



[REDACTED]

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**Subject:** Unacceptable lack of representation on EVPC

Vice Mayor Pastor,

I just received the updated agenda for tomorrow's CC meeting and noticed that a new member was being added to the Encanto Village Planning Committee. I was excited as I assumed a member of Carnation was being added after bringing to your attention that the EVCP doesn't have a single member from our neighborhood despite roughly 4000 units for 7000+ citizens in development.

Imagine my surprise when I discover that another long-time political board member that lives in Encanto is being added while the applications from Carnation residents remain in the drawer.

As it stands, the EVPC has empty chairs that can be filled and you're still snubbing our neighborhood. It's unacceptable and I'd like you to explain to the 150+ neighbors on this thread why we aren't

allowed a voice in what happens in our own damn neighborhood?

Jeremy Thacker  
480-410-1923

On Fri, May 20, 2022, 2:40 PM CarnationAssociationAZ <[carnationassociationaz@gmail.com](mailto:carnationassociationaz@gmail.com)> wrote:

Thanks to everyone who came to Monday's Carnation Association of Neighbors meeting. Below are the notes from the discussion about the development proposed for the former Agave Farms land. Please attend the meeting with the developer that will take place on **Tuesday, May 24<sup>th</sup> at 6:00 pm at Changing Hands** (300 W Camelback Rd), so you can share your thoughts directly with them. Here are the notes from our discussion:

**Carnation Neighborhood Perspective on the Rezoning and Development of Former Agave Farms Land:**

1. **Interior Streets and Parking** – the number of vehicles the development proposes will burden surrounding streets with an abundance of cars, and have a negative impact on existing businesses and households.
  - TOD zoning has reductions in parking requirements built in, adding another 25% reduction would be excessive
  - The interior streets must contribute to the City of Phoenix public street parking and abide by the same rules and regulations of the surrounding streets. Private roads with separate rules are an unfair imposition on existing residents, businesses, and visitors.
  - Each of the four parcels must have several publicly accessible bike racks. This is additional to private bike parking available to the development's residents.
  - Activations spaces, loading zones, pickup / drop off areas must be closer to the interior of the development so the surrounding neighborhood is not burdened with the noise of loading trucks and trash collection.
  - Employees of the development must be provided with free parking, and policies enacted to prohibit them from parking on the street, interior to the development or exterior.
  - The large block pattern of the street grid deviates from what is desired by the Uptown TOD Policy Plan; however it is the lack of pedestrian and bicycle pathways through the large buildings that will hinder local transportation the most.
  - Parameter parking must not be included in the formula for meeting minimum parking requirements.
  - Support for permitted parking for the Carnation neighborhood.
  - The number of cars this large development will shift onto quiet neighborhood streets will decrease the safety and quality of life in Carnation. To help alleviate these concerns:

◆ New street running north must be configured for right turns only on Turney, so traffic will be shifted onto Central Avenue.

◆ New street running east west to Montecito must be a cul-de-sac.

- The lack of commercial zoning of this project means traffic and parking will only have residential patterns; if there were a moderate commercial component it would allow the opportunity to provide shared parking resources and smarter traffic patterns; i.e while residents are at work during the day, commercial enterprise could use those parking spots.

2. **Massing and Scale -**

- Generally speaking, there are no objections to the height along Central Avenue on

parcel's 2 & 4. However:

◆ The intent of T6:22 is clearly to provide a large mix of commercial and residential near light rail, yet the plan contains only 1 commercial space on the ground floor. A larger commercial component would enhance use of the light rail system, transporting neighborhood residents to work while others come to the neighborhood for commerce.

◆ The long uninterrupted blocks do not conform to the Uptown TOD Policy Plan's (UTOD) vision for pedestrian walkways, shorter block patterns, and overall fluidity of walking or biking the neighborhood. Each parcel creates a "private neighborhood within a neighborhood".

- Rezoning parcel 1 along Turney and Central to T5:5 is insensitive to the scale and character of the single-story residences directly adjacent. To attempt sensitivity to the edges of the existing neighborhood this zoning should remain R1:6 or at most, be consistent with the T4:3 that is proposed along part of Glenrosa Avenue. However, many in the neighborhood strongly believe this should remain R1-6.
- Open spaces are needed to break up the massiveness along these streets. Incorporate publicly accessible plazas, dog parks, and pocket parks.
- The site plan proposes 103 units per acre, making this project the most dense development along this section of Central Avenue - and grotesquely dense along 2<sup>nd</sup> Avenue.

◆ To demonstrate the Carnations neighborhoods support for UTOD's High Intensity District along Central Avenue, we propose parcel 2 and 4 not exceed 70 units per acre (UPA). Buildings currently fronting this stretch of Central Avenue range from 40 UPA to 80 UPA.

◆ Parcel 1 and 3 must drastically reduce the UPA. Even 40 UPA on these tracts would be out of character for anything that does not front Central Avenue. We would like to see Parcel 1 and 3 reduce the UPA to under 40, preferably keep the R1-6 zoning for what directly fronts single-story, single-family homes.

### 3. **Social and Demographic Concerns**

- There is a housing shortage in Phoenix that is not driven by lack of available rental property, but by lack of homes that can be purchased. This lack of ownership opportunity is what drives up rental prices. At least 20% of this development should include homes that will be sold so the development can contribute to solving the real housing crisis.
- There is also an affordable housing crisis in Phoenix that is not addressed by this proposal. At least 4% of the units should be set aside for work-force housing. One of the goals of the Uptown TOD is to encourage a diversity of housing types.

### 4. **Setbacks –**

- 7' wide sidewalks on neighborhood street.
- Developer must provide additional neighborhood sidewalks as part of a benefits package.

### 5. **Lighting – (still working)**

### 6. **Public Spaces – (still working)**

## John Roanhorse

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**From:** Kim Jennings <kimjennings45@gmail.com>  
**Sent:** Tuesday, June 6, 2023 10:58 AM  
**To:** Mayor Gallego; Nick Klimek; Laura Pastor; Joshua Bednarek; CarnationAssociationAZ; PDD Encanto VPC; John Roanhorse; kathryn@northcentralnews.net  
**Subject:** City Letdown

I'm sad to say that the city that I call home has let down the carnation community. While the cities mission is to improve the quality of life in Phoenix through efficient delivery of outstanding public services it has failed us deeply! The city has been enamored with the housing shortage and just letting every contractor build these high cost apartments and drown all the local communities with more and more complexes. Then there are the communities that are by the light rail and we get hit with even more high cost apartments with zoning codes that don't benefit the communities but the builders. The codes that were established for the builders along the light rail were good in concept but there should of been an overall group that manages it to make sure there that the overall landscape of the city still functions well! This is the part that is failing us!

All I hear from builders is that we live in the city and need to accept density, but we are past density and now in crisis. Our streets are already beyond capacity and unsafe!! Now let's add a complex that's over 1500 units and an average of 3000 more cars coming through our neighborhood, at a minimum. It is unsafe and where is the city now?? They are signing off and not reviewing the zoning in relation to the community. It feels like they don't care about us current Phoenixians. The city is only looking at the future and not the current situation. Have you taken a step back to see if what the land is zoned for is good for the communities and what is the current capacity? Where is the oversight of what is best for Phoenix and its current residents??

Besides these apartment complexes that surround us we also have three high schools that are in the area of central and Campbell. There is an influx of traffic on Campbell due to the schools too. It is an unsafe environment for all these kids that get dropped off, take the light rail or walk to school. I hope the city is aware of this safety concern and now with a minimum of 3000 more cars added to the mix it's going to be even more chaotic and more unsafe. I worry about my kids that walk to school and play in our neighborhood. People drive too fast down our street and run the stop sign multiple times daily. This goes back to the current capacity already being over run.

Are there any city workers that truly value our current quality of life? Right now I would say no!

Some one please take this into consideration for the future of Phoenix!!

Thank you!  
Kim Jennings  
215 W Campbell Ave

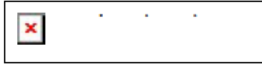
## John Roanhorse

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**From:** Jeremy Thacker <jeremythacker@gmail.com>  
**Sent:** Thursday, July 27, 2023 9:29 PM  
**To:** Joshua Bednarek; John Roanhorse  
**Cc:** PDD Encanto VPC; CarnationAssociationAZ; Council District 4; Christian Solorio; Joel Carrasco; kathryn northcentralnews.net; Kenny W; tseely@arizonarepublic.com; Kristin Lisson; Ryan Boyd  
**Subject:** Z-17-22-4 - Traffic Generation Errors  
**Attachments:** Z-17-22-4 - Issues with Traffic Generation.pdf

Josh and John,

I have attached a document outlining multiple issues with traffic generation projections for Z-17-22-4 for review by Planning and Streets. In addition, I am requesting that the document be forwarded to the members of the Planning Commission prior to the August 3rd meeting.



**Jeremy Thacker**

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Dear Planning Commission,

On August 3<sup>rd</sup>, the Commission members will hear an application for Z-17-22-4 (item #15) regarding the Petree Development at Central and Glenrosa. Before granting approval, I am requesting that the Planning Commission ensure that the following discrepancies regarding traffic generation on local neighborhood streets are addressed by the developer, Petree, and their traffic engineers, Lokahi. Below is a summary of the facts and issues regarding the largest residential development in the City of Phoenix.

## **Issues**

### ***Not Minor Collectors***

#### **According to Petree & Lokahi:**

- Turney and Glenrosa are classified as “minor collectors” with a daily vehicle capacity of 9,200.
- Turney, currently, has average daily traffic of 1,068 VPD and Glenrosa has 671 VPD.

#### **Reality:**

- Turney and Glenrosa are not “minor collectors” but are classified as “local” with a VPD capacity of 1,000.
- Currently, prior to any development, Turney exceeds the VPD capacity for a “local” street.

#### **Screenshot from [Lokahi Trip Generation Report](#)**

##### **Summary of Existing Traffic Counts:**

- **Turney Avenue**
  - Minor Collector
  - Existing ADT: 1,068 vpd (collected on 8/19/2021)
  - Capacity (based on MCDOT standards): 9,200 vpd
  - Currently operating at 11.6% of capacity
- **Glenrosa Avenue**
  - Minor Collector
  - Existing ADT: 671 vpd (collected on 8/19/2021)
  - Capacity (based on MCDOT standards): 9,200 vpd
  - Currently operating at 7.3% of capacity



## Projection Rejection

### According to Petree & Lokahi:

- The majority, 96+%, of vehicle traffic will use arterial streets.
- Currently, intersections on Central Ave at Indian School, Campbell, and Camelback operate at LOS (E) & (F) during peak AM & PM hours.
- W, NW, & SW bound traffic will travel on Central Ave (from Glenrosa) to Camelback or Indian School towards 7<sup>th</sup> Ave.

### Reality:

- [Google Maps recommends multiple routes](#) through the neighborhood's local streets without any arterial recommendation when traveling W, NW, or SW.
- No sane person is going to travel 25% to 50% longer and 35% farther on a route they take 3x per day.
- Arterial routes have 3.5x the number of traffic signals compared to local streets through the neighborhood.
- Traffic calming measures implemented in the neighborhood will not make the arterials a more desirable route since 20,000 additional VPD are happening along Central where intersections are already rated LOS (E) & (F)

### Screenshot from [Lokahi Trip Generation Report](#)

**Trip Generation Summary Data:** This data was updated from the original 3/15/22 Traffic Report to reflect the current site plan without access point at Montecito/2<sup>nd</sup> Ave per the request of the neighborhood and provide at a community meeting 6/20/22. Note: a revised traffic report will be provided when the updated site plan is submitted to the City of Phoenix for review.

Location	ADT (%)	ADT (vpd)
<b>WB Turney (In/Out)</b>	<b>1.1%</b>	<b>86</b>
<b>WB Glenrosa (In/Out)</b>	<b>1.1%</b>	<b>86</b>
SB 3rd Avenue (In/Out)	1.6%	125
NB Central (In/Out)	47.3%	3,681
SB Central (In/Out)	49.0%	3,813
<b>Total</b>	<b>100.1%</b>	<b>7,791</b>

## Over Capacity & Unsafe Local Streets

### According to Petree & Lokahi:

- The development is expected to deliver 7,791 vehicle trips per day.
- Of the 7,791 VPD, projected VPD for Turney and Glenrosa is 86 each.
- 3,100 VPD will still be traveling W, NW, & SW

- 3,000 vehicles per day are going to take arterial streets over local streets despite arterials requiring more distance and more time than local streets.

**Reality:**

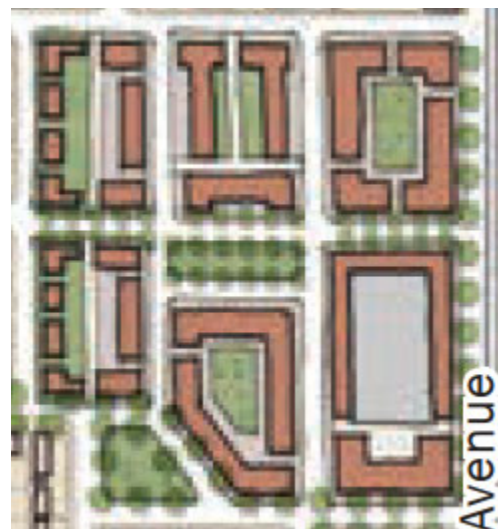
- The majority will be traveling through our local neighborhood streets to reach 7<sup>th</sup> Ave.
- 2,000 VPD on Turney (Capacity 1,000) & 1,600 VPD on Glenrosa (Capacity 1,000)
  - \*Before consideration of the additional traffic being generated by The Central Park, Cresleigh Homes, and Forty600.

***Lack of Accountability***

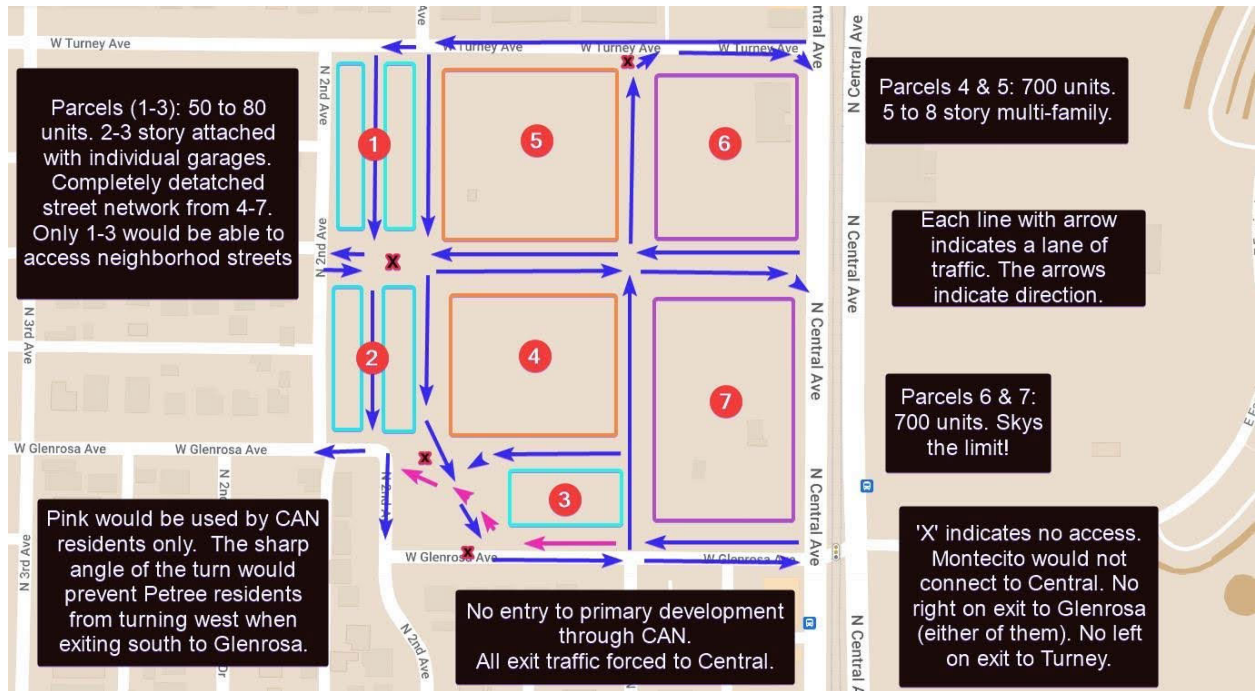
When asked about the traffic issues at EVPC in June, Jamie Blakeman from Lokahi said that she “hoped” traffic would flow to arterial streets. “Hope” is not a strategy nor does it provide accountability. What happens if Petree and Lokahi are incorrect like they were about “minor collectors”? What happens if the projection of 86 VPDs is actually 1086 VPD on local streets already over capacity? Who suffers the consequences of these gross miscalculations? It certainly isn’t Petree or Lokahi. Once the project is completed, only the Carnation residents, pedestrians, cyclists, and students will pay the price in diminished safety, walkability, and livability.

**Solution**

The problem with the current proposal is that four large parcels offer no option to restrict traffic onto local neighborhood streets. The solution is simple and is actually included in ReinventPHX and Uptown TOD Policy Plan...multiple smaller parcels. By restoring the original street network as proposed in the Policy Plan, traffic can be restricted and forced onto the arterial streets with no option of entering or exiting onto local streets as seen in a mock site plan below. These are not “NIMBY” changes as they do not restrict the # of units or density. In fact, smaller parcels make the development more walkable and more aligned with the principles of Reinvent PHX and TOD principles.



**Making this one simple modification, multiple smaller parcels, changes this development from a non-walkable, vehicle-centric, safety hazard of a development to an acceptable and needed TOD project.**



## Alternative Solution

If, for some reason, the Planning Commission does not recommend the solution of multiple smaller parcels, the Commission should hold Petree and Lokahi financially responsible if their traffic projections are incorrect. If 172 VPD turns into 2,172 VPD on local streets, the developer should be subject to substantial penalties. For every vehicle over the current traffic counts plus 250 VPD (Petree projects only 172) on Turney and Glenrosa, a \$20,000 per vehicle seems reasonable. The funds should be evenly divided between the City and CAN to compensate for the loss of safety and livability and the increase in maintenance. If Petree and Lokahi are so certain in their projections and committed to the safety and walkability of Carnation, they should have no problem being held accountable for the repercussions of their actions.

## Conclusion

Should we trust a developer and traffic engineer who mistake “local” streets for “minor collectors”, a basic principle of transportation? Additionally, you don’t need to be a traffic engineer to understand that the developers' projections are bogus. You only need to understand human nature to know that people are going to take the fastest, shortest path of least resistance. Knowing that fundamental fact about people means that thousands of vehicles per day are going to flood the over-capacity, local streets of Carnation if this development proceeds on four huge lots.

[Lokahi STIA](#)

[Lokahi Trip Generation Report](#)

# Google Maps Recommended Routes

Best 3 min 14 min 15 min 5 min

Melrose Goodwill Retail Store and Donations  
4324 N Central Ave, Phoenix, AZ 85012

Add destination

Leave now Options

Send directions to your phone

- via N 7th Ave and W Glenrosa Ave **3 min**  
Best route now due to traffic conditions  
0.7 mile  
[Details](#)
- via W Indian School Rd and N 3rd Ave **3 min**  
0.8 mile
- via W Glenrosa Ave **4 min**  
1.0 mile

Best 4 min 7 min 23 min 6 min

4324 N Central Ave, Phoenix, AZ 85012  
7th Ave/Camelback, Phoenix, AZ 85013

Add destination

Leave now Options

Send directions to your phone

- via W Glenrosa Ave and N 7th Ave **4 min**  
Fastest route now due to traffic conditions  
1.2 miles  
[Details](#)
- via N 3rd Ave and N 7th Ave **4 min**  
1.2 miles

Explore 7th Ave/Camelback

- Restaurants
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