



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-85-25-4
July 30, 2025
*** Revised**

Maryvale [Village Planning Committee](#) Meeting Date:

August 13, 2025

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

Request From: [R1-6](#) (Single-Family Residence District)
(7.60 acres)

Request To: [WU Code T3:2](#) (Walkable Urban Code, Transect 3:2 District) (1.41 acres), [WU Code T4:3](#) (Walkable Urban Code, Transect 4:3 District) (3.52 acres), [WU Code T5:3](#) (Walkable Urban Code, Transect 5:3 District) (2.67 acres)

Proposal: Single-family and multifamily residential

Location: Generally located between 31st Avenue to 35th Avenue, and Holly Street to the I-10 Freeway

Owner: City of Phoenix, Neighborhood Services Department

Applicant: City of Phoenix, Planning Commission

Representative: Chase Hales, City of Phoenix, Planning and Development Department

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Residential 3.5 to 5 dwelling units per acre, and Residential 10 to 15 dwelling units per acre	
Street Map Classification	Holly Street	Local	25-foot south half street
	Palm Lane	Local	25-foot north half street

	Lynwood Street	Local	25 to 30-foot north half street, 25-foot south half street
	Willetta Street	Local	60-foot full street
	32nd Avenue	Local	50-foot full street
	33rd Avenue	Local	30-foot east half street

CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: Encourage high-density housing and high intensity employment uses adjacent or close to transit stations per adopted transit district plans.

The proposal will facilitate the creation of housing opportunities within a quarter to a half mile from a planned light rail station (35th Ave / Interstate 10) and a planned Bus Rapid Transit station (35th Avenue / McDowell Road).

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

The T4:3 and T5:3 proposal, as stipulated, includes bicycle facilities to encourage bicycling and transit use to leverage its proximity to the nearby planned high-capacity transit stations.

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 and as required by WU Code zoning, will provide shade along the public sidewalks and surface parking areas which will improve pedestrian comfort within proximity to planned high-capacity transit stations.

Applicable Plans, Overlays, and Initiatives

[TOD Strategic Policy Framework](#): Background Item No. 4.

[I-10 West Extension Transit Oriented Communities Policy Plan](#): Background Item No. 6.

[Isaac Redevelopment Area Plan](#): Background Item No. 7.

[Housing Phoenix Plan](#): Background Item No. 8.

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

[Comprehensive Bicycle Master Plan](#): Background Item No. 10.

[Transportation Electrification Action Plan](#): Background Item No. 11.

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

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

[Climate Action Plan](#): Background Item No. 14.

[Conservation Measures for New Development](#): Background Item No. 15.

Background/Issues/Analysis

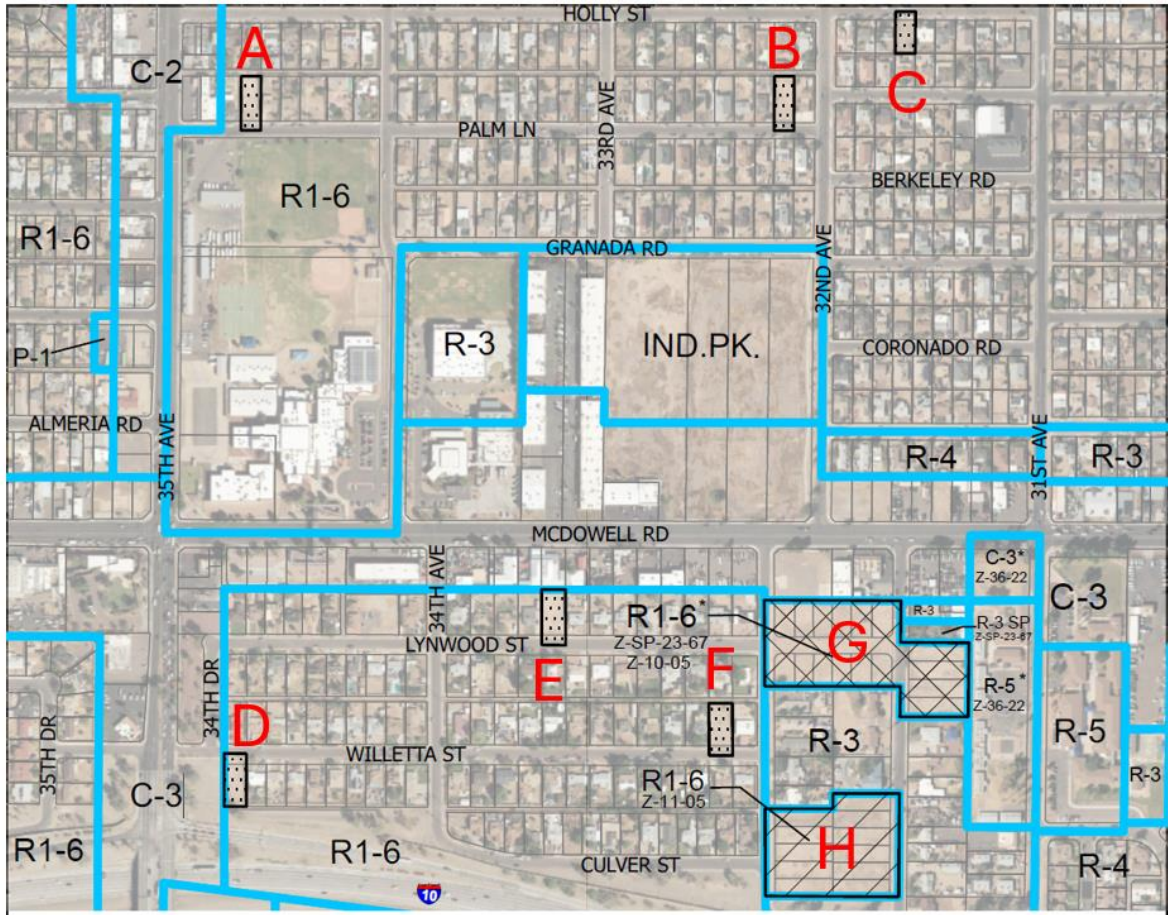
SUBJECT SITE

1. This request is to rezone 7.60 acres generally located between 31st Avenue to 35th Avenue, Holly Street to the I-10 Freeway, from R1-6 (Single-Family Residence District) to 1.41 acres of WU Code T3:2 (Walkable Urban Code, Transect 3:2 District), 3.52 acres of WU Code T4:3 (Walkable Urban Code, Transect 4:3 District), and 2.67 acres of WU Code T5:3 (Walkable Urban Code, Transect 5:3 District) to allow single-family and multifamily residential.

The subject site consists of six singular parcels, referred to Parcels A through F in the figure below (page 4), and two clusters of parcels named Parcels G and H. The sites are vacant and owned by the City of Phoenix. Once the sites are rezoned, the City of Phoenix will issue a Request for Proposal (RFP) that will enable the sites to be redeveloped in accordance with the Walkable Urban Code zoning district standards and supporting stipulations.

ON-SITE AND SURROUNDING LAND USES AND ZONING

2.



Aerial Imagery; Source: Phoenix Planning and Development Department

Surrounding Land Uses and Zoning Parcel A (T3:2)		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant lot	R1-6
North	Single-family residential	R1-6
West	Single-family residential	R1-6
South (across Palm Lane)	School	R1-6
East	Single-family residential	R1-6

Surrounding Land Uses and Zoning Parcel B (T3:2)		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant lot	R1-6
North	Single-family residential	R1-6
West	Single-family residential	R1-6
South (across Palm Lane)	Single-family residential	R1-6
East	Single-family residential	R1-6

Surrounding Land Uses and Zoning Parcel C (T3:2)		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant lot	R1-6
North (across Holly Street)	Single-family residential	R1-6
West	Single-family residential	R1-6
South	Single-family residential	R1-6
East	Single-family residential	R1-6

Surrounding Land Uses and Zoning Parcel D (T3:2)		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant lot	R1-6
North (across Willetta Street)	Single-family residential	R1-6
West	Arizona Department of Transportation (ADOT) landscape area	C-3
South	Freeway	R1-6
East	Single-family residential	R1-6

Surrounding Land Uses and Zoning Parcel E (T3:2)		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant lot	R1-6
North	Tire shop	C-3
West	Single-family residential	R1-6

South (across Lynwood Street)	Single-family residential	R1-6
East	Single-family residential	R1-6

Surrounding Land Uses and Zoning Parcel F (T3:2)		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant lot	R1-6
North	Single-family residential	R1-6
West	Single-family residential	R1-6
South (across Willetta Street)	Single-family residential	R1-6
East	Single-family residential	R1-6

Surrounding Land Uses and Zoning Parcel G (T4:3)		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant land	R1-6
North	Vacant land, retail, restaurant	C-3
West (across 33rd Avenue)	Single-family residential	R1-6
West (across 32nd Avenue)	Multifamily residential	R-3
South	Multifamily residential and community center	R-3
East	Multifamily residential	R-5
East (across 32nd Avenue)	Single-family residential	R-3, R-3 SP

Surrounding Land Uses and Zoning Parcel H (T5:3)		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant land	R1-6
North	Single-family residential, fire station	R-3
West (across 33rd Avenue)	Single-family residential	R1-6
South	ADOT landscape area	R1-6
East (across 32nd Avenue)	Single-family residential, church, and multifamily residential	R-3

GENERAL PLAN LAND USE MAP

3. The General Plan Land Use Map designates Parcels A through F as Residential 3.5 to 5 dwelling units per acre. While the Walkable Urban Code is silent on density, the proposed Transect 3:2 only permits single-family detached, single-family attached, and duplexes, which is compatible with the Traditional Lot housing type that Residential 3.5 to 5 is categorized under in the General Plan.

Parcels G and H are designated as Residential 10 to 15 dwelling units per acre. The proposal for the Walkable Urban Code, which is silent on density, is not consistent with the designation, however, it is consistent with the “Higher-density attached housing, multifamily condominiums or apartments” housing type that the designation is categorized under in the General Plan.

To the north, east and west of Parcel A is designated Residential 3.5 to 5 dwelling units per acre. To the south is designated Public/Quasi-Public.

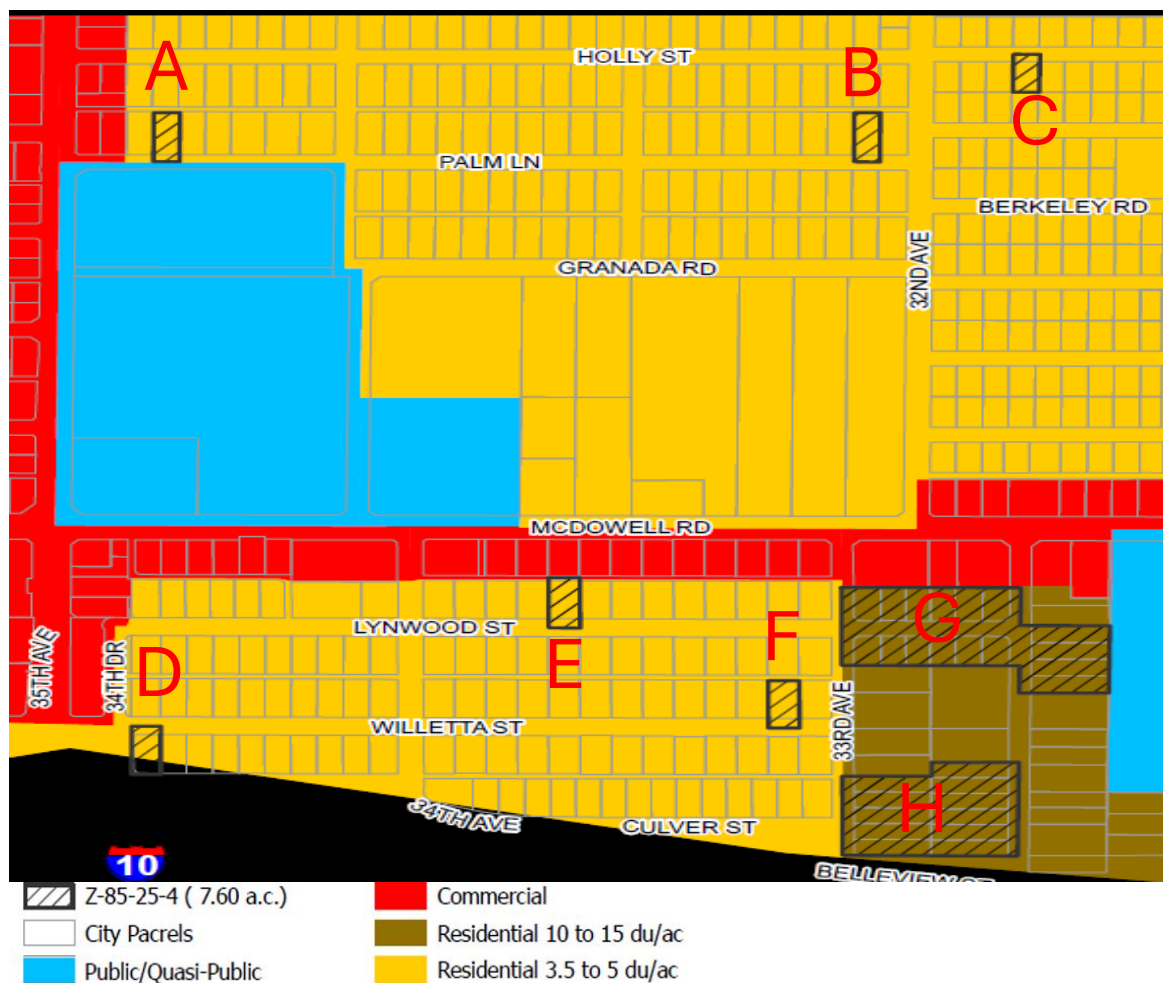
To the north, east, south and west of Parcels B, C, and F is designated Residential 3.5 to 5 dwelling units per acre.

To the north, east and west of Parcel D is Residential 3.5 to 5 dwelling units per acre. To the south and portions of the areas to the east and west is designated as Transportation.

To the east, west and south of Parcel E is designated Residential 3.5 to 5 dwelling units per acre. To the north is designated Commercial.

To the north of Parcel G is designated as Commercial and Residential 10 to 15 dwelling units per acre. To the east is designated Residential 10 to 15 dwelling units per acre and Public/Quasi-Public. To the south is designated Residential 10 to 15 dwelling units per acre. To the west is designated as Residential 3.5 to 5 dwelling units per acre.

To the north and east of Parcel H is designated as Residential 10 to 15 dwelling units per acre. To the south is designated as Residential 10 to 15 dwelling units per acre. To the west is designated as Residential 3.5 to 5 dwelling units per acre.



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

4. **Transit Oriented Development Strategic Policy Framework:**

The Transit Oriented Development Strategic Policy Framework is part of the City's General Plan. The framework identifies planning typologies (Place Types) to describe urban environments. The subject sites are approximately between a quarter and half mile from the planned light rail station at 35th Avenue and the I-10 Freeway. That station is designated as a Neighborhood Center. The Neighborhood Center Place Type provides policy support for two to four-story buildings with allowances for up to five stories when certain incentive criteria are met. Transects 3:2 4:3, and 5:3 provides for a maximum allowed height of 30 feet, 40 feet and 48 feet, respectively, making the scale of the proposed zoning districts consistent with this Place Type.



Transit Oriented Development Strategic Policy Framework, Place Type Map Excerpt; Source: Planning and Development Department

PROPOSAL

5. Development Plans

Development plans have not been prepared as this time. Once the rezoning is approved, the City of Phoenix will release an RFP which will outline the City's requirements for the redevelopment of the sites. Per recommended Stipulation No. 10, once a successful candidate has been selected and the preliminary site plan and elevations have been created, the plans will be presented to the Maryvale Village Planning Committee for review and comment prior to preliminary site plan approval for sites zoned T4:3 and T5:3.

STUDIES AND POLICIES

6. I-10 West Extension Transit Oriented Communities Policy Plan:

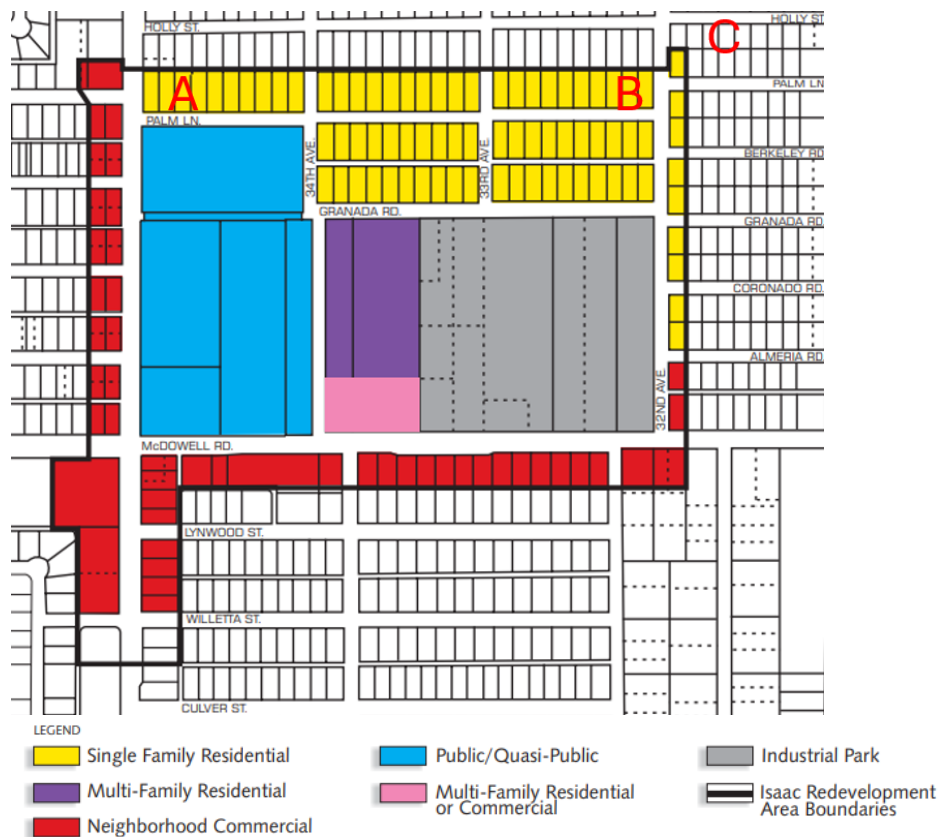
In 2021, the City of Phoenix was awarded a federal grant to develop a land use policy plan for the surrounding areas along the planned I-10 West light rail extension. The I-10 West Transit Oriented Communities Study Area is defined broadly by Interstate 17 on the east, 83rd Avenue on the west, Van Buren Avenue on the south, Encanto Boulevard on the north, and extending to Osborn Road between 75th Avenue and 83rd Avenue.

While the land use policy plan has not been approved by City Council, community members have created a vision for the area surrounding the future light rail and bus rapid transit station(s) at 35th Avenue and the I-10 Freeway. The community envisions a neighborhood in 2050 that is safe, connected, and easy to get around.

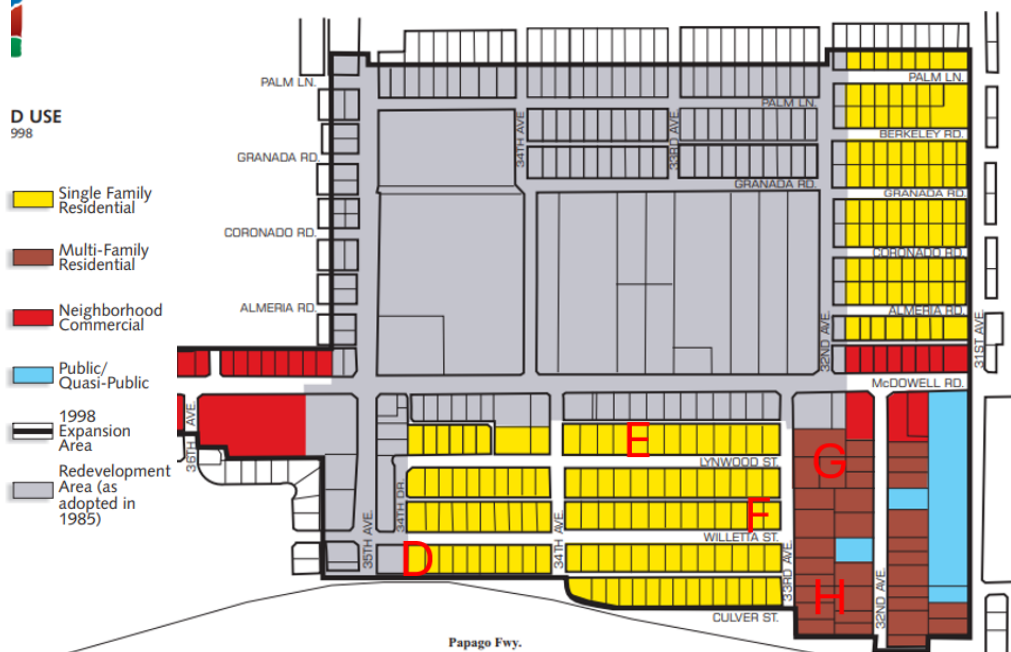
To realize this vision, a recommendation is the implementation of a form-based zoning code. The proposal to Walkable Urban Code achieves that vision by establishing form-based code that creates connected places and increases mobility by making walking and biking safe, comfortable, and convenient.

7. **Isaac Redevelopment Area Plan:**

The Isaac Redevelopment Area Plan, adopted in 1986 and expanded in 1998, examined the area of the subject site. The study calls for strategies to eliminate substandard, deteriorating, and obsolescent commercial and residential blighting influences, and environmental deficiencies which detract from the functional unity, aesthetic appearance, and economic welfare of this section of the City and in doing so, control opportunities to prevent the recurrence of blight and blighting conditions. The Plan also calls for preserving the existing residential and commercial stock and character where feasible and create an environment within the area which will contribute to the health, safety, and general welfare of the City and preserve the value of the properties remaining within and adjacent to the area. The proposal for Walkable Urban Code zoning will reduce hurdles for redevelopment of vacant parcels, supporting property values. The Walkable Urban Code will also enable higher levels of density, enabling more affordable housing options, while still preserving the existing character of the neighborhood through its form-based development standards. The Walkable Urban Code's standards will also create an environment that will support walkability and renew vitality on otherwise unutilized sites. The proposed T3:2 transect permits single-family residential, and T4:3 and T5:3 permit multifamily residential, which is compatible with the Proposed Land Use Map designations in the Plan.



1986 Proposed Land Use Map in the Isaac Redevelopment Plan; Source: Planning and Development Department



1998 Proposed Land Use Map in the Isaac Redevelopment Plan; Source: Planning and Development Department

8. **Housing Phoenix Plan:**

In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with the vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing. The proposal supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by providing housing that will address the supply shortage at a more rapid pace while using vacant or underutilized land in a more sustainable fashion.

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. The Walkable Urban Code contains design standards which are aligned with the city's Complete Streets Guidelines.

10. **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. Staff recommends that developments zoned T4:3 and T5:3 provide bicycle parking per the requirements of Section 1307.H of the Phoenix Zoning Ordinance, all bicycle parking serving multifamily residential shall be within a secure area, and bicycle parking spaces for residential guests and a bicycle fix-it station shall be provided. This is addressed in Stipulation No. 11.

11. **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 No. 11.d, which requires electric receptacles for the charging of electric bicycles, and Stipulation No. 13, which requires five percent of required vehicle parking spaces to contain “EV Capable” infrastructure.

12. **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. These items are addressed through WU Code standards and in Stipulations Nos. 12 and 15.

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.

14. **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 Metro 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. 16, which requires a minimum of two GI techniques for stormwater management to be implemented for developments zoned T4:3 and T5:3.

15. **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 Stipulations Nos. 9 and 14 through 17, which includes the following:

- For sites zoned T3:2, swimming pools on individual single-family lots shall be limited to 600 square feet;
- Natural turf to only be utilized in required retention areas (at the bottom of the basin, and only allowed on slopes if required for slope stabilization) and functional turf areas;
- Minimum 25 percent shade for surface parking areas;
- Minimum of two green stormwater infrastructure (GSI) elements;
- Participation in the Phoenix Water Efficiency Checkup Program.

COMMUNITY CORRESPONDENCE

16. As of the writing of this report, staff has not received any correspondence from members of the public regarding this request.

INTERDEPARTMENTAL COMMENTS

17. The Aviation Department requires that property owners shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of the Phoenix Sky Harbor Airport to future owners or tenants of the property. This is addressed in Stipulation No. 4.
18. The Street Transportation Department requires that all existing electrical utilities within the right-of-way be placed underground, that unused driveways and out-of-grade curb, gutter or sidewalks be replaced, and that all streets be constructed to city and ADA guidelines. These are addressed in Stipulations Nos. 1 through 3.

OTHER

19. The sites are 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 Stipulation Nos. 5 through 7.

20. 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. 8.
21. 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 Neighborhood Center Place Type contained in the Transit Oriented Development Strategic Policy Framework.
2. The proposal is consistent with the goals and policies of the Isaac Redevelopment Area Plan.
3. The proposed zoning districts will facilitate the redevelopment of vacant sites near planned high-capacity transit stations.

Stipulations

FOR ALL DEVELOPMENTS

1. All existing electrical utilities within the public right-of-way shall be undergrounded, adjacent to the development, or as otherwise approved by the Street Transportation Department and the Planning and Development Department. The developer shall coordinate with the affected utility companies for their review and permitting.
2. 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 comply current ADA guidelines.

3. 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.
4. 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.
5. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.
6. 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.
7. 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.
8. 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. This stipulation shall not be applicable if the property is owned by the City of Phoenix.

FOR EACH DEVELOPMENT ZONED T3:2

9. Swimming pools on individual single-family lots shall be limited to 600 square feet in size.

FOR EACH DEVELOPMENT ZONED T4:3 AND T5:3

10. The site plan and elevations shall be presented for review and comment to the Maryvale Village Planning Committee prior to preliminary site plan approval.
11. The following bicycle infrastructure shall be provided, and as approved by the Planning and Development Department.

- a. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
 - b. Guest bicycle parking for multifamily residential use shall be provided at a minimum of 0.05 spaces per unit spaces near entrances of buildings and installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance.
 - c. A bicycle repair station ("fix it station") shall be provided along the western edge of the site(s) and separated from vehicular maneuvering areas, where applicable. The repair station shall include, but not be limited to:
 - i. Standard repair tools affixed to the station;
 - ii. A tire gauge and pump affixed to the base of the station or the ground;
 - iii. A bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike.
 - d. Standard electrical receptacles shall be installed for a minimum of 10 percent of the required bicycle parking spaces for electric bicycle charging capabilities.
12. The sidewalks along 32nd Avenue and 33rd Avenue shall be detached with a minimum 5-foot-wide sidewalk and a minimum 5-foot-wide landscape area between back of curb and sidewalk and shaded to a minimum of 75% tree shade coverage. Where utility conflicts arise, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.
13. A minimum of 5% of the required vehicle parking spaces shall include EV Capable infrastructure.
14. Natural turf shall only be utilized for required retention areas (at the bottom of the basin, and only allowed on slopes if required for slope stabilization), and functional turf areas, as approved by the Planning and Development Department.
15. A minimum of 25% of any surface parking areas shall be shaded, as approved by the Planning and Development Department. Shade may be achieved by structures or by minimum two-inch caliper, drought tolerant, shade trees, or a combination thereof.

16. 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.
17. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the Phoenix Water Efficiency Checkup Program for a minimum of 10 years, or as approved by the Planning and Development Department.

Writer

Matteo Moric

July 30, 2025

Revised September 22, 2025

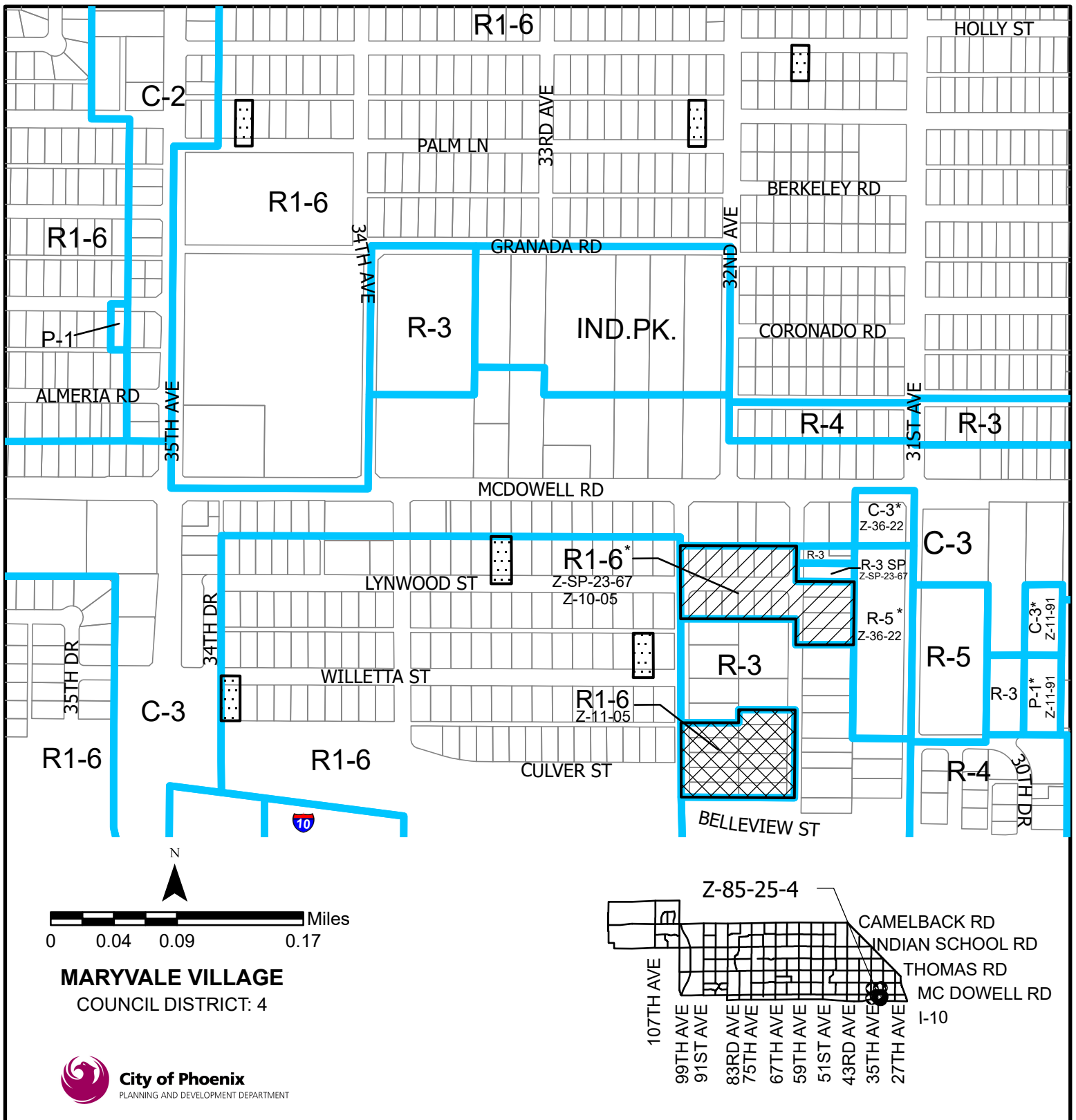
Team Leader

Racelle Escolar

Exhibits

* Zoning sketch map

* Aerial sketch map

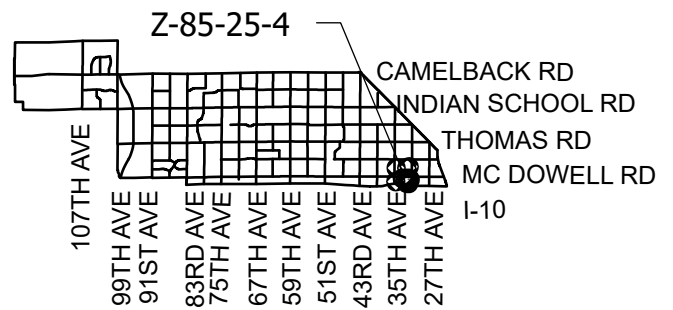
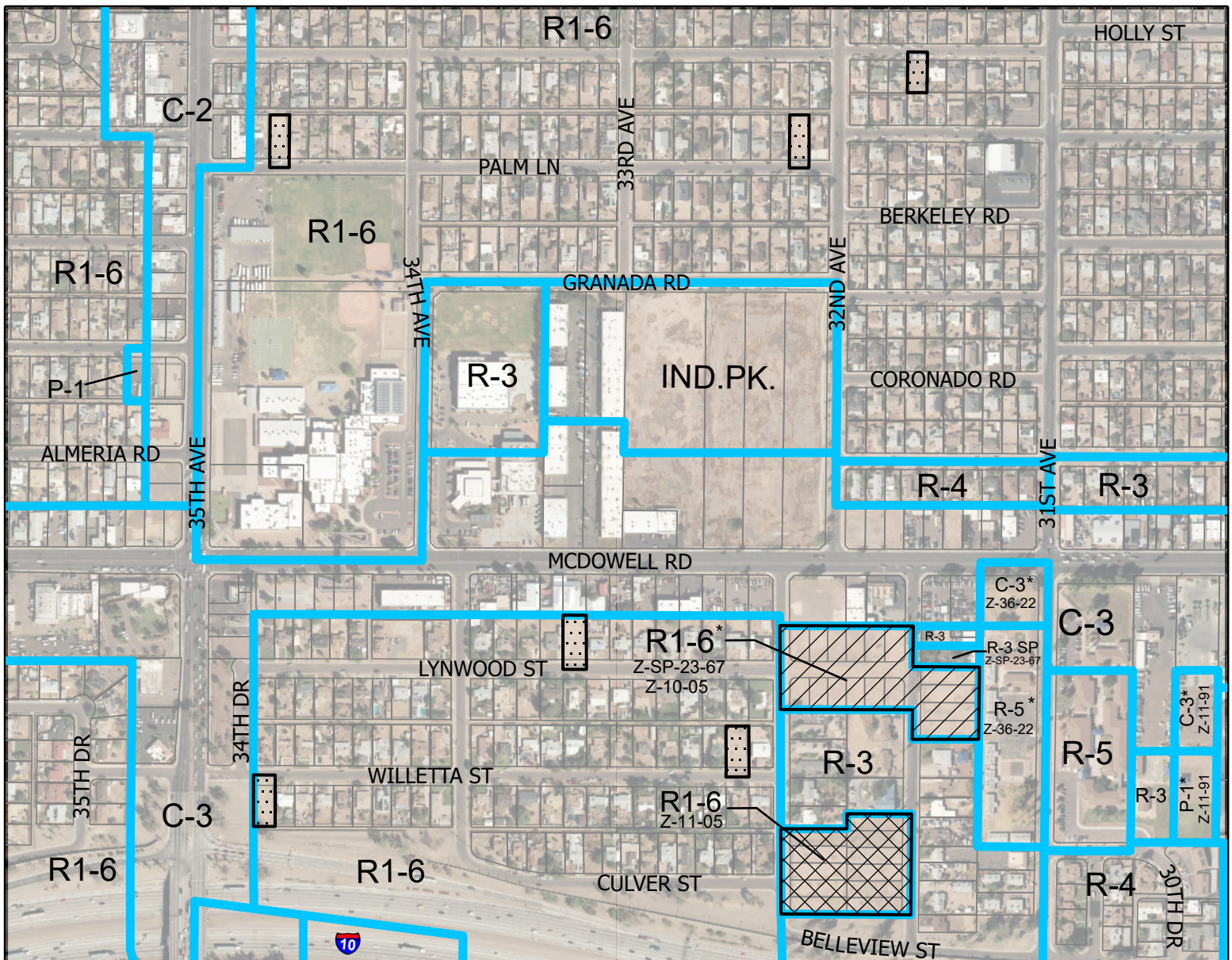


MARYVALE VILLAGE
COUNCIL DISTRICT: 4



APPLICANT'S NAME: City of Phoenix Planning Commission		REQUESTED CHANGE:	
APPLICATION NO: Z-85-25-4	DATE: 6/26/2025	FROM: R1-6 (7.61 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 7.61 Acres	REVISION DATES:	TO: WU Code T4:3 (3.52 ac.) WU Code T5:3 (2.67 ac.) WU Code T3:2 (1.42 ac.)	
	9/22/2025		
AERIAL PHOTO & QUARTER SEC. NO. QS 13-21, QS 12-21	ZONING MAP G-6		
MULTIPLES PERMITTED R1-6 WU Code T4:3, WU Code T5:3, WU Code T3:2	CONVENTIONAL OPTION 40 No Maximum, No Maximum, No Maximum	* UNITS P.R.D OPTION 49 N/A	

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



MARYVALE VILLAGE
COUNCIL DISTRICT: 4



APPLICANT'S NAME: City of Phoenix Planning Commission		REQUESTED CHANGE:	
APPLICATION NO: Z-85-25-4	DATE: 6/26/2025	FROM: R1-6 (7.61 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 7.61 Acres	9/22/2025	TO: WU Code T4:3 (3.52 ac.)	
	AERIAL PHOTO & QUARTER SEC. NO.		WU Code T5:3 (2.67 ac.)
	ZONING MAP		WU Code T3:2 (1.42 ac.)
QS 13-21, QS 12-21		G-6	
MULTIPLES PERMITTED R1-6 WU Code T4:3, WU Code T5:3, WU Code T3:2		CONVENTIONAL OPTION 40 No Maximum, No Maximum, No Maximum	
		* UNITS P.R.D OPTION 49 N/A	

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