



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-45-25-1
July 30, 2025

Deer Valley Village Planning Committee Meeting Date:

August 19, 2025

Planning Commission Hearing Date:

September 4, 2025

Request From:

R-5 DVAO (Multifamily Residence District, Deer Valley Airport Overlay District) (0.53-acres)

Request To:

A-1 DVAO (Light Industrial District, Deer Valley Airport Overlay) (0.53-acres)

Proposed Use:

Materials and equipment storage for masonry business

Location:

Northwest corner of 24th Avenue and Lone Cactus Drive

Owner:

Sasha Babic

Applicant/Representative:

Kay Shepard

Staff Recommendation:

Approval, subject to stipulations

General Plan Conformity			
<u>General Plan Land Use Map Designation</u>	Industrial		
<u>Street Map Classification</u>	24th Avenue	Local	25-foot west half street
	Lone Cactus Drive	Minor Collector	30-foot north half street
<i>STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; EMPLOYERS (JOB CREATION); LAND USE PRINCIPLE: Support General Plan Land Use Map and zoning changes that will facilitate the location of employment generating uses in each of the designated employment centers.</i>			

The site of the proposed rezone is situated within the Deer Valley Major Employment Center which is home to a large labor pool within easy access to the regional freeway system. This proposal will facilitate job creation in a targeted employment center.

STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; AIRPORTS; LAND USE PRINCIPLE: Encourage the development of city-owned and non-city-owned parcels near the airport to airport-compatible land uses surrounding the city's airports.

The subject site is near the Phoenix Deer Valley Airport and the proposed industrial use is complimentary to and compatible with airport operations.

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

The proposal, as stipulated, will provide enhanced levels of shade which will provide thermal comfort for employees and pedestrians.

Applicable Plans, Overlays, and Initiatives

[Deer Valley Airport Overlay District](#) – See Background Item No. 6

[Deer Valley Major Employment Center](#) – See Background Item No. 7

[Black Canyon/Maricopa Freeway Specific Plan](#) – See Background Item No. 8

[Complete Streets Guidelines](#) – See Background Item No. 9

[Shade Phoenix Plan](#) – See Background Item No. 10

[Comprehensive Bicycle Master Plan](#) – See Background Item No. 11

[Transportation Electrification Action Plan](#) – See Background Item No. 12

[Zero Waste PHX](#) – See Background Item No. 13

[Conservation Measures for New Development](#) - See Background Item No. 14

[Phoenix Climate Action Plan](#) – See Background Item No. 15

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant land	R-5 DVAO
North	Single-family residence	R-5 DVAO
South (across Lone Cactus Drive)	Multifamily residential	R-5 DVAO
East (across 24th Avenue)	Vacant land	A-1 DVAO
West	Automotive storage	R-5 DVAO

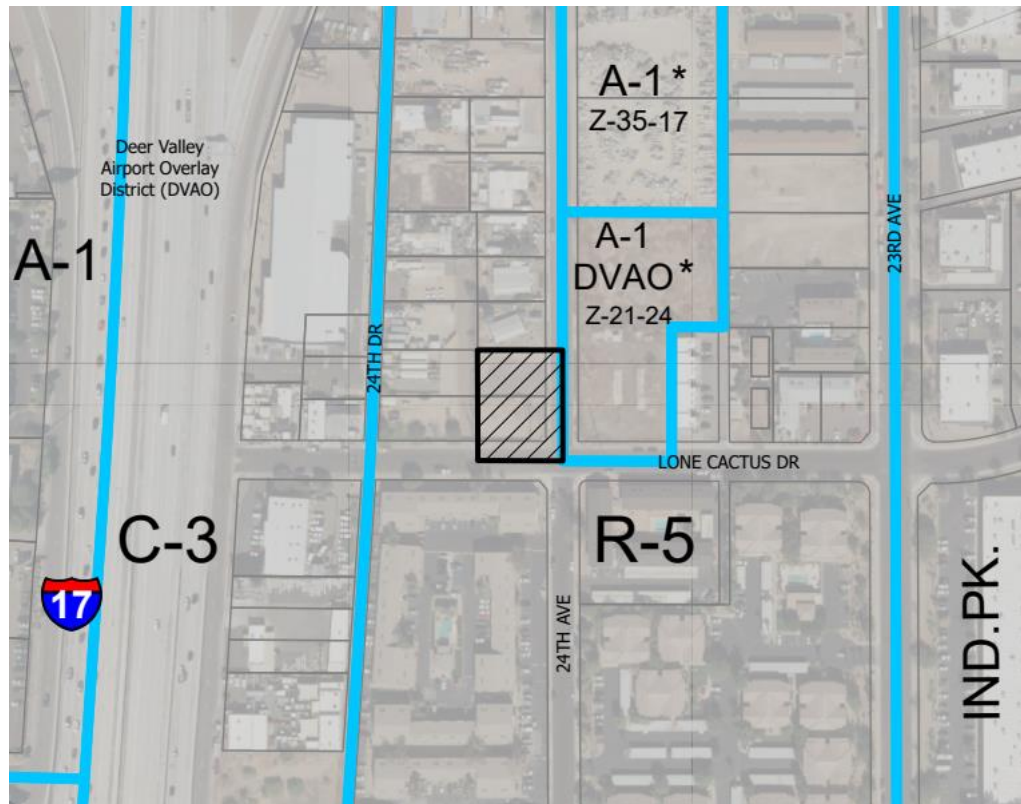
A-1 (Light Industrial District)		
<u>Standards</u>	<u>Requirements</u>	<u>Proposed</u>
<i>Minimum Building Setbacks</i>		
North	30 feet	Unspecified
East (24th Avenue)	25 feet	Unspecified
West	30 feet	Unspecified
South (Lone Cactus Drive)	25 feet	Unspecified
<i>Minimum Landscaped Setbacks</i>		
North	0 feet	12 feet (Met)
East (24th Avenue)	8 feet x lot frontage (measured in square feet)	13 feet x lot frontage (measured in square feet) (Met)
West	0 feet	12 feet (Met)
South (Lone Cactus Drive)	8 feet x lot frontage (measured in square feet)	25 feet x lot frontage (measured in square feet) (Met)
Maximum Lot Coverage	No maximum	Unspecified
Maximum Building Height	56 feet, up to 80 feet with use permit	Unspecified
Minimum Parking	Specified industrial use: 1 space per 1.5 warehouse or production workers Office space 1 space per 300 square feet of administrative office square feet	Unspecified

A-1 (Light Industrial District)		
<u>Standards</u>	<u>Requirements</u>	<u>Proposed</u>
<i>Standards Associated with Open Storage (variances needed)</i>		
Open Storage Setback Adjacent to Residential District	150 feet	12 feet (not met)
Open Storage Setback Adjacent to Public Street	75 feet	20 feet (not met)

Background / Issues / Analysis

1. SUBJECT SITE

This request is to rezone 0.53-acres located at the northwest corner of 24th Avenue and Lone Cactus Drive from R-5 DVAO (Multifamily Residence District, Deer Valley Airport Overlay District) to A-1 DVAO (Light Industrial District, Deer Valley Airport Overlay District) for materials and equipment storage for masonry (granite countertop) business.



Source: Planning and Development Department

2. SURROUNDING LAND USES AND ZONING

The property to the north of the subject site is zoned R-5 DVAO and is currently used as a single-family residence. The parcel across Lone Cactus Drive to the south is zoned R-5 DVAO and is developed with multifamily residential. The property to the west of the site is zoned R-5 DVAO and is being utilized for automotive storage and repair. East of the subject site, across 24th Avenue, is currently vacant but was recently rezoned from R-5 DVAO to A-1 DVAO in anticipation of it being used for equipment and material storage.

3. GENERAL PLAN LAND USE MAP DESIGNATION

The General Plan Land Use Map designation for the subject site is Industrial. The proposal for A-1 zoning is consistent with that designation. The General Plan Land Use Map designations for all the sites surrounding the property to the north, east, west and south are also Industrial.



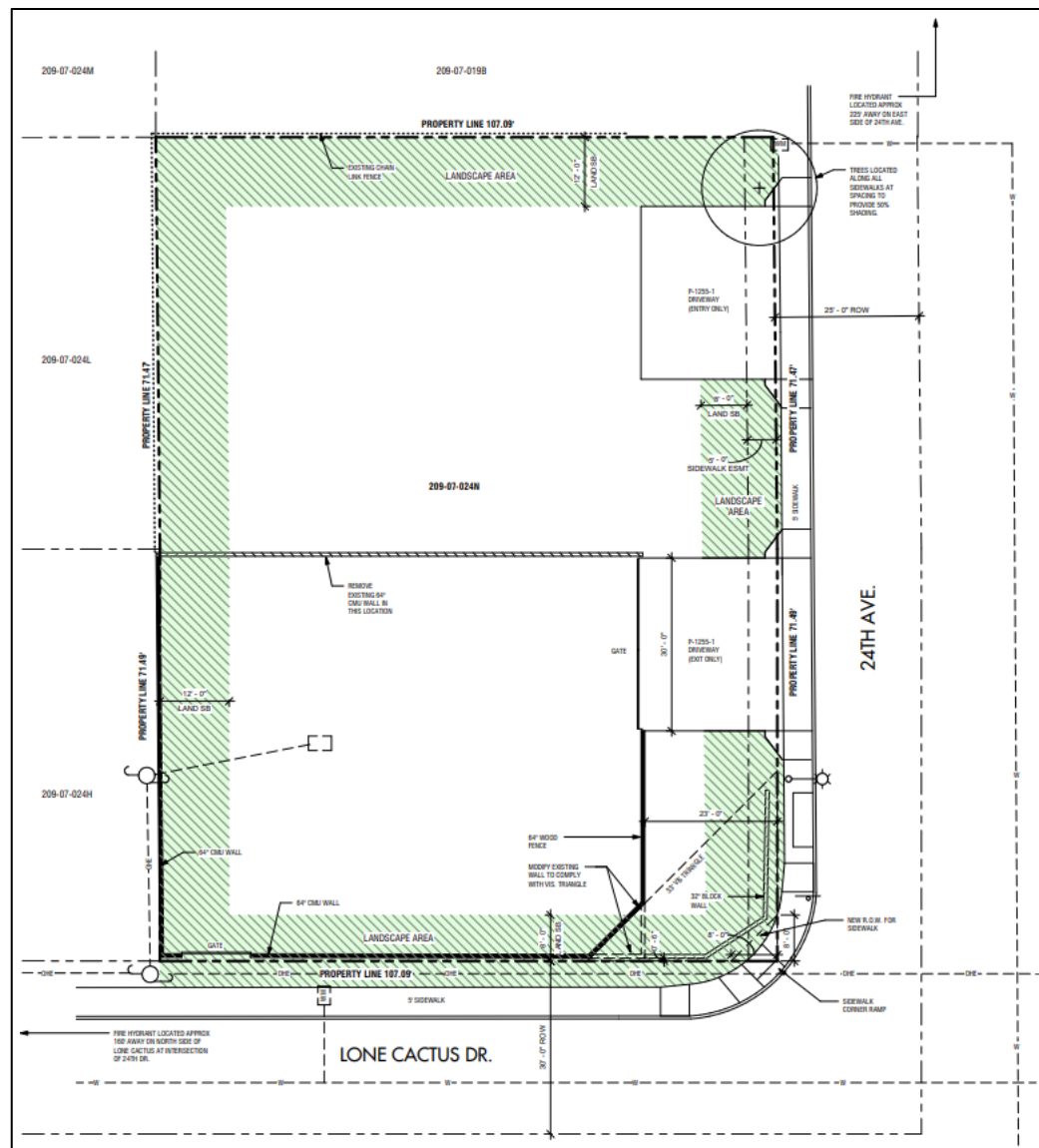
Surrounding General Plan Land Use Map, Source: Planning and Development Department

4. SITE PLAN PROPOSAL

The site plan submitted with this proposal depicts two parcels, which will be combined into a single parcel at a later date. The southernmost parcel is bounded on the north,

west, and south by an existing 64-inch-high concrete block wall, while the east side of the southern lot is shown with a 64-inch-high wooden fence set 23 feet from the 24th Avenue right-of-way line. The portion of the concrete block wall that is located on the common property line between the two parcels will be removed at a later date. A 30-foot exit-only driveway is shown at the northeast corner of the southern lot, while a secondary access gate is shown at the southwest corner of the southern lot. A 32-inch-high masonry wall is shown at the southeast corner of the site. The northernmost lot is shown to be bounded on the north and west by a chain link fence of an unspecified height, with an enter-only driveway shown at the northeast corner of the lot.

A 12-foot landscape buffer is shown along the north and west edges of the overall site. That landscape buffer extends along the south and east sides of the property but reduces in width to eight feet along the south and thirteen feet along the east. A five-foot sidewalk easement is shown within the 13-foot landscape buffer.



Site Plan, Source: Applicant

Staff notes that while the proposed zoning is consistent with the General Plan Land Use Map Designation, the proposed site plan does not meet the development standards associated with open storage, which will necessitate a number of variances, should the requested zoning be approved.

5. ELEVATIONS

The proposed use involves open storage so there are no elevations associated with the proposal.

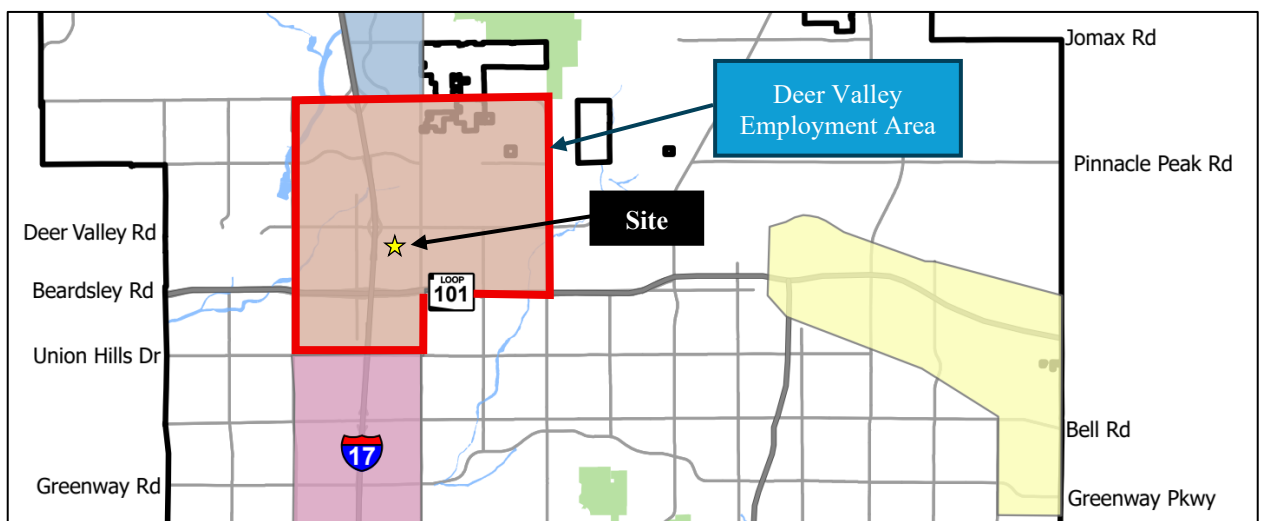
PLANS, OVERLAYS AND INITIATIVES

6. [Deer Valley Airport Overlay District](#)

The subject site is located within the Deer Valley Airport Overlay District (DVAO), Areas 1 and 2, and the proposed use and height are consistent with the provisions of the overlay district. The purpose of the zoning overlay is to ensure land use compatibility with airport operations, protect navigable airspace from physical encroachment, and require permanent notice of flight operations to property owners. The proposed development is consistent with the character of the Phoenix Deer Valley Airport area, is compliant with height restrictions; and the property owner will be required to record a disclosure notice to prospective purchasers regarding the proximity to the Phoenix Deer Valley Airport per the requirement of Section 658 of the Phoenix Zoning Ordinance.

7. [Deer Valley Major Employment Center](#)

The subject site is located in the Deer Valley Employment Center. The substantial size and diverse nature of the labor pool found in the Deer Valley area is a key factor in contributing to the overall attractiveness of this employment center. Employers located within the area have access to nearly 450,000 workers within a 20-minute drive time, and within a 30-minute drive the number of workers increases to more than 850,000. The size of the labor force will continue to increase as additional development occurs in this area. The Deer Valley Employment Center boasts about 9.3 million square feet of office space, 3.0 million square feet of flex space, and over 11.9 million square feet of industrial space. The proposal adds new employment opportunities within the employment center and in close proximity to the large labor pool.



Source: 2025 General Plan, Major Employment Centers and Corridors Map, with Annotations by Staff

8. **Black Canyon/Maricopa Freeway Specific Plan**

The Freeway Mitigation Program was created in the City of Phoenix by the 1988 approval of Proposition 17. This proposition authorized general obligation bonds to prepare plans and fund projects which could mitigate the blighting effects on the city's neighborhoods from existing and proposed freeway construction. The Black Canyon/Maricopa Freeway Specific Plan, the fourth under this program, addresses problems encountered or anticipated in residential neighborhoods adjacent to this freeway corridor. It establishes non-regulatory policies and guidelines to improve the compatibility between the freeway and the residential neighborhoods through which it passes. The site is in Segment 2 and meets the landscape policy goal to provide enhanced landscaping adjacent to residential areas (pg.107) per Stipulation No. 1.

9. **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 recommends enhanced pavement treatment for the on-site pedestrian walkways that cross vehicular drive aisles per Stipulation No. 3. Additionally, per Stipulation No. 9, staff recommends a five-foot-wide detached sidewalk be installed along Lone Cactus Road, which will ensure a more comfortable and safe walking environment. Additionally, Stipulation Nos. 5 and 6 will encourage the use of bicycles by providing the infrastructure for bicycle parking and electrical charging capabilities.

10. **Shade Phoenix 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 recommends stipulations designed to provide trees and enhance shade within and adjacent to the development such as a detached shaded sidewalk along Lone Cactus Drive, in addition to enhanced landscape standards in and around the site boundaries. These are addressed in Stipulations No. 1, 2, and 9.

11. **Comprehensive Bicycle Master Plan**

The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its Bikeway System and supportive infrastructure. The Comprehensive Bicycle Master Plan also supports options for both short-and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations, including light industrial employment centers. Stipulation No. 5 requires four bicycle parking spaces be provided on the site, while Stipulation No. 6 requires that at least one of the bicycle parking spaces be equipped with electrical bicycle charging capabilities.

12. [Transportation Electrification Action Plan](#)

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. Stipulation No. 4 provides requirements for electric vehicle parking, charging and infrastructure, while Stipulation No. 6 requires electrical bicycle charging capabilities.

13. [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 expand its recycling and other waste diversion programs. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial and mixed-use developments meeting certain criteria. The proposed conceptual site plan does not show recycling facilities, but the project information form notes the proposed facility will incorporate reduction of waste, and recycling, as much as possible and efforts will be made to follow proper waste management protocols, and salvage, and recycle as many items and materials as it is prudent and feasible.

14. [Conservation Measures for New Development](#)

In June 2023, the Phoenix City Council adopted the Conservation Measures for New Development policy as part of a resolution addressing the future water consumption of new development (Resolution 22129). This resolution addresses the future water consumption of new development to support one of the City's Five Core Values in the General Plan which calls for Phoenix to - Build the Sustainable Desert City. The Conservation Measures for New Development policy includes direction to develop standards for consideration as stipulations for all rezoning cases that will address best practices related to water usage in nine specific categories. This is addressed in Stipulation Nos. 12 and 13.

15. [Phoenix Climate Action Plan](#)

In October 2021, the Phoenix City Council approved the Climate Action Plan. The Climate Action Plan will serve as a long-term plan to achieve greenhouse gas emissions reductions and resiliency goals from local operations and community activities as well as

prepare for the impacts of climate change. This plan contains policy and initiatives regarding stationary energy, transportation, waste management, air quality, local food systems, heat, and water. Goal W2 (Water), Action W2.4, pertains to the implementation of the Greater Phoenix Green Infrastructure (GI) and Low Impact Development Details for Alternative Stormwater Management to benefit the environment, promote water conservation, reduce urban heat, improve the public health, and create additional green spaces. This goal is addressed in Stipulation No. 12, which requires a minimum of two GI techniques for stormwater management to be implemented in this development.

COMMUNITY INPUT SUMMARY

16. There have been no items of support or opposition regarding this request as of the writing of this report.

INTERDEPARTMENTAL COMMENTS

17. The Street Transportation Department requires the following which are addressed in Stipulations Nos. 7 through 11:
 - A 1-foot Vehicular Non-Access Easement (VNAE) shall be recorded along Lone Cactus Drive.
 - A minimum 5-foot-wide sidewalk shall be constructed on the west side of 24th Avenue, adjacent to the development.
 - A minimum 5-foot-wide detached sidewalk separated by a minimum 5-foot-wide landscape area located between the back of curb and sidewalk shall be constructed on the north side of Lone Cactus Drive, adjacent to the development.
 - Replacement of unused driveways with sidewalk, curb, and gutter.
 - Replacement of any broken or out-of-grade curb, gutter, sidewalk, curb ramps on all streets and upgrade all off-site improvements to be in compliance with current ADA guidelines.
 - All streets within and adjacent to the development shall be constructed with all required elements and comply with all ADA accessibility standards.

OTHER

18. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and immediate area to be archaeologically sensitive, and if no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. 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 Stipulations Nos. 14 through 16.

19. 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 final site plan approval. This is addressed in Stipulation No. 17.
20. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements.

Findings

1. The proposed zoning is consistent with the General Plan Land Use Map designation of Industrial.
2. The proposal will provide employment uses along the I-17 Black Canyon Freeway corridor and in the Deer Valley Major Employment Center.
3. The proposed zoning is consistent with the goals and policies of the Deer Valley Airport Overlay and will provide additional employment opportunities in the village.

Stipulations

1. Required building setbacks shall be planted with minimum 2-inch caliper large canopy drought-tolerant trees, 20 feet on center, or in equivalent groupings, with five 5-gallon shrubs per tree, as approved by the Planning and Development Department.
2. A minimum of 25% of the surface parking areas shall be shaded, as approved by the Planning and Development Department. Shade may be achieved by structures or by minimum 2-inch caliper, drought-tolerant, shade trees, or a combination thereof.
3. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrasts parking and drive aisle surfaces, as approved by the Planning and Development Department.
4. A minimum of 10% of the required parking spaces shall include Electric Vehicle (EV) Capable infrastructure, as approved by the Planning and Development Department.
5. A minimum of four bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near the front office and installed per the requirements of Section

1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department. Artistic racks shall adhere to the City of Phoenix Preferred Designs in Appendix K of the Comprehensive Bicycle Master Plan.

6. A minimum of one of the required bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities, as approved by the Planning and Development Department.
7. A 1-foot Vehicular Non-Access Easement (VNAE) shall be recorded along Lone Cactus Drive.
8. A minimum 5-foot-wide sidewalk shall be constructed on the west side of 24th Avenue, adjacent to the development.
9. A minimum 5-foot-wide detached sidewalk separated by a minimum 5-foot-wide landscape area located between the back of curb and sidewalk shall be constructed on the north side of Lone Cactus Drive, adjacent to the development, planted to the following standards, as approved by the Planning and Development Department.
 - a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant, shade trees, planted 20 feet on center, or in equivalent groupings.
 - b. Drought-tolerant shrubs, accents, and vegetative groundcovers with a maximum mature height of two feet to achieve a minimum of 50% live coverage at maturity.

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

10. Replace unused driveways with sidewalk, curb, and gutter. Also, replace any broken or out-of-grade curb, gutter, sidewalk, curb ramps on all streets and upgrade all off-site improvements to be in compliance with current ADA guidelines.
11. All streets within and adjacent to the development shall be constructed 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.
12. A minimum of two green stormwater infrastructure (GSI) elements for stormwater management shall be implemented, as approved or modified by the Planning and Development and/or Street Transportation departments. This includes but is not limited to stormwater harvesting basins, bioswales, permeable pavement, etc., per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management.

13. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the City of Phoenix Business Water Efficiency Program for a minimum of 10 years, or as approved by the Planning and Development Department.
14. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.
15. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.
16. 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.
17. Prior to final site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Writer

Robert Kuhfuss

July 30, 2025

Team Leader

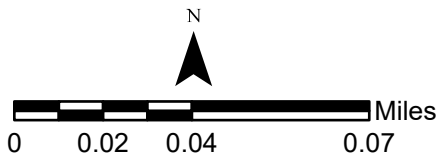
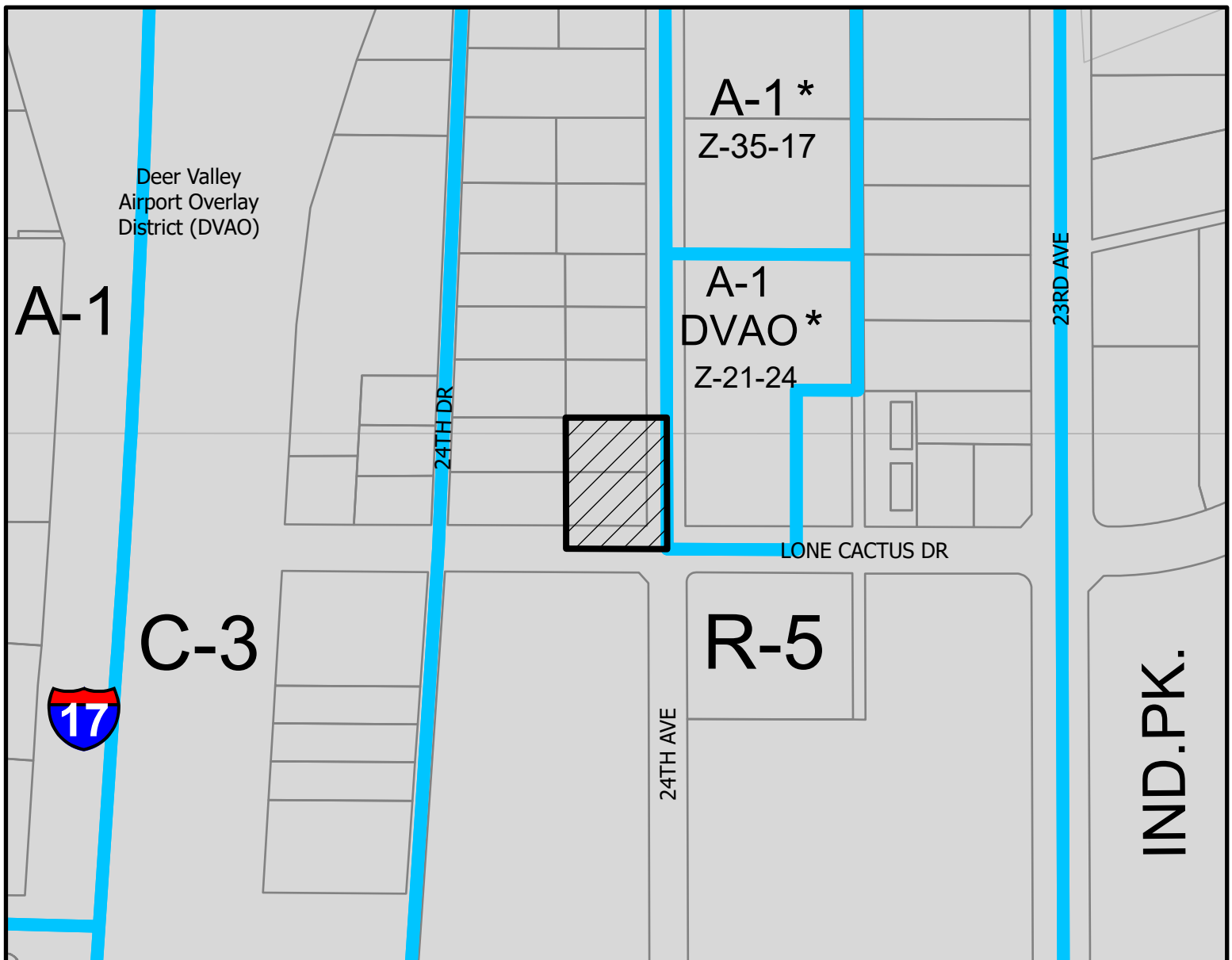
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Exhibits

Zoning sketch map

Aerial sketch map

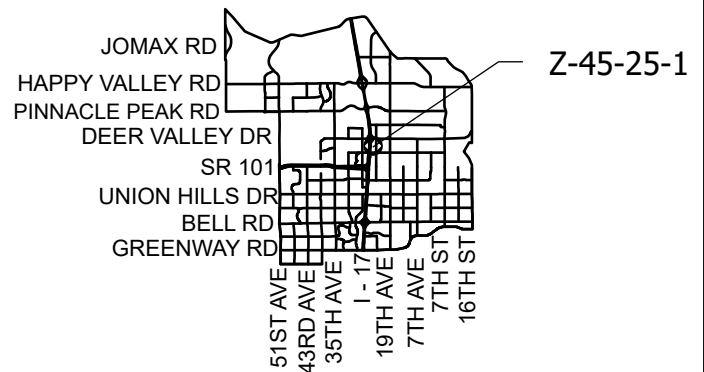
Site plan date-stamped May 6, 2025 (1 page)



DEER VALLEY VILLAGE
COUNCIL DISTRICT: 1

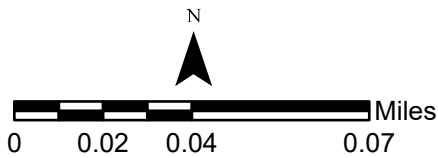
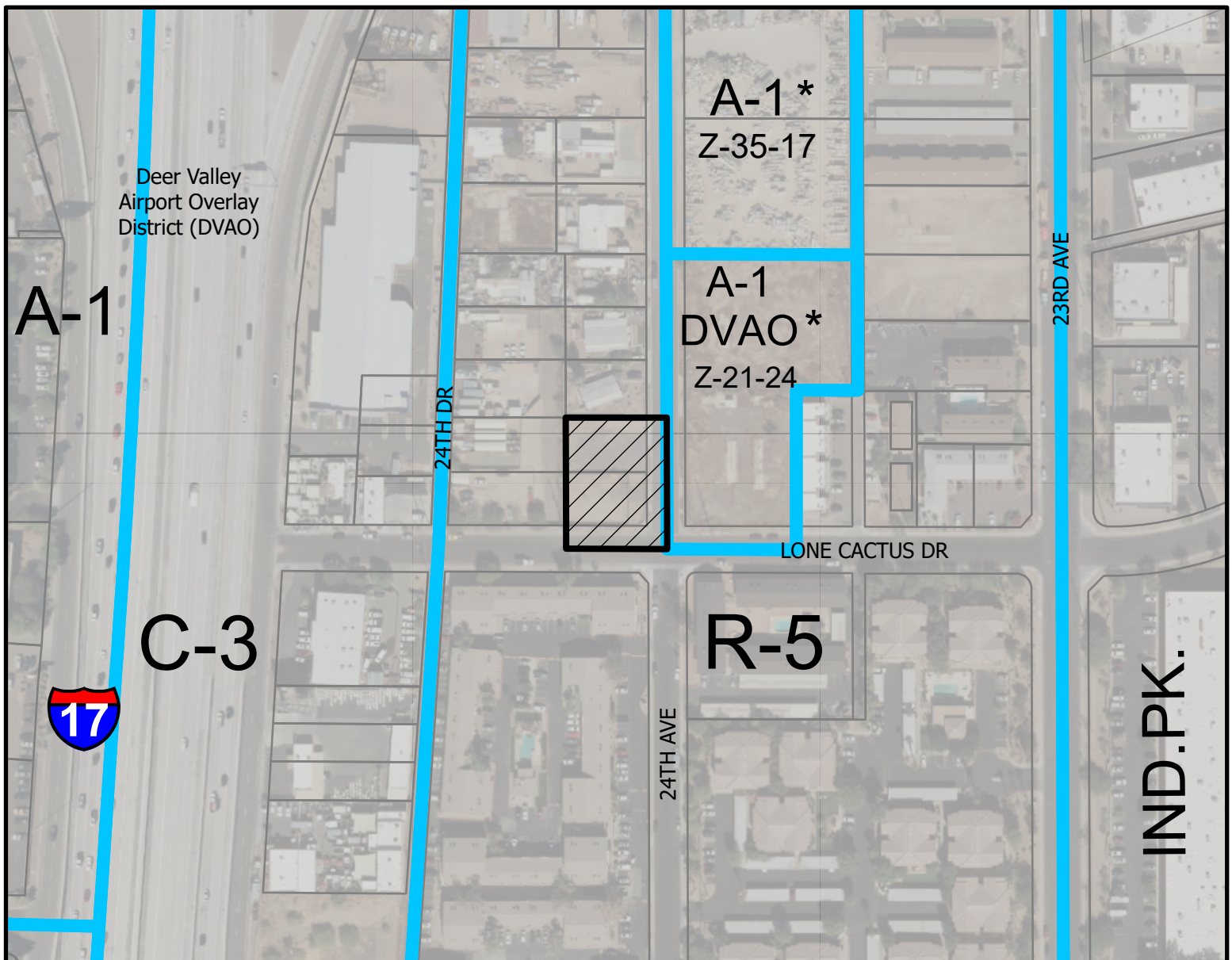


City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: Kay Shepard		REQUESTED CHANGE:	
APPLICATION NO: Z-45-25-1	DATE: 5/22/2025	FROM: R-5 DVAO (0.53 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 0.53 Acres	REVISION DATES:	TO: A-1 DVAO (0.53 ac.)	
	AERIAL PHOTO & QUARTER SEC. NO. QS 42-23		
MULTIPLES PERMITTED R-5 DVAO A-1 DVAO	CONVENTIONAL OPTION 23 N/A		* UNITS P.R.D OPTION 27 N/A

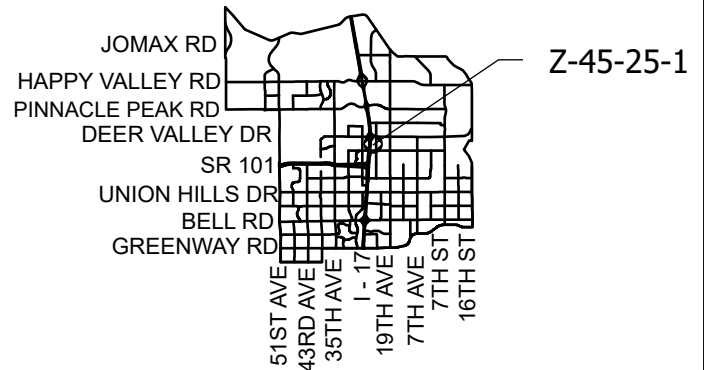
* Maximum Units Allowed with P.R.D. Bonus



DEER VALLEY VILLAGE
COUNCIL DISTRICT: 1



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: Kay Shepard		REQUESTED CHANGE:	
APPLICATION NO: Z-45-25-1	DATE: 5/22/2025	FROM: R-5 DVAO (0.53 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 0.53 Acres	REVISION DATES:		TO: A-1 DVAO (0.53 ac.)
	AERIAL PHOTO & QUARTER SEC. NO. QS 42-23	ZONING MAP N-7	
MULTIPLES PERMITTED R-5 DVAO A-1 DVAO	CONVENTIONAL OPTION 23 N/A		* UNITS P.R.D OPTION 27 N/A

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

