**City of Phoenix Planning:**

**Re: Re-zoning Case No. Z-43-19-4**

**The Medlock Place Historic District Association opposes the "Special Permit” release request for 140 West Camelback based on it not being tied to a specific planned development and the lack of a transition to the Walkable Urban Code.**

Since all new land use in a city should consider preserving the quality of life for existing and future residents, one of our key concerns is a large-scale drive-through business being considered for 138/140. We understand this business could accommodate forty idling vehicles.  Therefore, the Special Permit removal should be tied to a specific project compatible with the TOD, Walkable Urban Code, and the historic neighborhood. Furthermore, it is the City’s policy that re-zoning requests of parcels within a TOD be accompanied by placement into the Walkable Urban Code.

A drive-through business with one exit onto Camelback will cause high traffic concentrations that will impact the Federally-designated Historic Districts of Medlock Place and Pierson Place where cut-thru traffic will flood the streets.  Third Avenue going both North and South of Camelback is the City's premier Scenic bikeway and a Key Corridor for bicycle/pedestrian use. We are also working with the City to improve the safety of this route for pedestrians and bicycles.

The dramatic air quality degradation from idling cars would contribute to the ozone and CO2 in Central Phoenix air. Other states have passed vehicle idling laws, however Phoenix has not and is ranked 7th in the nation for the most ozone pollution. Many cities take air quality seriously and prohibit these idling car-centric businesses within the air containment areas.  Federal Light Rail recommendations in towns like Tucson, also prohibit car centric drive-throughs in the downtown area. The Phoenix City Council designated the Central and Camelback corner within ¼ mile in a circle as a Neighborhood Historic Transit-Oriented Development and Walkable Zone. That property should be planned for walkability, bike-ability, effects on the historic neighborhood, and shade. A thousand cars a day crossing the sidewalk between Central and 3rd Ave. along Camelback is the antithesis of a walkable zone.

The former occupancy of this property for many years was an Enterprise Leasing Rental business with vehicles on site. We are concerned that the property may have absorbed chemicals, solvents, or other petroleum products. We suggest the City require the property owners obtain an environmental inspection to determine if the property contains contaminants, as a condition of the rezone. That inspection report should then be released to the public before there is consideration of this property receiving relief from the existing special use zoning.

Like previous rezoning cases, we ask the City of Phoenix to require this Special Permit rezone be tied to a specific project proposal that is both sensitive to and compliant with Transit Oriented Development standards and be legally included into the Walkable Urban Code. Your consideration is sincerely appreciated.

Thank you:

Medlock Place Historic Neighborhood Association