



## Village Planning Committee Meeting Summary

### Z-55-23-8

<b>Date of VPC Meeting</b>	November 13, 2023
<b>Request From</b>	R1-10
<b>Request To</b>	R-2
<b>Proposal</b>	Multifamily residential
<b>Location</b>	Approximately 1,170 feet west of the southwest corner of 35th Glen and Dobbins Road
<b>VPC Recommendation</b>	Continued
<b>VPC Vote</b>	7-1

#### **VPC DISCUSSION:**

*Five members of the public registered to speak on this item. Two members of the public donated their time.*

#### **Staff Presentation:**

**Nayeli Sanchez Luna**, staff, presented an overview of Z-55-23-8. Mrs. Sanchez Luna discussed the location of the site, the requested zoning designation, and the surrounding land uses. Mrs. Sanchez Luna provided an overview of the proposed development including the site plan and elevations. Mrs. Sanchez Luna concluded the presentation by summarizing the staff findings, providing the staff recommendation and proposed stipulations.

#### **Applicant Presentation:**

**Brennan Ray**, representing the applicant with Burch and Cracchiolo, provided an overview of the proposed case. Mr. Ray provided a history of the subject site noting the surrounding multifamily zoning. Mr. Ray added that the applicant has worked with the surrounding neighborhoods and the LCRD regarding the site plan. Mr. Ray noted the enhanced vehicular entrance along Dobbins Road and landscaping in the retention area. Mr. Ray added that the improvements on Dobbins Road align with the scenic corridor plan. Mr. Ray noted the proposed height, building setbacks, access via Dobbins Road and stated that the overall project would include the property to the south. Mr. Ray finished the presentation by summarizing the traffic concerns and proposed solutions.

**Questions From the Committee:**

**Patrick Nasser-Taylor** noted that he had concerns with the proposed entrance as shown on the presentation. Mr. Nasser-Taylor asked for the dimensions of the entrance to ensure traffic safety.

**Rebecca Perrera** asked staff regarding the General Plan Land Use Map designation of single family and the surrounding multifamily zoning. Ms. Perrera asked if the traffic analysis was updated to reflect subject site and the property to the south. **Mrs. Sanchez Luna** stated that the General Plan Land Use Map designation is Residential 2 to 3.5 dwelling units per acre. Mrs. Sanchez Luna added that a General Plan Amendment is not required because the property is less than ten acres and R-2 falls under Traditional Lots as found in the General Plan.

**Mixen Rubio-Raffin** asked for the proposed rental rates. Ms. Rubio-Raffin asked how the bike lane would be affected if a right turn lane is added for the development.

**Mr. Nasser-Taylor** asked if the development would include the property to the south.

**Mr. Ray** stated that the renderings were not to scale. Mr. Ray added that the primary entrance was widened based on comments received by the community and the LCRD. Mr. Ray added that the size of the subject site restricts widening the entrance further. Mr. Ray confirmed that the overall project would include the property to the south that is zoned R-3.

**Ms. Perrera** asked for more information regarding the traffic study and time gap for vehicles. **Dawn Cartier**, with the applicant's team, stated that the traffic study analyzed trip generation for both inbound and outbound of the site. **Chair Linda Abegg** asked if the traffic study included the property to the south. **Ms. Cartier** confirmed.

**Mr. Ray** stated that the rental rates are based off the market rate and will range between \$1,600 and \$3,000.

**Ms. Rubio-Raffin** stated that during the presentation the applicant emphasized that residents are choosing to rent rather than buy a house. Ms. Rubio-Raffin asked how the current rental rates would help alleviate the housing crisis. **Mr. Ray** noted that the housing crisis affects the entire City. Mr. Ray added that the majority of people who rent are professional single individuals or people looking to downsize. Mr. Ray stated that he will provide more information regarding the bicycle lane at a later date but that there is a stipulation requiring bicycle amenities.

**Chair Abegg** asked if the striping plan showed the bicycle lane. **Mr. Ray** stated that the striping plan doesn't identify a bike lane, but that there are about 12 feet that are undedicated.

**Francisco Barraza** stated that he did not have any questions.

**JoAnne Jensen** asked for the garage and parking space dimensions. Ms. Jensen added that 10% shading for uncovered parking was not sufficient. Ms. Jensen stated that the proposed elevations do not depict a lot of windows which would result in minimal natural light. Ms. Jensen added that the elevations are very linear, and that traffic will be a major issue, particularly getting into the proposed development.

**Carlos Ortega** stated that the applicant focused on traffic to divert attention from the south property. Mr. Ortega added that the north and south property development would lead to traffic congestion and safety concerns. Mr. Ortega asked how many units are proposed south of the subject site. **Mr. Ray** stated that approximately 144 units are proposed. Mr. Ray stated that the intent of the proposal is to include the north and south properties and that rezoning was required on the north property.

**Chair Abegg** added that the traffic study included both the north and south property.

**Mr. Ray** stated that the parking spaces are the standard size required by the Zoning Ordinance. Mr. Ray added that the majority of the parking spaces are covered and that there would not be enough space to shade uncovered parking at 100%. **Ms. Jensen** requested the exact dimension of the parking spaces. **Mr. Ray** stated 18 feet by 9 feet. **Ms. Jensen** asked for the garage dimensions. **Mr. Ray** added that he currently did not have the dimensions. **Ms. Jensen** added that the subject site would have enough space for improvements if the density was lowered. **Mr. Ray** reiterated the allowable units under the current zoning designation. **Ms. Jensen** noted that just because someone can do something doesn't mean they should. **Mr. Ray** added that the current zoning would allow over 200 units.

**Vice Chair Stephanie Hurd** had concerns regarding left turn lanes on Dobbins Road due to the speed limit of 45 miles per hour. Vice Chair Hurd noted that she was tired of developers utilizing the housing crisis to propose mediocre multifamily development. Vice Chair Hurd stated that the committee needed to be strategic in its decisions and asked if the garages would be EV Capable. **Mr. Ray** noted that his team was willing to continue working with the Street Transportation Department to achieve a left turn lane. Mr. Ray added that he supported adding a stipulation that would ensure that the applicant and Street Transportation Department continue to work together.

**Vice Chair Hurd** asked if the accent materials included the metal on doors and windows. **Chair Abegg** asked for clarification on the third accent material. Chair Abegg added that she has been working with the Street Transportation Department to create a stipulation that would ensure that the applicant and the Street Transportation Department work together to achieve a left turn lane.

**Mr. Ray** noted that the garages are 22 feet in length and that the garages are EV Capable. Mr. Ray added that there would not be a top and bottom unit, the two-story buildings would each be one unit. Mr. Ray stated that the accent materials include metal, wood, and concrete and that the elevations were designed to reflect modern

architecture.

**Chair Abegg** asked if the applicant was willing to add a stipulation that would call out the specific accent materials and increase facades to include 25% of an accent material. **Mr. Ray** agreed. **Chair Abegg** asked if the applicant was willing to modify the landscape stipulation to read a minimum of two-inch caliper trees. **Mrs. Sanchez Luna** clarified that the stipulation already requires a minimum of two-inch caliper trees. **Chair Abegg** asked if the shaded percentage could be increased for uncovered parking. **Mr. Ray** noted that each unit will have one covered parking space.

**Ms. Rubio-Raffin** asked where the bicycle fix-it station would be located. **Mr. Ray** noted that it would be located south of the clubhouse, near the pool. **Ms. Rubio-Raffin** asked if a water fountain would be provided. **Mr. Ray** noted that he did not have that information. **Ms. Rubio-Raffin** asked if the fix-it station would serve the people of the development or the public. **Mr. Ray** stated that it would serve both the public and the individuals living in the development.

#### **Public Comment:**

**Phil Hertel** stated that the LCRD was opposed to aspects of the rezoning case and that some members did not support the proposal at all. **Mr. Hertel** stated that the proposal did not offer an adequate transition between the multifamily developments to the west and the large lot residents to the east. **Mr. Hertel** asked staff for the date of the traffic study and the analysis conducted. **Mrs. Sanchez Luna** stated that the Street Transportation Department analyzes the traffic study and that she was not involved in the process. **Mr. Hertel** stated that the City was not taking traffic safety into consideration. Mr. Hertel added that even if the south property is not part of the discussion, it will add to the traffic problem. Mr. Hertel urged the case be continued so that the applicant can address the traffic safety concerns. Mr. Hertel asked who would be building the apartments. **Mr. Ray** stated that it would be Rockefeller. **Mr. Hertel** reiterated that the case should be continued.

**Dan Penton** stated that the proposal would put a strain on the only elementary school in the area due to the increase in families. Mr. Penton stated that the case should not move forward until an adequate traffic study was reviewed and approved by the Street Transportation Department. Mr. Penton agreed with Phil Hertel's comments and stated that the proposed density was a problem. Mr. Penton urged the committee to continue the case and that the current proposal doesn't address traffic safety concerns.

**Amanda McBride** stated that she lived on Dobbins Road and if there was an accident, then she would be unable to leave her residence. Ms. McBride added that four-way stops are inefficient and dangerous. Ms. McBride supported adding a left-turn lane to access the site but stated that she was hesitant that the applicant would provide one. Ms. McBride reiterated the traffic and safety concerns on Dobbins Road. Ms. McBride stated that the proposal would also add to the number of students and suggested converting the proposal to an age restricted development.

**Charity Tovar** stated that with the surrounding developments will add to the traffic congestion issue in the area. Ms. Tovar recommended not approving any additional development until all of Dobbins Road is improved, not just the south half. Ms. Tovar added that the traffic study should be updated to include all the new developments in the area. Ms. Tovar concluded the presentation by requesting the density to be reduced.

**Claudine Reischneider** stated that the committee had to double check the height of the development. Ms. Reischneider stated that the ground could have been elevated, so even if the proposal is for two-stories, the development could look like a three-story development. Ms. Reischneider added that there have been a lot of accidents on Dobbins Road and that the case needed to be continued to address the traffic safety concerns. Ms. Reischneider noted that if 800 individuals live in the proposed development, that would be about 800 additional vehicles on Dobbins Road. Ms. Reischneider concluded her comment by stating that the traffic issues needed to be addressed.

**Chair Abegg** read a public comment submitted by Margaret Shalley. Chair Abegg stated that Ms. Shalley had concerns with only one access to the site and suggested adding a secondary access on the south side where the canal was located. Chair Abegg added that Ms. Shalley also had concerns with traffic safety and congestion on Dobbins Road.

**Mr. Ortega** voiced his opposition to the proposal. **Chair Abegg** advocated working with the applicant to find a solution. **Mr. Ortega** noted his concerns regarding traffic safety and congestion. **Chair Abegg** added that there are no projections for a traffic signal on 35th Avenue and Dobbins Road.

#### **Applicant Response:**

**Mr. Ray** stated that the Zoning Ordinance requires 5% of uncovered parking to be shaded, as a result, they were doubling the shading by providing 10%. Mr. Ray added that he supported working with the Street Transportation Department to achieve a right turn lane and a left turn lane into the site.

**Ms. Cartier** stated that the traffic study had been completed and was submitted to the City for review. Ms. Cartier added that the traffic study utilized suburban rates and growth rates to analyze the impact on traffic congestion. Ms. Cartier agreed that Dobbins Road had issues with traffic safety but reassured that the development would not increase the traffic congestion in the area. Ms. Cartier added that the gap times portion of the study was not required but that the applicant conducted it to ensure that traffic congestion would not be an issue. Ms. Cartier noted that the study is unbiased and that there would be a six second gap to allow for people to enter the development.

**Mr. Ray** added that a detailed traffic study was not required for this development.

**Committee Discussion:**

**Ms. Rubio-Raffin** noted that there were issues with left-turn lanes on 35th Avenue and 40th Avenue.

**Vice Chair Hurd** voiced her concerns and stated that the development should not be approved without addressing the concerns.

**Chair Abegg** noted that the Street Transportation Department had ordinances that identified where right-turn lanes and left-turn lanes are required.

**Motion:**

**Carlos Ortega** motioned to continue Z-55-23-8 to a future meeting. **Vice Chair Stephanie Hurd** seconded the motion.

**Mr. Ortega** stated that the applicant had to address the traffic issues and safety issues before the case moves forward. Mr. Ortega added that the applicant must work with the Street Transportation Department to address the traffic concerns including a right-turn lane and a left-turn lane.

**Chair Abegg** asked the committee if anyone had any additional comments. Chair Abegg added that stipulations could be added to ensure that the applicant works with the Street Transportation Department to achieve a left-turn lane.

**Ms. Perrera** asked for a clarification regarding the proposed density and the allowable density. **Mr. Ray** provided an explanation.

**Ms. Jensen** asked if a substitute motion could be made to recommend denial. **Chair Abegg** confirmed.

**Ms. Rubio-Raffin** stated that traffic congestion is still an issue and asked if the development could have access via the south property. **Mr. Ray** noted that a canal was located on the south property, thus not allowing access off the canal.

**Substitute Motion:**

**Francisco Barraza** made a substitute motion to recommend approval for Z-55-23-8 per the staff recommendation with a modification to Stipulation No. 2 regarding the accent materials for the elevations and the following additional stipulations:

- The applicant shall work with the Street Transportation Department to create a circulation plan that includes a right-turn pocket and left-turn lane for the Dobbins Road driveway.
- A Traffic Impact Analysis shall be submitted for this development and associated background traffic from adjacent developments to the west and south. No preliminary approval of plans shall be granted until the analysis has been reviewed and approved by the City of Phoenix. The TIA shall include right-run

pocket and left-turn lane warrant analysis for the Dobbins Road driveway.  
**Rebecca Perrera** second the motion.

**Ms. Rubio-Raffin** requested a friendly amendment to the substitute motion to add the following additional stipulations:

- Bicycle parking shall be shaded at 100%.
- A water fountain shall be constructed near the bicycle parking area.

**Mr. Barraza** and **Ms. Perrera** agreed.

**Substitute Motion Vote:**

**3-5**, motion to recommend approval of Z-55-23-8 per the staff recommendation with modifications and four additional stipulations did not pass with Committee Members Barraza, Rubio-Raffin, and Abegg in favor and Committee Members Jensen, Nasser-Taylor, Ortega, Perrera, and Hurd in opposition.

**Vote:**

**7-1**, motion to continue Z-55-23-8 to a future meeting passed with Committee Members Barraza, Jensen, Nasser-Taylor, Ortega, Rubio-Raffin, Hurd, and Abegg in favor and Committee Member Perrera in opposition.

**Staff comments regarding VPC Recommendation:**

None.

## Village Planning Committee Meeting Summary

### Z-55-23-8

<b>Date of VPC Meeting</b>	December 11, 2023
<b>Request From</b>	R1-10
<b>Request To</b>	R-2
<b>Proposal</b>	Multifamily residential
<b>Location</b>	Approximately 1,170 feet west of the southwest corner of 35th Glen and Dobbins Road
<b>VPC Recommendation</b>	Approval with a modification and additional stipulations
<b>VPC Vote</b>	5-2

#### VPC DISCUSSION:

*One member of the public registered to speak on this item.*

#### Staff Presentation:

**Chair Linda Abegg** requested to skip the staff presentation.

#### Applicant Presentation:

**Ed Bull**, representing the applicant with Burch and Cracchiolo, provided an overview of the proposed case. Mr. Bull stated that the applicant has worked with the surrounding neighborhood and the LCRD regarding the site plan. Mr. Bull displayed the proposed striping plan for Dobbins Road and stated that it would help alleviate traffic safety issues. Mr. Bull noted the enhanced entry and the traffic calming measures provided. Mr. Bull added that the applicant has worked with the Street Transportation Department and provided a new stipulation that would address concerns regarding turning left into the site from Dobbins Road. Mr. Bull concluded the presentation by reiterating the effort to address traffic safety concerns.

#### Questions From the Committee:

**JoAnne Jensen** stated that the applicant did not address the concerns regarding density, shading, and parking lengths. **Mr. Bull** stated that the proposed combined density was less than what was allowed. **Ms. Jensen** asked where they found the extra 0.5% of open space shown on their new presentation. **Lisa Nelson**, with the applicant's team, stated that they discussed the definition of open space with the Site Planning Department and were able to conclude that the open space



calculations were 12.5%.

**Carlos Ortega** asked if the south parcel will also have enhanced building elevations. Mr. Ortega noted that the applicant only focused on the north portion of the project. Mr. Ortega voiced concerns with the subject site having one access via Dobbins Road. **Mr. Bull** stated that the canal south of the subject site prevented any additional entrances to the proposal. **Mr. Ortega** voiced concerns regarding the length of the parking spaces. Mr. Ortega noted that Laveen prefers 22-foot-long spaces to accommodate larger vehicles. **Ms. Nelson** stated that the proposed multifamily development does not have driveways but rather are carriage style where the garage is located on the first floor. Ms. Nelson added that all parking spaces meet City Code. **Mr. Ortega** asked for all parking spaces to be increased to 22 feet. Mr. Ortega noted that he had concerns with traffic safety within the development and concern for the future tenants.

**Rebecca Perrera** asked what the immediate solution would be for traffic concerns on Dobbins Road. **Mr. Bull** stated that the proposed stripping plan will be the solution and will be in effect in the next two years. Mr. Bull noted that Dawn Cartier, the traffic engineer, has been working with the Street Transportation Department to ensure a solution for Dobbins Road. Mr. Bull noted that a solution cannot be provided before the proposal is built but that City Council is committed to finding a permanent solution.

**Vice Chair Stephanie Hurd** stated that street safety is a primary concern and was hopeful that the applicant kept working with the City to find a permanent solution. **Mr. Bull** stated that the additional units will support the need for development and support creating a left turn lane into the site. **Vice Chair Hurd** asked if the applicant would agree to an additional traffic calming stipulation such as a speed limit within the development. **Mr. Bull** agreed and stated that the development would have a speed limit of 15 miles per hour.

**Chair Abegg** stated that she appreciated the updates provided by the applicant and voiced her support for the additional stipulation addressing street safety on Dobbins Road. Chair Abegg proposed an additional stipulation that would ensure that 25% of the elevations have an accent material, specifically calling out metal, wood, and concrete. Chair Abegg stated that last month the committee added a stipulation to ensure bicycle parking to be shaded at 100% and that a water fountain be provided. Chair Abegg requested an additional stipulation that would ensure general conformance to the striping plan presented to the committee. **Mr. Bull** asked that the stipulation language include the input of the Street Transportation Department. **Chair Abegg** suggested alternative language.

### **Public Comment:**

**Phil Hertel** stated that he opposed the proposed density and that there should be a higher shading percentage. Mr. Hertel noted that the LCRD requested a roundabout at the entrance but that the applicant had no response to the request. Mr. Hertel noted

that the proposed striping plan stipulation should include language that would require it to be approved before preliminary site plan approval. Mr. Hertel added that the committee is supposed to represent the community and should choose the best solution.

### **Applicant Response:**

**Mr. Bull** stated that the internal drive aisle will have traffic calming measures such as speedbumps and will be limited to 15 miles per hour. Mr. Bull added that other forms of traffic calming measures were not feasible due to the size of the driveway. Mr. Bull added that the proposed shading already exceeded the required by the Zoning Ordinance. Mr. Bull noted that the additional stipulation will require the traffic study to have a left turn analysis into the site.

### **Committee Discussion:**

**Mr. Ortega** voiced his support for a roundabout at the entrance of the site. **Ms. Perrera** asked if the traffic calming measures could be stipulated. **Nayeli Sanchez Luna**, staff, stated that there is a stipulation requiring general conformance to the site plan and that the site plan depicts traffic calming measures shown in the presentation.

**Chair Abegg** asked if the applicant was willing to have 22-foot-long parking spaces. **Mr. Bull** noted that the parking spaces already meet City Code and that the site was limited. **Mr. Ortega** and **Ms. Jensen** voiced their support for 22-foot-long parking spaces.

**Vice Chair Hurd** voiced that she would like to add a stipulation regarding the speed limit within the proposal.

### **Motion:**

**Patrick Nasser-Taylor** motioned to recommend approval for Z-55-23-8 per the staff recommendation with a modification to Stipulation No. 2 regarding the accent materials for the elevations and the following additional stipulations:

- The developer shall submit a Traffic Analysis to the City for this development. The TIA shall include turn lane analysis in conformance with the Street Planning and Design Guidelines to determine feasibility. No preliminary approval of plans shall be granted until the Study has been approved by the Street Transportation Department and the left-hand turn issue is resolved.
- General conformance to the proposed striping plan presented to the committee on December 11, 2023 as approved by the Street Transportation Department.
- The speed limit inside the development shall not exceed 15 miles per hour.
- Bicycle parking shall be shaded at 100%.

**Francisco Barraza** seconded the motion.

**Mr. Ortega** stated that his vote will be based on the community's concerns.

**Vote:**

**5-2**, motion to recommend approval of Z-55-23-8 with a modification and additional stipulations passed with Committee Members Barraza, Jensen, Nasser-Taylor, Hurd, and Abegg in favor and Committee Members Ortega and Perrera in opposition.

**Recommended Stipulations:**

1. The development layout shall be in general conformance with the site plan date stamped October 25, 2023, as modified by the following stipulations and approved by the Planning and Development Department.
2. ~~All~~ **A MINIMUM OF 25% OF THE** building elevations visible from public rights-of-way or the main private drive shall contain a minimum of three different exterior accent materials **THAT INCLUDES METAL, WOOD, AND CONCRETE**, as approved by the Planning and Development Department.
3. All required landscape setbacks shall be planted with minimum 2-inch caliper large canopy, drought tolerant trees, planted 25 feet on center or in equivalent groupings, as approved by the Planning and Development Department.
4. Landscape areas and surface retention areas shall be planted with minimum 2-inch caliper, large canopy, drought-tolerant shade trees planted 25 feet on center or in equivalent groupings, as approved by the Planning and Development Department.
5. The entry driveway surface shall incorporate decorative pavers, stamped or colored concrete, or another material, other than those used to pave the parking surfaces, as approved by the Planning and Development Department.
6. A perimeter wall no less than 6 feet in height shall be provided along the eastern portion of the site, as approved by the Planning and Development Department.
7. A minimum of 10% of the gross site area shall be retained as common open space.
8. Where pedestrian walkways cross a vehicular path, the pathway shall incorporate decorative pavers, stamped or colored concrete, striping or other pavement treatments that visually contrast parking and drive aisle surfaces, as approved by the Planning and Development Department.
9. All uncovered surface parking lot area shall be landscaped with minimum 2-inch caliper, single trunk, large canopy, drought tolerant, shade trees. Landscaping shall be dispersed throughout the parking area and achieve 10% shade, as approved by Planning and Development Department.
10. The development shall incorporate bicycle infrastructure as described below and

approved by the Planning and Development Department.

- a. The developer shall provide secured bicycle parking per Section 1307 of the Zoning Ordinance.
- b. Guest bicycle parking shall be provided at a minimum rate of 0.05 spaces per unit, up to a maximum of 50 spaces. Parking spaces shall be provided through Inverted U and/or artistic racks located near the community center and/or clubhouse and open space areas and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance. Artistic racks shall adhere to the City of Phoenix Preferred Designs in Appendix K of the Comprehensive Bicycle Master Plan.
- c. A bicycle repair station ("fix it station") shall be provided and maintained on site within an amenity area or near a primary site entrance. The bicycle repair station ("fix it station") shall be provided in an area of high visibility and separated from vehicular maneuvering areas, where applicable. The repair station shall include, but not be limited to standard repair tools affixed to the station, a tire gauge and pump affixed to the base of the station or the ground, and a bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike.

**D. BICYCLE PARKING SHALL BE SHADED AT 100%.**

11. A minimum of 5% of the required parking spaces shall be EV Capable.
12. A 5-foot-wide detached sidewalk separated by a minimum 8-foot landscape strip shall be constructed along the south side of Dobbins Road, adjacent to the development and planted with minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade trees planted 25 feet on center or in equivalent groupings. Where utility conflicts exist, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.
13. All existing overhead power lines along Dobbins Road shall be undergrounded. The developer shall coordinate with the affected power company for design and approval.
14. **THE DEVELOPER SHALL SUBMIT A TRAFFIC ANALYSIS TO THE CITY FOR THIS DEVELOPMENT. THE TIA SHALL INCLUDE TURN LANE ANALYSIS IN CONFORMANCE WITH THE STREET PLANNING AND DESIGN GUIDELINES TO DETERMINE FEASIBILITY. NO PRELIMINARY APPROVAL OF PLANS SHALL BE GRANTED UNTIL THE STUDY HAS BEEN APPROVED BY THE STREET TRANSPORTATION DEPARTMENT AND THE LEFT-HAND TURN ISSUE IS RESOLVED.**

15. **GENERAL CONFORMANCE TO THE PROPOSED STRIPING PLAN PROVIDED TO THE COMMITTEE ON DECEMBER 11, 2023, AS APPROVED BY THE STREET TRANSPORTATION DEPARTMENT.**
16. **THE SPEED LIMIT INSIDE THE DEVELOPMENT SHALL NOT EXCEED 15 MILES PER HOUR.**
- ~~44.~~ 17. The developer shall construct all streets 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.
- ~~45.~~ 18. Prior to final site plan approval, the property owner shall record documents that disclose to purchasers of property or tenants within the development(s) the existence and operational characteristics of nearby existing ranchettes and animal privilege private properties that may cause adverse noise, odors, dust, and other externalities. The form and content of such documents shall be reviewed and approved by the City prior to recordation. This disclosure shall also be provided in the leasing documents in a section titled "nuisances".
- ~~46.~~ 19. 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.
- ~~47.~~ 20. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

**Staff comments regarding VPC Recommendation:**

The Street Transportation Department does not support the Laveen Village Planning Committee's recommendation to add Stipulation No. 15 because the stipulated striping plan has not been reviewed or approved by the Department.