that he is a retired professional planner and has worked on Desert Ridge and master plans for over 20 years. Mr. McNamara stated that his HOA agrees with staff that the proposal is consistent with the permitted land uses and density within the Desert Ridge master plans. Mr. McNamara stated that the applicant has made a good effort on open space, amenities, pedestrian connectivity, walkability, and architectural design. Mr. McNamara encouraged the Committee and staff to hold the applicant to the proposed standards to ensure the best design. Mr. McNamara stated that two of their concerns were addressed by requirements from ASLD and the City, regarding the installation of a traffic signal at 56th Street and Pinnacle Peak Road and construction of the full width of Ranger Drive, connecting Ranger Drive on the other side of the golf course to 56th Street. Mr. McNamara stated that Ranger Drive currently functions as one of the nicest minor collector streets in the City of Phoenix, in terms of walkability and low vehicular speeds. Mr. McNamara stated that the community requests that this be maintained. Mr. McNamara stated that the section of Ranger Drive that goes through the golf course will need to be improved, since it has existed for many years with no traffic on it, and it is in bad shape. Mr. McNamara stated that a traffic signal must be installed at the intersection of 56th Street and Ranger Drive right from the beginning. Mr. McNamara added that golfers need a safe crossing across Ranger Drive, which could be accomplished with traffic calming measures.

Bart Fesperman introduced himself as a nearby neighbor in Desert Ridge, with concerns. Mr. Fesperman stated that his questions have been answered by the applicant. Mr. Fesperman stated that he was seeking clarity on the plans for Ranger Drive. Mr. Fesperman stated that Ranger Drive has been enjoyed as somewhat of a private street for many years; however, he understands the need to relieve traffic congestion. Mr. Fesperman stated that his only concern was the quality of the construction of Ranger Drive, and if it would be the same as the rest of Ranger Drive to the west. Mr. Fesperman added that golfer safety for the golf hole crossings along Ranger Drive is a valid concern.

Paul Cunningham introduced himself as a nearby neighbor of 27 years in Desert Ridge, opposed to the project. Mr. Cunningham stated that he lives a quarter mile from the entry to the proposed subdivision. Mr. Cunningham expressed concerns with golfer safety for the golf hole crossings on Ranger Drive, noting that tunnels should be constructed for safety. Mr. Cunningham expressed concerns with traffic and speeding on 56th Street, noting that vehicles may begin speeding on Ranger Drive. Mr. Cunningham suggested roundabouts to slow down traffic.

Bruce Milem introduced himself as a nearby neighbor in Desert Ridge, with concerns. Mr. Milem expressed concerns with traffic, speeding, and safety on Ranger Drive once connected to 56th Street. Mr. Milem stated that the singular entrance and exit from Tatum Boulevard onto Ranger Drive to access the existing communities to the west does concentrate traffic.

Victoria Garoukian introduced herself as a nearby neighbor in Desert Ridge, with concerns. Ms. Garoukian stated that the hearing notice states that the maximum number of units allowed would be increasing from 53 units to 346 units. Ms. Garoukian expressed concerns with there being no mention of the increase to 346 units. Ms. Garoukian expressed concerns with traffic, property values, pedestrian safety on Ranger Drive, and speeding on Ranger Drive. Ms. Garoukian expressed concerns with limited time for individuals to speak during public comment when the applicant and staff had additional time for their presentations.

Edward Michalosky introduced himself as a nearby neighbor in Desert Ridge, opposed to the project. Mr. Michalosky reiterated concerns with traffic congestion. Mr. Michalosky suggested that the zoning remain as S-1 and that the site be developed as a park.

Cheryl Polmatier introduced herself as a nearby neighbor in Desert Ridge, opposed to the project. Ms. Polmatier expressed concerns with the public hearing sign posting, noting that it was hidden within the desert landscape across the golf course, and not where the residents can see it further west on Ranger Drive. Ms. Polmatier stated that a majority of her neighbors did not receive the notice. Ms. Polmatier stated that there needs to be solutions for Ranger Drive. Ms. Polmatier expressed concerns with traffic and safety on Ranger Drive once it is connected to 56th Street. Ms. Polmatier expressed concerns with property values, noting that the proposed homes are on smaller lots compared to the rest of Desert Ridge.

Brandy Staab introduced herself as the resort manager for the adjacent property JW Marriott Phoenix Desert Ridge Resort & Spa, in favor of the project, with concerns. Ms. Staab stated that JW Marriott is not opposed to the proposal or the extension of Ranger Drive. Ms. Staab stated that their request is narrowly focused on safety and proportional mitigation for impacts that would be created by this proposal. Ms. Staab stated that Ranger Drive is currently closed for through-traffic and extending it to 56th Street would change traffic volume, speed, and driver behavior in a location where there is currently no traffic. Ms. Staab stated that this change would directly affect two established crossing points on the Faldo Golf Course between Holes 11 and 12 and between Holes 15 and 16, where approximately 36,000 golfers cross annually, in addition to daily crossings by grounds and maintenance staff, beverage carts, and player assistants. Ms. Staab stated that JW Marriott's request is that the approval of the rezoning case include a stipulation requiring the developer to construct two grade-separated tunnels under Ranger Drive to allow golfers and associates to cross safely. Ms. Staab stated that this solution already exists at the Palmer Golf Course, where three tunnels run under Ranger Drive. Ms. Staab stated that this solution separates vehicle and golf traffic and has proven to be the safest and most effective mitigation. Ms. Staab stated that signage

and flashing lights may reduce risk, but it does not eliminate it, particularly on streets with more traffic and higher speeds.

Brian Olson introduced himself as a nearby neighbor in Desert Ridge, opposed to the project. Mr. Olson expressed concerns with pedestrian safety. Mr. Olson stated that he would like to see what a traffic study would show if Ranger Drive was open to 56th Street. Mr. Olson expressed concerns with there being cut-through traffic on Ranger Drive to avoid the traffic signal. Mr. Olson stated that he is not opposed to Ranger Drive being extended to 56th Street, but he is concerned with traffic mitigation. Mr. Olson added that the design of the proposed homes does not seem to be compatible with the existing homes on the other side of the golf course.

Margaret Simmons-Cross introduced herself as a nearby neighbor of the adjacent Bella Monte at Desert Ridge community, opposed to the project. Ms. Simmons-Cross expressed concerns with the proposed density, noting that it does not seem compatible with other surrounding communities. Ms. Simmons-Cross stated that she is glad to see that there will be a shared-use path along 56th Street, which will replace the unofficial trail that people use across the property. Ms. Simmons-Cross expressed concerns with perimeter walls, noting that other surrounding developments have view fences, which also allows for passage of wildlife. Ms. Simmons-Cross expressed concerns with drainage.

Brian Compton introduced himself as a nearby neighbor in Desert Ridge since 1999, opposed to the project. Mr. Compton expressed concerns with Ranger Drive extending to 56th Street. Mr. Compton suggested an easement be granted to Marriott and that Ranger Drive be terminated at the east side of the golf course. Mr. Compton suggested an alternative for the site to be developed as open space for the community. Mr. Compton expressed concerns with cut-through traffic on Ranger Drive to avoid waiting at traffic signals.

Kathryn Swanson introduced herself as a nearby neighbor of the adjacent Bella Monte at Desert Ridge community, opposed to the project. Ms. Swanson expressed concerns with traffic and speeding. Ms. Swanson stated that just because this was the plan from the 1990s does not mean it still makes sense today.

Applicant Response:

Mr. Wood stated that the proposed number of dwelling units is only 234 units, and they will stick to that number, even though they could build more units based on what the R1-6 zoning district would allow. Mr. Wood stated that Ranger Drive is a minor collector street from 56th Street to Tatum Boulevard and it becomes a private street after Tatum Boulevard. Mr. Wood stated that the remainder of Ranger Drive would be constructed with a six-foot-wide detached sidewalk separated by an eight-foot-wide landscape area on both sides, with enhanced landscaping and 75 percent shade of the sidewalk, noting that it would be a better experience than what people experience on the remainder of Ranger Drive today. Mr. Wood stated that most of the time, applicants are requesting to change the zoning from what it was always anticipated to be. Mr. Wood stated that this

time, they are not requesting to change the zoning from what it was anticipated to be, noting that the permitted land uses and potential zoning were already planned and established in the Desert Ridge Specific Plan when people bought their homes in the area. Mr. Wood stated that Development Parcel 4.L will likely not reach the maximum number of units permitted, even when taking into account the remaining areas to be developed in Development Parcel 4.L. Mr. Wood stated that K. Hovnanian Homes is not trying to max out the property like most developers, reiterating that the proposed number of dwelling units is less than what the R1-6 zoning district would allow. Mr. Wood added that the minimum amount of open space required is five percent of the gross area of the site, and the proposed amount of open space is 26 percent. Mr. Wood stated that the open space is interior to the site and is gated, noting that past developers may have not provided this kind of open space for the other neighborhoods, but K. Hovnanian Homes does. Mr. Wood emphasized that K. Hovnanian Homes builds high-quality communities. Mr. Wood reiterated all the improvements that will be made as part of this development. Mr. Wood reiterated that the proposal is building less than what was originally anticipated and planned. Mr. Wood stated that the City notification requirements for hearing notice letters are for all property owners within 600 feet of the site, noting that they did 700 feet. Mr. Wood added that they sent notification letters to all neighborhood organizations registered with the City that are within one mile of the site, as required by the City. Mr. Wood added that the City provides applicants with the language to put on the hearing notice signs and provides the locations of where to post the signs. Mr. Wood reiterated that this is a single-family residential subdivision that will have view fencing, not a perimeter wall, and it was always anticipated to be built. Mr. Wood stated that it is not the developer's idea to build Ranger Drive, noting that it will be very expensive to build. Mr. Wood stated that the developer does not have a choice whether or not to build Ranger Drive. Mr. Wood added that Ranger Drive connecting to 56th Street has always been planned since the 1990s as part of the Street Classification Map. Mr. Wood stated that the improvements that will be made will create better conditions for traffic than the impact that the development would be creating.

Discussion:

Vice Chair Lagrave stated that the S-1 zoning district is considered a holding zoning district throughout the City, noting that the majority of land is initially given S-1 zoning and is rezoned before getting developed. Vice Chair Lagrave stated that the Village Planning Committee is a recommending body that can suggest changes, noting that the members are all volunteers. Vice Chair Lagrave added that the Committee is not in charge of notification requirements. Vice Chair Lagrave stated that there will likely be more traffic on Ranger Drive than most people think. Vice Chair Lagrave stated that there are issues with cut-through traffic in other areas. Vice Chair Lagrave stated that there needs to be traffic mitigation on Ranger Drive. Vice Chair Lagrave stated that he is in favor of the tunnels under Ranger Drive for the Faldo Golf Course. Vice Chair Lagrave suggested roundabouts also be installed for traffic mitigation. Vice Chair Lagrave expressed enthusiasm for the traffic signal at 56th Street and Pinnacle Peak Road, noting that the majority of the Committee members have written to the City to request that this traffic signal be installed.

Committee Member Barbara Reynolds asked if there will be a brick wall, view fencing, or partial view fencing along the golf course. **Mr. Wood** responded that it will be wrought iron view fencing. Committee Member Reynolds stated that the golf course tunnels should be considered, since there are approximately 36,000 golfer crossings annually over Ranger Drive. Committee member Reynolds suggested that JW Marriott could pay part of the expenses for the tunnels.

Chair Bowser stated that with underground utilities, it could get very expensive to build these tunnels.

Mr. Zambrano stated that staff would have concerns with adding this stipulation, since it involves improvements on another property that is not owned by this developer.

Vice Chair Lagrave stated that the property is owned by JW Marriott, who asked for the stipulation, noting that it would not be an issue.

Committee Member Reynolds asked if Ranger Drive has to go all the way through. **Chair Bowser** responded that the Street Classification Map shows it as a through minor collector street. Committee Member Reynolds stated that there should be some kind of traffic calming on Ranger Drive.

Committee Member Carlucci stated that the developer is not purchasing the property on the golf course. Committee Member Carlucci stated that JW Marriott could fund the golf course tunnels. Committee Member Carlucci stated that the developer will already be installing a significant amount of infrastructure, especially in other critical areas that are not directly adjacent to the site. Committee Member Carlucci stated that he would not be opposed to someone installing the golf course tunnels, but it does not seem appropriate to require this developer to install them, given all the other contributions for infrastructure improvements. Committee Member Carlucci stated that there are many traffic mitigation measures that can be considered for Ranger Drive, but it does not seem appropriate for this proposal.

Vice Chair Lagrave disagreed. Vice Chair Lagrave stated that the south side of Deer Valley Drive has much less to do with this project than Ranger Drive does. Vice Chair Lagrave asked if the developer will also be buying the land on the south side of Deer Valley Drive. **Mr. Wood** responded that ASLD already made a dedication for the south side of Deer Valley Drive. Mr. Wood stated that if this development is built before any development on the south side of Deer Valley Drive, then this developer would be responsible for widening Deer Valley Drive. Mr. Wood stated that if another developer develops the land on the south side of Deer Valley Drive before this proposed development is built, then this developer would be responsible for contributing \$3 million in regional funding. Mr. Wood added that they cannot be relieved of this requirement to use those funds to install golf course tunnels under Ranger Drive instead.

Committee Member Birchby asked for clarification that the requested golf course tunnels would be on JW Marriott's property. **Mr. Wood** responded that the tunnel would

partially be underneath the public right-of-way, noting that the Street Transportation Department would have to agree to this. Mr. Wood added that the entrance and exits of the tunnels would be on JW Marriott's property. Committee Member Birchby asked Mr. Wood to discuss community outreach that has been done. Mr. Wood responded that a neighborhood meeting was held, and notice letters of the meeting were sent to all property owners within 700 feet of the site, and all registered neighborhood organizations within one mile of the site. Mr. Wood added that they also went knocking on doors within any non-gated communities.

Committee Member Gary Kirkilas asked what the Committee and the developer can do to mitigate issues on Ranger Drive, such as if a roundabout can be constructed. **Chair Bowser** responded that ASLD, the Street Transportation Department, and the applicant would not want to be involved with the golf course tunnels. Chair Bowser added that there is not enough right-of-way for a roundabout, noting that it has to be a certain size to allow for one. Chair Bowser stated that the answer would be traffic calming measures. Chair Bowser encouraged the community to engage with their City Council member to see if traffic calming measures can be installed on Ranger Drive. Chair Bowser stated that his neighborhood had traffic calming measures installed on Ramuda Drive, which is the same street classification. Committee Member Kirkilas asked if traffic calming could be included in the stipulations. Chair Bowser stated that it is probably a reasonable stipulation.

Committee Member Carlucci asked if traffic calming measures could be imposed further west on Ranger Drive. **Chair Bowser** responded that for this development, it would likely only be applicable to the portion of Ranger Drive adjacent to the site. Chair Bowser added that further west, the community should engage with their City Council member to install traffic calming measures on Ranger Drive down to Tatum Boulevard.

Vice Chair Lagrave stated that the Verdin development was required to install many off-site improvements, noting that off-site traffic calming should be able to be stipulated for Ranger Drive further west. Vice Chair Lagrave suggested bridges over the golf course paths as another solution.

Chair Bowser stated that the City of Phoenix Street Transportation Department would have to approve any modifications to Ranger Drive since it would be within their right-of-way.

Committee Member Younger asked if it is a possibility to eliminate the Ranger Drive extension to 56th Street. **Mr. Zambrano** responded that the only way to eliminate the extension of Ranger Drive to 56th Street would be through a Street Classification Map Amendment, which is processed as a General Plan Amendment. Mr. Zambrano stated that a General Plan Amendment is not the subject of this request.

Committee Member Birchby asked who paid for the installation of the existing tunnels for the Palmer Golf Course between Holes 11 and 12. **Ms. Staab** responded that Marriott did. Ms. Staab stated that the resort created the condition that necessitated this

mitigation. Ms. Staab stated that the need is arising only if Ranger Drive is opened to 56th Street.

Vice Chair Lagrave asked if there could be one tunnel installed instead of two for the Faldo Golf Course crossing. **Ms. Staab** responded that both would be needed since they are two different holes. Vice Chair Lagrave stated that the same result could likely be achieved with one tunnel across the fairway.

MOTION #1 – Z-15-26-2:

Vice Chair Lagrave made a motion to recommend approval of Z-15-26-2, per the staff recommendation, with additional stipulations to require the developer to construct one tunnel for the adjacent Faldo Golf Course golf hole crossings on Ranger Drive, and two traffic calming measures to be installed on Ranger Drive as decided by the City.

Committee Member Reynolds seconded the motion.

VOTE #1 – Z-15-26-2:

1-9; the motion to recommend approval of Z-15-26-2, per the staff recommendation, with additional stipulations failed with Committee Member Lagrave in favor and Committee Members Barto, Birchby, Carlucci, Israel, Kirkilas, Nowell, Reynolds, Younger, and Bowser opposed.

MOTION #2 – Z-15-26-2:

Committee Member Birchby made a motion to recommend approval of Z-15-26-2, per the staff recommendation, with an additional stipulation for traffic calming measures to be installed along Ranger Drive, as deemed appropriate by the City. **Vice Chair Lagrave** seconded the motion.

VOTE #2 – Z-15-26-2:

3-7; the motion to recommend approval of Z-15-26-2, per the staff recommendation, with an additional stipulation failed with Committee Members Birchby, Israel, and Bowser in favor and Committee Members Barto, Carlucci, Kirkilas, Nowell, Reynolds, Younger, and Lagrave opposed.

Discussion:

Committee Member Kirkilas asked if it is possible to have more discussion about Ranger Drive at a later date. **Chair Bowser** stated that the Committee has to pass some kind of motion, either for approval, denial, or a continuance.

MOTION #3 – Z-15-26-2:

Committee Member Carlucci made a motion to recommend approval of Z-15-26-2, per the staff recommendation. **Committee Member Birchby** seconded the motion.

VOTE #3 – Z-15-26-2:

5-5; the motion to recommend approval of Z-15-26-2, per the staff recommendation failed with Committee Members Barto, Birchby, Carlucci, Israel, and Bowser in favor and Committee Members Kirkilas, Nowell, Reynolds, Younger, and Lagrave opposed.

Discussion:

Chair Bowser stated that he thinks a motion for a continuance would be doing the community a disservice, noting that this will go to the Planning Commission next month, and then will go to City Council for the final determination. Chair Bowser stated that the point of the Committee's recommendation is to provide community feedback to the Planning Commission, noting that a motion for a continuance may not do that.

Committee Member Kirkilas asked for clarification that a motion for a continuance would basically be a lost opportunity for providing input. **Chair Bowser** responded that in his opinion he believes so.

MOTION #4 – Z-15-26-2:

Vice Chair Lagrave made a motion to recommend denial of Z-15-26-2. **Committee Member Younger** seconded the motion.

VOTE #4 – Z-15-26-2:

6-4; the motion to recommend denial of Z-15-26-2 passed with Committee Members Barto, Kirkilas, Nowell, Reynolds, Younger, and Lagrave in favor and Committee Members Birchby, Carlucci, Israel, and Bowser opposed.

STAFF COMMENTS REGARDING VPC RECOMMENDATION:

Staff has no comments.



Village Planning Committee Meeting Summary Z-15-26-2

Date of VPC Meeting	June 2, 2026
Request From	S-1 DRSP
Request To	R1-6 DRSP
Proposal	Single-family residential
Location	Southwest corner of 56th Street and Ranger Drive
VPC Recommendation	Approval, per the staff recommendation in Addendum A, with additional stipulations
VPC Vote	9-0

VPC DISCUSSION:

Seven members of the public registered to speak on this item but did not register in favor or in opposition. Four members of the public registered to speak on this item, in favor. Three members of the public registered in favor of this item but did not wish to speak. Two members of the public registered to speak on this item, in opposition.

Staff Presentation:

Adrian Zambrano, staff, provided an overview of Rezoning Case No. Z-15-26-2, including the location of the request, surrounding land uses and zoning, and the General Plan Land Use Map designation. Mr. Zambrano provided background on the Desert Ridge Specific Plan, noting that the request is consistent with the Desert Ridge Specific Plan. Mr. Zambrano summarized the proposal and displayed and discussed the revised site plan, the Ranger Drive exhibits, and elevations. Mr. Zambrano shared community input that has been received and summarized concerns. Mr. Zambrano then shared the staff findings and stated that staff recommends approval, subject to stipulations. Mr. Zambrano shared the recommended stipulations and upcoming hearing schedule.

Applicant Presentation:

Nick Wood, with Snell & Wilmer LLP, introduced himself and provided an overview of how he has worked with the Phoenix City Council District 2 office, the Street Transportation Department, and the Planning and Development Department to come up with a solution for Ranger Drive since the last time the Committee heard this case. Mr. Wood displayed a context aerial image and a site aerial image, noting that Ranger Drive

to the west of the site is paved but is closed off with barricades. Mr. Wood stated that since this portion of Ranger Drive is closed off, no one can cross the golf course crossings over Ranger Drive. Mr. Wood displayed the existing and proposed zoning map. Mr. Wood displayed the Desert Ridge Specific Plan and Development Parcel 4.L and discussed the size, permitted uses, density range, maximum number of units, and potential zoning to be applied. Mr. Wood shared the existing dwelling units, proposed dwelling units, maximum permitted dwelling units, and remaining dwelling units permitted in Development Parcel 4.L. Mr. Wood displayed the General Plan Land Use Map, noting that the request is consistent with the designation. Mr. Wood displayed and discussed the original site plan and the revised site plan. Mr. Wood discussed offsite improvements required. Mr. Wood displayed and discussed the revised secondary access from Ranger Drive and the Doug Dickson Memorial Park. Mr. Wood then discussed the revisions to the stipulations regarding Ranger Drive. Mr. Wood shared how the Capital Improvement Plan works. Mr. Wood stated that the existing barricades for Ranger Drive to the west will be left up, per the Street Transportation Department.

Questions from Committee:

Committee Member George Birchby asked how members of the public will access the public park if the barricades are left up on Ranger Drive to the west. **Mr. Wood** responded that they would have to walk. Committee Member Birchby asked where they would leave their vehicles if they are driving there, noting that the area by the barricades is marked as a no parking area. Committee Member Birchby added that it seems counterintuitive to leave the barricades up when the purpose of the cul-de-sac is for emergency vehicle turnaround. Mr. Wood responded that the Street Transportation Department manages their right-of-way and has decided to leave the barricades up for now. Committee Member Birchby thanked Mr. Wood for the work he has done on this case.

Committee Member Richard Carlucci asked for clarification that the required offsite improvements remain the same as the last time that the Committee heard this case. **Mr. Wood** responded affirmatively. Committee Member Carlucci asked for clarification that the development will not be constructing the connection of Ranger Drive to 56th Street and that it may be funded and constructed by the City in the future if determined necessary through a future budget approval, which will be subject to a separate public process. Mr. Wood responded affirmatively.

Committee Member Reginald Younger thanked the applicant for making concessions and for the additional work that has been done on this case. Committee Member Younger asked if the Doug Dickson Memorial Park would be a City of Phoenix owned park. **Mr. Wood** responded that it would not be. Mr. Wood stated that it would be privately owned and maintained but will be open to the public. Committee Member Younger asked which HOA would be responsible for the park maintenance. Mr. Wood responded that it would only be this development's HOA responsibility. Committee Member Younger asked for clarification that the park maintenance responsibility does not fall onto the existing homes or onto the Desert Ridge Community Association. Mr. Wood responded that it does not.

Committee Member Gary Kirkilas asked how the discussions with JW Marriott went regarding the golf course crossings. **Mr. Wood** responded that they met with the ownership and management and they were very appreciative of this solution.

Chair Steven Bowser asked if the applicant would be open to the additional engagement for the future construction of Ranger Drive west of the subject property including an informational presentation to the Desert View Village Planning Committee. **Mr. Wood** responded that he thinks this is a great addition to the stipulation. Chair Bowser asked for clarification that the applicant has no issues with this addition. Mr. Wood responded that he does not.

Public Comments:

Al Carrino introduced himself as a nearby neighbor, opposed to the connection of Ranger Drive to 56th Street. Mr. Carrino expressed concerns with cut-through traffic, safety, and character of the community. Mr. Carrino shared the intent of the local street network in the Desert Ridge Specific Plan and the City's neighborhood policy. Mr. Carrino stated that many residents are not opposed to the proposed development. Mr. Carrino stated that the residents' opposition is to the Ranger Drive extension to 56th Street.

Claudia Garza introduced herself as a nearby neighbor, in favor of the project. Ms. Garza stated that she does not have a concern with the proposed development, noting that it is compatible with the surrounding development. Ms. Garza stated that she does have an issue with the extension of Ranger Drive. Ms. Garza stated that leaving up the existing barricades on Ranger Drive is good, but it counteracts the purpose of the cul-de-sac. Ms. Garza stated that emergency vehicles have not had an issue with turning around on Ranger Drive since the neighborhoods to the west have been built. Ms. Garza expressed concerns with Ranger Drive still connecting to 56th Street in the future.

Danny Mazza introduced himself as a resident of Council District 2 and a candidate for Phoenix City Council, in favor of the project. Mr. Mazza stated that the project looks good, but Ranger Drive should not connect to 56th Street. Mr. Mazza stated that if he were elected to the Phoenix City Council and this were to come to his office, he would not be supportive of Ranger Drive connecting to 56th Street. Mr. Mazza stated that K. Hovnanian Homes has done a great job with other developments throughout the City of Phoenix.

Linsay Miller introduced herself as a nearby neighbor, in favor of the project. Ms. Miller stated that many of the residents that are in support of the Ranger Drive connection to 56th Street are not showing up to meetings because they knew it was always supposed to happen. Ms. Miller stated that it was part of the General Plan and part of the required infrastructure of the area. Ms. Miller stated that they knew this when they bought their home. Ms. Miller stated that their silence has been mistaken as indifference or consent to change. Ms. Miller expressed concerns with safety, noting that there was recently a major accident at Tatum Boulevard and Pinnacle Peak Road that created a gridlock.

Ms. Miller stated that she could not get to her home from Ranger Drive for over an hour. Ms. Miller stated that if this occurred again, there would be no way for emergency services to get into their neighborhood. Ms. Miller added that there are many planned or upcoming auctions of surrounding State Trust Land and many planned developments that will all bring additional traffic congestion into the area. Ms. Miller noted that a study by the Maricopa Association of Governments estimates that there will be 100 percent growth in this area in the next 10 to 15 years and it highlights lack of connectivity, traffic congestion, and forced traffic flow levels. Ms. Miller asked for the Committee to reconsider opening the connection of Ranger Drive to 56th Street for the reasons previously mentioned.

Matt Mooney introduced himself as a nearby neighbor, opposed to the connection of Ranger Drive to 56th Street. Mr. Mooney stated that the temporary turnaround solution is just delaying the connection of Ranger Drive to 56th Street. Mr. Mooney stated that he does not believe the solution being offered is in the best interest of all the residents.

Brian Olson introduced himself as a nearby neighbor, opposed to the connection of Ranger Drive to 56th Street. Mr. Olson stated that he has not heard that the cul-de-sac would be temporary and is disappointed this was not brought to anyone's attention. Mr. Olson shared the intent of the collector and local street system in the Desert Ridge Specific Plan. Mr. Olson expressed concerns with the temporary solution and encouraged that Ranger Drive meet the intent of the Desert Ridge Specific Plan. Mr. Olson stated that residents are not opposed to the development itself. Mr. Olson stated that residents are concerned with safety of the community. Mr. Olson stated that the traffic signal at the intersection of 56th Street and Pinnacle Peak Road is much more critical for traffic in the area than Ranger Drive.

Neal Peterson introduced himself as a nearby neighbor, opposed to the project. Mr. Peterson expressed appreciation for community engagement, noting that he is now positive the word is out. Mr. Peterson stated that Ranger Drive is a winding street and it is safely designed. Mr. Peterson stated that the speed limit along Ranger Drive was originally 25 miles per hour, which was raised to 30 miles per hour. Mr. Peterson stated that Pinnacle Peak Road needs to be widened to help with the traffic congestion in the area.

Andrew Spillum introduced himself as a nearby neighbor, in favor of the project. Mr. Spillum stated that there is traffic congestion on Tatum Boulevard, and by forcing all the residents in the neighborhood out onto Tatum Boulevard from Ranger Drive, it causes a lot of traffic congestion. Mr. Spillum stated that the connection of Ranger Drive to 56th Street would provide some relief at the Tatum Boulevard and Ranger Drive intersection. Mr. Spillum expressed concerns with emergency response times with only one access point into the neighborhood from Tatum Boulevard. Mr. Spillum stated that there are alternatives to discourage cut-through traffic on Ranger Drive rather than eliminating the connection altogether. Mr. Spillum added that Pinnacle Peak Road being widened would also deter people from using Ranger Drive as an alternative route.

Brandy Staab introduced herself as the resort manager of the adjacent JW Marriott Phoenix Desert Ridge Resort & Spa. Ms. Staab expressed appreciation for the applicant's willingness to revisit the plan and come forward with this revised approach. Ms. Staab stated that this proposal is greatly preferred over opening Ranger Drive to 56th Street at this time. Ms. Staab stated that they would recommend that the existing barricades on Ranger Drive be left. Ms. Staab stated that should the barricades be removed, that there be a stipulation added for there to be signage for golf cart crossings, flashing beacons, speed control measures, and pavement markings. Ms. Staab stated that 36,000 golfers a year cross Ranger Drive.

Cheryl Polmatier introduced herself as a nearby neighbor, opposed to the connection of Ranger Drive to 56th Street. Ms. Polmatier stated that a homeowner's established access to a roadway is a constitutional protected property right, even when other access routes exist. Ms. Polmatier expressed concerns with safety and neighborhood character. Ms. Polmatier stated that it was not shared that the cul-de-sac would be a temporary solution. Ms. Polmatier expressed concerns with Ranger Drive connecting to 56th Street in the near-term.

Santo Graziano introduced himself as a nearby neighbor, opposed to the connection of Ranger Drive to 56th Street. Mr. Graziano expressed concerns with the five-year Capital Improvement Plan budget and the potential for the Ranger Drive connection to 56th Street to be revisited. Mr. Graziano stated that he is opposed to the Ranger Drive connection to 56th Street.

Steve Burns introduced himself as a nearby neighbor, member of the Desert Ridge Community Association Board of Directors, and member of the City of Phoenix Vision Zero Community Advisory Committee. Mr. Burns stated that there has been a lot of misinformation spread around, such as widening Ranger Drive with additional lanes. Mr. Burns expressed support for the proposed solution. Mr. Burns stated that the Azara development, north of Pinnacle Peak Road, is planned for 55,000 residences. Mr. Burns added that Desert Ridge is only about 45 percent built out. Mr. Burns stated that if the City allows Ranger Drive to not connect to 56th Street, there will be a problem once all the surrounding planned developments get built out and add additional traffic congestion onto the surrounding arterial streets. Mr. Burns stated that the temporary solution for Ranger Drive is a good alternative for the residents that do not want it to connect to 56th Street. Mr. Burns stated that he is not in support or in opposition to the proposal. Mr. Burns stated that he is in support of the infrastructure for Desert Ridge and for the City of Phoenix. Mr. Burns added that Superblock 8 of the Desert Ridge Specific Plan was recently sold, planned for an additional 4,200 residences to the area, which will add to traffic congestion in the area. Mr. Burns stated that the Ranger Drive connection may be necessary in 10 to 15 years when all the surrounding development is built out. Mr. Burns stated that the Street Transportation Department is also trying to find solutions for Pinnacle Peak Road between Tatum Boulevard and 56th Street. Mr. Burns stated that as a resident, he really likes the proposed plan.

Bryan Compton introduced himself as a nearby neighbor, opposed to the connection of Ranger Drive to 56th Street. Mr. Compton stated that Ranger Drive west of Tatum Boulevard was supposed to go through to 40th Street, noting that plans change.

Applicant Response:

Mr. Wood stated that the Street Classification Map is part of the General Plan and has been around for decades. Mr. Wood stated that the City amends the General Plan every 10 years and it is voted on by the voters. Mr. Wood stated that Ranger Drive ends at Tatum Boulevard on the Street Classification Map and it was always intended to end there. Mr. Wood stated that Ranger Drive has always been classified as a minor collector street to connect to 56th Street. Mr. Wood stated that he cannot change this, noting that it has been there for decades, and that is how it was always intended. Mr. Wood stated that the traffic engineers looked forward into the future, just as the General Plan does, and the Street Classification Map is based on development patterns which are out of his control. Mr. Wood stated that he worked with the City Council District 2 office, the Planning and Development Department, and the Street Transportation Department to come up with this solution. Mr. Wood stated that this is not a perfect solution but will provide a temporary solution that solves the problem today and will hopefully last long into the future. Mr. Wood stated that the decision of Ranger Drive connecting to 56th Street will be done by the Street Transportation Department with an analysis based on traffic patterns as they occur in the coming years. Mr. Wood stated that as more development is built out in Desert Ridge, it will bring additional traffic, and there will be a point for safety purposes that the Street Transportation Department will determine that Ranger Drive will need to connect to 56th Street. Mr. Wood added that if the decision is ever made for Ranger Drive to go through, it will be a public process. Mr. Wood reemphasized that Ranger Drive will have to connect to 56th Street sometime in the future. Mr. Wood stated that he cannot control the barricades but noted that they are up today. Mr. Wood stated that the project should not be denied over a street which they have no control over. Mr. Wood concluded that they have done the best they can to come up with a solution, even though it may be temporary.

Discussion:

Chair Bowser stated that the ultimate buildout of Pinnacle Peak Road per the Street Classification Map is a six-lane arterial street and a scenic corridor. Chair Bowser stated that widening Pinnacle Peak Road is driven by the development of the adjacent land, although it would be helpful to have now. Chair Bowser added that the Street Transportation Department is trying to advance as much infrastructure as possible. Chair Bowser stated that Pinnacle Peak Road will ultimately be a six-lane arterial street from Cave Creek Road to Scottsdale Road.

Committee Member Kirkilas suggested a future roundabout to minimize cut-through traffic when Ranger Drive is connected to 56th Street.

Vice Chair Louis Lagrave stated that the Street Transportation Department will go through public engagement when Ranger Drive is proposed to go through. Vice Chair Lagrave stated that this engagement process would be the time to request certain traffic

mitigation measures along Ranger Drive. Vice Chair Lagrave stated that this is not the perfect solution for anyone, but it gives the City some time to work it out before it goes through.

MOTION – Z-15-26-2:

Committee Member Birchby made a motion to recommend approval of Z-15-26-2, per the staff recommendation in Addendum A, with additional stipulations for the Street Transportation Department to provide an informational presentation to the Desert View Village Planning Committee when it is decided to connect Ranger Drive through, and should the existing barricades on Ranger Drive to the west come down, that there be appropriate markings and safety provisions for golf course crossings, as approved by the Street Transportation Department. **Vice Chair Lagrave** seconded the motion.

VOTE – Z-15-26-2:

9-0; the motion to recommend approval of Z-15-26-2, per the staff recommendation in Addendum A, with additional stipulations, passed with Committee Members Birchby, Carlucci, Flanery, Kirkilas, Kollar, Reynolds, Younger, Lagrave and Bowser in favor.

VPC RECOMMENDED STIPULATIONS:

1. The development shall be in general conformance with the site plan date stamped ~~January 30~~ May 28, 2026, and the elevations and renderings date stamped March 30, 2026, with specific regard to the inclusion of direct pedestrian pathways connecting the sidewalk to the front entries of homes, as modified by the following stipulations, and as approved by the Planning and Development Department.
2. The primary entry/exit shall incorporate enhanced landscaping on both sides within minimum 250-square-foot landscape areas, planted with a variety of at least three plant materials, as approved by the Planning and Development Department.
3. All landscape setbacks adjacent to public streets, open space areas, and retention areas shall be planted to the following standards, as approved by the Planning and Development Department.
 - a. Landscape Setbacks: Minimum 2-inch caliper, large canopy, shade trees, planted 20 feet on center, or in equivalent groupings.
 - b. Open Space/Retention Areas: Minimum 2-inch caliper, large canopy, shade trees, planted 20 feet on center, or in equivalent groupings, around the perimeter of the open space/retention area.
 - c. A mixture of shrubs, accents, and vegetative groundcovers, evenly distributed throughout the landscape areas to achieve a minimum of 50% live coverage.

4. Minimum 5-foot-wide pedestrian pathways shall be provided to connect the internal sidewalks to the public sidewalk along 56th Street an average of every 600 feet, as approved by the Planning and Development Department.
5. Bicycle parking spaces shall be provided at a minimum of three U-racks for the primary amenity area and two U-racks for the secondary amenity areas. Bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near open space areas and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department. Artistic racks shall adhere to the City of Phoenix Preferred Designs in Appendix K of the Comprehensive Bicycle Master Plan.
6. 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.
7. 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.
8. Prior to preliminary plat approval, documentation shall be provided that demonstrates participation in the Environmental Protection Agency's WaterSense certification program, or an equivalent program, as approved by the Planning and Development and Water Services departments.
9. A WaterSense inspection report from a third-party verifier shall be submitted that demonstrates successful participation in the Environmental Protection Agency's WaterSense certification program, or an equivalent program, prior to certificate of occupancy, as approved by the Planning and Development Department.
10. Only landscape materials listed in the Desert Ridge Plant List, per Appendix A.2 of the Desert Ridge Specific Plan, shall be utilized throughout the subdivision including the front, side, and rear yards of individual residential lots. This restriction shall be included in the Covenants, Conditions, and Restrictions for the subdivision.
11. 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, as approved by the Planning and Development Department.

12. Natural turf shall not be utilized on individual single-family lots (including the side and rear yards). This restriction shall be included in the Covenants, Conditions, and Restrictions for the subdivision.
13. A leak detection device shall be installed for the irrigation system of landscape areas larger than 10,000 square feet.
14. Participation in the City of Phoenix Homeowner's Association Water Efficiency Program shall be incorporated into to Covenants, Conditions, and Restrictions for the subdivision, prior to final site plan approval.
15. If a community pool is proposed, swimming pools shall be prohibited on individual single-family lots less than 6,000 square feet.
16. Swimming pools on individual single-family lots shall be limited to 600 square feet in size.
17. All bicycle parking and pedestrian pathways, including sidewalks, shall be shaded by a structure, landscaping, or a combination of the two to provide minimum 75% shade, as approved by the Planning and Development Department.
18. Within the development, if detached sidewalks are provided to meet the minimum 75% shade requirement for sidewalks, they shall include minimum 5-foot-wide detached sidewalks separated by minimum 5-foot-wide landscape areas located between the back of curb and sidewalk, planted to the following standards, and 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, planted on both sides of the sidewalk to achieve a minimum of 75% shade.
 - b. A minimum of five, 5-gallon shrubs per tree, and a mixture of shrubs, accents, and vegetative groundcovers, maintained to a maximum height of three feet (excluding accents), evenly distributed throughout the landscape areas to achieve a minimum of 50% live coverage.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

19. A minimum of 70 feet of right-of-way shall be dedicated for the west side of 56th Street.
20. A minimum 10-foot-wide shared-use path, separated by a minimum 7-foot-wide landscape area located between the back of curb and sidewalk, shall be

constructed on the west side of 56th Street, adjacent to the development, in accordance with the MAG supplemental detail, and shall comply with 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, planted on both sides of the shared-use path to achieve a minimum of 75% shade.
- b. A mixture of shrubs, accents, and vegetative groundcovers, maintained to a maximum height of three feet (excluding accents), evenly distributed throughout the landscape areas to achieve a minimum of 75% live coverage.

Where utility and existing drainage infrastructure conflicts exist, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

21. ~~A total of a minimum 80 feet of right-of-way shall be dedicated for the full width of Ranger Drive.~~ THE DEVELOPER SHALL DEDICATE FOR THE LENGTH OF THE DEVELOPMENT A MINIMUM OF 60 FEET OF RIGHT-OF-WAY FOR RANGER DRIVE FLARING TO 80 FEET AT THE INTERSECTION OF 56TH STREET TO MATCH THE EAST LEG. A TEMPORARY TURNAROUND SHALL BE DEDICATED AND CONSTRUCTED WITH A BARRICADE AT THE WESTERN LIMITS OF THE RANGER DRIVE TERMINUS IN GENERAL CONFORMANCE WITH THE RANGER DRIVE EXHIBITS DATE STAMPED MAY 22, 2026, AS MODIFIED AND APPROVED BY THE STREET TRANSPORTATION DEPARTMENT. THE DEVELOPER SHALL ONLY CONSTRUCT THE FULL WIDTH AND LIMITS OF RANGER DRIVE TO FACILITATE ACCESS TO AND FROM 56TH STREET AND LOCAL NEIGHBORHOOD STREETS OF THE SUBJECT DEVELOPMENT. NO CONNECTION TO THE EXISTING RANGER DRIVE TO THE WEST BEYOND TRACT A, AS SHOWN ON THE RANGER DRIVE EXHIBITS DATE STAMPED MAY 22, 2026, SHALL BE DONE BY THE DEVELOPER. ANY CONSTRUCTION OF RANGER DRIVE WEST OF THE SUBJECT PROPERTY WILL BE DONE BY THE STREET TRANSPORTATION DEPARTMENT AFTER CITY COUNCIL APPROVAL FOR FUNDING IN A FUTURE CAPITAL IMPROVEMENT PLAN BUDGET AND ADDITIONAL ENGAGEMENT WITH THE NEIGHBORHOOD RESIDENTS, THE POLICE AND FIRE DEPARTMENTS.
22. THE DEVELOPER SHALL ESTABLISH WITHIN THE SUBDIVISION CC&R'S THAT MAINTENANCE OF ANY IMPROVEMENTS CONSTRUCTED WITHIN THE DEDICATED RIGHT-OF-WAY SHALL BE THE RESPONSIBILITY OF THE ESTABLISHED HOA UNTIL SUCH TIME IT IS DETERMINED THAT THE CONNECTION OF RANGER DRIVE IS APPROVED FOR CONSTRUCTION.

- ~~22.~~ Minimum 6-foot-wide detached sidewalks, separated by minimum 8-foot-wide
23. landscape areas located between the back of curb and sidewalk, shall be constructed on both sides of Ranger Drive, adjacent to the development, and shall comply with 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, planted on both sides of the sidewalks to achieve a minimum of 75% shade.
 - b. A mixture of shrubs, accents, and vegetative groundcovers, maintained to a maximum height of three feet (excluding accents), evenly distributed throughout the landscape areas to achieve a minimum of 75% live coverage.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

- ~~23.~~ Per the Intergovernmental Agreement between the City of Phoenix and the
24. Arizona State Land Department (Ordinance S-49239), the development shall be responsible for the following right-of-way dedication and improvements:
- a. Design and construction of a traffic signal located at the intersection of 56th Street and Pinnacle Peak Road and/or be responsible for the full reimbursement to the city if the traffic signal exists at the time of development.
 - b. Acquisition and dedication of a minimum 70 feet of right-of-way, or dedication of a right-of-way easement if owned by ASLD, for the south half of Deer Valley Drive between 40th Street east to Tatum Boulevard.
 - c. Design and construction of the ultimate Deer Valley Road between 40th Street east to Tatum Boulevard.
 - d. In the event Deer Valley Drive, from 40th Street to Tatum Boulevard has been constructed or is under obligation to be constructed from an adjacent parcel, the purchaser of Development Parcel 4.L will be obligated to provide regional funding in the amount of \$3 million, which amount shall be applied to reduce the Regional Funding contribution required to be paid by the purchaser of Superblock 6 pursuant to Section 11 of the Mayo Flyover IGA.
- ~~24.~~ A minimum 10-foot-wide shared-use path, separated by a minimum 7-foot-wide
25. landscape area located between the back of curb and sidewalk, shall be constructed on the south side of Deer Valley Drive between 40th Street to Tatum

Boulevard, in accordance with the MAG supplemental detail, and shall comply with 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, planted on both sides of the shared-use path to achieve a minimum of 75% shade.
- b. A mixture of shrubs, accents, and vegetative groundcovers, maintained to a maximum height of three feet (excluding accents), evenly distributed throughout the landscape areas to achieve a minimum of 75% live coverage.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.

- ~~25.~~ All mitigation improvements shall be constructed and/or funded as identified in
- ~~26.~~ the accepted Traffic Impact Analysis dated November 24, 2025.
- ~~26.~~ Unused driveways shall be replaced with sidewalk, curb, and gutter. Also, any
- ~~27.~~ broken or out-of-grade curb, gutter, sidewalk, and curb ramps on all streets shall be replaced and all off-site improvements shall be upgraded to be in compliance with current ADA guidelines.
- ~~27.~~ All streets within and adjacent to the development shall be constructed with
- ~~28.~~ 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.
- ~~28.~~ If determined necessary by the Phoenix Archeology Office, the applicant shall
- ~~29.~~ 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.
- ~~29.~~ If Phase I data testing is required, and if, upon review of the results from Phase I
- ~~30.~~ 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.
- ~~30.~~ In the event archeological materials are encountered during construction, the
- ~~31.~~ 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.

31. 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.
- 32.
- 33. WHEN THE ADDITIONAL ENGAGEMENT WITH THE NEIGHBORHOOD RESIDENTS IS DONE BY THE STREET TRANSPORTATION DEPARTMENT FOR CONSTRUCTION OF RANGER DRIVE WEST OF THE SUBJECT PROPERTY, IT SHALL INCLUDE AN INFORMATIONAL PRESENTATION TO THE DESERT VIEW VILLAGE PLANNING COMMITTEE.**
- 34. IF THE EXISTING BARRICADES ON RANGER DRIVE TO THE WEST COME DOWN, THERE SHALL BE APPROPRIATE MARKINGS AND SAFETY PROVISIONS FOR GOLF COURSE CROSSINGS, AS APPROVED BY THE STREET TRANSPORTATION DEPARTMENT.**

STAFF COMMENTS REGARDING VPC RECOMMENDATION & STIPULATIONS:

Staff has concerns with the added stipulations. It is not appropriate to add Stipulation No. 33 to the rezoning of the subject site. Per Stipulation No. 21 the developer would not be responsible for the full build out of Ranger Drive. This responsibility would fall on the Street Transportation Department rather than the developer. Additionally, as written, Stipulation No. 34 does not address funding of the additional improvements. Staff recommends the language be modified to require the developer to provide funds to be held in an escrow account for the future construction of these improvements.