



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report Z-69-25-8**  
August 8, 2025

[Laveen Village Planning Committee](#) August 11, 2025

Meeting Date:

[Planning Commission](#) Hearing Date: September 4, 2025

Request From: [C-1](#) (Neighborhood Retail) (2.46 acres)

Request To: [C-2 HGT/WVR](#) (Intermediate Commercial, Height Waiver) (2.46 acres)

Proposal: Commercial uses with a height waiver

Location: Approximately 300 feet north of the northeast corner of 43rd Avenue and Baseline Road

Owner: 43rd Ave and Baseline Development, LLC

Applicant/Representative: Cassandra Ayres, Berry Riddell, LLC

Staff Recommendation: Approval, subject to stipulations

**[General Plan Conformity](#)**

**[General Plan Land Use Map Designation](#)**

Commercial

**[Street Map Classification](#)**

43rd Avenue

Arterial

55-feet east half street

**CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.**

The proposal, as stipulated, includes bicycle parking to encourage bicycling and transit use by leveraging its proximity to adjacent commercial developments, neighborhoods, and the multi-use trail along 43rd Avenue.

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

The proposal provides a reasonable level of intensity that is respectful to local conditions by proposing commercial development that will further serve the surrounding residential community. It is designed to align with Laveen's preference for a rural aesthetic. As stipulated, the proposed development will include height restrictions respectful of the surrounding land uses.

**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, includes a multi-use trail along 43rd Avenue that will be planted with shade trees. This will create a comfortable pedestrian environment along 43rd Avenue, reduce the urban heat island affect, and make the walk to nearby destinations safer and more comfortable.

#### Applicable Plans, Overlays, and Initiatives

[Laveen Southwest Growth Study](#): Background Item No. 6.

[Complete Streets Guiding Principles](#): Background Item No. 7.

[Comprehensive Bicycle Master Plan](#): Background Item No. 8.

[Shade Phoenix Plan](#): Background Item No. 9.

[Transportation Electrification Action Plan](#): Background Item No. 10.

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

[Phoenix Climate Action Plan](#): Background Item No. 12.

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

<b>Surrounding Land Uses/Zoning</b>		
	<b><u>Land Use</u></b>	<b><u>Zoning</u></b>
<b>On Site</b>	Vacant land	C-1
<b>North</b>	Drainage channel	S-1 PCD
<b>East</b>	Vacant land	C-1
<b>South</b>	Medical clinic, vacant land (proposed restaurants)	C-O and C-1
<b>West (across 43rd Avenue)</b>	Single-family residential	R1-8

<b>C-2 HGT/WVR (Intermediate Commercial, Height Waiver)</b>		
<b><u>Standards</u></b>	<b><u>Requirements</u></b>	<b><u>Provisions on the Proposed site Plan</u></b>
<b><i>Minimum Building Setbacks</i></b>		
North (adjacent to S-1)	100 feet for 3-story (or 42 feet)	39 feet (Not Met)*
South (adjacent to C-1)	0 feet	29 feet (Met)
East (adjacent to C-1)	0 feet	39 feet (Met)
West (adjacent to 43rd Avenue)	Average 30 feet for structures exceeding two stories or 30 feet, minimum 20 feet for up to 50% of structure	84 feet (Met)
<b><i>Minimum Landscape Setbacks</i></b>		
North (adjacent to S-1)	10 feet	10 feet (Met)
South (adjacent to C-1)	0 feet	0 feet (Met)
East (adjacent to C-1)	0 feet	0 feet (Met)
West (adjacent to 43rd Avenue)	Average 30 feet for structures exceeding two stories or 30 feet, minimum 20 feet for up to 50% of the frontage	30 feet (Met)
Maximum Building Height	4 stories, 56 feet	32 feet (Met)
Minimum Parking	20 spaces; 1 per 35 storage units plus 2 spaces for a manager's office	11 spaces (Not Met)*

\*Variance or Site Plan modification needed

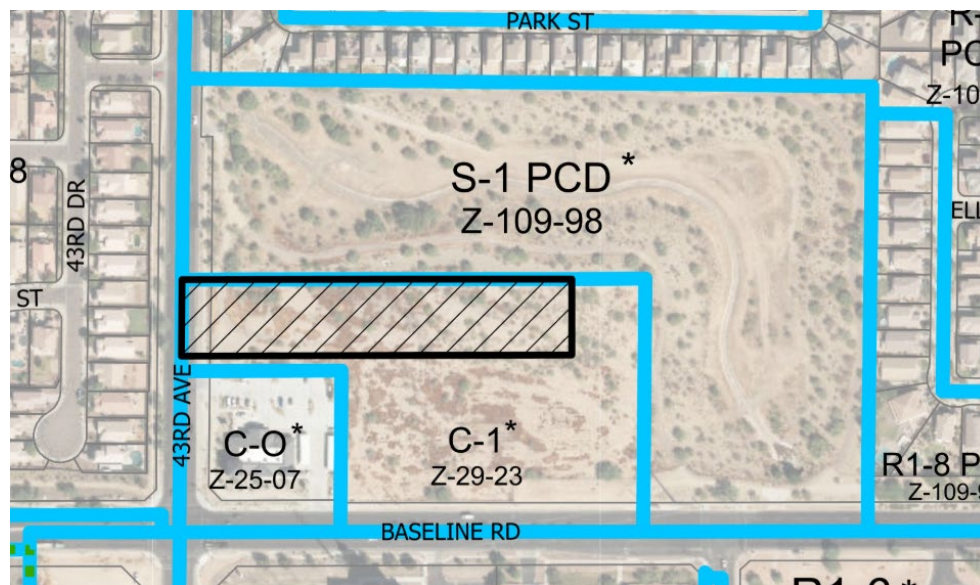
## **Background/Issues/Analysis**

### **SUBJECT SITE**

1. This request is to rezone 2.46 acres located approximately 300 feet north of the northeast corner of 43rd Avenue and Baseline Road from C-1 (Neighborhood Commercial) to C-2 HGT/WVR (Intermediate Commercial, Height Waiver) to allow commercial uses with a height waiver. Companion Case Z-SP-5-25-8 is a request for a Special Permit to allow self-service storage, and all underlying C-2 uses. The site was rezoned in 2023 (Z-29-23-7) as part of a larger parcel extending to Baseline Road, proposed for future commercial development (retail, restaurant, and/or office).

### **SURROUNDING LAND USES AND ZONING**

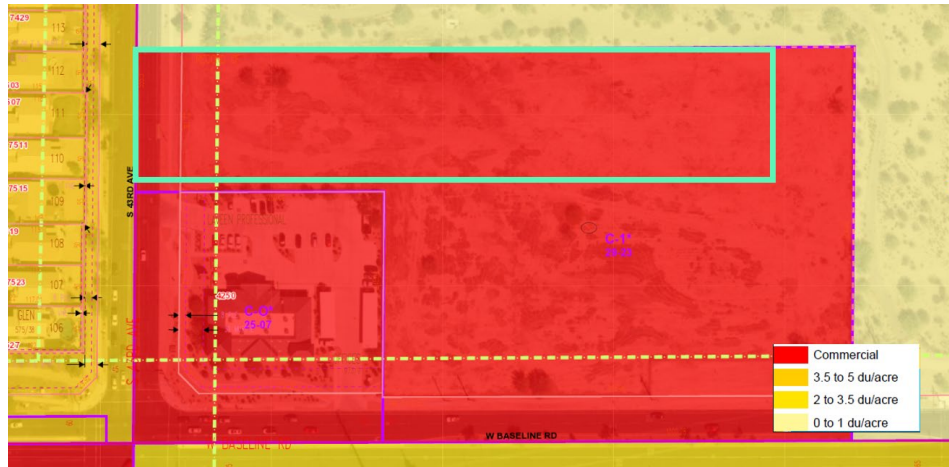
2. The subject site is currently vacant and undeveloped. North of the subject site is a drainage channel zoned S-1 PCD (Ranch or Farm Residence, Planned Community District). To the west, across 43rd Avenue, are single-family residences zoned R1-8 (Single-Family Residence District). The property to the east and the majority south of the subject site is vacant land zoned C-1 (Neighborhood Retail), proposed for multiple restaurants. Just beyond the C-1 area to the south is a medical clinic zoned C-O (Commercial Office District).



Existing Zoning Aerial Map  
Source: Planning and Development Department

### GENERAL PLAN LAND USE MAP DESIGNATION

3. The subject site, as well as the surrounding area to east and south are designated Commercial on the General Plan Land Use Map. The drainage channel north of the subject site is designated as Residential 0 to 1 dwelling units per acre. The property to the west, across 43rd Avenue, is designated as Residential 3.5 to 5 dwelling units per acre. The proposed C-2 HGT/WVR zoning is consistent with the General Plan Land Use Map designation.



General Plan Land Use Map  
Source: Planning and Development Department

### PROPOSAL

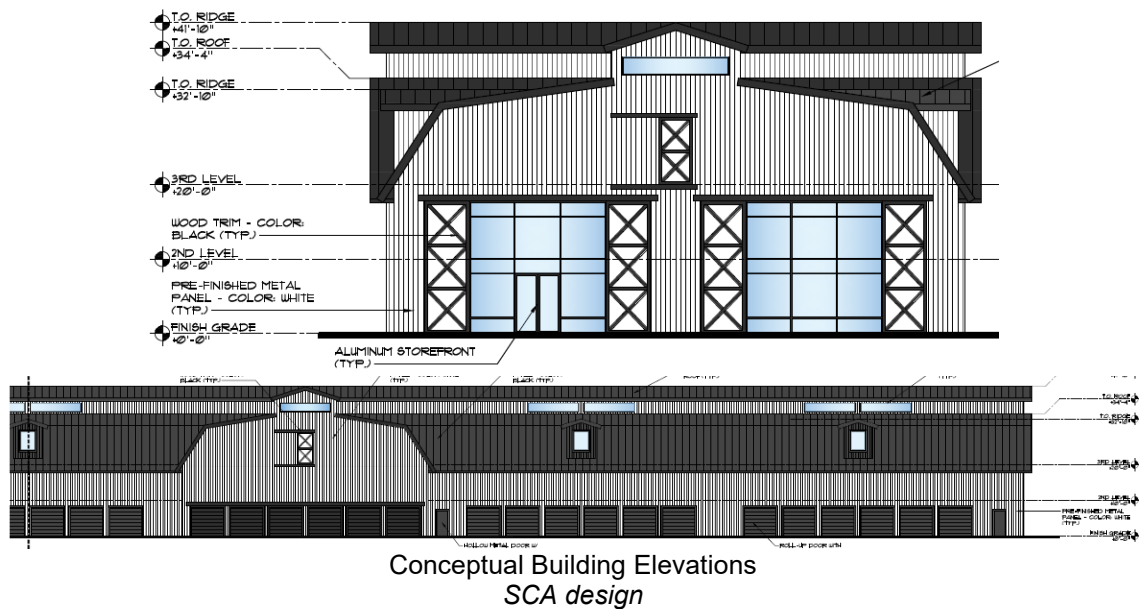
#### 4. Site Plan

The conceptual site plan, attached as an exhibit, depicts a 127,662 square foot self-service storage warehouse. The subject site will have access via 43rd Avenue with future cross access to the commercial property to the south. A fenced gated accessway is located along the north, east, and south side of the building. The self-service storage warehouse facility consists of “roll-up” self-service storage units and drive aisle. The conceptual site plan does not meet the building setback for three-story buildings or taller on the north portion of the site. As a result, staff does not recommend general conformance to the site plan.

#### 5. Elevations

The conceptual elevations depict a three-story self-service warehouse building with a maximum height of approximately 42 feet to the ridge. The proposed self-service storage warehouse elevations depict a pre-finished metal panel white exterior. The proposed elevations incorporate farmhouse features with black metal panels, a decorative cupola on top of the building, dormer-like features on the sides of the building, and wood trim doors. As a result, staff recommends general conformance to the proposed elevations. This is addressed in Stipulation No. 1. Furthermore, staff recommends a maximum building height of 40 feet to

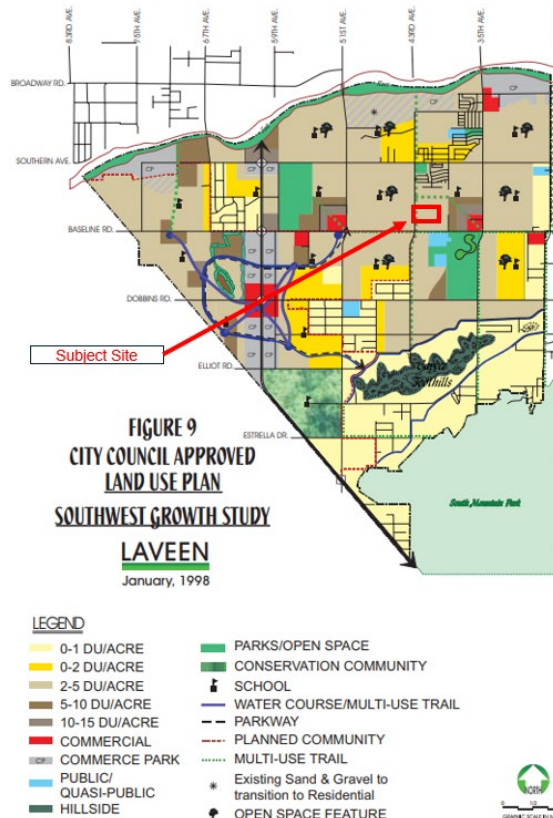
ensure compatibility with the surrounding single-family houses and future commercial development. This is addressed in Stipulation No. 2.



## PLANS, OVERLAYS, AND INITIATIVES

### 6. Laveen Southwest Growth Study:

The site is located within the boundaries of the Laveen Southwest Growth Study, which was developed in 1997 to analyze the existing conditions of the Laveen Village and provide a land use and design planning framework to help shape the growth that Laveen was starting to experience, while accounting for newly annexed farmland as well as the future development of the South Mountain Freeway Loop, which has since been completed. This plan designates the project site as Residential 2 to 5 dwelling units per acre. Although not consistent with the designation, recent land use trends in the area, including the PUD to the southwest and the recent rezoning case to the south and east point to a land use that supports





commercial uses. The Laveen Southwest Growth Study also outlines specific design policies and standards for various types of development that will enhance Laveen's built environment while remaining respectful to its agricultural heritage. The study encourages all new development to use durable, high quality building materials and to provide enhanced building design that will contribute to the character of the area. The proposal incorporates modern farmhouse architecture and features that will be compatible with the agrarian culture of the Laveen Village.

7. **Complete Streets Guiding Principles**

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. This is addressed in Stipulation No. 5. Stipulation No. 12 will help pedestrianize the immediate street frontage by replenishing the landscape along the detached sidewalk on 43rd Avenue. Furthermore, a multi-use trail is required along 43rd Avenue. The trail will allow for numerous forms of alternative transportation such as walking and bicycling. This is addressed in Stipulation No. 9. In addition, any street improvements must comply with City of Phoenix and ADA standards. This is addressed in Stipulation No. 13.

8. **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 proposal will provide bicycle parking per the City's Walkable Urban Code. This is addressed in Stipulation No. 3.

Furthermore, the development will include receptacles for electric bicycle charging capabilities. This is addressed in Stipulation No. 4.

9. **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. Staff recommends stipulations designed to provide trees and enhanced shade within the development as

follows:

- The vehicular entrance along 43rd Avenue shall include a five-foot-wide landscape median, planted with a variety of plant materials and a two-inch caliper, single-trunk, large canopy, drought tolerant, shade tree (Stipulation No. 6);
- The north landscape setback shall be planted with minimum two-inch caliper, large canopy, drought-tolerant, shade trees (Stipulation No. 7);
- Uncovered surface parking lot area shall be landscaped with minimum two-inch, drought tolerant, shade trees or shade structure/s to achieve a minimum of 25 percent shade (Stipulation No. 8);
- The streetscape along 43rd Avenue shall be replenished with two-inch caliper, large canopy, drought-tolerant, shade trees (Stipulation No. 12);

10. **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. 4 and 10.

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. 8, 11, and 12.



12. **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 GI techniques for stormwater management to be implemented if the site is ever redeveloped.

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 development narrative states that recycling services have not been determined.

COMMUNITY INPUT SUMMARY

14. 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 commercial traffic, incompatible development, and decreased property values.

INTERDEPARTMENTAL COMMENTS

15. The Street Transportation Department has noted that the proposed accessway on 43rd Avenue does not meet the required driveway separation of 300 feet from the adjacent development's approved driveway. The development is encouraged to use right in/right out access along 43rd Avenue or obtain a cross-access easement to the property to the south. The Street Transportation Department has requested that the streetscape along 43rd Avenue be replenished with shade trees. Furthermore, all street improvements must comply with City and ADA standards. These are addressed in Stipulation No. 12 and 13.

OTHER

16. 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. 14.

17. 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. 15.
18. Development and use of the site is 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 will develop vacant property and provide commercial services adjacent to an arterial street.
2. As stipulated, the proposal supports efforts from various plans and initiatives including the Shade Phoenix Plan, Transportation Electrification Action Plan, and Phoenix Climate Action Plan.
3. The stipulated landscaping and planting standards are above the required minimum standards and will contribute to making the proposal compatible with the surrounding land uses.

### **Stipulations**

1. The development shall be in general conformance with the elevations date stamped August 4, 2025, as modified by the following stipulations and approved by the Planning and Development Department.
2. The maximum building height shall be 40 feet.
3. A minimum of four bicycle parking spaces shall be provided through Inverted U and/or artistic racks located near building entrances and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.
4. A minimum of 10% of the provided bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities, 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 contrast parking and drive aisle surfaces, as approved by the Planning and Development Department.
6. The vehicular entrance located along 43rd Avenue shall include a minimum 5-foot-wide landscape median, planted with a variety of at least three plant materials, and a minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant shade tree, as approved by the Planning and Development Department.
7. The north landscape setback shall be planted with minimum 2-inch caliper, large canopy, drought-tolerant, shade trees, planted 25 feet on center or in equivalent groupings, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.
8. 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.
9. A 30-foot-wide multi-use trail easement (MUTE) shall be dedicated along 43rd Avenue and a minimum 10-foot-wide multi-use trail (MUT) shall be constructed within the easement in accordance with the MAG supplemental detail, and as approved or modified by the Planning and Development Department.
10. A minimum of 2% of the required parking spaces shall be EV Capable.
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. The streetscape on both sides of the existing detached sidewalk along the east side of 43rd Avenue shall be replenished and 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 maintained to a maximum height of 24 inches 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.

- 13. 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.
- 14. 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.
- 15. 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**

Nayeli Sanchez Luna

August 8, 2025

**Team Leader**

Racelle Escolar

**Exhibits**

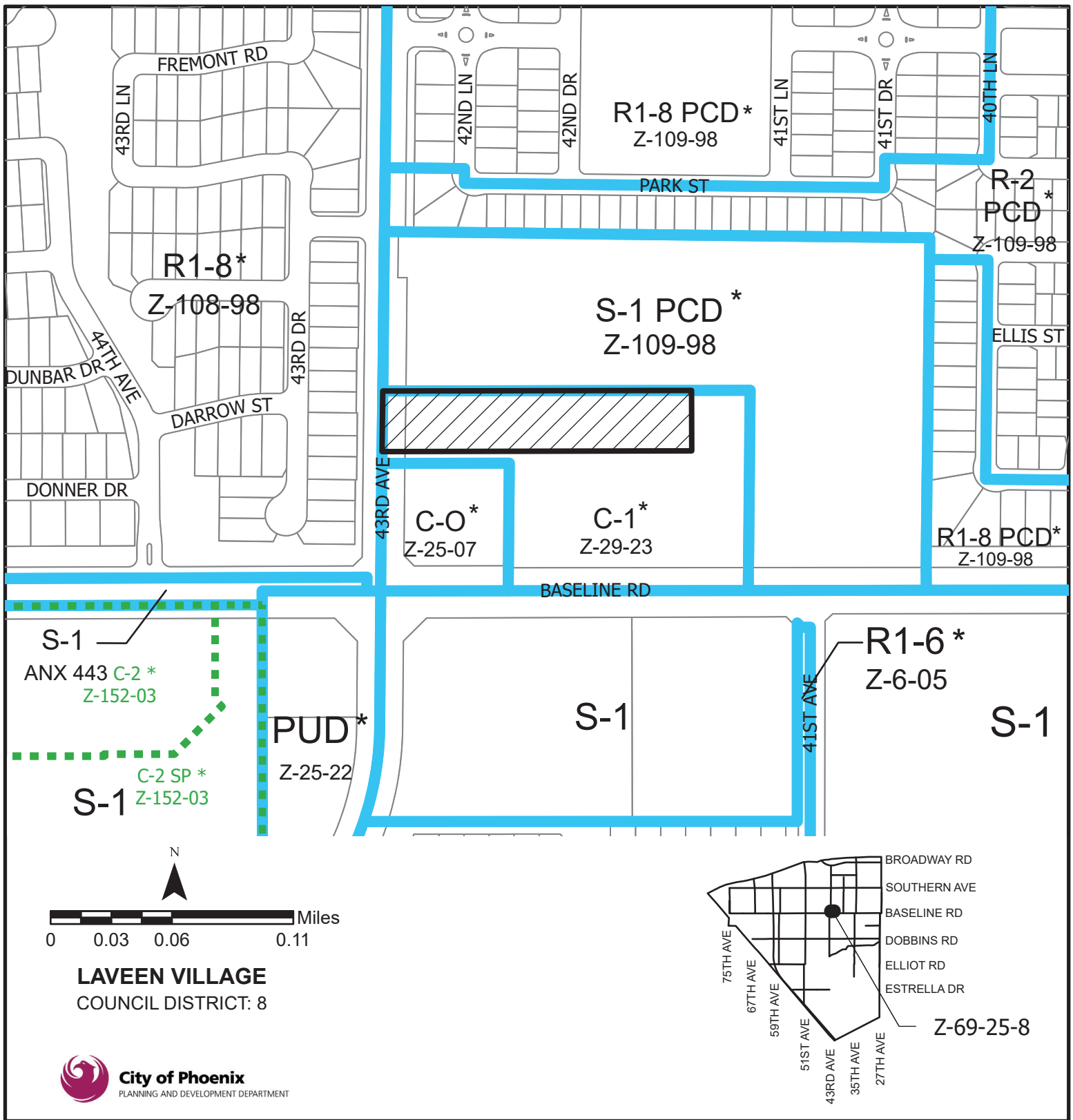
Sketch map

Aerial map

Conceptual site plan date stamped May 30, 2025 (2 pages)

Conceptual building elevations date stamped August 4, 2025 (2 pages)

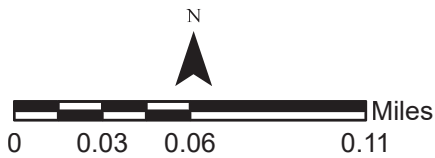
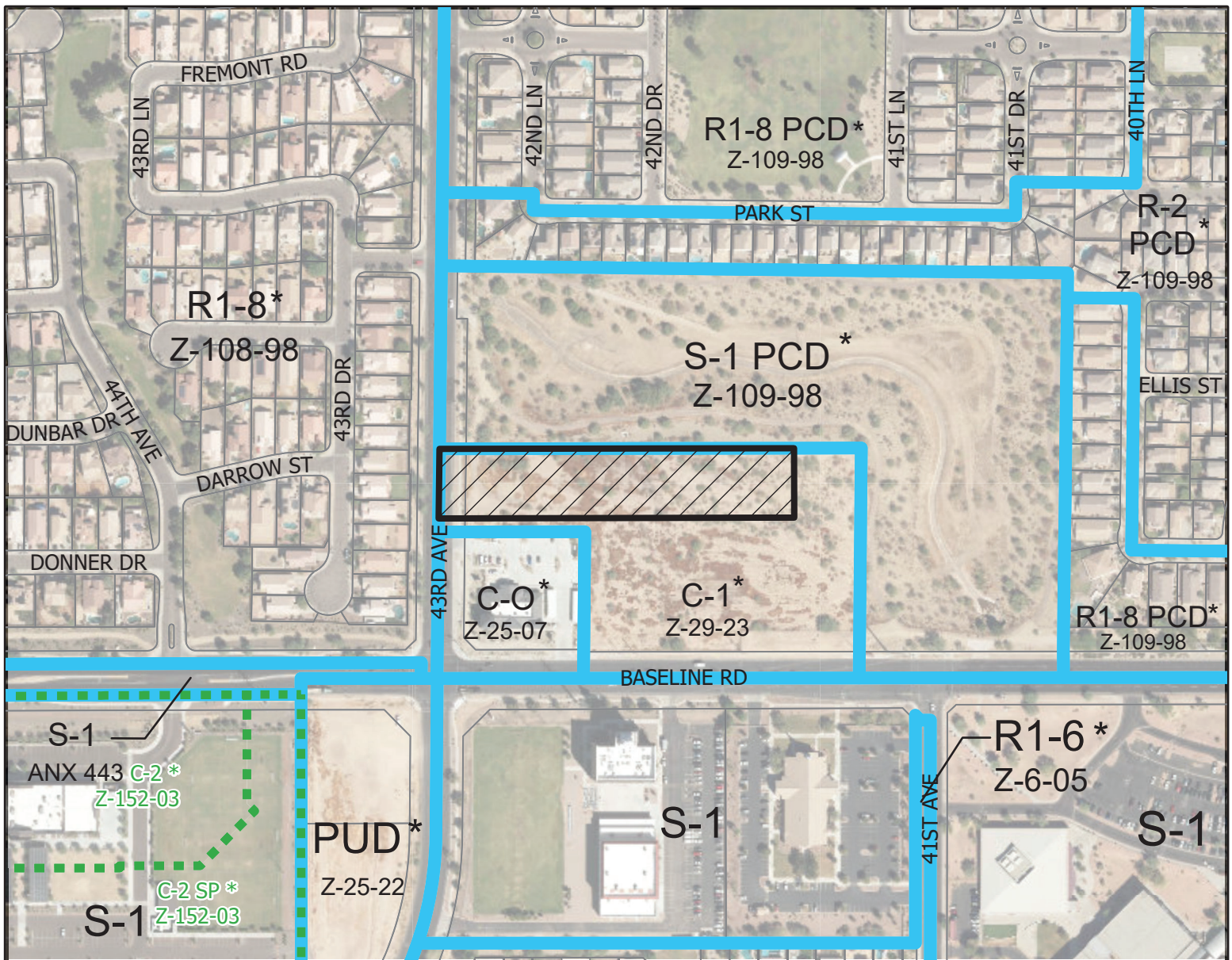
Correspondence (2 pages)



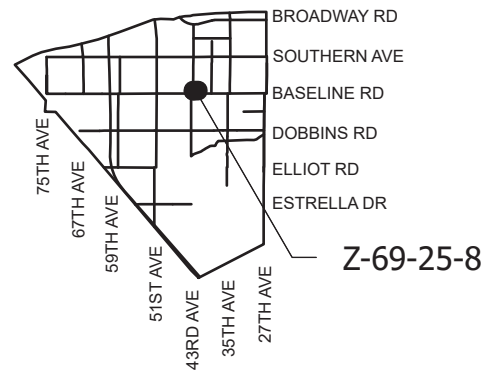
APPLICANT'S NAME: <b>Berry Riddell, LLC</b>		REQUESTED CHANGE:	
APPLICATION NO: <b>Z-69-25-8</b>	DATE: <b>6/6/2025</b>	FROM: <b>C-1 ( 2.46 ac.)</b>	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.  <b>2.46 Acres</b>	REVISION DATES:		TO: <b>C-2 HGT/WVR ( 2.46 ac.)</b>
	AERIAL PHOTO & QUARTER SEC. NO. <b>QS 1-19</b>	ZONING MAP <b>D-6</b>	
MULTIPLES PERMITTED <b>C-1</b> <b>C-2 HGT/WVR</b>	CONVENTIONAL OPTION <b>35</b> <b>35</b>		* UNITS P.R.D OPTION <b>43</b> <b>43</b>

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





**LAVEEN VILLAGE**  
COUNCIL DISTRICT: 8



APPLICANT'S NAME: <b>Berry Riddell, LLC</b>		REQUESTED CHANGE:	
APPLICATION NO: <b>Z-69-25-8</b>	DATE: <b>6/6/2025</b>	FROM: <b>C-1 ( 2.46 ac.)</b>	
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<b>2.46 Acres</b>	AERIAL PHOTO & QUARTER SEC. NO.		
	<b>QS 1-19</b>	ZONING MAP	
		<b>D-6</b>	
MULTIPLES PERMITTED	CONVENTIONAL OPTION		* UNITS P.R.D OPTION
<b>C-1</b>	<b>35</b>		<b>43</b>
<b>C-2 HGT/WVR</b>	<b>35</b>		<b>43</b>

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



CITY OF PHOENIX

MAY 3 0 2025

Planning & Development  
Department

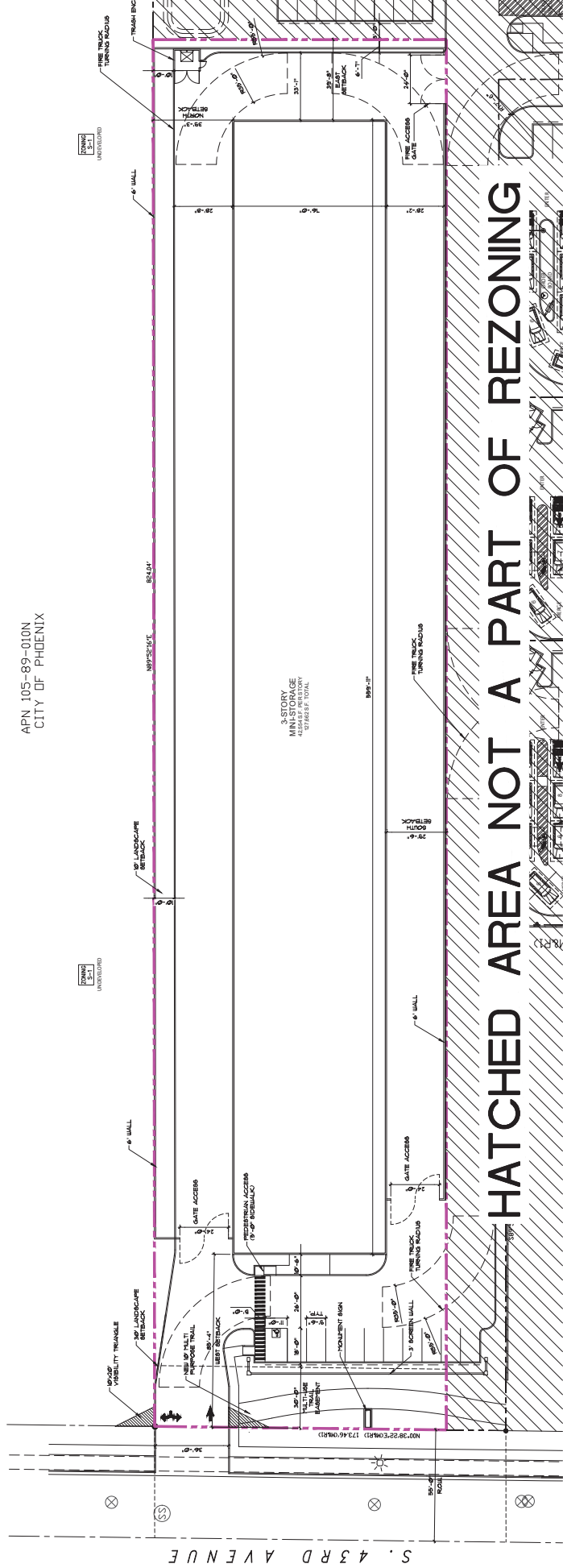


7527 EAST FIRST STREET, STE. 9  
SCOTTSDALE, ARIZONA 85251  
PH (602) 492-4285

# MINI-STORAGE AT 43RD AND BASELINE

APN: 105-89-010P

AS1.2



APN 105-89-010N  
CITY OF PHOENIX

## SITE PLAN

SCALE: 1"=20'-0"  
05.22.2025  
24151

### SITE INFORMATION

APN: 105-89-010P  
EXISTING ZONING: COMMERCIAL NEIGHBORHOOD (C-1)  
PROPOSED ZONING: COMMERCIAL INTERMEDIATE SPECIAL EVENT HEIGHT  
WAVES (C-2 SPECIAL)  
SITE AREA: 1.00 ACRES  
GROSS AREA: 2,644 SQ. FT.  
BUILDING FOOTPRINT: 10,788 SQ. FT.  
STORAGE BUILDING: 1 43RD A.V.  
% OF SITE COVERED BY BUILDING: 40.8%  
BUILDING FOOTPRINT A.V. / PROPERTY A.V.: 43RD A.V. / 10,788 SQ. FT. / 228 X 43%  
BUILDING HEIGHT: 42'-0"

### PARKING CALCULATION

MIN-STORAGE: 600 UNITS  
REQUIRED PARKING PER SECTION 160:  
MIN-STORAGE: 1 PER 35 STORAGE UNITS = 17 SPACES FOR MANAGERS  
600 UNITS / 35 UNITS = 17.14 = 18 SPACES = 18 SPACES = 18 SPACES  
TOTAL REQUIRED PARKING: 36 SPACES  
REQUIRED ACCESSIBLE PARKING:  
1 SPACES PER 100 TO 35 TOTAL PARKING SPACES PROVIDED  
PROVIDED ON-SITE PARKING: 18 SPACES ON SITE = 18 SPACES ON ADJACENT SITE  
ACCESSIBLE SPACES: 1 SPACE  
TOTAL SPACES: 19 SPACES

## OVERALL PARKING CALCULATION

[illegible]

APN 105-89-010N  
CITY OF PHOENIX

Э Н И

[illegible]3-STORY  
MINI-STORAGE

APN 105-89-010N  
CITY OF PHOENIX

FLOOD CONTROL  
OPEN SPACE

# HATCHED AREA NOT A PART OF REZONING

APR 105-89-954  
PARADISE AVENUE

60' ROADWAY PER  
120' EMBANKMENT PER

65' ROAD DECLARATION PER

55' ROADWAY PER  
BK 1207. PG 39. MCR

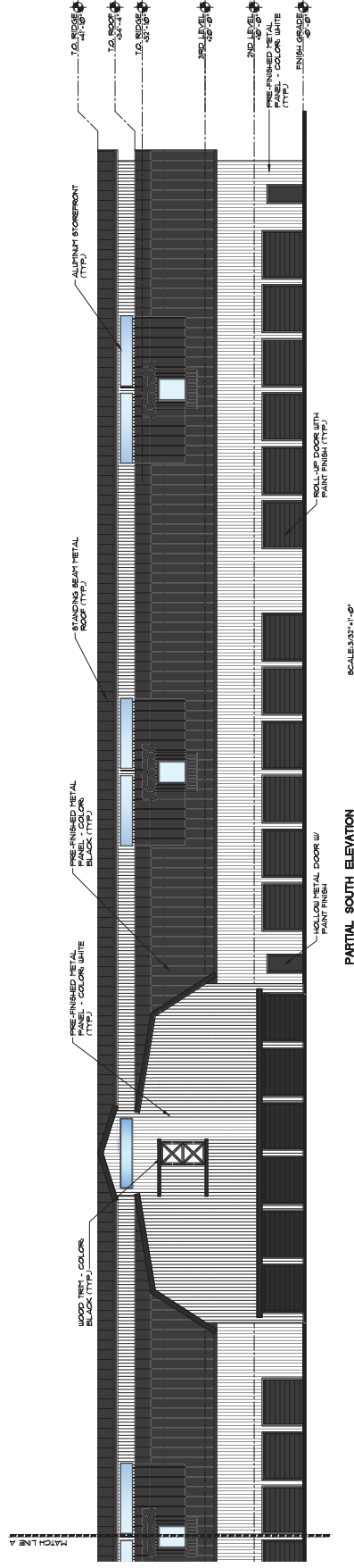
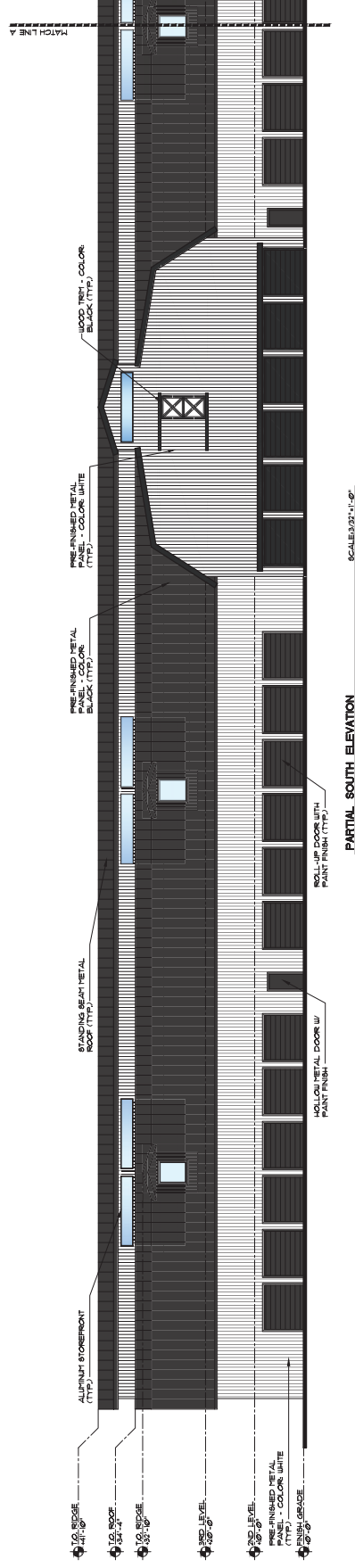
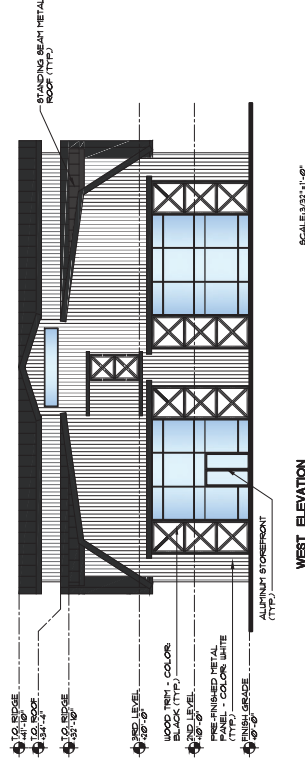
W. BASELINE ROAD



## EXTERIOR ELEVATIONS

SCALE: 3/32"=1'-0"  
07.18.2025  
24151

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## Nayeli Sanchez Luna

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**To:** Sarah Sawyer  
**Subject:** RE: Opposition to Proposed Storage Facility at 43rd Ave & Baseline, Laveen

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**From:** Sarah Reyes <[s\\_reyes82@msn.com](mailto:s_reyes82@msn.com)>  
**Sent:** Monday, July 14, 2025 7:36 PM  
**To:** Nayeli Sanchez Luna <[nayeli.sanchez.luna@phoenix.gov](mailto:nayeli.sanchez.luna@phoenix.gov)>  
**Subject:** Opposition to Proposed Storage Facility at 43rd Ave & Baseline, Laveen

**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](#)

To Whom It May Concern,

I am writing as a concerned resident of Laveen to formally express my opposition to the proposed construction of a storage unit facility at or near the intersection of 43rd Avenue and Baseline Road.

While I understand the need for accessible storage options, I believe this particular location poses several challenges and risks to our community. This intersection is a gateway to Laveen's residential heart, and placing a commercial facility of this nature here undermines the values and aesthetics that define our neighborhood. My concerns include:

- Traffic and Safety: Increased commercial traffic may create congestion and pose safety risks for pedestrians, cyclists, and families in the area. With 3 schools in the area, the added impact could create unintentional dangers.
- Visual Impact: Storage units, especially if not thoughtfully designed, can detract from the visual appeal of our community and disrupt residential harmony.
- Community Character: Laveen is defined by its residential and agricultural charm. A commercial facility here could set a precedent for further incompatible development.
- Property Value Uncertainty: Many residents fear that proximity to such facilities could negatively impact home values and long-term investment in the area.

I respectfully urge you to reconsider this location and explore alternatives that would better suit the needs of the community and maintain the integrity of our shared neighborhood vision.

Thank you for your attention to this matter, and for your continued service to our growing community.

Sincerely,

Sarah Reyes

Get [Outlook for iOS \[aka.ms\]](#)

## Nayeli Sanchez Luna

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**To:** Joe Wilson; info@technicalolutionsaz.com  
**Subject:** RE: Delivery Status Notification (Failure)

----- Forwarded message -----

From: Joe Wilson <[oregonjoe99@gmail.com](mailto:oregonjoe99@gmail.com)>

To: [info@technicalolutionsaz.com](mailto:info@technicalolutionsaz.com)

Cc:

Bcc:

Date: Mon, 14 Jul 2025 18:03:56 -0700

Subject: Storage on 43rd and Baseline

Subject: Opposition to Proposed Storage Facility at 43rd Ave & Baseline, Laveen AZ

To Whom It May Concern,

I am writing as a concerned resident of Laveen to formally express my opposition to the proposed construction of a storage unit facility at or near the intersection of 43rd Avenue and Baseline Road.

While I understand the need for accessible storage options, I believe this particular location poses several challenges and risks to our community. This intersection is a gateway to Laveen's residential heart, and placing a commercial facility of this nature here undermines the values and aesthetics that define our neighborhood. My concerns include:

- Traffic and Safety: Increased commercial traffic may create congestion and pose safety risks for pedestrians, cyclists, and families in the area. With 3 schools in the area, the added impact could create unintentional dangers.
- Visual Impact: Storage units, especially if not thoughtfully designed, can detract from the visual appeal of our community and disrupt residential harmony.
- Community Character: Laveen is defined by its residential and agricultural charm. A commercial facility here could set a precedent for further incompatible development.
- Property Value Uncertainty: Many residents fear that proximity to such facilities could negatively impact home values and long-term investment in the area.

I respectfully urge you to reconsider this location and explore alternatives that would better suit the needs of the community and maintain the integrity of our shared neighborhood vision.

Thank you for your attention to this matter, and for your continued service to our growing community.

Sincerely,  
Joe Wilson  
Resident of Laveen, AZ