



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report: Z-65-24-6
June 24, 2025

**Camelback East Village Planning
Committee Meeting Date:**

July 1, 2025

Planning Commission Hearing Date:

August 7, 2025

Request From:

C-O (Commercial Office – Restricted
Commercial) (0.80 acres)

Request To:

C-1 (Neighborhood Retail) (0.80 acres)

Proposal:

Restaurant

Location:

Northwest corner of 40th Street and
Meadowbrook Avenue

Owner:

LGO Hospitality

Applicant/Representative:

Caroline Lynn, LGO Hospitality

Staff Recommendation:

Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Residential 3.5 to 5 dwelling units per acre	
<u>Street Map Classification</u>	40th Street	Collector	40-foot west half street
	Meadowbrook Avenue	Local Street	25-foot north half street
<i>STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; LOCAL & SMALL BUSINESS; LAND USE PRINCIPLE: Facilitate adaptive reuse of older, underutilized properties to create mechanisms for new local and small businesses to operate, thrive and grow.</i> The proposal will facilitate the adaptive reuse of an older office building into a restaurant.			
<i>CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Communities should consist of a mix of land uses to provide housing, shopping, dining and recreational options for residents.</i> The proposal will create a dining option that will contribute to the mix of land uses in the area.			

General Plan Conformity

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.

The proposal, as stipulated, incorporates enhanced shading requirements for all walkways, public sidewalks, and bicycle infrastructure.

Applicable Plans, Overlays, and Initiatives

[Phoenix Climate Action Plan](#) – See Background Item No. 5.

[Shade Phoenix Plan](#) – See Background Item No. 6.

[Transportation Electrification Action Plan](#) – Background Item No. 7.

[Complete Streets Guiding Principles](#) – See Background Item No. 8.

[Comprehensive Bicycle Master Plan](#) – See Background Item No. 9.

[Zero Waste PHX](#) – See Background Item No. 10.

[Conservation Measures for New Development](#) – See Background Item No. 11.

C-1 (Neighborhood Retail)

<u>Standards</u>	<u>Requirements</u>	<u>Met or Not Met</u>
<i>Building Setbacks</i>		
Adjacent to street	Minimum 20 feet, Average 25 feet	40th Street: 21 feet** (Not Met)* Meadowbrook Avenue: 12 feet** (Not Met)*
Not adjacent to street	West: minimum 25 feet North: minimum 10 feet	West: 78 feet (Met) North: 111 feet (Met)
<i>Landscape Setbacks</i>		
Adjacent to street	Minimum 20 feet, Average 25 feet	40th Street: 21 feet** (Not Met)* Meadowbrook Avenue: 12 feet** (Not Met)*
Not adjacent to street	Minimum 10 feet	North: 10 feet (Met) West: 0 feet** (Not Met)*
Maximum lot coverage	50%	6% (Met)

Maximum building height	2 stories, 30 feet	15 feet (Met)
Minimum parking	22 spaces required; 1 space per 50 square feet (including outside dining/ sales) exclusive of kitchen, restrooms, storage, etc.	28 spaces (Met)

*Site plan modification required or variance must be obtained.

**Existing Condition

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Office	C-O
North	Office	R-O
West	Single-family residential	R1-6
East (across 40th Street)	Single-family residential and townhomes	R1-6 and C-1
South (across Meadowbrook Avenue)	Commercial	C-1

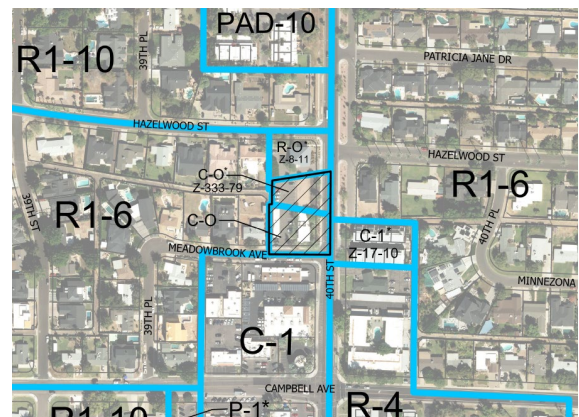
Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 0.80-acres located at the northwest corner of 40th Street and Meadowbrook Avenue from C-O (Commercial Office – Restricted Commercial) to C-1 (Neighborhood Retail) for a restaurant.

SURROUNDING LAND USES AND ZONING

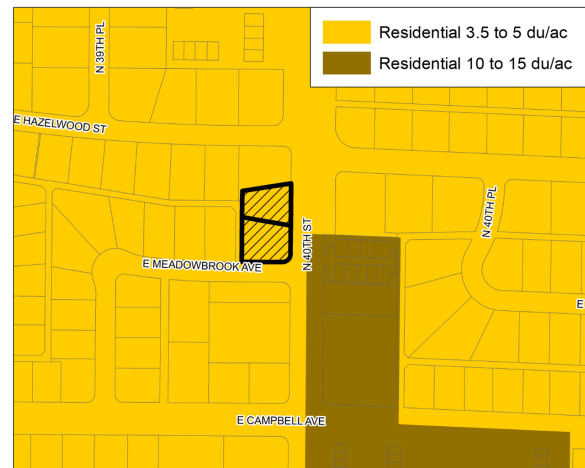
2. The surrounding properties to the west are single-family homes zoned R1-6. The property to the north is a commercial office zoned R-O. The properties to the east, across 40th Street, are single-family homes zoned R1-6 and townhomes zoned C-1. The property to the south is developed with commercial uses zoned C-1.



Zoning Aerial Map, Source: Planning and Development Department

GENERAL PLAN LAND USE MAP

3. The General Plan Land Use Map designation for the subject site, as well as properties to the north, west, and south, is Residential 3.5 to 5 dwelling units per acre. To the east are properties designated as Residential 3.5 to 5 dwelling units per acre and Residential 10 to 15 dwelling units per acre. The proposed zoning is not consistent with the General Plan Land Use Map designation; however, a General Plan Amendment is not required because the property is less than 10 acres.



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

PROPOSAL

4. The conceptual site plan, attached as an exhibit, proposes an adaptive reuse of the existing office building to a restaurant with an outdoor dining area to the north of the building. Portions of the site would be modified, including adding additional parking in the northeast corner and adding landscaping in several locations. Vehicular access would be from an existing driveway on Meadowbrook Avenue. A use permit will be required for the outdoor dining.

The conceptual elevations, attached as an exhibit, depict the existing building with a height of 15 feet.

Staff recommends the following stipulations to ensure compatibility with the surrounding area:

- A maximum building height of 20 feet (Stipulation No. 1);
- A landscape strip planted on the west side of the building and proposed outdoor dining area to provide additional buffer for the properties to the west (Stipulation No. 2); and
- Landscape areas with a minimum of 300 square feet of area in the northwest and southwest corners of the site to enhance the landscape buffer for the properties to the west (Stipulation No. 3).

STUDIES AND POLICIES

5. [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. 11, which requires a minimum of two GSI techniques for stormwater management to be implemented in this development.

6. [Shade Phoenix Plan](#)

In November 2024, the Phoenix City Council adopted the Shade Phoenix Plan. The Shade Phoenix Plan prioritizes increasing shade coverage throughout the City to improve health and quality of life. Investing in shade can address the urban heat island effect, clean the air, preserve Sonoran vegetation, and prevent health complications related to prolonged exposure to heat. The Shade Phoenix Plan provides numerous strategies to increase shade including expanding and maintaining existing shade, strengthening tree code enforcement, and developing shade stipulations in rezoning cases. The proposal will provide enhanced landscaping in the southwest and northwest corners of the site and along the western edge of the building, and provide enhanced shade for all public and private walkways, and bicycle infrastructure. These are addressed in Stipulation Nos. 2 through 4.

7. [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. This is addressed in Stipulation Nos. 7 and 8.

8. [Complete Streets Guiding Principles](#)

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. The proposed development, as

stipulated, will support walking, bicycling, and transit-use by including on site bicycle parking, including electric bicycle charging, and providing alternative pavement for portions of the driveway that include pedestrian walkways. These are addressed in Stipulation Nos. 5 through 7.

9. **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 supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. As stipulated, the development will provide bicycle parking, including electric bicycle charging capabilities. These are addressed in Stipulation Nos. 6 and 7.

10. **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. The proposed business will participate in recycling services.

11. **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. 9 through 12.

COMMUNITY CORRESPONDENCE

12. As of the writing of this report, two letters of opposition have been received for this case, primarily citing concerns about traffic congestion, noise, and parking.

INTERDEPARTMENTAL COMMENTS

13. The Street Transportation Department requires a detached sidewalk on 40th Street, mitigation improvements to be funded and constructed as identified in the Traffic Impact Analysis, all existing electrical utilities within the public right-of-way to be undergrounded, that all street improvements are made to City and ADA standards, and that unused driveways will be replaced with curb, gutter, and sidewalk. These are addressed in Stipulation Nos. 13 through 17.

OTHER

14. The Aviation Department requested that the property owner record documents that disclose the existence and operational characteristics of Sky Harbor Airport to future owners or tenants of the property. This is addressed in Stipulation No. 18.
15. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33 feet 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.
16. 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. 20.
17. Development and use of the site are subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments may be required.

Findings

1. The proposal is consistent with the scale and character of the surrounding area.
2. The proposal will facilitate the adaptive reuse of an older office building into a restaurant and contribute to the mix of land uses in the area.
3. The proposal, as stipulated, provides enhanced pedestrian and bicycle amenities consistent with the Comprehensive Bicycle Master Plan, Shade Phoenix Plan, and the Complete Streets Guiding Principles.

Stipulations

1. The maximum building height shall be 20 feet.
2. A minimum 5-foot-wide landscape strip, planted with minimum 2-inch caliper trees planted 20 feet on center, or in equivalent groupings, shall be provided along the western edge of any buildings and outdoor patio on the site, as approved by the Planning and Development Department. When possible, the developer shall use existing trees and landscaping to meet the landscaping requirements.

3. Two minimum 300-square-foot landscape areas, planted with minimum 2-inch caliper trees, shall be provided in the southwest and northwest corners of the site, as approved by the Planning and Development Department.
4. All bicycle infrastructure and pedestrian pathways, including sidewalks, shall be shaded by a structure, landscaping, or a combination of the two to provide a minimum of 75% shade, as approved by the Planning and Development Department.
5. 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.
6. A minimum of 6 bicycle parking spaces shall be provided and installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance.
7. A minimum of 10% of the required bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities, as approved by the Planning and Development Department.
8. A minimum of 5% of the required vehicle parking spaces shall include EV Installed infrastructure.
9. Natural turf shall only be utilized for required retention areas (bottom of basin, and only allowed on slopes if required for slope stabilization) and functional turf areas located on properties for uses such as parks, schools, and residential common areas, as approved by the Planning and Development Department.
10. 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.
11. 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.
12. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the City of Phoenix Water

Efficiency Program for a minimum of 10 years, or as approved by the Planning and Development Department.

13. The sidewalk along the west side of 40th Street shall be a minimum of 6 feet in width and detached with a minimum 8-foot-wide landscape strip located between the sidewalk and back of curb and planted to the following standards, as approved by the Planning and Development Department.

- a. Minimum 2-inch caliper, single-trunk, large canopy, shade trees planted 20 feet on center, or in equivalent groupings.
- b. Shrubs, accents and vegetative groundcovers with a maximum mature height of two feet evenly distributed throughout the landscape area to achieve a minimum of 75% live coverage.

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

14. All mitigation improvements shall be constructed and/or funded as identified in the accepted Traffic Impact Analysis.
15. All existing electrical utilities within the public right-of-way shall be undergrounded, adjacent to the development. The developer shall coordinate with the affected utility companies for their review and permitting.
16. Replace unused driveways with sidewalk, curb, and gutter. Also, replace any broken or out-of-grade curb, gutter, sidewalk, and curb ramps on all streets and upgrade all off-site improvements to be in compliance with current ADA guidelines.
17. 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.
18. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.

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 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

Anthony Grande

June 24, 2025

Team Leader

Racelle Escolar

Exhibits

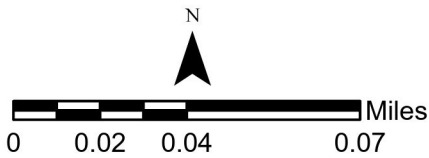
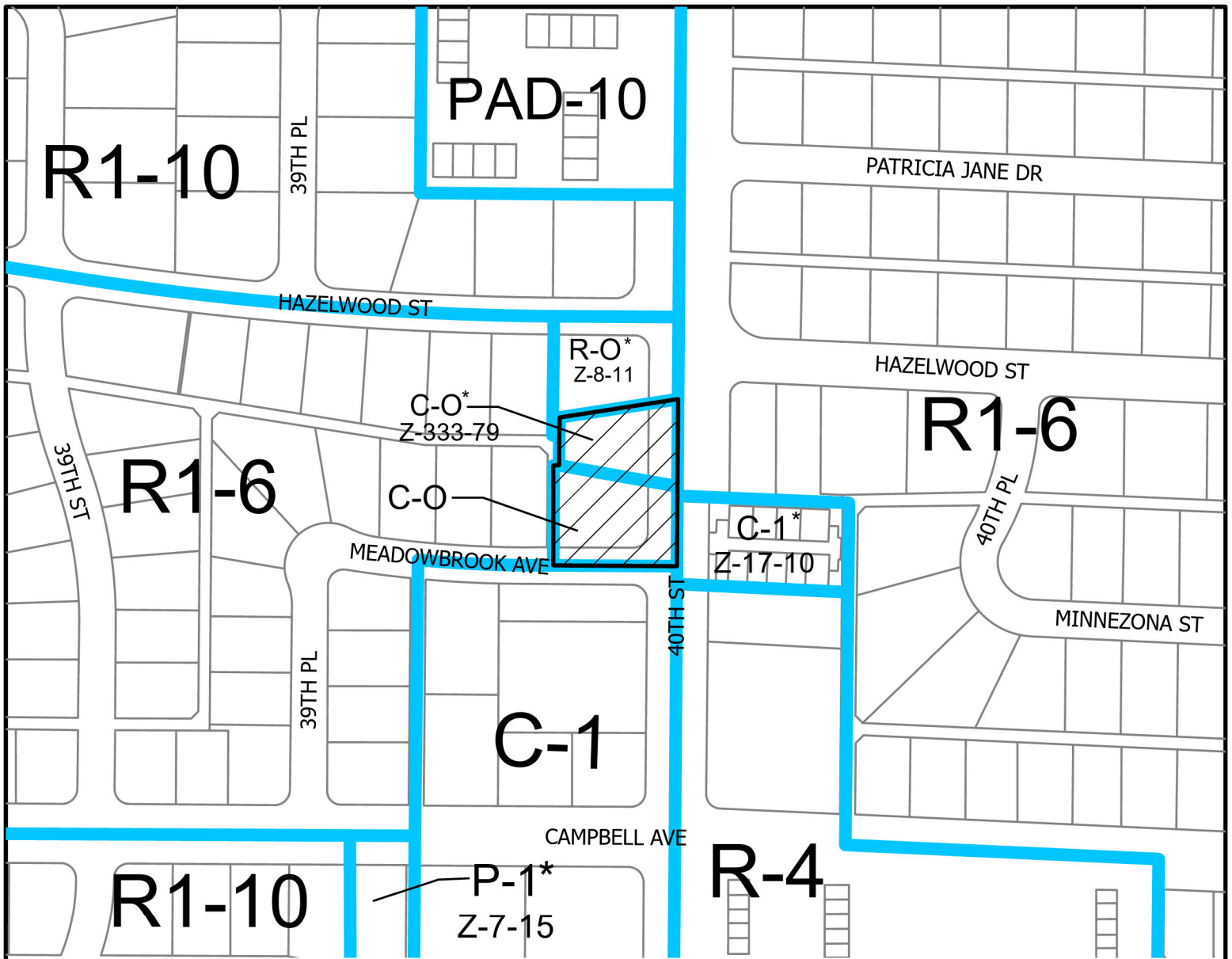
Zoning sketch map

Aerial sketch map

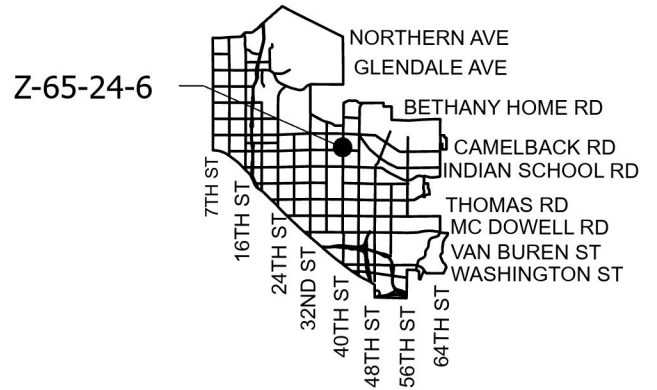
Conceptual Site Plan date stamped April 18, 2025

Conceptual Building Elevations date stamped April 18, 2025

Community Correspondence (11 pages)

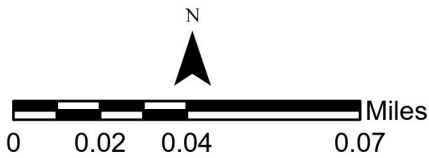
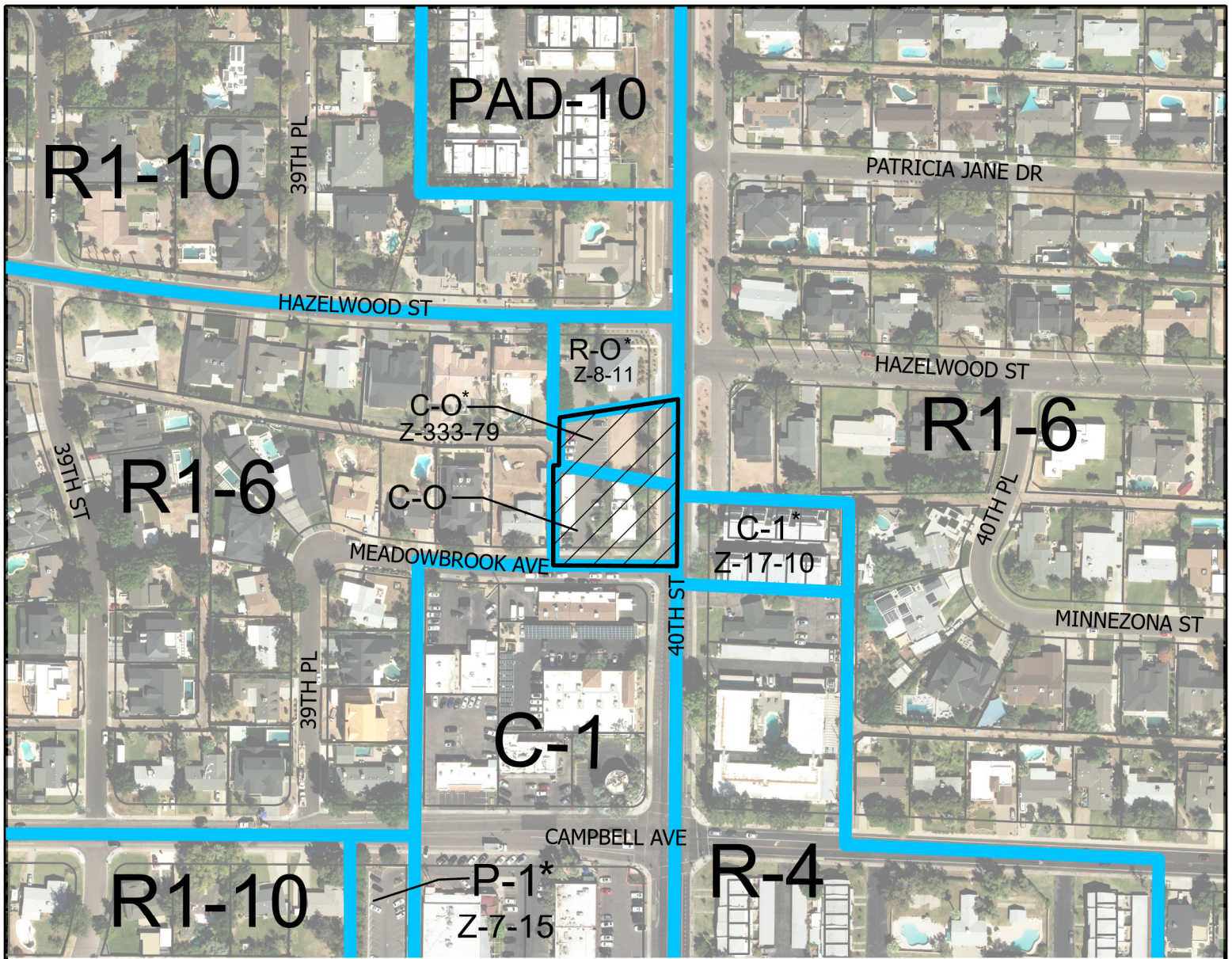


CAMELBACK EAST VILLAGE
COUNCIL DISTRICT: 6

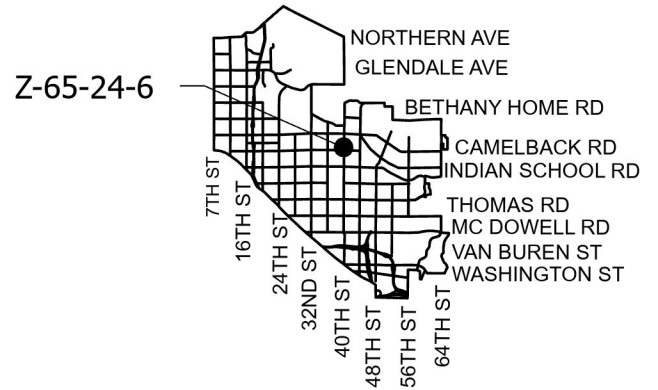


APPLICANT'S NAME: LGO Hospitality		REQUESTED CHANGE:	
APPLICATION NO: Z-65-24-6		FROM: C-O (0.80 ac.)	
DATE: 4/22/2025		TO: C-1 (0.80 ac.)	
REVISION DATES:			
AERIAL PHOTO & QUARTER SEC. NO. QS 18-36			
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 0.80 Acres		ZONING MAP H-10	
MULTIPLES PERMITTED C-O C-1		CONVENTIONAL OPTION N/A 11	
		* UNITS P.R.D OPTION N/A 14	

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

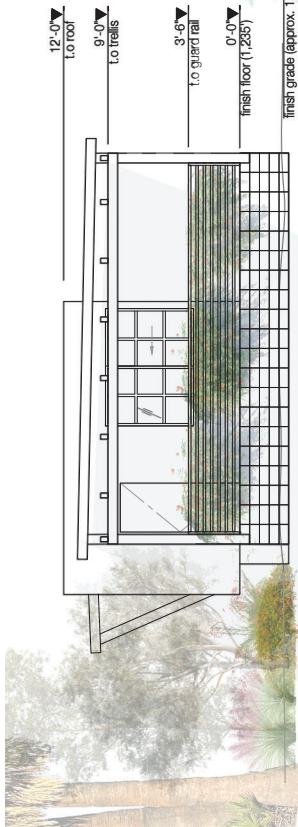


CAMELBACK EAST VILLAGE
COUNCIL DISTRICT: 6



APPLICANT'S NAME: LGO Hospitality		REQUESTED CHANGE:	
APPLICATION NO: Z-65-24-6		FROM: C-O (0.80 ac.)	
DATE: 4/22/2025		TO: C-1 (0.80 ac.)	
REVISION DATES:			
AERIAL PHOTO & QUARTER SEC. NO. QS 18-36			
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 0.80 Acres		ZONING MAP H-10	
MULTIPLES PERMITTED C-O C-1		CONVENTIONAL OPTION N/A 11	
		* UNITS P.R.D OPTION N/A 14	

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



north elevation 01

1/4" = 1'-0"

12'-0" Lo roof

9'-0" Lo trails

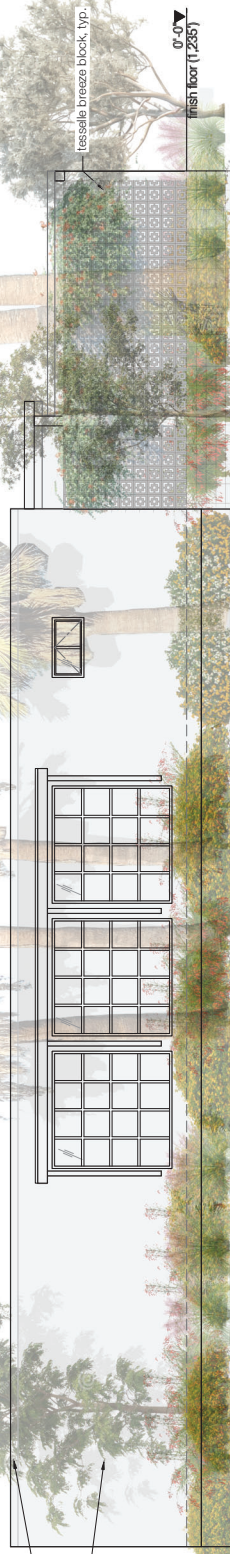
3'-6" Lo guard rail

0'-0" finish floor (1,235')

-3'-0" finish grade (approx. 1,232')

mechanical equipment to be screened by roof parapet walls

stucco, typ.



east elevation 02

1/4" = 1'-0"

0'-0" finish floor (1,235')

tessile breeze block, typ.



south elevation 03

1/4" = 1'-0"

0'-0" finish floor (1,235')

metal canopy, typ.

2" dia. pipe rail, typ.

8"x8"x16" cmu, typ.



west elevation 04

1/4" = 1'-0"

12'-0" Lo roof

10'-9" Lo roof

3'-6" Lo wall/guard rail

0'-0" finish floor (1,235')

approx. 3'-0" parking lot finish grade

CITY OF PHOENIX

APR 18 2025

Planning & Development
Department

lgo hospitalty
4530 n 40th st.
phoenix, az 85018

Issued: 02/11/2025

elevations

hays
architecture • interiors
3844 west camphill avenue
phoenix, arizona 85018
www.haysinteriors.com
800.441.4411
haysinteriors.com

From: [Mandy Anderson](#)
To: [Anthony M. Grande](#)
Cc: cathyh@hayesstudio.com
Subject: Rezoning Case Z-65-24-6 – Strong Concerns About Traffic, Parking, and Neighborhood Impacts
Date: Monday, April 28, 2025 3:55:34 PM
Attachments: [Scan Apr 28, 2025 at 3.27 PM.pdf](#)

CAUTION: This email originated outside of the City of Phoenix.

Do not click links or open attachments unless you know the sender and were expecting this email.

[Report Suspicious](#)

Dear Mr. Grande,

I am writing regarding the rezoning request Z-65-24-6 for the property at 4530 N. 40th Street, Phoenix, AZ 85018, proposed by LGO Hospitality.

As a nearby resident, I have serious concerns about this project's impact on our neighborhood. Traffic congestion in the area is already severe, and illegal parking is a persistent problem. Vehicles frequently park in restricted areas, block driveways (including mine), The proposed retrofit of the existing office building into a café is likely to significantly increase traffic volume and parking demand, further worsening these issues. Without sufficient on-site parking and enforceable protections for the surrounding streets, this project would impose an unfair burden on the neighborhood. Specifically, I am concerned about the following:

- Late evening or early morning noise and disturbances from outdoor dining and deliveries.
- Increased traffic congestion and safety risks on 40th Street and surrounding residential streets.
- Overflow parking spilling into the neighborhood and causing illegal parking situations.
- Lack of information about how many parking spaces will be provided and how parking will be managed or enforced.

I respectfully request that the City require a full traffic and parking impact study before considering approval. I also request that conditions be placed on the project to ensure adequate parking is provided on-site and that mitigation measures are in place to prevent overflow parking into residential streets.

Thank you for considering my concerns as part of the review process.

Sincerely,
Madeline Anderson

From: [Caleb Koke](#)
To: [Anthony M. Grande](#)
Subject: Case Z-65-24-6 regarding "The Small Orange" project.
Date: Monday, June 23, 2025 1:19:27 AM
Attachments: [Overview. Rezoning Case Z-65-24-6, regarding The Small Orange project..pdf](#)
[Parking Data. Rezoning Case Z-65-24-6, The Small Orange project..pdf](#)
[Stipulations. Rezoning Case Z-65-24-6, The Small Orange project..pdf](#)

CAUTION: This email originated outside of the City of Phoenix.

Do not click links or open attachments unless you know the sender and were expecting this email.

[Report Suspicious](#)

Mr. Anthony Grande,

Please see the attached documents outlining the overview, the supporting parking data documentation and the stipulations for rezoning case Z-65-24-6.

If you have any questions please let me know.

Thank you,
Caleb Koke
310-975-5792

Dear Camelback East Village Planning Committee,

My name is Caleb Koke, and I own the residential property at 3946 E Meadowbrook Ave, Phoenix, AZ 85018. My property will be the most impacted by the proposed rezoning of parcels #170-24-037 and 170-24-038.

Since I acquired this property, I have invested significant effort and resources into designing a dream home I plan to build, with the understanding that parcels #170-24-037 and 170-24-038 would remain zoned CO. While I am a strong proponent of revitalizing and improving neighborhoods through thoughtful and strategic infill projects, I am concerned that without a realistic and comprehensive plan, such developments can lead to increased traffic congestion and pollution. This, in turn, can diminish the sense of community and decrease the quality of life for residents and patrons.

Residents can feel disenfranchised when their concerns are not adequately addressed. For example, holding rezoning meetings during the summer and around holidays, when many people are out of town, limits community participation. Additionally, the placement of the rezoning notice sign on the premises—perpendicular to 40th Street, obscured by a tree and readable only when traveling north on the opposite side of the street,—created unnecessary difficulty for the community to learn and connect with the information.

During the Neighborhood Meeting May 6, 2025, residents voiced two primary concerns:

1. Insufficient parking.
2. Increased congestion.

Furthermore, I believe the applicant misrepresented the impact this proposed rezoning and restaurant will have on the immediate and surrounding neighborhoods at the Neighborhood Meeting, and again in their follow up meeting with the city.

1. The applicant appears to have omitted the full picture of the Neighborhood Meeting feedback.
 - a. Of the 15 neighbors in attendance, several voiced concerns about congestion with the single access point on 40th street. However, just as many neighbors, if not more, voiced significant concerns about increased traffic on Meadowbrook should the driveway remain.
 - b. As it is, the applicant is seeking a variance to bypass the landscaping “buffer” setback requirements.
 - c. Maintaining a driveway on Meadowbrook would be detrimental as there is insufficient distance between the driveway and the adjacent residential parcel.
2. The applicant appears to be implementing a typical zoning bait and switch.
 - a. The fact that the applicant failed to mention, on multiple occasions, the potential accessory uses or secondary uses for C1 zoning which would allow up to 14 dwelling units is irresponsible and deceptive.

Given the applicant's neighboring restaurants, they likely possess specific data that would accurately forecast parking occupancy projections that would address the two primary concerns. While I understand the confidentiality of their business, sharing this information would be greatly appreciated.

In spite of this data not provided by the applicant, specific parking data recorded between May 19 and May 23, 2025 summarizes the potential impact of the proposed rezoning of LGO Hospitality's overflow lot (parcels #170-24-037 and 170-24-038) for a new restaurant.

Currently, the overflow lot has an average parking occupancy of 41.2%, while Postinos, LGO, and Ingo's parking lots average 80%. It is important to consider that while Postinos and Ingos are closed in the morning, LGO's parking lot during breakfast has an average parking occupancy of 85% and an overall daily average of 91%. If rezoning is approved, the proposed new restaurant would likely achieve the same average occupancy of 80% as the average of all three neighboring restaurants. This clearly demonstrates that this parking lot will require approximately 37.5 parking spots to accommodate both the new restaurant demands and existing overflow parking needs.

However, our analysis indicates that traffic flow and congestion, rather than the number of spots, present a significant concern. Unlike Postino's, LGO, and Ingo's, which have circular or semi-circular traffic flow with dual access points onto Campbell, (Minor Collector St. with 2,500 ADV*), the proposed rezoned lot with internal cross traffic would rely on a single access point onto 40th St. (Major Collector St. with 5,900 ADV*). [ADV map, pg. 16, published June 22, 2017.](#)

https://www.phoenix.gov/content/dam/phoenix/streetssite/documents/Traffic_Volumes.pdf

The proposed number of parking spots and the current design pose a safety concern for the neighborhood and patrons. Due to game theory or market clustering, existing congestion is likely to be compounded by adding another new restaurant to the area, generating even higher traffic during restaurant rush hours, i.e. breakfast, lunch, and dinner.

Based on the data, additional parking and an efficient traffic flow, especially for restaurant delivery vehicles is necessary to even consider rezoning the property to C1.

Notably, the ownership, with their partners, has prior experience with this situation, having acquired and rezoned a residential property at 3927 E Campbell in 2014 for additional parking for Postinos, LGO, and Ingo's. 3927 E Campbell is a perfect example of providing necessary parking for patrons and reducing neighborhood congestion. 3927 E Campbell also maintains required setbacks with landscaping and does not have a driveway, rather it utilizes an alley for access.

In the event sufficient parking (37.5 parking spots) and efficient traffic flow onto 40th street is attainable, I have attached a list of stipulations in order to achieve a thoughtful buildout supported by the neighborhood.

Sincerely,
Caleb Koke

Rezoning Case: Z-65-24-6

STIPULATIONS

Events

- Live entertainment must obtain approval from the neighborhood on a case by case basis.

Hours of operation

- No sooner than 7:00am and no later than 10:00pm

Landscaping

- Eucalyptus trees are prohibited due to their height potential.
- New trees planted are not to exceed mature heights greater than 35'.

Light Trespass/Pollution

- Any televisions must be shielded from residential neighbors.
- Any restaurant lighting must be shielded from residential neighbors.
- All exterior lighting must comply with Dark Sky Guiding principles such as:
 - Useful.
 - Targeted, 360* light shields.
 - Low Level.
 - Controlled.
 - Warm Colored.

Noise Trespass/Pollution:

Artificial Audio

- Must adhere to the city required "On Premises" decibel level of 55dB by utilizing:
 - Directional speakers and professional positioning.
 - Additional but smaller speakers to evenly distribute sound.
 - Acoustic treatments with specific materials to reduce sound transference.
- Schedule the following operations with consideration for the neighborhood:
 - Taking out trash, rolling carts, swinging gates, dumpster lids.
 - Deliveries.
 - Power washing.
 - Waste/Recycling pick ups.

Odor Pollution:

- Address cooking odors by installing a pollution control unit ("PCU") / **wet** air scrubber.
- Address any odors from waste by:
 - Sealing waste properly.
 - Regularly disposed and sanitized grease dumpsters.
 - Regularly scheduled powerwashing for the dumpsters and surrounding areas.
 - Regularly applying odor-neutralizing products such as bio-enzymatic sprays for long-term elimination.
 - Regularly applying granular neutralizers for short-term masking.

Pest Control:

- Bi-Weekly Service to address:
 - Cockroaches
 - Flies
 - Rodents
 - Etc.

Security

- Security Cameras will be installed throughout the property and parking lot.
- No Loitering signs must be posted in the parking lot and along Meadowbrook frontage.
- A point of contact must be available 24/7 to address notices and complaints.

Sidewalk:

- Increase the width of the road verge/nature strip placing the location of the sidewalk further west off of 40th street to increase pedestrian safety and enjoyment.

Traffic Flow

- Address neighborhood parking. May 2025's parking study identifies a need for 37.5 parking spaces for average occupancy expectations.
- Address cut through traffic to avoid traffic signals at Campbell and 40th. St..
 - The applicant is financially responsible to contribute and support any costs and variances to install a speedhump on Meadowbrook and a speedhump on N 39th Pl.
- Designate Meadowbrook frontage to be the firelane to prevent non permitted street parking.
- Prohibit delivery trucks from staging on Meadowbrook.

Visual Pollution:

- Relocate/ drop the power transformer servicing the proposed restaurant from the alley to the NW or NE corner of the parcel #170-24-038.
- Increase alley wall height to 83" along the entire west property line.
- Install trellis to 96" height on the parking lot side of the entire west property line.
- Stucco both sides of the alley wall and paint both sides to complement the proposed restaurant..
- Repaint the carport to complement the proposed restaurant.
- For any roof mounted mechanical equipment, install permeable screening on the north, south and east side but a solid parapet wall on the west end to maximize visual screening and noise reduction.
 - Ideally it would be best to install mechanical equipment ground level and screened on the south side of the building. This area would also allow further disguise with landscaping.