



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-68-22-6
December 19, 2022

Ahwatukee Foothills Village Planning Committee Meeting Date: December 19, 2022

Planning Commission Hearing Date: January 5, 2023

Request From: CP/GCP (Commerce Park District, General Commerce Park Option) (14.33 acres)

Request To: C-2 HGT/WVR DNS/WVR (Intermediate Commercial, Height Waiver, Density Waiver) (14.33 acres)

Proposed Use: Multifamily residential with a height and density waiver

Location: Approximately 1,500 feet south of the southeast corner of 50th Street and Ray Road

Owner: P8 Phoenix Foothills, LLC

Applicant: Dennis M. Newcombe, Gammage & Burnham, PLC

Representative: Manjula M. Vaz, Gammage & Burnham, PLC

Staff Recommendation: Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Mixed Use (Commercial / Commerce / Business Park)	
<u>Street Map Classification</u>	50th Street	Minor Collector	33-foot east half street

CELEBRATE OUR DIVERSE COMMUNITY AND NEIGHBORHOODS CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Include a mix of housing types and densities where appropriate within each village that support a broad range of lifestyles.

The requested C-2 HGT/WVR DNS/WVR zoning district will allow for multifamily uses and support a new housing type on a site that is appropriately located along an existing freeway and within an employment center.

CONNECT PEOPLE AND PLACES CORE VALUES; OPPORTUNITY SITES; LAND USE PRINCIPLE: Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods.

The requested C-2 HGT/WVR DNS/WVR zoning district will allow redevelopment of an underused site into a multifamily residential community that is compatible with the surrounding area and respectful of local conditions. The proposed development incorporates setbacks, enhanced landscaping around the perimeter, and open space to enhance compatibility with the surrounding area.

BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.

As stipulated, the proposal will shade the sidewalk on 50th Street, provide enhanced landscaping standards along the perimeter of the development, and provide additional shading within the surface parking lots. This will help to provide shade for pedestrians in and around the community and to mitigate the urban heat island effect by covering hard surfaces, thus cooling the micro-climate around the vicinity.

Applicable Plans, Overlays, and Initiatives

[Housing Phoenix Plan](#): Background Item No. 7.

[Maricopa Association of Governments \(MAG\) Ahwatukee Foothills Employment Center](#): Background Item No. 8.

[Tree and Shade Master Plan](#): Background Item No. 9.

[Monarch Butterfly Pledge](#): Background Item No. 10.

[Complete Streets Guidelines](#): Background Item No. 11.

[Zero Waste PHX](#): Background Item No. 12.

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Offices	CP/GCP
North	Offices	CP/GCP
South	Church, fitness centers, fitness showroom, data center, financing, and other general offices	CP/GCP
East (across I-10)	Warehouse retail, commercial, restaurant	City of Chandler, PAD
West (across 50th Street)	Multifamily residential	R-3A

C-2 HGT/WVR DNS/WVR (R-5 Development Standards – Planned Residential Development)		
<u>Standards</u>	<u>R-5 Requirements</u>	<u>Proposed Site Plan</u>
Gross Acreage	-	14.33
Maximum Density (dwelling units per acre)	45.68; 52.20 with bonus	29.10 (Met)
Maximum Units	654, 748 with bonus	417 units (Met)
Maximum Lot Coverage	50 percent	28 percent (Met)
Maximum Building Height	4-story or 48 feet	48 feet (Met)
<i>Minimum Building Setbacks</i>		
Not Adjacent to Streets: (North – Adjacent to CP/GCP)	10 feet	25 feet (Met)
Not Adjacent to Streets: (East – Adjacent to the I-10)	10 feet	10 feet – 66 feet (Met)
Not Adjacent to Streets: (South – Adjacent to CP/GCP)	10 feet	10 feet – 20 feet (Met)
Adjacent to Streets: (West – Adjacent to 50th Street)	20 feet	20 feet (Met)
<i>Minimum Landscape and Open Space Standards</i>		
Not Adjacent to Streets: (North – Adjacent to CP/GCP)	5 feet	0 feet – 5 feet (Not Met)*
Not Adjacent to Streets: (East – Adjacent to the I-10)	5 feet	5 feet (Met)
Not Adjacent to Streets: (South – Adjacent to CP/GCP)	5 feet	0 feet – 5 feet (Not Met)*

C-2 HGT/WVR DNS/WVR (R-5 Development Standards – Planned Residential Development)		
<u>Standards</u>	<u>R-5 Requirements</u>	<u>Proposed Site Plan</u>
Adjacent to Streets: (West – Adjacent to 50th Street)	20 feet	20 feet (Met)
Minimum Open Space	5 percent	9.48 percent (Met)
Minimum Amenities	2	4 (Met)
Minimum Parking	643 required	781 spaced (Met)
Minimum Parking Resident: 1.5 spaces per 1 or 2-bedroom unit; 2.0 spaces per 3 or more- bedroom unit	643 required	781 spaces (Met)

*Variance or site plan modification required

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 14.33 acres located approximately 1,500 feet south of the southeast corner of 50th Street and Ray Road from CP/GCP (Commerce Park District, General Commerce Park Option) to C-2 HGT/WVR DNS/WVR (Intermediate Commercial, Height Waiver, Density Waiver) to allow multifamily residential with a height and density waiver. The subject site is currently developed with two large office buildings.

SURROUNDING LAND USES AND ZONING

2. The requested C-2 HGT/WVR DNS/WVR (Intermediate Commercial, Height Waiver, Density Waiver) will support a new housing type that is located along the existing I-10 freeway and within the Ahwatukee Foothills Employment Center. The areas to the north and south are zoned CP/GCP (Commerce Park District, General Commerce Park Option) and are developed with various uses including general office, a church, fitness center, retail, data center, financing, and translation services. To the west, across 50th Street, is a multifamily residential development zoned R-3A (Multifamily Residence District).



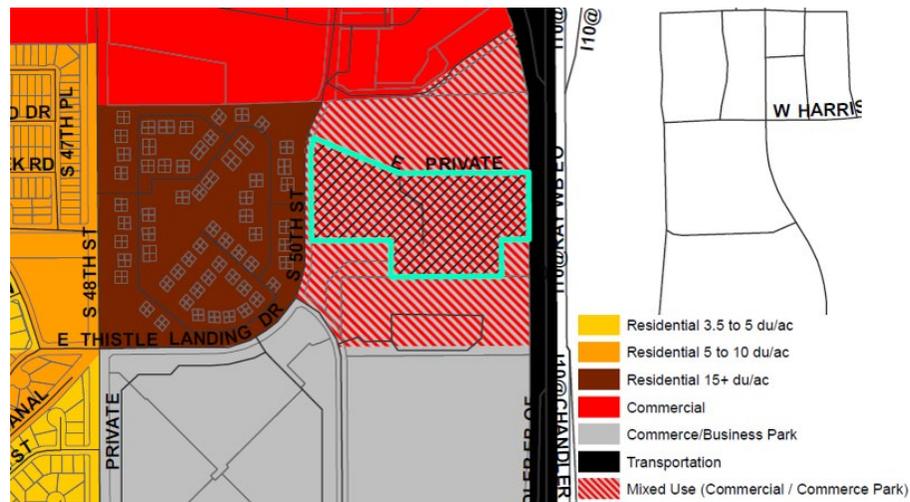
Existing Zoning Aerial Map

Source: Planning and Development Department

The City of Chandler is located to the east, across the I-10 Freeway, with numerous commercial uses zoned PAD (Planned Area Development).

GENERAL PLAN LAND USE MAP DESIGNATION

- The subject site, as well as the surrounding areas to the north and the south are designated Mixed Use (Commercial / Commerce / Business Park). To the west, across 50th Street, the designation is Residential 15+ du/acre. To the east, within the City of Chandler, the designation is Regional Commercial. The requested C-2 HGT/WVR DNS/WVR zoning is consistent with the proposed General Plan Land Use Map designation of Mixed Use (Commercial / Commerce Park).



General Plan Land Use Map

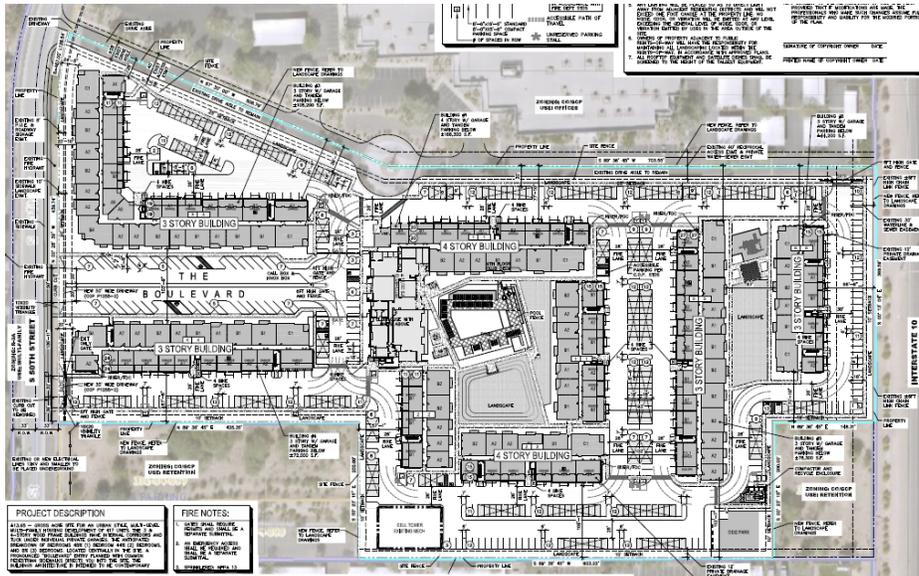
Source: City of Phoenix Planning and Development Department

PROPOSAL

4. Site Plan

The conceptual site plan depicts two, four-story buildings in the interior of the site and four, three-story buildings around the exterior. This multifamily residential development proposes a total of 417 dwelling units. The conceptual site plan also depicts an enhanced entry called “The Boulevard” with un-gated guest parking, enhanced landscaping, and shaded sidewalks. The north property line abuts a shared driveway with the development to the north and would be unable to meet landscaping setback standards along the north property line. As a result, staff is not stipulating general conformance to the proposed site plan. Stipulation No. 2 limits the number of dwelling units to 417. The stipulated number of units would make the development compatible with the surrounding land uses including the multifamily development to the west, and employment opportunities to the north and south.

Due to the location adjacent to the freeway, staff is recommending a series of stipulations to promote high-quality design. Stipulation No. 6 requires enhanced building plans to certify that indoor noise levels not exceed 45-decibels and that the building plans be certified by a qualified professional to meet this enhanced standard. Stipulation No. 7 requires that a wall no less than 6 feet in height shall be provided along the I-10 Freeway. The stipulated wall would also have material such as stucco or split face block with decorative elements such as stamped tile.



Conceptual Site Plan
 Source: Biltform Architecture Group, Inc.

5. Elevations

The conceptual building elevations depict architectural features that include variations in textures and building heights. Staff is recommending that 25 percent of elevations oriented to a public street contain brick, masonry, stone or another exterior accent material and that all units adjacent to 50th Street have individual porches or patios oriented towards the public street. This would enhance the elevations adjacent to 50th Street and activate the street frontage. General conformance to the elevations, exterior accent materials, and porches and patios along 50th Street are addressed in Stipulation No. 1.





Conceptual Building Elevations
Source: Biltform Architecture Group, Inc.

6. Open Space

The conceptual site plan depicts two large open space areas within the development. To ensure a large open space area, staff is recommending Stipulation No. 5 which would require a centralized open space of 34,000 square feet. Furthermore, staff is recommending Stipulation No. 3 which would ensure that a minimum of six amenities be provided throughout the development. This stipulation would ensure amenities such as barbeques, ramadas, tot lots, pools, and dog parks.

Additionally, Stipulation No. 4 would ensure that a minimum of 8 percent of gross project area be retained as common open space. Stipulation No. 8 would require all landscape setbacks to be planted with a 25 percent 2-inch caliper and 75 percent 3-inch caliper trees planted 20 feet on center. This would enhance the landscape setback along 50th Street and throughout the perimeter.

STUDIES AND POLICIES

7. [Housing Phoenix Plan](#)

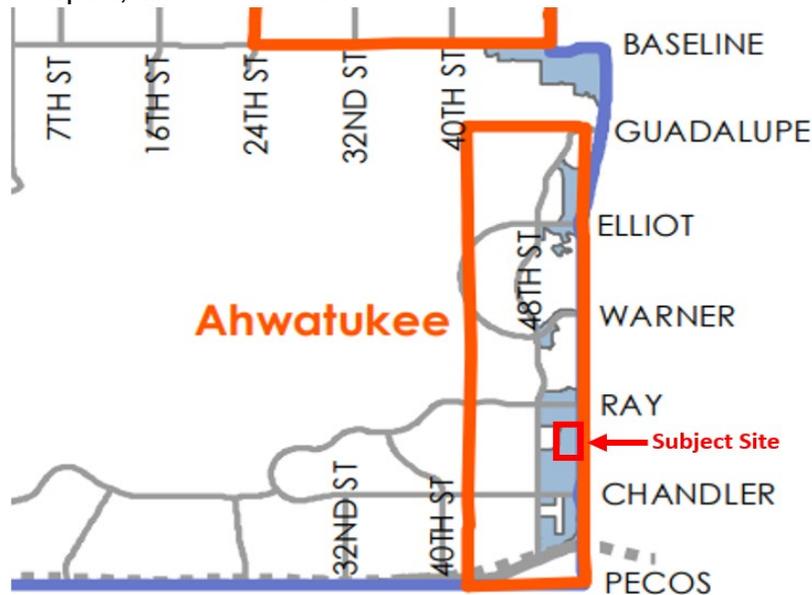
In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing.

The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety housing types that will address the supply shortage at a more rapid pace while using underutilized land in a more sustainable fashion.

8. [Maricopa Association of Governments \(MAG\) Ahwatukee Foothills Employment Center](#)

The subject site falls within the boundaries of the Maricopa Association of Governments designated Ahwatukee Foothills major employment center. The Ahwatukee Foothills major employment center extends south from Guadalupe Road to Pecos Road and west from Interstate 10 to 40th Street.

The location of the employment center encourages convenient access to other parts of the metropolitan area. The Ahwatukee Foothills employment center profile identifies the area as an abundant labor pool with more than 418,000 workers within a 20 minute drive time. The employment center is also identified as a major contributor on engineering services, finance and insurance, medical equipment, and telecommunications. The proposed development will continue to provide convenient access to established employment centers located to the north and south. Furthermore, the location would ensure access to adjacent metropolitan areas including downtown Phoenix, Phoenix Sky Harbor International Airport, and other retail locations.



Employment Center Map
Source: Planning and Development Department

9. [Tree and Shade Master Plan](#)

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

Staff is recommending the following stipulations for parking lot and sidewalk

shading:

- All landscape setbacks shall contain 25 percent two-inch caliper trees, and 75 percent three-inch caliper trees (Stipulation No. 8)
- Uncovered surface parking lot areas shall be landscaped with minimum two-inch caliper drought-tolerant shade trees to achieve a minimum of 25 percent shade (Stipulation No. 10);
- Detached sidewalks along 50th Street with 75 percent live vegetative groundcovers (Stipulation No 14).

10. **Monarch Butterfly**

In April 2021, Mayor Kate Gallego signed the [National Wildlife Federation's Mayor's Monarch Pledge](#). This pledge commits the city to take action to support the monarch butterfly population. In the United States, loss of milkweed habitat is a major factor in the decline of the monarchs. Arizona has at least 29 species of milkweed native to the state. Adult monarchs feed on the nectar of many flowers, but they breed only where milkweeds are found. To support the monarch butterfly population, Stipulation No. 9 the planting of milkweed shrubs, or other native nectar plant species, on the subject site.

11. **Complete Streets Guidelines**

In 2014, the City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. To provide a safe pedestrian environment staff is recommending enhanced pavement treatment for the on-site pedestrian walkways that cross vehicular drive aisles and to provide pedestrian walkways to the street intersection. This is addressed in Stipulation Nos. 11 and 12. This development will help pedestrianize the immediate street frontage by providing a detached sidewalk along 50th Street. Furthermore, bicycle parking will be required on the site encourage alternative transportation. This is addressed in Stipulation No. 13. In addition, any street improvements shall be done to City of Phoenix and ADA standards. This is addressed in Stipulations No. 17.

12. **Zero Waste PHX:**

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero-waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and Section 716 of the Phoenix Zoning Ordinance expand its recycling and other waste diversion programs. The provision of recycling containers was not addressed in the applicant's submittals.

COMMUNITY INPUT SUMMARY

13. As of the writing of this report, staff has received two letters of opposition for this rezoning application. The stated concerns are an increase in air pollution, traffic congestion and crime.

INTERDEPARTMENTAL COMMENTS

14. The Fire Department indicated there are no problems anticipated with the case and that the site and/or buildings shall comply with the International Fire Code with Phoenix Amendments. Further, the Department commented that they do not know the water supply at this site and noted that fire flow requirements may present a challenge for this site.
15. The Street Transportation Department has indicated that the developer will be required to submit a Traffic Impact Analysis with pedestrian crossing demand and circulation along 50th Street. Furthermore, the Street Transportation Department requires bicycle parking for residents to be in a secure location and that all street improvements must meet ADA standards. These requirements are addressed in Stipulation Nos. 15 through 17.
16. The Floodplain Management Division of the Public Works Department commented that this project is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 2705M of the Flood Insurance Rate Maps (FIRM) revised June 26, 2020. The applicant is required to submit a Grading and Drainage Plan to the Floodplain Management section of Public Works Department. An Elevation Certificate (FEMA Form 086-0-33) and a FEMA approved CLOMR-F or CLOMR must be received and approved by Floodplain Management prior to issuance of a Grading & Drainage permit. This is addressed in Stipulation No. 18.

OTHER

17. The site has not been identified as being archeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 19.
18. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to preliminary site plan approval. This is addressed in Stipulation No. 20.
19. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements such

as obtaining a use permit to conduct the proposed outdoor use in this zoning district. Other formal actions such as, but not limited to, zoning adjustments and abandonments, may be required.

Findings

1. As stipulated, the proposed development will include a unit maximum, and design elements, such as enhanced architecture, landscaping, and open space to mitigate the impacts to the surrounding properties.
2. The proposal will redevelop an underutilized property and provide a high-quality multifamily residential development which is consistent with the surrounding land uses.
3. The proposal will allow for additional housing opportunities in the Village and will help alleviate the housing crisis.

Stipulations

1. The development shall be in general conformance with the elevations date stamped September 21, 2022, as modified by the following and as approved by the Planning and Development Department.
 - a. Building elevations adjacent and oriented to public streets shall contain a minimum of 25% brick, masonry, stone, or another exterior accent material that exhibits quality and durability.
 - b. All ground floor units adjacent to 50th Street shall have individual porches or patios oriented to the street.
2. The development shall be limited to a maximum of 417 dwelling units.
3. A minimum of six amenities shall be provided and distributed throughout the site which may include but are not limited to pools, dog parks, barbeques, ramadas, and tot lots with shade equipment as approved by the Planning and Development Department.
4. A minimum of 8% of the gross project area shall be retained as common open space, as approved by the Planning and Development Department.
5. A minimum 34,000-square foot open space area shall be centrally located within the development.
6. Prior to final site plan approval, the developer shall include with the building plans submitted for Phoenix Building Construction Code compliance review certification by a registered Professional Engineer or registered Professional

Architect in the State of Arizona demonstrating the average indoor noise levels of the residential units shall not exceed a decibel day night-level (DNL) of 45 decibels, as approved by the Planning and Development Department.

7. A perimeter wall no less than 6 feet in height shall be provided along the I-10 freeway. This wall shall include material and textural differences, such as stucco and/or split face block with a decorative element, such as tile or stamped design, as approved by the Planning and Development Department.
8. All required landscape setbacks shall be planted with minimum 25% 2-inch caliper and minimum 75% 3-inch caliper, drought tolerant trees, planted 20 feet on center or in equivalent groupings, as approved by the Planning and Development Department.
9. 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.
10. All uncovered surface parking spaces shall be landscaped with minimum 2-inch caliper large canopy drought tolerant shade trees. Landscaping shall be dispersed throughout the uncovered surface parking spaces, to achieve a minimum 25% shade at maturity, as approved by Planning and Development Department.
11. Pedestrian pathways shall be provided to connect building entrances, public sidewalks, and community amenities, using the most direct route for pedestrians, as approved by the Planning and Development Department.
12. Where pedestrian pathways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast parking and drive aisle surfaces, as approved by the Planning and Development Department.
13. A minimum of 20 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.
14. The developer shall maintain the existing detached sidewalk landscape area located between the back of curb and sidewalk along 50th Street and replenish it to the following standards, as approved by the Planning and Development Department.

- a. Drought tolerant shrubs and vegetative groundcovers maintained to a maximum height of 24 inches to provide a minimum of 75% live coverage at maturity.

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

- 15 The developer shall submit a Traffic Impact Analysis for this development. The TIA shall include a pedestrian crossing demand and circulation analysis along 50th Street. The developer shall be required to fund and construct pedestrian crossing if required by the approved TIA. No preliminary approval of plans shall be granted until the study has been reviewed and approved by the city.
- 16 The developer shall provide secured bicycle parking for residents as required by Chapter 13, Section 1307 H of the Zoning Ordinance, as approved by the Planning and Development Department.
17. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
- 18 This parcel is in a Special Flood Hazard Area (SFHA) called Zone A, on panel 2705M of the Flood Insurance Rate Maps (FIRM) dated June 26, 2020. The following requirements shall apply, as approved by the Planning and Development Department:
 - a. The Architect/Engineer is required to show the floodplain boundary limits on the Grading and Drainage plan and ensure that impacts to the proposed facilities have been considered, following the National Flood Insurance Program (NFIP) Regulations (44 CFR Paragraph 60.3). This includes, but not limited to provisions in the latest versions of the Floodplain Ordinance of the Phoenix City Code.
 - b. A copy of the Grading and Drainage Plan needs to be submitted to the Floodplain Management section of Street Transportation Department for review and approval of Floodplain requirements.
 - c. Elevation Certification (FEMA Form 086-0-33) based on construction plans must be received and approved by Floodplain Management prior to issuance of Grading & Drainage permit. In Zone A, a base flood elevation determination letter (sample letter is provided by Floodplain Management upon request) and exhibit will also be required prior to

issuance of Grading & Drainage permit.

- d. The developers shall provide a FEMA approved CLOMR-F or CLOMR prior to issuance of a Grading and Drainage permit. CLOMR-F and CLOMR also requires the following compliance with Section 7 & 9 of the Endangered Species Act (ESA)
19. 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.
 20. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Writer

Nayeli Sanchez Luna

December 19, 2022

Team Leader

Racelle Escolar

Exhibits

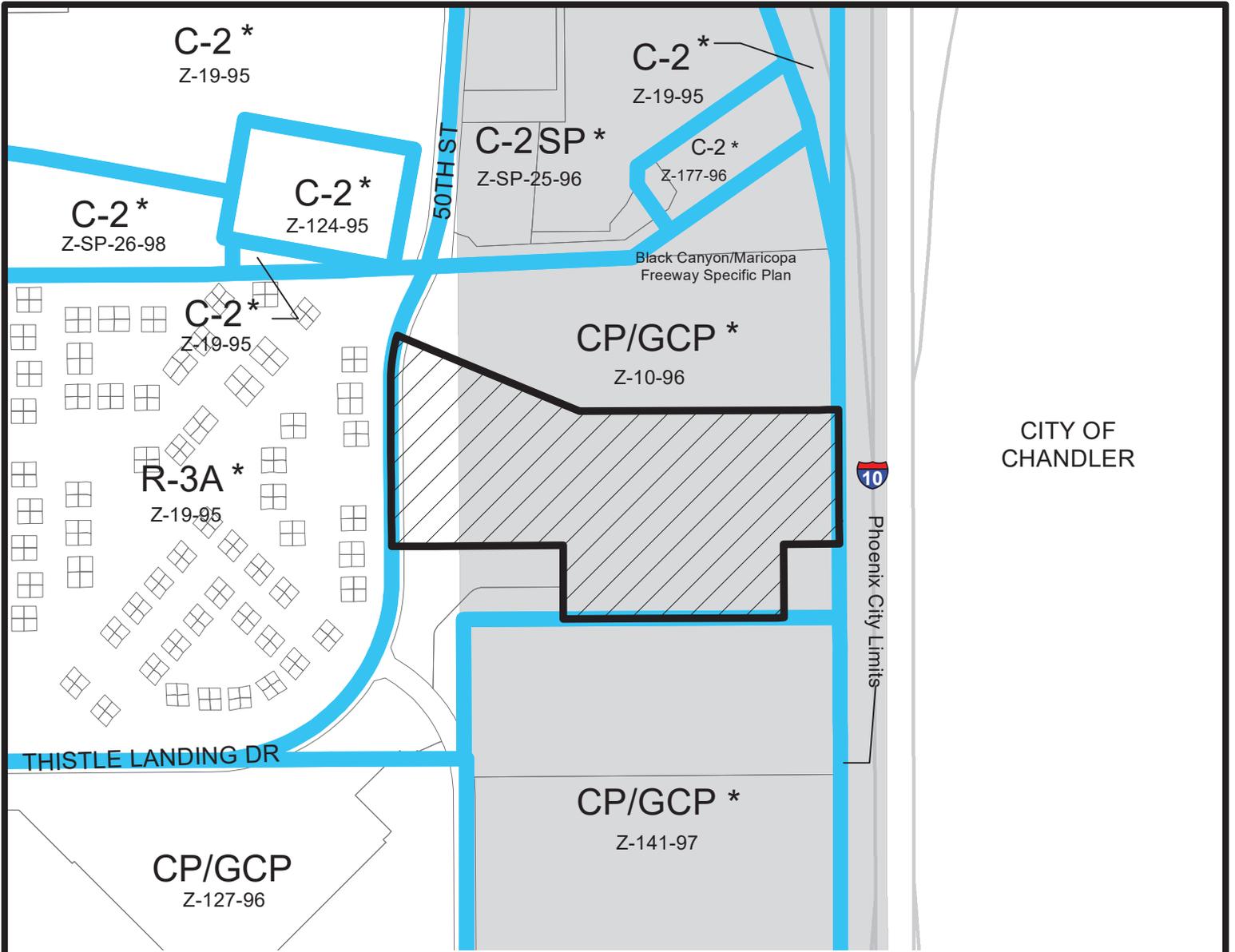
Zoning sketch map

Aerial sketch map

Conceptual Site Plan date stamped November 28, 2022

Conceptual Elevations date stamped September 21, 2022 (6 pages)

Community Correspondence (4 pages)



CITY OF CHANDLER

Phoenix City Limits

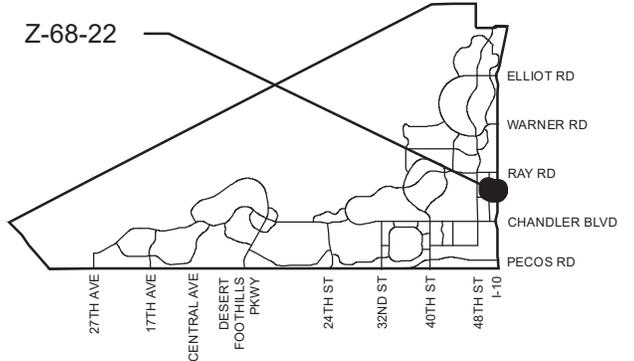


Miles



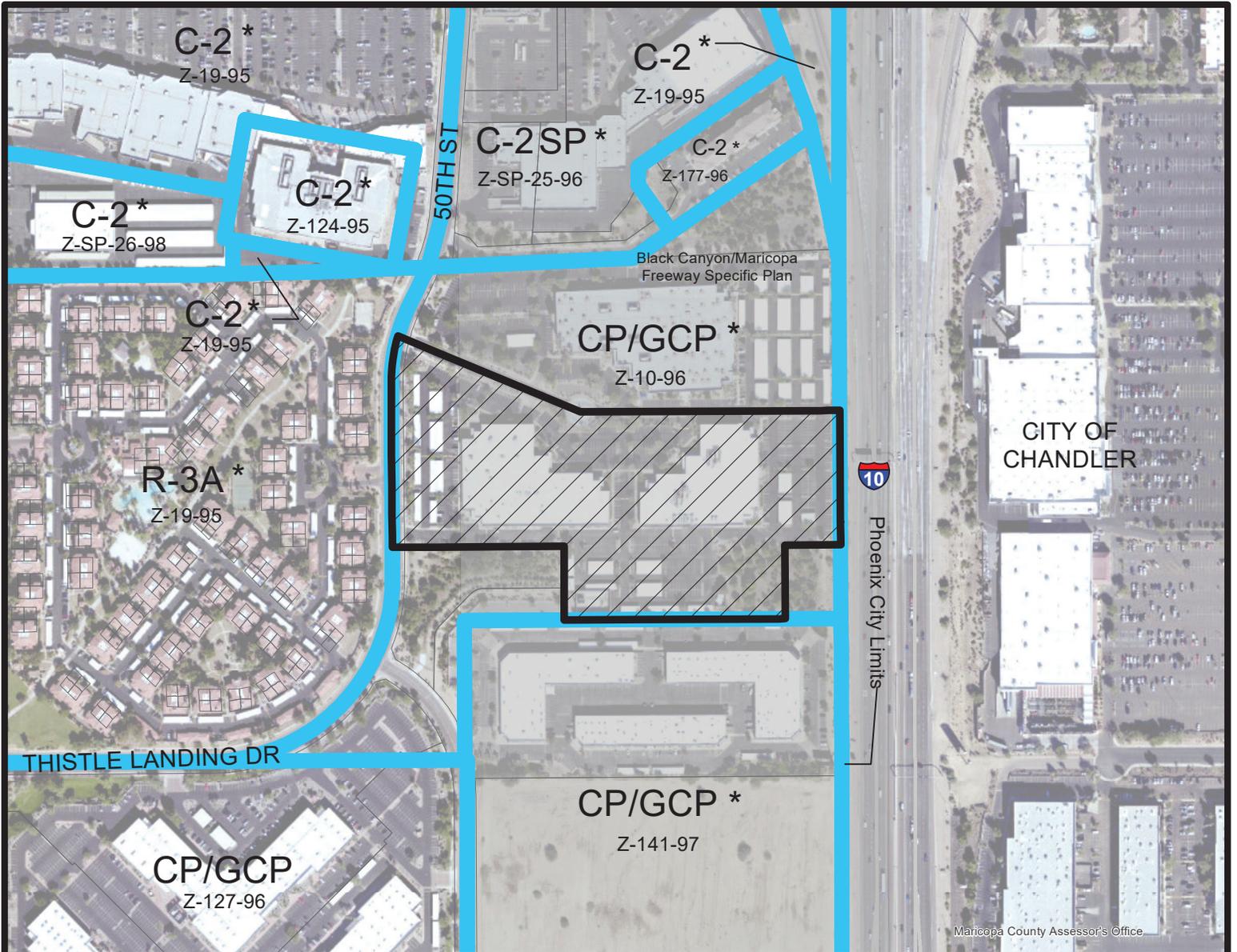
AHWATUKEE FOOTHILLS VILLAGE

CITY COUNCIL DISTRICT: 6



APPLICANT'S NAME: Dennis M Newcombe		REQUESTED CHANGE:	
APPLICATION NO. Z-68-22		FROM: CP/GCP (14.33 a.c.)	
<small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small> 14.33 Acres		<small>DATE:</small> 10/10/2022 <small>REVISION DATES:</small>	
<small>AERIAL PHOTO & QUARTER SEC. NO.</small> QS 09-39		<small>ZONING MAP</small> B-11	
TO: C-2 HGT/WVR DNS/WVR (14.33 a.c.)			
MULTIPLES PERMITTED CP/GCP C-2 HGT/WVR DNS/WVR		CONVENTIONAL OPTION N/A 623	
		* UNITS P.R.D. OPTION N/A 748	

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



Miles

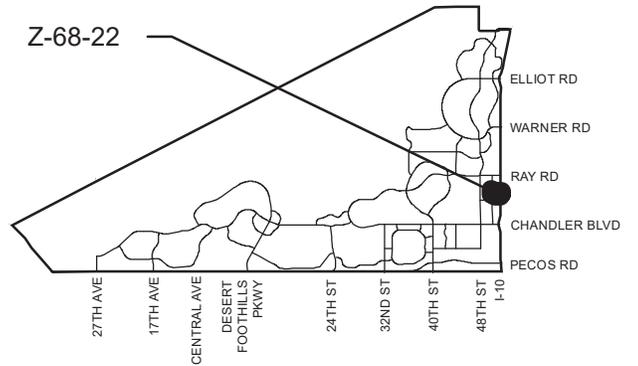


AHWATUKEE FOOTHILLS VILLAGE

CITY COUNCIL DISTRICT: 6



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



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		* UNITS P.R.D. OPTION N/A 748	

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

50th Street Ahwatukee EVEREST HOLDINGS

CITY OF PHOENIX
SEP 21 2017
Planning & Development
Department

09/02/2012
BUILDING 1
COLOR ELEVATION
preliminary not for construction

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WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



ⓐ SOUTH ELEVATION



ⓑ EAST ELEVATION



ⓒ NORTH ELEVATION



ⓓ WEST ELEVATION

50th Street Ahwatukee EVEREST HOLDINGS

CITY OF PHOENIX

SEP 21 2017

Planning & Development
Department

09/02/2022

BUILDING 2

COLOR ELEVATION
preliminary not for construction

billform
architecture

billform architecture
group, inc.
11469 north cove creek road • suite 111
phoenix, az 85028-3900
Phone: 602.284.9200
www.billform.com

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NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION

50th Street Ahwatukee EVEREST HOLDINGS

CITY OF PHOENIX
SEP 21 2017
Planning & Development
Department

09/02/2022
BUILDING 3
COLOR ELEVATION
preliminary not for construction

50th Street Ahwatukee EVEREST HOLDINGS

CITY OF PHOENIX

SEP 21 2017

Planning & Development
Department

09/02/2022

BUILDING 4

COLOR ELEVATION
preliminary not for construction



⊕ SOUTH ELEVATION



⊕ EAST ELEVATION



⊕ WEST ELEVATION



⊕ NORTH ELEVATION

CITY OF PHOENIX

SEP 21 2017

Planning & Development
Department



WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION

CITY OF PHOENIX

SEP 21 2017

Planning & Development
Department

09/02/2022

BUILDING 5

COLOR ELEVATION

preliminary not for construction

billform
architecture

billform architecture
group, inc.
11469 north cove creek road • suite 111
Phoenix, AZ 85028-3920
www.billform.com

50th Street Ahwatukee

EVEREST HOLDINGS



⊕ NORTH ELEVATION



⊕ EAST ELEVATION



⊕ SOUTH ELEVATION



⊕ WEST ELEVATION

CITY OF PHOENIX

SEP 21 2022

Planning & Development
Department

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architecture

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www.billform.com

50th Street Ahwatukee EVEREST HOLDINGS

09/02/2022
BUILDING 6
COLOR ELEVATION
preliminary not for construction

Nayeli Sanchez Luna

Subject: FW: Submitting comment for AHWATUKEE FOOTHILLS VILLAGE PLANNING COMMITTEE Meeting
December 19, 2022, at 6:00 p.m.

From: Mike K <h77key@yahoo.com>

Sent: Wednesday, December 14, 2022 5:56 PM

To: PDD Long Range Planning <pdd.longrange@phoenix.gov>

Subject: Re: Submitting comment for AHWATUKEE FOOTHILLS VILLAGE PLANNING COMMITTEE Meeting December 19, 2022, at 6:00 p.m.

On Wednesday, December 14, 2022 at 05:55:00 PM MST, Mike K <h77key@yahoo.com> wrote:

I am submitting comments for the Dec 19th meeting regarding -- Z-68-22-6: Presentation, discussion, and possible recommendation regarding a request to rezone 14.33 acres located approximately 1,500 feet south of the southeast corner of 50th Street and Ray Road from CP/GCP (Commerce Park District, General Commerce Park Option) to C-2 HGT/WVR DNS/WVR (Intermediate Commercial, Height Waiver, Density Waiver) to allow multifamily residential with a height and density waiver.

I have been an Ahwatukee resident for more than 25 years and live off of Ray Road near Thunderhill and Monta Vista Elementary School. I am submitting my comments in strongly opposition to the proposed 417 unit apartment development on 50th Street.

As I mentioned I have lived off of Ray Road for 25 years. Travel to the I10 highway essentially only has one route that is Ray Road. Ray Road between 48th Street and the I10 is already at capacity and I frequently need to sit through several traffic light signals at multiple sections to get to the highway. Traffic is worse during rush hour and on weekends where it backs up all the way past 48th street. There have been attempts to fix the light timing at that section of the road and they have not remedied the issues. Chandler Blvd also has similar traffic issues. This section of Ray Road and Chandler Blvd is already beyond capacity and adding more cars from this development will make it much worse. Traffic may appear lighter than normal at this point in time due to the number of people currently working from home still as a result of the pandemic. When I traveled to work pre-pandemic, crossing the highway or getting onto the highway was a nightmare. As things get back to normal, traffic will increase back to what it used to be pre-COVID and any additional traffic due to this proposal will make it much worse. You can't view that stretch of road at current traffic levels you need to look at it from past traffic levels when people were commuting to work daily. At some point in the future it can and probably will go back to those levels. The committee needs to take that into consideration when making this decision. Any traffic studies that have been conducted in the past 3 years are invalid due to the pandemic.

We are talking about a quality of life issue here. The additional traffic delays cause more pollution and air quality issues, wear and tear on our roads and frustration amongst the community. The original residential density and building height restrictions were well thought through and put in place for good reasons. There would have to be overwhelming benefits to the residents of our community to override these restrictions and this proposed development provides no benefits to the Ahwatukee / Ray Road community. More crowding on our roads and at our restaurants is hardly a benefit. I recall visiting LA and wanting to go out to eat on the weekends. Not only did you have to wait to find a parking spot, you then needed to wait an hour to get a table. We don't need that in Ahwatukee.

Additionally, a disproportionately large portion of the crime that occurs in and around Ahwatukee occurs in the current apartment complexes. The developer can say that they are aiming at "High-earning professionals" to reside there. However they know as well as you that you can not discriminate against anyone that qualifies to pay the rent regardless of their background or what they do for a living.

I'm not opposed to additional housing or the layout of the community, I am opposed to it at that location. There is no good reason for the village planning committee to even consider it. I consider your role on the Village Planning committee to be responsible stewards for making the community better and to improving it. More people, more crowding, more cars, more pollution, more frustration, more potential crime is not an improvement to the community. If you were proposing a new park or golf course or green space I'd be all for it. A new museum, art gallery or theater, count me in. The community can not absorb another 417 families at that particular location.

Please reject this proposal or cut it down in size dramatically.

Thank you,

Michael and Carol Kolodziej

Nayeli Sanchez Luna

To: PDD Long Range Planning
Subject: RE: Comments for Ahwatukee Foothills Village Planning Committee Public Meeting 12-19-22

From: Andrew Harmsen <andrewhpeterbilt@gmail.com>
Sent: Saturday, December 17, 2022 2:37 PM
To: PDD Long Range Planning <pdd.longrange@phoenix.gov>
Subject: Comments for Ahwatukee Foothills Village Planning Committee Public Meeting 12-19-22

Hello,

I would like to submit comments for the upcoming Ahwatukee Foothills Village Planning Committee Public Meeting being held Monday, December 19, 2022 at 6pm.

My comments are for agenda item Z-68-22-6 for a rezoning request. Thank you for your time and consideration of these comments.

Andrew Harmsen

The idea of having more apartments - and a LOT OF THEM - along 50th Street, south of Ray Road, is mind boggling. This is not a typical apartment. This would represent a number of living units that has only recently started to be proposed around the valley. Four to five hundred living unit apartment complex mega sites are growing increasingly commonplace among builders. Tempe is building a 500 unit complex near Ikea, which will wreck havoc on Warner Road traffic.

I understand the current housing crisis and the intense need to rapidly build more houses and apartments. The proposed site for over 400 units is NOT the right place for this.

As stated in the agenda item details, the proposed site is currently zoned as a commerce park. The developers wish to rezone to C-2, intermediate commercial, but also get a waiver for height AND density requirements. They are acknowledging that this type of building should not be here, hence the waivers request. The infrastructure was not designed for so many living units.

I grew up in Ahwatukee and have lived here my whole life (except a brief period, where I still worked here), and I know first hand how bad the traffic gets on Ray Road, as well as 50th Street. There are simply a lot of thriving businesses and restaurants in this little area. Everyone knows Ray Road traffic backs up. 50th Street traffic also logjams at the first parking lot entrance south of Ray. The dual left hand turn lanes to travel south on 50th Street back up easily, and the same is said about the single right hand turn lane to travel east on Ray Road.

Traffic coming into Ahwatukee from Chandler on westbound Ray Road gets congested, too. There is a constant stream of traffic entering Ahwatukee via Ray Road from Chandler, as well as both I-10 off ramps.

This is how conditions are right now. Add the anticipated 1,800 additional trips from the Converge Logistics Center. Then add over 200 more anticipated trips from these apartments (which I believe is an underestimate for over 400 units aimed at high earning professionals), and you're looking at well over 2,000 additional trips on 50th Street every day. Most of them likely to utilize I-10-to-Ray-to-50th and then 50th-to-Ray-I-10. THERE IS NOT ENOUGH STREET INFRASTRUCTURE TO ACCOMMODATE THIS!

As stated earlier, the already significantly used dual left turn lanes onto 50th Street, and the single right turn lane onto eastbound Ray Road, will become a mess of large trucks and even more vehicle trips every day. The large trucks, which

are larger and slower than cars, will cause bad gridlock in the area, regardless what is done to fix traffic light timing. 50th Street will become impossible to maneuver. Ray Road will become impossible to maneuver.

People are impatient drivers. They cut over three lanes of traffic when they get off the I-10 so they can turn south onto 50th Street. Their attitudes will get worse with all the large trucks and additional traffic of these apartments. People may decide to go further to 48th Street to avoid the headaches, but Ray Road and 48th Street is already a horrible intersection! Maybe they'll use Chandler Boulevard and 50th Street instead, and make that stretch of Chandler Boulevard just as bad as Ray Road has always been.

All in all, my opinion is that the proposed site is not the best location for these apartments. The city would have to look into upgrades to the street grid in order for many residents to approve this plan.