

Meeting Minutes

Planning and Zoning Commission

Regular Meeting

February 21, 2024 | 5:30 p.m.
Chandler City Council Chambers
88 E. Chicago Street, Chandler, AZ



Call to Order

The meeting was called to order by Chairman Heumann at 5:38 p.m.

Roll Call

Commission Attendance

Chairman Rick Heumann
Vice Chair Sherri Koshiol
Commissioner Michael Quinn
Commissioner Jeff Velasquez
Commissioner Charlotte Golla

Absent

Commissioner Kyle Barichello
Commissioner Rene Lopez

Staff Attendance

Kevin Mayo, Planning Administrator
David de la Torre, Planning Manager
Dana Alvidrez, City Transportation Engineer
Lauren Schumann, Principal Planner
Alisa Petterson, Senior Planner
Ben Cereceres, City Planner
Thomas Allen, Assistant City Attorney
Tyler DelRio, Planning Intern
Emily Nguyen, Planning Intern
Julie San Miguel, Clerk

Pledge of Allegiance

The Pledge of Allegiance was led by Vice Chair Sherri Koshiol.

Scheduled and Unscheduled Public Appearances

Members of the audience may address any item not on the agenda. State Statute prohibits the Board or Commission from discussing an item that is not on the agenda, but the Board or Commission does listen to your concerns and has staff follow up on any questions you raise.

Consent Agenda and Discussion

1. January 17, 2024, Planning and Zoning Commission Meeting Minutes

Move Planning and Zoning Commission approve Planning and Zoning Commission meeting minutes of the Study Session of January 17, 2024, and Regular Meeting of January 17, 2024.

2. PLH23-0066 SILK STOCKING HISTORIC PRESERVATION DISTRICT

Request to establish a Historic Preservation District to recognize, honor, and preserve the historic architectural character of the Silk Stocking Neighborhood which is located generally on the northeast corner of Arizona Avenue and Chandler Boulevard.

Move Planning and Zoning Commission recommend City Council approve PLH23-0066 establishing a Historic Preservation District zoning overlay within a portion of the Silk Stocking neighborhood.

3. PLH22-0028/PLT23-0011 SCHNITZER COMMERCE PARKS

Request Rezoning from Agricultural (AG-1) district to Planned Area Development (PAD) for industrial business park, Preliminary Development Plan (PDP) approval for site layout and building architecture, and Preliminary Plat approval for an industrial business park on two sites; 47.7 acres located at the southwest corner and 37.6 acres located at the southeast corner of Ryan Road and Hamilton Street, generally located one quarter mile east of the southeast corner of Arizona Avenue and Ryan Road.

CHAIRMAN HEUMANN requested staff read aloud the added stipulation.

LAUREN SCHUMANN, PRINCIPAL PLANNER read aloud added PDP Stipulation No 10.

Rezoning

Move Planning and Zoning Commission recommend approval of Rezoning PLH22-0028 Schnitzer Commerce Parks, Rezoning from AG-1 to PAD for an industrial business park, subject to the conditions as recommended by Planning staff.

Preliminary Development Plan

Move Planning and Zoning Commission recommend approval of Preliminary Development Plan PLH22-0028 Schnitzer Commerce Parks for site layout and building architecture, subject to the conditions as recommended by Planning staff.

Preliminary Plat

Move Planning and Zoning Commission recommend approval of Preliminary Plat, PLT23-0011 Schnitzer Commerce Parks, subject to the condition as recommended by Planning staff.

Recommended Conditions of Approval:

Rezoning

Planning staff recommends Planning and Zoning Commission move to recommend approval of

Rezoning from AG-1 to PAD for industrial business park, subject to the following conditions:

1. Development shall be in substantial conformance with the Development Booklet, entitled "Schnitzer Commerce Parks" and kept on file in the City of Chandler Planning Division, in File No. PHL22-0028, modified by such conditions included at the time the Booklet was approved by the Chandler City Council and/or as thereafter amended, modified or supplemented by the Chandler City Council.
2. Uses permitted include all uses permitted under I-1, ancillary office (excluding medical office), tech-related businesses, automotive accessory sales and installation uses, and recreational assembly uses not exceeding 15% of the total building square footage on the property.
3. The use of a data center as the primary use shall be prohibited.
4. Right-of-way dedications to achieve full half-widths, including turn lanes and deceleration lanes, per the standards of the Chandler Transportation Plan.
5. Future median openings shall be located and designed in compliance with City-adopted design standards (Technical Design Manual #4).
6. Completion of the construction of all required off-site street improvements including but not limited to paving, landscaping, curb, gutter and sidewalks, median improvements and street lighting to achieve conformance with City codes, standard details, and design manuals.
7. The developer shall be required to install landscaping in the arterial street median(s) adjoining this project. In the event that the landscaping already exists within such median(s), the developer shall be required to upgrade such landscaping to meet current City standards.
8. The landscaping in all rights-of-way shall be maintained by the adjacent property owner or property owners' association.
9. The landscaping in all open-spaces shall be maintained by the adjacent property owner or property owners' association and shall be maintained at a level consistent with or better than at the time of planting.
10. Per the direction of the City Engineer, the developer shall be responsible for off-site improvements for water and sewer extension in Hamilton Street south of the property to Queen Creek Road, if the adjacent Schrader Farms Business Park does not construct prior to construction of Phase 1.

11. If the applicant desires access to the signalized intersection at Hamilton Street and Queen Creek Road, and the half-street improvements between Canary Way and Queen Creek Road have not been completed by Schrader Farms Business Park, the developer must complete the roadway improvements at their expense. The roadway must be paved to a minimum width of 24-feet for two-way traffic and include streetlights. The applicant would enter into a development agreement with Schrader farms and City of Chandler for reimbursement of any off-site improvements that would otherwise have been the responsibility of Schrader Farms Business Park.

Preliminary Development Plan

Planning staff recommends Planning and Zoning Commission move to recommend approval of the Preliminary Development Plan, subject to the following conditions:

1. Development shall be in substantial conformance with the Development Booklet, entitled "Schnitzer Commerce Parks" and kept on file in the City of Chandler Planning Division, in File No. PLH22-0028, modified by such conditions included at the time the Booklet was approved by the Chandler City Council and/or as thereafter amended, modified or supplemented by the Chandler City Council.
2. The site shall be maintained in a clear and orderly manner.
3. Landscaping plans (including for open space, rights-of-ways, and street medians) and perimeter walls shall be approved by the Planning Administrator.
4. Landscaping shall be maintained at a level consistent with or better than at the time of planting.
5. All raceway signage shall be prohibited within the development.
6. The monument sign panels shall have an integrated or decorative cover panel until a tenant name is added to the sign.
7. Sign packages, including free-standing signs as well as wall-mounted signs, shall be designed in coordination with landscape plans, planting materials, storm water retention requirements, and utility pedestals, so as not to create problems with sign visibility or prompt the removal of required landscape materials.
8. All mechanical equipment, including HVAC, utility meters, etc. shall be screened from view by material(s) that are architecturally integrated and consistent with the proposed buildings.

9. Preliminary Development Plan approval does not constitute Final Development Plan approval; compliance with the details required by all applicable codes and conditions of the City of Chandler and this Preliminary Development Plan shall apply.

Note: Stipulation #10 was added as a result of the Planning and Zoning's discussion during the Study Session:

10. The Applicant shall work with staff to enhance front elevation pop-outs along Ryan Road.

Preliminary Plat

Planning staff recommends the Planning and Zoning Commission move to recommend approval of the Preliminary Plat subject to the following condition:

1. Approval by the City Engineer and Planning Administrator with regard to the details of all submittals required by code or condition.

4. Notice of Cancellation of the March 6, 2024, Planning and Zoning Commission Hearing

Move Planning and Zoning Commission cancel March 6, 2024, Planning and Zoning Commission Hearing.

Consent Agenda Motion and Vote

CHAIRMAN HEUMANN confirmed no members from the audience wanted to speak on any of the Consent Agenda Items.

COMMISSIONER VELASQUEZ moved to approve the Consent Agenda of the February 21, 2024, Regular Planning and Zoning Commission Meeting, with Corrections to Item No. 1 and PDP Stipulation No. 10 added to Consent Agenda Item No. 3; Seconded by COMMISSIONER QUINN.

Motion carried unanimously; Chairman Heumann abstained from the vote on Consent Agenda Item No 1.

Action Agenda Item No. 5 and Discussion

5. PLH23-0044 QUIKTRIP CONVENIENCE STORE AND GAS STATION

BEN CERECERES, CITY PLANNER presented details regarding the Request to amend the Planned Area Development (PAD) zoning for commercial uses to permit a fuel service station, and Preliminary Development Plan (PDP) approval for site layout and building architecture on approximately 2.5 acres located at the northwest corner of Dobson and Ray Roads.

An Addendum Memo was presented to the Commission, as staff received additional feedback regarding the proposed fuel station after the posting of the memo.

COMMISSIONER QUINN asked staff to clarify the details mentioned during the presentation regarding the lane change.

BEN CERECERES, CITY PLANNER presented the corresponding image and mentioned that a median would be installed to prevent left-hand turns into the Quick Trip along Dobson Road, which would affect northbound traffic and eliminate unsafe turning conditions near the busy intersection.

CHAIRMAN HEUMANN asked about the impact of installing the median on access to the Fry's shopping center located on the northeast corner. He presented concerns regarding the restrictions it would impose on left-hand turns from the center.

BEN CERECERES, CITY PLANNER responded the installation of the median would prevent southbound turns onto Dobson Road.

CHAIRMAN HEUMANN reflected on the staff report questioning the traffic analysis stating that there have been significant changes the original PAD over 25 years ago. He asked if the traffic analysis was based on current conditions or data from 25 years ago.

BEN CERECERES, CITY PLANNER stated the City's Transportation Engineer, Dana Alvidrez, is present and is better equipped to address questions regarding the traffic analysis.

CHAIRMAN HEUMANN asked why the Applicant is expecting less traffic volume compared to the original PAD from over 25 years ago, questioning the rationale behind the anticipated reduction.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER explained the traffic impact had been evaluated from various perspectives, comparing the new project with both the original PAD and the previous site. She highlighted the difference in traffic generation between the proposed gas station and a pharmacy, emphasizing the consideration of pass-by trips in their analysis.

CHAIRMAN HEUMANN sought clarification asking if the gas station was going to generate less trips than the pharmacy that was there before.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER stated the short answer is yes, and offered an explanation regarding the analysis of traffic impact. She clarified the approach to evaluating trips to a gas station involves recognizing that most are not new trips but rather those already occurring on the road. She explained, these are referred to as "pass-by" trips, where drivers stop to refuel before continuing their journey, once the pass-by trips are removed, the net new trips attributed to the gas station is less than what would be expected from a pharmacy, both during the evening peak hour as well as daily trips.

CHAIRMAN HEUMANN acknowledged and disagreed with the explanation as he has observed Quick Trip generating a lot of traffic. He mentioned that there are a lot of people who are going to want to use their facilities.

VICE CHAIR KOSHIOL asked the City Traffic Engineer if the traffic analysis was based on industry standard or City of Chandler standards. She also sought clarification on how the analysis is completed and if there is a universal method used across Arizona cities.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER clarified that the traffic analysis follows national standards, which are consistently applied across most agencies, especially in the valley. She further stated that although some cities may adopt specific standards for certain uses, the methodology used in this case is nationally recognized and widely accepted. She explained that adjustments are allowed for cases based on known specific use, but for convenience and gas stations, the approach is standardized and backed by comprehensive studies conducted nationwide.

CHAIRMAN HEUMANN sought clarification on the traffic figures presented, highlighting a discrepancy in the expected trip counts for a convenience store versus a pharmacy. He pointed out convenience store weekday totals 4100 trips; 3100 of those being pass-by trips, but additional 1000 trips, being a new site. He further mentioned the pharmacy drugstore with a drive thru is 1800 and pointed out there was no drive thru on original pharmacy on that site. He questioned again how the gas station would generate less traffic than what was originally on the site.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER clarified that once pass-by trips are subtracted, a gas station is projected to generate 1014 trips and a pharmacy would generate 1800 trips; therefore, a gas station would reduce the overall traffic impact. She pointed out a pharmacy would generate more than 700 trips a day in comparison to a gas station.

COMMISSIONER QUINN asked if the anticipated numbers are going to differ once there is a median and there is no northbound left turn into the site.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER clarified that the calculation does not consider the direction of the trips and typically accounts for right-in, right-out movements at gas stations. She explained that left ins are a different calculation as those are more of a diverted trip, therefore these numbers would not be impacted by the median or removing the ability to turn in left.

COMMISSIONER QUINN asked if there was a field observation study to track pedestrian and vehicle traffic across the intersection.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER affirmed that an observation study was conducted although the City did not require such. She stated the Applicant provided it as supplementary information and there were no significant findings that would negatively impact the City's position on traffic at the intersection.

CHAIRMAN HEUMANN presented concerns regarding the safety of the intersection stating that he read a report stating this is the third most dangerous intersection in the City of Chandler. He asked if this is one of the most dangerous intersections in the City.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER clarified a calculation by MAG has designated this intersection as a high-risk location. She pointed out that the calculation is based on crash volumes, without delving into the crash rate or specifics about the accident locations relative to the intersection.

CHAIRMAN HEUMANN presented concerns about the potential increase in traffic. He pointed out how Quick Trip is known for its appealing convenience store and competitive gas prices and asked if this could increase the number of drivers making U-turns could exacerbating conditions at a this particularly hazardous intersection.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER explained there is an ongoing project aimed at improving this intersection as part of a Capital Improvement Project (CIP) that will add dual left turn lanes at this location. She stated the City has secured safety funding and grant funding for this project, which is currently in the design phase and projected for construction around 2025-2026. She further stated that U-turns are not uncommon at arterial intersections such as this and the planned improvements would adequately address the concerns raised.

CHAIRMAN HEUMANN stated that he has observed numerous accidents because of U turns and asked if making U turns is less dangerous than going straight.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER responded that she could not provide a straightforward answer to this question as the safety of such maneuvers depends on a variety of factors.

VICE CHAIR KOSHIOL sought clarification on what type of data is used by MAG to classify if a particular intersection is high risk. She asked if it was the number and types of accidents, and whether these incidents occurred directly at the intersection or in its vicinity. She stated that her question is to gain a more comprehensive understanding, or a clearer picture of the safety concerns associated with the intersection, beyond the basic statistics provided in reports.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER stated that MAG primarily focuses on the volume of crashes, not necessarily the crash rate or the number of crashes relative to traffic volume. She further stated fatal accidents significantly influence the rankings, with any fatal incident within the observed time frame causing the intersection to rise to the top of the list. She

explained any crash reported by the police at or near the intersection is included in the data, without differentiating the exact location relative to the intersection due to the broad scope of their regional analysis. She clarified this approach differs from citywide analyses, which can afford more detailed scrutiny due to managing smaller data sets.

VICE CHAIR KOSHIOL inquired about the timing and scope of a capital improvement project. She asked for details on when the improvements were planned and whether the project extended beyond medians north and south of an intersection.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER responded that the project, which included intersection improvements, was currently under design. She mentioned that federal safety funds had been allocated for construction for the federal fiscal year of 2025/2026, allowing construction to start as early as October 1, 2025. She stated the City anticipates the construction might not begin until after the start of the year due to the bidding process. She further stated the improvements are capacity enhancements, including dual left turns on Dobson north and south of the intersection and significant utility relocation.

VICE CHAIR KOSHIOL asked with the integration of the median with the capital improvement project, which will eliminating left turn and left out movements at the location, if "pork chops" will be used as a traffic management solution. She mentioned their effectiveness in establishing traffic patterns.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER stated that she believed the capital improvement process is currently in the public outreach process, but she would need to communicate with them to be sure. She further stated that Chandler has not had the great success with "pork chops" especially on larger roads as drivers will typically just go around them. She explained that since they have not significantly altered traffic patterns as intended, this is not something the City would typically do at this location.

CHAIRMAN HEUMANN asked about the funding for the project, seeking clarification if the project was fully federally funded.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER clarified that the project is not fully federally funded. She explained the improvements tied with safety and the dual left turn are federally funded; however, other enhancements, like bike lanes are not.

CHAIRMAN HEUMANN asked if there would be double left hand turns north and south on Dobson.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER responded yes.

CHAIRMAN HEUMANN asked if the improvements were based on the budget and inquired about the possibility of this happening in 2025.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER clarified that pushing the project out could affect the federal funding, so hopefully noting changes so the City does not lose funding.

CHAIRMAN HEUMANN presented comments on the rising costs of projects.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER stated that anything that is a safety component that goes over budget is eligible for closeout funding, therefore the City can request that to assist with offset on the project.

COMMISSIONER VELASQUEZ inquired about the project's impact on traffic movement. He asked if the improvements north on Dobson that prevent the left turn northbound into QT would also prevent east to west lateral movement from the northeastern Burger King shopping center.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER confirmed this would prevent said movement.

VICE CHAIR KOSHIOL asked regarding pedestrian traffic patterns if there was a way to encourage walkers to walk closer to the building instead of cutting across the parking area.

BEN CERECERES, CITY PLANNER stated that he will check with the Applicant on this.

CHAIRMAN HEUMANN presented statements regarding the importance of safety, especially for children from Seton High and Anderson Jr High. He emphasized the need for traffic calming measures. He presented further statements on the size of trees planned for the project.

BEN CERECERES, CITY PLANNER stated the landscape would have to meet code requirements for the minimum size.

CHAIRMAN HEUMANN pointed out that he saw eight-foot on planning versus twelve-foot on planting.

BEN CERECERES, CITY PLANNER stated that if the Commission is requesting twelve-foot trees upon planting he will work with the Applicant to increase the tree size.

COMMISSIONER VELASQUEZ clarified that existing trees were initially counted as equivalent to a 48-inch box, he also recalled that everything had been downsized to a 24-inch box in the schedule. He suggested upgrading the trees to 36-inch boxes especially in the islands. He stated this adjustment would make sense even while still accounting for the larger existing trees.

BEN CERECERES, CITY PLANNER confirmed that he will work with the Applicant on increasing the tree sizes to 36 inches.

CHAIRMAN HEUMANN asked if part of the corner would be removed because of the capital improvement project to widen the road and take some land from the area. He further questioned whether some of the trees currently located at that corner were being counted in the landscaping plan and if some of the trees counted would be affected by the expansion of the intersection.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER responded that she does not know for sure as the City is going through the design process and do not have finalized plans. She stated that it should not significantly impact the shrubs in the area or affect the trees, but until the plans are finalized, she cannot say for certain. She mentioned that the plan is to widen only one side to minimize disruption, but the City is still evaluating the feasibility of this approach.

CHAIRMAN HEUMANN reiterated the likely need for an additional 15-feet on each corner to accommodate the double turn lanes and possibly a right-hand turn lane. He thanked City Staff and asked for the Applicant to come forward to present.

BRIAN GREATHOUSE, APPLICANT thanked staff and advised that his presentation will be brief, as much of the content has been covered by staff and discussions. He introduced Daniel Chambers from QT, Jamie Blakeman, a traffic engineer from Lokahi Group who prepared the traffic report, Robert Hannon, civil engineer, and his associate Madison Leake from his firm and advised they are all present to answer any questions. He presented statements regarding the redevelopment of the vacant building that has struggled to find a sustainable purpose for many years, currently generating no traffic but holding entitlements for commercial development, including drive-through services. He pointed out the site's size could potentially accommodate two fast-food restaurants as a permitted use by right, a detail also included in the traffic study. He mentioned this is a three-corner commercial intersection, where the southwest corner currently houses existing single-family homes and stated that the QT would be great land use for the site, being sustainable and beneficial for the community by providing goods and services. He presented the site plan and stated the proposed will utilize two existing driveways for direct access to QT and an additional access point to the west. He emphasized these plans would not change traffic patterns and many of the site's trips would be pass-by trips, already occurring on the road. He further stated the capital improvement project to add a median will significantly improve safety and that most accidents are caused by existing traffic patterns. He pointed out the development's footprint and asphalt area would be smaller than what currently exists on the site, which would increase landscaping and decrease the heat island effect, which is a concern for many cities. He presented images from the perspectives of Dobson Road, Ray Road, and aerial showing the proposed site with landscape buffer and buildings set back far from the roadways, he pointed out the proposed building is more than a football field away from the nearest home. He stated at the neighborhood meeting in October 2023 approximately 25 people attended, and the concerns raised were regarding safety concerns for traffic and the nearby schools. He presented statements regarding the outreach advising that he personally visited Seton, Tutor Time, and the neighborhood, resulting in mostly neutral or supportive

feedback and very few in opposition. He stated that many were looking forward to the development, although this is sentiment different from what will be presented tonight by the opposition who distributed flyers throughout the neighborhood soliciting opposition, which resulted in opposition emails. He stated upon meeting with Seton and Tutor Time, they had objections and mentioned a concern with the dumpster location that the Applicant is working on with Tutor Time. He pointed out the approved plan for the site was not develop as planned and the proposed is for significantly less intense than what was originally intended, and this reduced development intensity compared to the original plans meant less traffic impact than expected. He clarified most trips to the site are identified as pass-by trips, with about 75% of traffic already on the road and emphasized the proposed is using existing driveway locations this is infill redevelopment rather than a new development generating new traffic. He explained QT's strict rules on tobacco and alcohol sales and addressed concerns regarding loitering issues assuring their collaboration with local police to prevent loitering and theft. He further explained stated their policy is to be friendly, fair, and firm in managing loitering and that staff members are trained to handle theft and maintain a welcoming environment that facilitated monitoring and policing of the store. He stated that QT is designated as a safe place where staff members are given training to help with at-risk youth or those who need assistance for domestic violence and presented statements regarding their potential positive impact on local schools. He suggested that the development would provide a convenient place for students to visit after school without having to cross the street and addressed Vice Chair Koshiol's recommendation to add a sidewalk advising that the addition of the sidewalk is a great idea, there no objections to the suggestion and they will add a sidewalk to improve safety for children walking from nearby schools. He presented statements regarding QT's reputation as a company stating the proposed will would create jobs on site or ancillary through vendors. He presented further statements regarding their high-quality food, competitive fuel prices, and generate sales tax revenue for the City, emphasizing that the development would have a lower traffic impact than initially approved plans for the site. He concluded by thanking the Commission and requesting a recommendation for approval of the project.

CHAIRMAN HEUMANN announced the Commissions will have the opportunity to ask the Applicant questions, then the members of the audience will have their chance to speak. He reminded the Applicant that gas stations are not by-right on this site, hence the need to change the PAD and why the Applicant is before the Planning and Zoning Commission. He commented on the addition of a sidewalk for safety, especially for children from the other side of the street coming from Anderson Jr High and stated the proposed cannot be compared to the original plan as it was approved 25 years ago and is not directly applicable to present times. He asked if the gas station would operate 24/7 and what is the sustainability plan for QT as electric vehicles become more prevalent.

BRIAN GREATHOUSE, APPLICANT explained the future of energy, whether it be electric vehicles (EVs), hydrogen, or other alternatives, is a topic we could delve into for hours and stated QT has a dedicated team analyzing the trends in gasoline sales and the demand for EV charging

stations. He further stated currently, they do not offer EV charging or hydrogen fueling stations; however, these are at the forefront of their research and the feasibility of transitioning petroleum to hydrogen at a fueling station is not overly complex. He further explained the transition would require some construction to adjust plumbing and tanks conversion from liquid to gas, but QT has no immediate plans to incorporate these technologies into this gas station project.

CHAIRMAN HEUMANN confirmed there were no further questions or comments from the Commission and announced that members of the public will now have their opportunity to speak.

DAVID MILLER, 1989 W. RAY ROAD introduced himself as the owner of a local Chevron market for 28 years, emphasizing his deep connection to the community and his efforts to maintain a safe, loiter-free environment in partnership with the Chandler police department. He expressed concern over the traffic study conducted for the proposed development as it was conducted by Quick Trip. He asked how the study could conclude that QT would generate less traffic than an Osco and questioned the reports completeness and the implications for local traffic patterns. He stated that he sought the assistance from a seasoned traffic engineer and upon the engineer's review he found it to be significantly lacking with only a third of the study complete. He read aloud the engineer's findings:

"The first part of the study is trip generation which was covered reasonably well, but the second part is called trip distribution, which allocates the general percent of the total trips in a regional orientation of where trips are coming from and going to north, south, east, and west of the site. This is then used to assign the estimate and peak hours directional movements in and out of the site driveways which were it was never addressed. Very important to know they did not do parts two and three. I am surprised the city staff accepted this report, it will be important to estimate east bound Ray Road arriving from the west, some will make a U turn and others will use the Tutor Time driveway at the median break. Many drivers would use the shortcut through the Tutor Time driveway how many what percentage, quarter, half, three quarters; the TIS consultant's failure to estimate traffic impact including Q links on the congestion of Ray and Dobson road at the signals and a half mile in both directions from Ray within the half mile Dobson both directions. Special traffic capacity software's used to compare the traffic carrying capacity and so on, because of the serious shortcomings of the TIS, you should ask the Planning and Zoning Commission to hold off on any decision until a TIS is fully completed.

He advised this is the traffic engineer quick analysis of the traffic study and he has his resume attached to the findings. He stated that the traffic engineer could do an additional study or work with the City's traffic engineer and emphasized that the traffic study conducted for the proposed is an incomplete traffic study and does not address

the main points of what could going to happen at this intersection. He presented further concerns regarding traffic safety, referencing a study that ranked the intersection the third most dangerous in Chandler. He advised that he and his team also conducted community outreach and obtained over 500 petition signatures from residents who opposed the Quick Trip at this location. He further advised that nearby schools including Seton and Tutor Time were in opposition due to traffic safety concerns for students. He pointed out the high traffic volume of over 64,000 cars per day at the intersection, emphasizing the potential increase in traffic and safety risks associated with a new Quick Trip. He presented statements regarding the median capital improvement project potentially exacerbating traffic congestion and safety issues due to the increased use of the Tutor Time driveway or U-turns to get into the site.

CHAIRMAN HEUMANN announced that Mr. Millers time was up, and the next speaker would be called.

DAVID MILLER, 1989 W. RAY ROAD asked if he could leave documents for review.

CHAIRMAN HEUMANN advised Mr. Miller to give his documents to the clerk and called the next speaker, Phillip Butler.

PHILLIP BUTLER, 1989 W. RAY ROAD introduced himself as the general manager of Chevron with 22 years of service. He shared his observations on the worsening traffic conditions at the intersection and described the challenges drivers face getting out on to the road, particularly during rush hours, which is the same time school lets out and parents are picking up children at the day care. He stated these conditions would get worse with a new QT increasing traffic and potentially leading to more accidents. He presented concerns about the safety and security issues gas stations often face, such as loitering by homeless, panhandlers, drug users, and criminals. He highlighted Chevron's proactive measures to maintain a safe environment, contrasting with QT and larger chains less stringent approaches, which he feared could endanger customers, employees, and schoolchildren. He urged the Planning and Zoning Commission to seriously consider these points as approving the QT development could lead to irreversible consequences for the community's safety and intersection.

CHAIRMAN HEUMANN thanked the speaker and called the next speaker, Jeff Lang.

JEFF LANG, 2338 W. ORCHID LANE introduced himself as a resident of the Dobson Terrace subdivision located near the corner of Dobson and Ray, residing resides directly behind the proposed site. He advised that the Applicant did not knock on his door during outreach efforts and expressed concerns due to safety risks. He advised that his background is in education and stressed the importance of promoting productive and healthy life choices for students. He presented concern that a new QT would contradict these values by selling junk food, sodas, cigarettes, tobacco, and alcohol. He presented additional concerns about traffic safety, especially

for young students crossing the street who would be less visible to drivers, increasing the risk of accidents. He stated at the October neighborhood meeting he asked QT how they manage issues with loiterers and the homeless population, and their answer was that they give their staff training. He advised subsequently he has visited some QT stores and asked staff members who indicated that they were not provided training for such situations. He concluded by asking the Commission to consider developments that would positively contribute to the community, rather than something that could make it worse.

CHAIRMAN HEUMANN thanked the speaker and called the next speaker, Mike Colland.

MIKE COLLAND, 2180 W. SHANNON STREET introduced himself as a past city worker who currently resides near the southwest corner of Ray and Dobson. He shared that he has a child who attends Seton and he himself is a member of the booster club and his wife is actively involved. He mentioned that they should have put his out to constituents based on the significant foot traffic. He urged the commission members to personally observe the traffic conditions near the site at 7:50 a.m. or 3:00 p.m., as Anderson Elementary and Andersen Jr. High, Seton Catholic, and Goodman School all generate a lot of traffic and pedestrian activity. He stated that Seton has a closed campus for lunch, but on Fridays with early dismissal, there is a lot of activity exacerbating the usual traffic and pedestrian congestion. He further stated that he is in the development business and is not opposed to development per se but expressed concern over the proposed project's potential impact on traffic, especially with a daycare center and several schools nearby. He explained there are serious accidents at that intersection at least once or twice a week although the City has made efforts to improve safety. He asked if City staff could conduct further study as this intersection is particularly hazardous. He stated that QT's approach to community outreach could have been improved by sending advance notice of door-to-door visits and concluded by urging the Commission to observe the intersection on a school day to directly to grasp the extent of the existing traffic and safety conditions.

CHAIRMAN HEUMANN thanked the speaker and called the next speaker, Thomas Senseman

THOMAS SENSEMAN 1371 N. CARRIAGE LANE introduced himself as a resident who lives north of Seton High School. He expressed admiration for QT, describing it as a high-quality organization known for purchasing additional land for better ingress and egress; however, despite his positive view of QT he is concerned about traffic getting in and out of the site. He stated that he a construction and development professional and does not specialize in traffic studies, but common sense indicates the QT will attract more traffic than the existing gas station across the street and predicted that drivers would likely take shortcuts through nearby areas, including a school zone, to access QT, posing safety risks even with the addition of a median. He recognized QT's practice of ensuring safe entry and exit points on their properties but does not believe that the proposed site provides sufficient space for this. He stated although the traffic report states otherwise that QT would create more traffic than a Osco or Walgreens and that this is a "recipe for disaster" due to the high traffic volume and proximity to schools. He stated

even on the weekends there is still the constant presence of children and pedestrians in the area and placing a QT there would be a bad idea.

CHAIRMAN HEUMANN announced there was a speaker card from an individual who did not wish to speak. MELISSA PIZZO, 117 N. PECAN DRIVE indicated that she is opposed to this item based on safety, security, and increased traffic. He further announced the speaker cards have been called and asked if there were any members of the audience who would like to present statements.

DUANE LIDMAN, 2301 W. PALOMINO DRIVE asked if the capital improvement project median for Dobson that prevents drivers from turning left into QT would also prevent those going southbound from turning east into Frys and if drivers will have to make a U-turn.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER stated the future median will not block the driveway that is north of the fence.

CHAIRMAN HEUMANN asked staff to present the image of the street to give the Commission a better view. He asked if the left-hand turn is going to be closed off how drivers will be able to get into Frys.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER stated that a left turn can still be executed going into Frys at the area north of the entrance near Pesto's Italian Kitchen.

CHAIRMAN HEUMANN asked if anyone consulted Fry's about cutting off their ingress and egress as this is a busy location and if drivers will be able to make a left hand turn onto Dobson going southbound.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER confirmed that drivers could still execute a left hand turn on Dobson.

CHAIRMAN HEUMANN asked if there were any members of the audience who would like to speak.

ERICA DIAL, 2021 W. TYSON presented statements regarding the difficulty to get community members who supported the QT to appear, and there are many more who approve the project than those who oppose it. She stated that her and her husband visit local restaurants and have found that most people in the area support and are excited for the QT. She stated the area needs increased competition for better gas prices and mentioned that she likes QT and is willing to drive further to get gas from there.

CHANNING BROWN, 2323 W. ALBA WAY introduced himself as a coach at Seton for the past 12 years and explained his familiarity with the area. He stated that he drives through the

intersection two to three times a day and that putting a median there would be a disaster for young drivers from the high school. He presented concerns that the median would lead to vehicular accidents due to the erratic driving habits of high school students trying to get out of the school parking lot and going across the street. He explained he frequents the Burger King and Frys as part of his weekly routine and that he has observed numerous accidents and near-misses. He emphasized the need for safety especially given that students are not always cautious drivers or pedestrians and sometimes they run into the street to cross the road. He stated as a coach he is concerned with the potential risks associated with increased traffic and construction.

MEREDITH MOORE 1581 W CORONA DRIVE stated that she has no objections to the QT itself and pointed out the recurring concern for those who oppose the project are traffic and safety. She stated the capital improvement project to add the median to improve traffic safety will be contradicted by adding the QT. She is concerned the benefits from the capital improvement plan will be cancel out by the increased traffic volume generated by QT. She asked for a more thorough examination of traffic flow especially if the prior reports were not complete. She stated that she frequents the Frys and customers will have issues using the entrance by the Pesto's.

MELISSA LALICH, 265 NORTH COLORADO STREET stated that she likes QT and praised it for its free air service for tires and food. She further stated her main concern is safety issues associated with U-turns and pointed out that she often must make U turns to get into QT, like the location on South Arizona Avenue. She described the complexity of turning into the other QT location and stated that she believes that U turns are more dangerous as the driver must be mindful of pedestrians crossing and other vehicles making right turns simultaneously. She presented concerns regarding increased traffic and emphasized the primary concern should be the safety of children. She presented further concerns regarding the duration time for green arrows and risky driving behaviors that could emerge from such quick durations. She stated if the QT proceeds, the City should review of the timing of traffic lights, particularly the green arrows, to mitigate the increased traffic risks.

CHAIRMAN HEUMANN confirmed that there were no more speakers from the audience and closed the floor to public comments. He pointed out that the intersection of Dobson and Chandler Boulevard was expanded to seven lanes and while vehicular traffic benefited, it introduced challenges for pedestrian safety. He asked once this intersection is widened, what is the safety factor for children, particularly those from Anderson Junior High and Anderson Elementary School who might need to cross this broad intersection.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER clarified when intersections are widened then the crossing times are also lengthened to accommodate to the longer walk time.

VICE CHAIR KOSHIOL asked if the City takes a comprehensive approach and will conduct further traffic analysis within the context of capital improvement projects. She further inquired whether

the City conducts these analyses in-house or hires external consultants to evaluate traffic, signal timing optimization, traffic flow progression from all directions, and the design of turn lanes at critical intersections. She emphasized the importance of detailed traffic studies, especially in areas close to schools, due to the higher concentration of young and inexperienced drivers. She clarified her question and asked the City plans to conduct traffic analyses and incorporate safety measures into the final design of the capital improvement project to add the median.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER stated at the specified location, the project was to include both the discussed driveway leading into the area as well as the northern driveway, which would continue to provide full access to the premises. She further stated that the City analyzes these aspects using a consultant for the majority of the assessment, especially concerning the adjustment of traffic movements and their alternative routes if direct access was restricted. She explained the consultant's analysis is instrumental in determining the necessary adjustments, such as the required storage capacity at the site to accommodate the proposed changes. She mentioned internal resources are used for analysis of signal timing and stated a preliminary study was conducted to outline concepts for the project, which was crucial in securing safety funding. She stated the City has a general idea, but the next step will involve detailed design aimed to refine these plans and offer more comprehensive insights.

VICE CHAIR KOSHIOL pointed out one of the comments concerning the information submitted by the Applicant, referenced the Traffic Impact Study (TIS) versus a Traffic Impact Assessment (TIA). She asked what was the general differences between the two types of evaluations and what conditions might necessitate one over the other, and what kind of information is provided.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER presented statements regarding the necessity for a traffic study, the less comprehensive version known as a traffic statement, or the absence of a requirement for either. She clarified that in this instance, a traffic study was not required because the proposed use of the site was not anticipated to be more intensive than previously approved uses or what could potentially be constructed on the site, such as a fast-food establishment. She explained the permitted uses by right could, in theory, result in more intensive traffic than what was being proposed and although the City did not require a traffic study, the Applicant voluntarily submitted one, which was reviewed by the City. She further explained, had a study been required, it would have been a traffic statement focusing primarily on trip generation based on what was previously approved versus the current proposal. She pointed out this study did not cover trip distribution or driveway movements, analyses that would be included in a full traffic impact study. She reiterated there is criteria for when a full traffic impact study is necessary, but in this case, it was deemed unnecessary.

CHAIRMAN HEUMANN presented concerns regarding the repeated reference to what was approved 25 years ago as it was not built, and the comparison seems irrelevant. He sought clarification on the safety implications of U turns, asking other than red light cameras, red light

runners and speed; is making a U turn, considered one of the more dangerous the probably the next most dangerous some of the intersection?

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER clarified U turns are not the dangerous at intersections and issues are typically caused by the driver turning right not paying attention to those making U turns.

CHAIRMAN HEUMANN mentioned in a perfect world that would not happen, but drivers do not pay attention.

DANA ALVIDREZ, CITY TRANSPORTATION ENGINEER explained that if there is an increase of accidents or safety reason the City has the right to prohibit U turns.

CHAIRMAN HEUMANN stated there are plenty of places in Chandler that prohibit U turns and it does not stop drivers. He thanked the City Transportation Engineer and asked the Applicant for rebuttal.

BRIAN GREATHOUSE, APPLICANT stated he will be brief as the recurring themes seem to be traffic, schools, and safety. He clarified his earlier statements regarding what was approved within the PAD, emphasizing that he did not intend to suggest a gas station had been approved or that the entire PAD could be developed; however, under the current PAD uses include two drive-thru facilities. He stated these comments were meant to specify that the potential traffic impact of the proposed development was analyzed and found to be very similar to that of one or two fast food restaurants, which are permitted uses for the site. He presented statements regarding traffic flow for eastbound traffic on Ray Road, noting three options for drivers: a left turn at a median break further west, a U-turn, and a Chevron gas station across the street as an alternative to the proposed development for refueling. He stated these options were looked at as an advantage as other locations have limited accessibility where the only option is a U turn. He pointed out currently some drivers would have to make a U turn into Chevron, so QT could help with those drivers. He stated a pedestrian count was conducted on a typical weekday, October 17, 2023, from 7:00 a.m. to 8:15 a.m. which only counted 4 students and in the afternoon between 2:30 p.m. to 4:00 p.m. there were 2 students.

CHAIRMAN HEUMANN asked if the pedestrian count was conducted during fall break.

BRIAN GREATHOUSE, APPLICANT confirmed that school was in session on the date of the study. He presented statements regarding the opposition feedback and how a common aspect of development projects is that people in opposition come out in droves although many people are in support of the project. He stated in conducting direct engagement with the neighborhood they spoke to seven people and only one was in opposition. He explained that he has worked on several other QTs and the debate is similar at almost every site with lots of supporters and

others who do not want the development near them. He thanked the Commission and requested a recommendation of approval.

CHAIRMAN HEUMANN confirmed there were no questions or comments for the Applicant and closed the floor. He acknowledged his positive experiences with Quick Trip and his concerns are of land use and the intensity of the proposed development. He explained his safety concerns are related to student pedestrians as this is one of the most dangerous intersections in Chandler and he would like to hear some of the other Commission Member's thoughts.

VICE CHAIR KOSHIOL acknowledged the valuable input from the community members living near the proposed development site. She thanked them for their comments and emphasized the importance of their opinions in the process. She stated the QT presents an opportunity to transform an underutilized corner into something that benefits the local community and with considerations for traffic mitigation and operational management of the facility this is a good addition to the corner.

CHAIRMAN HEUMANN confirmed there were no further questions or comments from the Commission on this item.

Action Agenda Item No. 5 Motion and Vote

Rezoning

Move Planning and Zoning Commission recommend approval of PLH23-0044 QuikTrip Convenience Store and Gas Station, amendment to the Planned Area Development (PAD) zoning for commercial uses to permit a fuel service station, subject to the conditions as recommended by Planning staff.

Preliminary Development Plan

Move Planning and Zoning Commission recommend approval of Preliminary Development Plan PLH23-0044 QuikTrip Convenience Store and Gas Station for site layout and building architecture, subject to the conditions as recommended by Planning staff.

Recommended Conditions of Approval:

Rezoning

Planning staff recommends Planning and Zoning Commission move to recommend approval to amend the Planned Area Development (PAD) zoning for commercial uses to permit a fuel services station, subject to the following conditions:

1. Development shall be in substantial conformance with the Development Booklet, entitled "QuikTrip" and kept on file in the City of Chandler Planning Division, in File No. PLH23-0044 modified by such conditions included at the time the Booklet was approved by the Chandler City Council and/or as thereafter amended, modified or supplemented by Chandler City Council.

2. Completion of the construction of all required off-site street improvements, including but not limited to paving, landscaping, curb gutter and sidewalks, median improvements and street lighting to achieve conformance with City codes, standard details, and design manuals.
3. Right-of-way dedications to achieve full half-widths, including turn lanes and deceleration lanes, per the standards of the Chandler Transportation Plan.
4. The developer shall be required to install landscaping in the arterial street median(s) adjoining this project. In the event that the landscaping already exists within such median(s), the developer shall be required to upgrade such landscaping to meet current City standards.
5. The landscaping in all open-spaces and right-of-way shall be maintained by the adjacent property owners' association.

Preliminary Development Plan

Planning staff recommends Planning and Zoning Commission move to recommend approval of the Preliminary Development Plan, subject to the following conditions:

1. Development shall be in substantial conformance with the Development Booklet entitled "QuikTrip" and kept on file in the City of Chandler Planning Division , in File No. PLH23-0044, modified by such conditions included at the time the Booklet was approved by the Chandler City Council and/or as thereafter amended, modified, or supplemented by the Chandler City Council.
2. Preliminary Development Plan does not constitute Final Development Plan approval; compliance with the details required by all applicable codes and conditions of the City of Chandler and this Preliminary Development Plan shall apply.
3. Sign packages, including free-standing signs as well as wall-mounted signs, shall be designed in coordination with landscape plans, planting materials, storm water retention requirements, and utility pedestals, so as not to create problems with sign visibility or prompt the removal of required landscape materials.
4. The site shall be maintained in a clean and orderly manner.
5. The landscaping shall be maintained at a level consistent with or better than at the time of planting.
6. Landscaping shall be in compliance with current Commercial Design Standards.

VICE CHAIR KOSHIOL moved to approve Action Agenda Item No. 5 of the February 21, 2024, Planning and Zoning Commission Meeting with the addition of sidewalk and larger tree sizes; Seconded by COMMISSIONER GOLLA.

Motion carried by majority (4-1), Chairman Heumann dissenting.

Member Comments/Announcements

CHAIRMAN HEUMANN reminded the audience that the Planning and Zoning Commission is recommending body to the City Council and for those would like to be heard on this item can speak at the City Council meeting. He asked staff when this item will go before council.

DAVID DE LA TORRE, PLANNING MANAGER stated this agenda item will be heard before City Council on Thursday, March 21, 2024.

CHAIRMAN HEUMANN announced there are several upcoming events in Chandler including the Ostrich Festival in March. He encouraged everyone to check out the City of Chandler and Chandler Chamber of Commerce website for more information.

Calendar

The next regular meeting will be held on Wednesday, March 20, 2024, in the Chandler City Council Chambers, 88 E. Chicago Street.

Informational Items

Adjourn

The meeting was adjourned at 7:04 p.m.



Kevin Mayo, Secretary

Rick Heumann, Chairman