



## City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

**To:** Planning Commission

**Date:** February 3, 2022

**From:** Racelle Escolar  
Principal Planner

**Subject:** ITEM 13, ON THE FEBRUARY 3, 2022 HEARING AGENDA – REZONING APPLICATION Z-69-20-6 (AUTEM ROW PUD) – APPROXIMATELY 300 FEET WEST OF THE NORTHWEST CORNER OF 16TH STREET AND MARYLAND AVENUE

Item 13, Rezoning Application Z-69-20-6, is a request to rezone 0.89-acres located approximately 300 feet west of the northwest corner of 16th Street and Maryland Avenue, from R-O (Residential-Office District) to a Planned Unit Development (PUD) to allow multifamily residential.

The Camelback East Village Planning Committee heard the case on October 5, 2021 and recommended denial by a vote of 8-3. On November 3, 2021, staff issued the Addendum A Staff Report to include recommended modifications to the PUD development narrative to address the concerns raised by members of the community at the Camelback East Village Planning Committee meeting which included a reduction in the number of dwelling units from 16 to 15.

The case was then heard by the Planning Commission on November 4, 2021, where it was continued to the December 2, 2021, hearing to allow the applicant to work with the community on modifications to the development narrative to further address concerns. Staff issued the Addendum B Staff Report on December 2, 2021, to update staff recommended stipulations regarding modifications to the development standards to provide street-facing units along Maryland Avenue and provide an updated site plan. The case returned to the Planning Commission on December 2, 2021 and was approved per the Addendum B Staff Report with modified and additional stipulations by a vote of 8-1.

A public hearing before the Phoenix City Council was held on January 5, 2022. At the hearing one of the concerns discussed was the provision of solid waste pickup on Maryland Avenue. The request was continued by the Phoenix City Council to the January 26, 2022 formal meeting with direction to the applicant to work with staff to address the remaining concerns regarding solid waste pick up. The applicant met with representatives from the Planning and Development and Public Works departments to identify potential design solutions to accommodate onsite solid waste pick up. As a result of these discussions the applicant has proposed a modification to the site layout that provides for an onsite solid waste collection enclosure within the front landscape setback. The location of the collection enclosure area closer to Maryland Avenue addresses access and safety issues that made servicing a collection area enclosure further within the site's interior challenging. Staff has proposed several modifications and additions to the stipulations to

update the PUD Narrative to permit the solid waste collection enclosure and add screening and landscaping standards to ensure the enclosure is integrated into the landscape setback.

The proposed installation of the collection area enclosure in the front of the site resulted in shifting of the dwelling units to the north and the loss of one guest parking space. The applicant has proposed the provision of a minimum of eight bicycle parking spaces to reinforce the site's proximity to the dedicated bicycle lane on Maryland Avenue and compensate for the loss of the one parking space. In addition, the PUD has been amended to require a pedestrian connection on the north end of the property which would provide access to additional parking should the applicant and the adjacent property owner be able to come to terms on an agreement to utilize the surface parking to the north of the site for guest parking.

At the Phoenix City Council formal meeting on January 26, 2022, it was discovered that the sign posting that provides the required notification of the public meeting dates had not been updated. Therefore, the City Council remanded the case back to the Planning Commission to consider the staff recommendation with the updated stipulations below and to allow the applicant to update the sign posting with the correct public meeting dates.

The latest revised and added stipulations are included below in **bold** and **red**. Staff recommends approval, subject to the updated stipulations below:

1. An updated Development Narrative for the Autem Row PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped ~~September 21, 2021~~ DECEMBER 2, 2021, as modified by the following stipulations:
  - a. Front cover: Revise the submittal date information on the bottom to add the following: Hearing draft submittal: ~~September 21, 2021~~ DECEMBER 2, 2021; City Council adopted: [Add adoption date].
  - ~~B. PAGE 5, OVERALL DESIGN CONCEPT: UPDATE THE REFERENCE TO PROPOSED NUMBER OF UNITS TO 15.~~
  - G. B. PAGE 7: UPDATE THE REFERENCE TO PROPOSED NUMBER OF UNITS TO 15.
  - ~~D. C. PAGE 8, LAND USE PLAN: UPDATE THE REFERENCE TO PROPOSED NUMBER OF UNITS TO 15.~~
  - ~~E. D. PAGE 9, DEVELOPMENT STANDARDS TABLE: UPDATE THE MAXIMUM DENSITY TO 15 DWELLINGS UNITS AND 16.85 DU/AC.~~

F. E. PAGE 9, DEVELOPMENT STANDARDS TABLE: UPDATE GUEST PARKING TO ~~0.40~~ ~~0.46~~ **0.40** SPACES PER RESIDENTIAL UNIT TO REFLECT MINIMUM OF ~~6~~ **7** GUEST PARKING SPACES.

**F. PAGE 9, BICYCLE PARKING: REPLACE WITH THE FOLLOWING:**

**8 BICYCLE PARKING SPACES; 0.25 BICYCLE PARKING SPACES PER DWELLING UNIT.**

**BICYCLE PARKING MAY BE PLACED IN THE FRONT SETBACK AND MAY BE ALLOWED IN THE RIGHT-OF-WAY SUBJECT TO A REVOCABLE PERMIT FROM THE STREET TRANSPORTATION DEPARTMENT.**

**BICYCLE PARKING WILL COMPLY WITH ADA REQUIREMENTS AND WILL NOT IMPEDE ON-SITE PEDESTRIAN ACCESS. A CLEARANCE OF AT LEAST FOUR FEET IN WIDTH WILL BE PROVIDED FOR PEDESTRIAN ACCESS.**

**BICYCLE RACKS AND/OR STORAGE AREAS WILL BE LOCATED WITHIN 50 FEET FROM BUILDING ENTRY POINTS.**

**BICYCLE RACKS WILL BE AT LEAST 30 INCHES FROM A WALL OR OTHER OBSTRUCTION. THE MINIMUM LENGTH FOR BICYCLE PARKING WILL BE 72 INCHES.**

**BICYCLE RACKS AND/OR STORAGE AREAS WILL BE LOCATED NEAR HIGH TRAFFIC AREAS AND VISIBLE TO THE PUBLIC BUT SHOULD NOT IMPEDE THE FUNCTION OF THE PEDESTRIAN WALKWAY.**

- G. PAGE 10, LANDSCAPE STANDARDS TABLE STREETScape - ADJACENT TO MARYLAND: ADD THE FOLLOWING LANGUAGE BELOW THE CURRENT STANDARDS:**

**AN ON-SITE SOLID WASTE AND RECYLING ENCLOSURE MAY BE LOCATED IN THE LANDSCAPE SETBACK.**

**THE SOLID WASTE AND RECYLING ENCLOSURE SHALL BE FULLY SCREENED WITH A GREEN SCREEN CONSISTING OF VINES OR OTHER VEGETATIVE COVER. AT A MINIMUM THE ENCLOSURE SHALL BE LANDSCAPED ALONG ITS PERIMETER WALLS WITH 5-GALLON SHRUBS PLACED FOUR FEET ON CENTER OR IN EQUIVALENT GROUPINGS.**

**THE DIMENSIONS OF THE ENCLOSURE SHALL BE A MINIMUM OF 14 FEET BY 8 FEET WITH A MINIMUM 6-FOOT-TALL DECORATIVE SCREEN WALL. THE ENCLOSURE AND SCREEN WALL SHALL BE PERMITTED WITHIN THE LANDSCAPE SETBACK.**

**THE ENCLOSURE WALLS WILL BE CONSTRUCTED USING 4-INCH BY 4-INCH BY 16-INCH CONCRETE MASONRY UNITS AND WILL BE FITTED WITH TWO 5-FOOT FATE LEAFS WITH 180 DEGREE HINGES WITH ONE 4-FOOT PEDESTRIAN GATE LEAF WITH 180 DEGREE HINGES, UNLESS OTHERWISE AGREED TO BETWEEN THE APPLICANT, THE PUBLIC WORKS DEPARTMENT, AND AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.**

- ~~G. F. PAGE 12, DESIGN GUIDELINES SECTION E.1.H.: REPLACE WITH THE~~  
**H. FOLLOWING:**

~~BICYCLE PARKING WILL BE INSTALLED WHERE INDICATED ON THE ATTACHED SITE PLAN (EXHIBIT 9). A BICYCLE REPAIR STATION SHALL BE PROVIDED ON THE NORTH END OF THE SITE IN CLOSE PROXIMITY TO THE BICYCLE STORAGE AREA SHOWN ON EXHIBIT 9.~~

PAGE 12, DESIGN GUIDELINES SECTION E.1.H.: REPLACE WITH THE FOLLOWING:

**BICYCLE PARKING WILL BE INSTALLED IN AN ACCESSIBLE LOCATION ON THE SITE. WHERE INDICATED ON THE ATTACHED SITE PLAN (EXHIBIT 9). A BICYCLE REPAIR STATION SHALL BE PROVIDED ON THE NORTH END OF THE SITE IN CLOSE PROXIMITY TO THE BICYCLE STORAGE AREA SHOWN ON EXHIBIT 9.**

- ~~H. G.~~ **I.** PAGE 14, SECTION H.2. CIRCULATION: UPDATE THE PARAGRAPH TO REDUCE NUMBER OF UNITS TO 15 AND TO DESCRIBE THE LAYOUT AS PROPOSED IN THE SITE PLAN DATE STAMPED ~~OCTOBER 28, 2021.~~ IN EXHIBIT 9.
- ~~I. H.~~ **J.** PAGE 15, COMPARATIVE ZONING TABLE: UPDATE THE NUMBER OF UNITS, DENSITY RATIO, AND MINIMUM GUEST PARKING ON PUD ZONING COLUMN.
- ~~J. I.~~ **K** ~~PAGE 36, EXHIBIT 9 (CONCEPTUAL SITE PLAN): REPLACE WITH THE SITE PLAN DATE STAMPED OCTOBER 28, 2021 AND REMOVE THE REFERENCE TO THE BICYCLE REPAIR STATION.~~
- PAGE 36, EXHIBIT 9 (CONCEPTUAL SITE PLAN): REPLACE WITH THE SITE PLAN DATE STAMPED OCTOBER 28, 2021 AND **REMOVE THE REFERENCE TO THE BICYCLE REPAIR STATION AND REPLACE WITH THE SITE PLAN DATE STAMPED JANUARY 18, 2022.**
- ~~K.~~ ~~PAGE 38, EXHIBIT 10 (FENCE DIAGRAM): REMOVE THIS EXHIBIT.~~
- ~~I. J.~~ **L.** PAGE 4, EXHIBITS: DELETE REFERENCE TO EXHIBIT 10.
- ~~K.~~ **M.** PAGE 12, DESIGN GUIDELINES SECTION E.1.: MODIFY THE PROVISION THAT REQUIRES THE SOUTHERNMOST UNITS TO INCORPORATE STREET-FACING FRONT DOORS AND GLAZING TO BE ORIENTED TOWARDS MARYLAND AVENUE, AND ALSO THE STOOPS AND STAIRS TO BE ORIENTED TOWARDS MARYLAND AVENUE.
- ~~L.~~ **N.** PAGE 28: REVISE EXHIBIT 6 (STREETSIDE SCALE CONTEXT EXHIBIT) TO BE CONSISTENT WITH THE REVISED RENDERING ON THE COVER OF THE PUD NARRATIVE.
- ~~M.~~ **O.** PAGES 33-34: REVISE EXHIBIT 8 (CONCEPTUAL RENDERING) TO BE CONSISTENT WITH THE REVISED RENDERING ON THE COVER OF THE PUD NARRATIVE.
- P. PAGE 11: FENCES / WALLS. ADD THE FOLLOWING LANGUAGE: A PEDESTRIAN CONNECTION FENCE MUST BE LOCATED TOWARDS THE NORTHEAST CORNER OF THE PROPERTY TO ALLOW PEDESTRIANS TO ACCESS THE COMMERCIAL PARKING LOT NORTHEAST OF THE PROPERTY.**

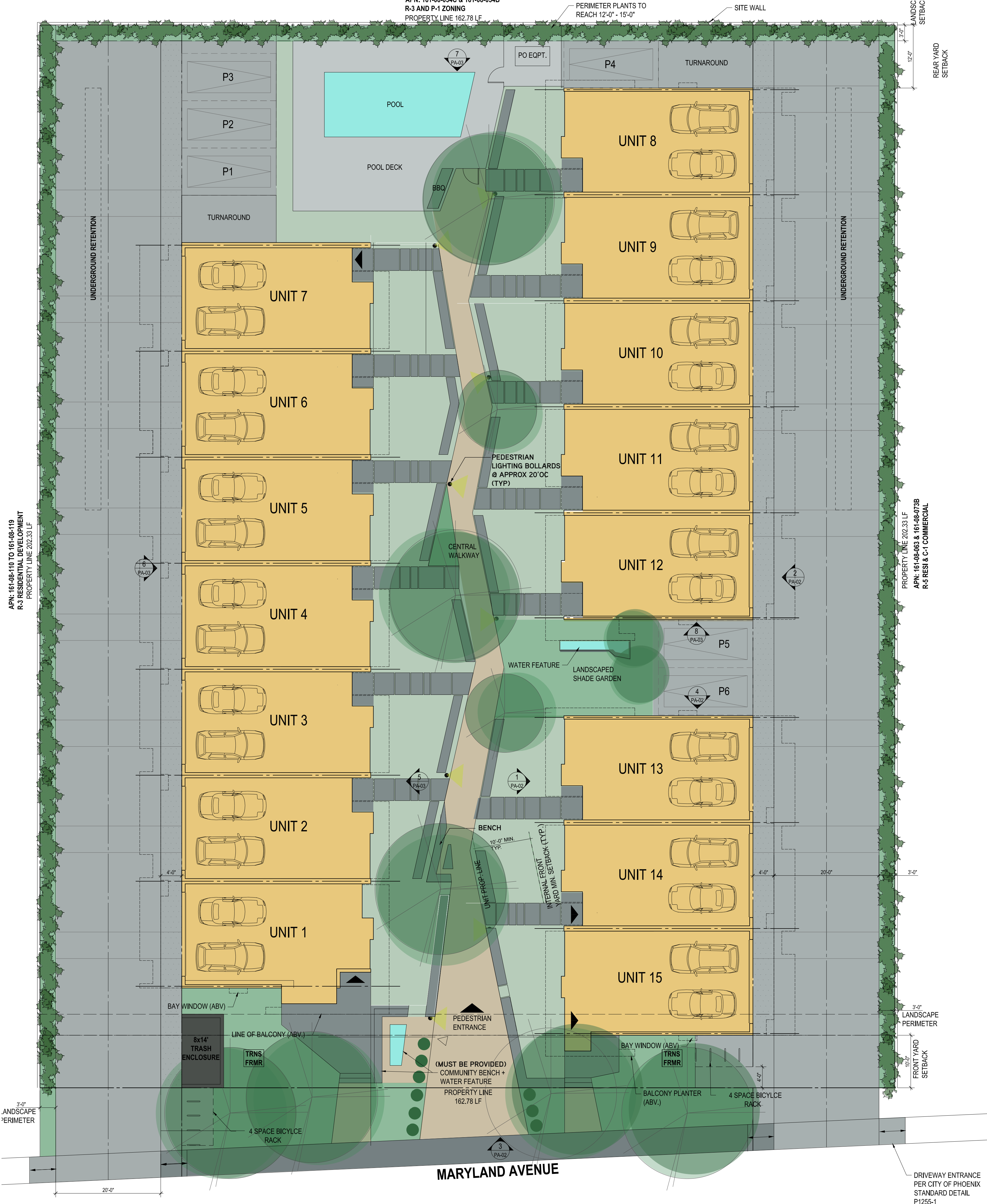
2. The developer shall dedicate a 7-foot sidewalk easement for the north side of Maryland Avenue, as approved by Planning and Development Department.

3. The applicant shall submit a traffic statement to the City for this development. No preliminary approval of plans shall be granted until the study is reviewed and approved by the City. Contact the Street Transportation Department to set up a meeting to discuss the requirements of the study. Upon completion of the TIS the developer shall submit the completed TIS to the Planning and Development Department counter with instruction to forward the study to the Street Transportation Department, Development Coordination Section.
4. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with the current ADA Guidelines.
5. 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.
6. ~~THE DEVELOPER SHALL WORK WITH THE PLANNING AND DEVELOPMENT DEPARTMENT'S SOLID WASTE REVIEWER TO PURSUE ALTERNATIVE METHODS OF WASTE COLLECTION TO ALLOW FOR PROVIDE ON-SITE TRASH AND RECYCLING PICK UP, AS APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.~~
7. 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.

Enclosures:

Site plan date stamped January 18, 2022

Additional correspondence received (5 Pages)



APN: 161-08-110 TO 161-08-119  
R-3 RESIDENTIAL DEVELOPMENT  
PROPERTY LINE 202.33 LF

APN: 161-08-054C & 161-08-054B  
R-3 AND P-1 ZONING  
PROPERTY LINE 162.78 LF

PERIMETER PLANTS TO REACH 12'-0" - 15'-0"

SITE WALL

LANDSCAPE SETBACK 12'-0"

REAR YARD SETBACK 12'-0"

PROPERTY LINE 202.33 LF  
APN: 161-08-083 & 161-08-073B  
R-3 RESI & C-1 COMMERCIAL

LANDSCAPE PERIMETER 3'-0"

FRONT YARD SETBACK 10'-0"

DRIVEWAY ENTRANCE PER CITY OF PHOENIX STANDARD DETAIL P1255-1

SITE PLAN NOTES

- 1) DEVELOPMENT AND USE OF THIS SITE WILL CONFORM WITH ALL APPLICABLE CODES AND ORDINANCES.
- 2) ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.
- 3) STRUCTURES AND LANDSCAPING WITHIN A TRIANGLE MEASURED BACK 10' FROM THE PROPERTY LINE AND 20' ALONG THE PROPERTY LINE ON EACH SIDE OF THE DRIVEWAYS ENTRANCES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'.
- 4) ANY LIGHTING WILL BE PLACED SO AS TO DIRECT LIGHT AWAY FROM THE ADJACENT RESIDENTIAL DISTRICTS AND WILL NOT EXCEED ONE FOOT CANDLE AT THE PROPERTY LINE. NO NOISE, ODOR, OR VIBRATION WILL BE EMITTED AT ANY LEVEL EXCEEDING THE GENERAL LEVEL OF NOISE, ODOR, OR VIBRATION EMITTED BY USES IN THE AREA OUTSIDE THE SITE.
- 5) OWNERS OF PROPERTY ADJACENT TO THE PUBLIC RIGHTS OF WAY WILL HAVE THE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE RIGHT OF WA, IN ACCORDANCE WITH THE APPROVED PLANS.
- 6) ALL ROOFTOP EQUIPMENT AND SATELLITE DISHES SHALL BE SCREENED TO THE HEIGHT OF THE TALLEST EQUIPMENT.
- 7) ALL SERVICE AREAS SHALL BE SCREENED TO CONCEAL TRASH CONTAINERS, LOADING DOCKS, TRANSFORMERS, BACKFLOW PREVENTERS, AND OTHER MECHANICAL OR ELECTRICAL EQUIPMENT FORM EYE LEVEL ADJACENT TO ALL PUBLIC STREETS.
- 8) BARBED, RAZOR, OR CONCERTINA WIRE (OR SIMILAR) SHALL NOT BE USED ON THIS SITE WHERE VISIBLE FROM THE PUBLIC STREETS OR ADJACENT RESIDENTIAL AREAS.
- 9) ALL SIGNAGE REQUIRES SEPARATE REVIEWS, APPROVALS, AND PERMITS. NO SIGNS ARE APPROVED PER THIS PLAN.

I CONSENT TO THE REPRODUCTION OF THIS SITE PLAN PROVIDED THAT IF MODIFICATIONS ARE MADE, THE PROFESSIONALS WHO MAKE SUCH CHANGES ASSUME FULL RESPONSIBILITY AND LIABILITY FOR THE MODIFIED PORTIONS OF THE PLAN.

PROPOSED DEVELOPMENT - PUD

PROPOSED USE:	PUD - TOWNHOMES FOR SALE	
HEIGHT:	3 STORIES / 31-10 3/4"	
DENSITY:		
UNITS / CARPARKS:	15 TOWNHOMES	X 2 PER GARAGE = 30 SPACES
	PROVIDED	X 0.5 = 7.5 GUEST SPACES (REDUCTION REQUESTED UNDER PUD OF 6 GUEST SPACES) 36 TOTAL SPACES
WASTE:	15 DWELLING UNITS	(0.25 CY PER DU = 3.75 CY)
	PROVIDED	(1) 4 CY SOLID WASTE (1) 4 CY RECYCLE WASTE (1) 8 x 14' TRASH ENCLOSURE
LOT COVERAGE:	BUILDING 1 = 7,608 SF	32,935 NSF / 15,240 = .46 OR 46% LOT COVERAGE
	BUILDING 2 = 4,747 SF	
BUILDING 3 = 2,885 SF		
TOTAL = 15,240 SF		

PROJECT DESCRIPTION

AUTEM DEVELOPMENT PLANS TO BUILD A 15 UNIT TOWNHOME COMMUNITY AT E MARYLAND AVE. ON A 32,935 SF PARCEL. THE SITE IS CURRENTLY USED FOR RESIDENTIAL AND OFFICE SPACE. THE PROJECT IS CENTERED BETWEEN TWO DRIVEWAYS ON THE EAST AND WEST OF THE SITE WITH A LANDSCAPED COMMUNITY ZONE AND PATHWAYS SEPARATING THE TOWNHOME STRUCTURES. THE BUILDINGS WILL BE A COMBINATION OF MASONRY AND WOOD FRAME CONSTRUCTION WITH INDIVIDUAL ENTRANCES AND GARAGE ACCESS TO EACH UNIT.

THERE IS ONE 1,175 SF UNIT TYPE WITH A UNIQUE ARCHITECTURAL CHARACTER. UNITS ARE PROVIDED WITH THEIR OWN FRONT GARDEN WHICH FACES ONTO THE COMMUNITY WALKWAY. EACH UNIT HAS A 2-CAR GARAGE AND 4 GUEST SPACES ARE PROVIDED. THERE WILL BE A MASONRY FENCE ALONG THE SITE PERIMETER. THE PRIMARY ENTRANCES WILL BE ALONG MARYLAND AVE.

THE COMMUNITY AMENITIES WILL INCLUDE: COMMUNITY WALKWAY WITH FIRE AND WATER FEATURES, LUSH LANDSCAPING, POOL, AND COMMUNITY BBQ. THESE AREAS ARE DISPERSED ABOUT THE SITE WITH THE OUTDOOR COMMON SPACES.

APPLICANT

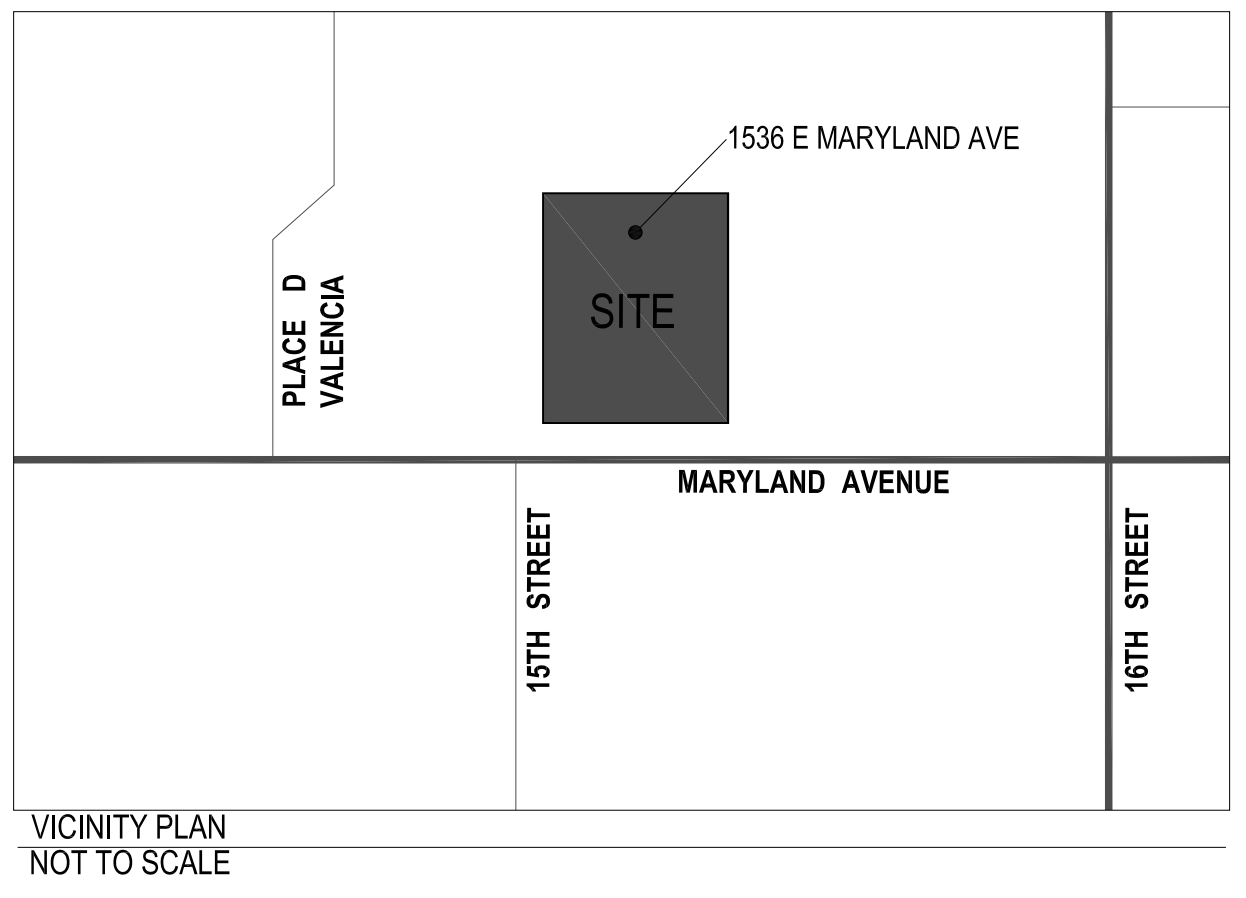
DEVELOPER: AUTEM DEVELOPMENT  
2525 E CAMELBACK RD #407  
PHOENIX, AZ 85016  
JARED@AUTEMDEV.COM  
602-793-2107  
ZANDER@AUTEMDEV.COM  
310-617-1695

ARCHITECT: WORKSBUREAU, INC.  
2524 N. 24TH ST.  
PHOENIX, AZ  
MIKE ALEXANDER / MALEXANDER@WORKSBUREAU.COM  
602-321-9080

ATTORNEY: TIFFANY AND BOSCO  
2525 E CAMELBACK ROAD  
PHOENIX, AZ  
WILLIAM E. LALLEY, WEL@TBLAW.COM

ZONING

PROP ADDRESS:	1536 E MARYLAND AVE, PHOENIX, ARIZONA 85014
LEGAL DESCRIP.	TH PT SE4 NE4 SEC 9 T2N R3E DAF BEG AT PT S LI SD NE4 336.78F W OF SE COR TH N 355.33F TH W 162.78F TH S 355.33F TH E 162.78F TO POB EX N 120F TH/OF & EX S 33F RD P/F 14-0341950
PARCEL #:	PARCEL #161-08-050C
SITE AREA:	0.87 ACRES GROSS 0.76 ACRES NET
CURRENT ZONING:	R-0
PUD:	REQUESTING NEW SETBACKS, INCREASED HEIGHT, REDUCED LANDSCAPE BUFFER TO 3', REDUCED VISITOR PARKING TO 80% OF REQUIRED
OPEN SPACE:	MINIMUM 5% OF GROSS LOT AREA REQUIRED 5% OF 37,895 SF = 1,895 SF
OPEN SPACE PROVIDED:	1,963 SF
LOT COVERAGE:	PER PUD
SETBACKS:	
PROPOSED UNDER PUD:	10' FRONT 12' REAR (OFF PROPERTY LINE) 3' LANDSCAPE PERIMETER - SIDE AND REAR 27' SIDE SETBACK AT GRADE LEVEL 23' SIDE SETBACK AT L2 19' SIDE SETBACK AT L3



CITY OF PHOENIX

JAN 18 2022

Planning & Development Department

WORKSBUREAU  
2524 NORTH 24TH STREET  
PHOENIX, ARIZONA 85008 USA  
+1 602 324 6000

NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION

REVISIONS

SHEET SCALE 0 1 2

AUTEM ROW  
1536 E MARYLAND AVE  
PHOENIX, ARIZONA 85014

SITE PLAN

DATE 18 JANUARY 2022  
DRAWN BY: MA  
CHECKED BY: MA

PROJECT # 20137  
PUD APPLICATION

PA-01

## Racelle Escolar

---

**From:** Larry Whitesell <thepeakna@gmail.com>  
**Sent:** Tuesday, February 1, 2022 12:56 PM  
**To:** PDD Planning Commission  
**Subject:** 3 Feb 2022 Meeting Item 13 Autem Row PUD

Dear Planning Commissioners –

This email is sent for your consideration of Z-69-20 Autem Row PUD that is remanded back to you by the City Council.

As you are probably aware, after your approval with stipulations of the project, the developer appealed your decision to stipulate on-site trash collection to the City Council. The case was heard on January 5<sup>th</sup>. The Council unanimously voted to continue the case to January 26<sup>th</sup> to give the applicant/appellant time to work with the Public Works Department on locating trash and recycling on site. On January 26<sup>th</sup> the case was remanded back to you because the developer did not update the signage on the property with current meeting dates. The sign was several months out of date.

The new site plan that you recently received shows the location of an on-site refuse compound. However, overcoming that hurdle resulted in the reduction of guest parking which now does not meet the stipulation you added for 7 on-site parking spaces.

The latest revision of the site plan with only 6 guest parking spaces is not acceptable. The rationale for both of the stipulations, 7 guest parking spaces and on-site refuse collection, remains the same: To ensure the safe use of the bike lanes. Another important reason to include both stipulations is to be compatible with the surrounding neighborhood.

The current plan also includes a pedestrian gate connecting the north-east corner of the subject property and the commercial parking lot to the north. This is not a viable, permanent solution. It can best be described as smoke and mirrors.

Some of you may ask what's so critical about 6 guest parking spaces instead of 7? The answer is safety. Safety is compromised by creating a scenario where even one more person is limited to choosing parking in the bike path instead of parking on-site. Please consider these factors:

1. The Zoning staff on January 25, 2021, in the first review of the applicant narrative stated:

**“Caution: Maryland is a bike land [sic] so no on-street parking may be permitted.”** (Emphasis added)

[Mastikhina, Camelback East Village Planner, *AUTEM ROW PUD (Rezoning Case No. Z-69-20-6) FIRST Review Comments*, page 7 of 8, January 25, 2021]

2. The number of guest parking spaces specified in the ordinance is the **minimum** requirement for all developments on any street in the City. Maryland isn't just any street.

- It is the designated east-west route for bicyclists in the Phoenix Comprehensive Bicycle Master Plan.
- It is a highly traveled bike route for students going to and from three Madison District schools. Likewise, it is a frequent street for vehicular traffic taking students to and from those schools.

3. A PUD is supposed to be “superior” to what would be allowed otherwise. The PUD ordinance states in two of four provisions that compatibility with the neighborhood and the character of the neighborhood are primary considerations.

- Having fewer than the **minimum** number of guest parking spaces is not superior.
- Limited on-site parking is not superior to the other developments in the surrounding neighborhood. In fact, the applicant has stated in writing and orally that other developments in the neighborhood have too few guest parking spaces. If this PUD is approved, it should be superior to that.

4. Some have said that parking in the bike lane cannot be prevented and is happening now.



- We should be looking for solutions to that issue, not approving yet another development that creates more opportunity for people to make bad choices and violate City regulations.

In closing, the residents in the area support the location of the trash/recycling compound as depicted on the recently revised site plan. We are hopeful that a viable solution for the on-site guest parking will also be found.

Please approve the application with the same stipulations as you forwarded to the City Council in December.

Thanks for your consideration of these factors.

Larry Whitesell, Co-Chair  
the PEAK NA  
602-370-8453

## Racelle Escolar

---

**From:** Linda Richards <januaryeditor@gmail.com>  
**Sent:** Wednesday, January 5, 2022 11:10 AM  
**Subject:** Re: Appeal (Applicant)- Z-69-20-6 (Autem Row PUD)  
**Importance:** High

I am a resident at 1530 E. Maryland Avenue — right next door to the proposed Autem Row mini development — and am astonished at the handling of the matter of the appeal of applicant Z-69-20-6 (Autem Row PUD). Why was the appeal initially scheduled for February, then mysteriously moved to a date that gave those involved very little warning to prepare or schedule meeting time? And then, under the circumstances, pleas for a continuance ignored?

The project was essentially approved with the condition that off-street provisions be made for the handling of garbage and recycling. At present there are NO projects on East Maryland Avenue that do not have off street garbage pick up. Autem Row's solution would have the Sonoran Bike Path — which at that point uses Maryland Avenue -- littered with garbage and recycling bins a few times a week.

Again NO OTHER PROJECT IN THE AREA DISPOSES OF TRASH IN THIS WAY. Why? Because it presents a nightmare and a danger for residents, drivers, bikers and pedestrians.

As you move forward, keep this fact in mind. And since we're going back there, you might also think about the fact that the tiny piece of land the proposed development is situated on is just too small for what they have designed for it: hence their trouble getting everything required of them to fit. The setback is astonishingly tiny. The width of the drive is suspect. The building is taller than has been approved here previously, especially on a piece of land that was vehemently changed to RO a few decades ago. Also, visitor parking is insufficient.

I know you have also heard a lot about parking. Let me add my concern here. Right next door to Autem Row at Maryland Village there are 18 units, each with two car garages, and six guest parking spaces and parking is always a point of contention: there is never enough guest parking. In fact, so many from this complex park in the neighborhood that neighbors have complained both to us and the city. There have been tickets and warnings and towing. It's really quite a mess. Parking is a problem for us, not legally — because presumably we're grandfathered — but in reality. Additional parking should be created for Autem Row.

I am most concerned, however, about the forest of garbage cans and recycling bins that seem to be intended for the BIKE LANE on Maryland Avenue, already a hazardous area for those of us who bike in the neighborhood. How can that be any sort of plan? To take what is already a precarious situation — the designated bike corridor that is Maryland Avenue — and make things further difficult for the neighborhood by cluttering the street even more than it already is with containers not meant for that use.

This development has not been created in the spirit or intention of PUD and I plead with you to look closely at what is being brought back here and why these junior developers are choosing to appeal what was essentially a win for them.

--

Linda L. Richards  
Author & Journalist  
editor January Magazine

> On Jan 3, 2022, at 9:28 AM, Racelle Escolar <racelle.escolar@phoenix.gov> wrote:  
>  
>  
> Hello all,  
>  
> There was an error on the attached appeal form related to the City Council date. The typed out form shows February 2 (page 2), however the Planning Commission agenda as well as the advertisement for this case has the City Council hearing scheduled on January 5. The case will be added on the City Council agenda for January 5 as an add on item. Please note you will be able to submit speaker requests, once the item is added to the agenda which can be found online at <https://www.phoenix.gov/cityclerk/publicmeetings/city-council-meetings>.  
>  
> I apologize for any inconvenience this may cause. Please let me know if you have any questions.  
>  
> Sincerely,  
>  
> Racelle Escolar, AICP  
> Planner III  
>  
> City of Phoenix  
> Planning and Development Department  
> Planning Division  
> racelle.escolar@phoenix.gov  
> (602) 534-2864  
>  
> From: Victoria C Murrillo <victoria.cipolla-murillo@phoenix.gov>  
> Sent: Thursday, December 9, 2021 5:56 PM  
> Cc: Racelle Escolar <racelle.escolar@phoenix.gov>; Gregory L Harmon  
> <greg.harmon@phoenix.gov>  
> Subject: Appeal (Applicant)- Z-69-20-6 (Autem Row PUD)  
> Importance: High  
>  
> Good afternoon,  
>  
> Please see the appeal by the applicant for case Z-69-20-6 (Autem Row PUD). The appeal was filed today, December 9, 2021.  
>  
> Thank you,  
>  
> <image001.jpg>  
> Vikki Cipolla-Murillo  
> Planning Commission Secretary III – Council Reporter Phoenix Planning  
> & Development Department  
> 200 W. Washington Street  
> Phoenix, AZ 85003  
> 602.262.6884 (Direct Line)  
> victoria.cipolla-murillo@phoenix.gov  
>  
> <Attachment H - PC Appeal Revised - Z-69-20-6.pdf>

**Racelle Escolar**

---

**From:** Karen Gresham <karenagresham@gmail.com>  
**Sent:** Monday, January 31, 2022 3:17 PM  
**To:** PDD Planning Commission  
**Subject:** Case #Z-69-20-6

I would like to submit a comment for Item #13 on the agenda for Feb. 3.

As a cyclist, parent, and Madison school board member I have serious concerns about blocking the bike lane on Maryland Ave. Bike lanes are few and far between in Phoenix, and it is important to keep residential sections safe and neighborhood friendly.

Please do not block the bike lanes with trash cans or parked cars. Maryland is one of few streets in the city with bike lanes, which is the safest way for cyclists to ride. Riding around cars or any object is dangerous. In addition, students use these lanes to get to and from nearby schools.

We need to keep the neighborhood feel in this area despite the high density. Please deny this application as is until adequate space for parking and trash is secured on site. Both of these provisions were stipulated by the Planning Commission on January 6th.

The developer could easily remove one or two units to have plenty of space for parking and trash/recycling. Doing so would not significantly impact their bottom line. After reading all the neighbor's comments and back and forth with the developer, it appears as though the developer has no interest in compromising and keeping good faith with the nearby residents. If the only thing they are interested in is maximizing profits they should find somewhere else to build.

The new site plan also includes a pedestrian gate between the north-east corner of the development and a commercial parking lot that abuts the property. This is not a viable, permanent solution to having too few guest parking spaces. This may be a nice walkway for residents, but relying on a commercial property for parking is irresponsible.

I hope the builder does the right thing. Bike lanes are meant for biking, not as a secondary option to unsightly trash cans or parked cars.

Thank you  
Karen Gresham  
602-821-2809