

SUPPORT

Adrian G Zambrano

From: Adrian G Zambrano

Sent: Wednesday, May 27, 2026 10:26 AM

To: 'Kathleen Jones' <kathleenjones4120@gmail.com>; george@wmbattorneys.com

Subject: RE: Questions Regarding Rezoning ApplicationZ-58-23

Hi Kathleen,

Thank you for your email. I have saved it to the case file.

Speed humps require a petitioning process through the Speed Hump Program. Please see more information online, here: [Speed Hump Program | City of Phoenix](#).

For on-street parking signs, there is also a similar petitioning process required, For more information, please see the On-Street Parking Zones program webpage: [On-Street Parking Zones | City of Phoenix](#) and the Resident Permit Parking Program webpage: [Resident Parking Permit Program | City of Phoenix](#).

Best regards,



Adrian Zambrano (he/him/his)
Planner II - Village Planner

Phone: 602-534-6057

E-mail: adrian.zambrano@phoenix.gov

City of Phoenix

► Planning & Development Department
Planning Division, Long Range Planning
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: Kathleen Jones <kathleenjones4120@gmail.com>

Sent: Tuesday, May 26, 2026 6:43 PM

To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>; george@wmbattorneys.com

Subject: Questions Regarding Rezoning ApplicationZ-58-23

I am a resident located at 4120 N.19th Street and I am generally supportive of your project. I am, however, concerned about the traffic increase and street parking from visitors that might occur on 19th Street. Is there a way to get speed bumps installed on our street and resident only parking designation on our street?

Thanks,

Kathleen Jones

NEUTRAL

north central news

the voice of the north central phoenix community since 1999

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volume 26, issue 9 • september 2024

Neighbors seek accord in area development

By Kathryn M. Miller

Two area developments were presented to the Camelback East Village Planning Committee (VPC) Aug. 6 that brought neighbors out in force. While different in their makeup, both are reflective of the balancing act of meeting the city of Phoenix's 2020 Housing Phoenix goal — creating or preserving 50,000 housing units by 2030 — while also meeting the needs of established neighborhoods.

The guideline to achieve that balancing act can be found in the city's 2025 General Plan (PlanPHX 2025), which will go to voters for approval this November. Under the heading of "Certainty & Character" on page 189 the plan reads, "Every neighborhood and community should have a level of certainty. Ensure that development, redevelopment and infrastructure supports and reinforces the character and identity of each unique community and neighborhood."

Up first at the Aug. 6 meeting was a Planned Unit Development (PUD), case number Z-58-23, request to rezone 2.01 acres at the northwest corner of 18th Place and Indian School Road to allow mixed-use multifamily residential with ground floor commercial.

Representing the owner/developer, Del Pueblo Communities, Jason Morris presented a case that was different than what is currently available to the public — as well as to the VPC members, who requested

please see DEVELOPMENT on page 6



More than 100 residents volunteer on a regular basis at HonorHealth's Desert Mission Food Bank, as requests for services increase, does the for vol (photo of De Missi

On a mission to feed the commu

By Kathryn M. Miller

It is an astonishing number: 74,051. That is the number of people who were served through HonorHealth Desert Mission Food Bank's various programs in 2023. Those programs include emergency food assistance, the infant emergency food box and senior food box programs, in addition to community outreach such as the school Snack Pack program, nutrition education and others.

Where the number becomes concerning, however, is with the Mission's "front

volunteers thin to keep up with the incre

In 2023, one to two volunteer groups were sufficient; in 2024, groups are Monday through Friday to keep up demand. There are currently just over recurring volunteers who work three-h they handle a variety of tasks.

"Historically, the food bank has al fresh meat, fresh produce, dairy and Mike Morgan, director of operations, looked for quite a while was the sh

North central news

The voice of the north central Phoenix community since 1979
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DEVELOPMENT continued from page 1

an updated iteration be made available. The original proposal called for 70 units. He pointed out, the project includes 70 market-rate units, 10 low-cost, 10 two-bed and 3 three-bed. The four-story building will be 36 feet in height with steel framing, a project assembly with steel framing, a project assembly with steel framing. The project site is in a leasing office. The project site is challenging due to its proximity to SR-51, which crosses a right-of-way only situation on Indian School Road — a major intersection for neighbors who say that construction for neighbors who say that traffic will end up in the neighborhood.

For the past 11 years, Melissa Rhodes has lived in the Pecos View neighborhood, which is immediately north of the proposed project and runs from SR-51 to 20th Street, Indian School Road to Campbell.

"I love this neighborhood. I don't ever want to move," Rhodes said. "I grew up in Arizona and this is the first place that I've ever lived where I actually know my neighbors. My neighbors have lived here for decades. We check on each other. That's the kind of neighborhood this is."

She also has been one of the most vocal opponents of the project as proposed.

"The main thing for the neighborhood is traffic," Rhodes said. "If they're going to be putting 30-40 cars a day on that street... the street can't handle that much. The neighborhood was never designed for that much traffic." She pointed out that the only traffic light out of the neighborhood is at 20th Street on Campbell and both streets are already overcrowded, and area traffic congestion has only increased in the past 10 years.

"These projects, if approved, will be adding traffic into this area, but the city is not even addressing the congestion," Rhodes said. "To not do that and potentially approve two more projects with major, major traffic... it's poor planning and I think the city should take some responsibility for that. The city is embracing development but not addressing the infrastructure needs at these developments."

Aside from some technical questions about fire department access and parking, another issue is privacy in a neighborhood that consists of mostly single-level, single-family homes built in the

1940s. She suggests that a smaller density of two-story townhomes with private parking in the neighborhood would be a much better fit.

"These developers are trying to set a precedent in Central Phoenix by building four-story apartments in the middle of established neighborhoods," Rhodes said. "We'd love to see this kept a neighborhood. We are not opposed to reasonable development that fits the character of the neighborhood. It's just that this is not it."

This case was presented to the VPC as "information only," and the schedule for a recommendation hearing is still to be determined. Final information is available at www.phoenix.gov/planning/consulting/public/pod-cases.

Less than a mile north and across 20th Street from Rhodes is John Palenta, who has lived in his home for 45 years.

"When we first moved in, this was all a patchwork of single-family homes," Palenta recalled. "It was kind of quiet... and it had kind of a country look. It had a laid-back feel."

But things began to change in 1986, when an apartment development was proposed at 21st Street and Glenrosa. The neighborhood successfully fought that development by coming to a compromise that would allow 65 condos instead — a fraction of which were built. Then in the 1990s, a new development was approved with the higher density R-5 zoning.

The VPC heard case number Z-74-24, a request to rezone 1.82 acres at the northeast corner of 21st Street and Turney Avenue from R-3 to R-5 zoning for a mid-density residential development. In this case, a four-story, 48-foot building would include 75 market-rate apartments — 10 studio, 23 one-bedroom and 42 two-bedroom.

Pressing on behalf of the owner, 4401 Turney Villas, LLC, Ashley Marsh made the argument that their proposal is directly across the street from other R-5 zoned property, that the existing buildings are old and that the space is underutilized.

Back in the '90s, "They came through and they compromised, they downgraded. And now they are using the R-5 to beat us up for this," Palenta said. "But what they don't talk about is all the density [three story] was put in the middle and all the two-story was put along the outside, which was part of the compromise."

The neighbors were pretty happy
please see DEVELOPMENT on page 10

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Emily R. Taylor
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COMMUNITY

DEVELOPMENT continued from page 6

with the end result, Paletta said — it is set back from the street with lush landscaping surrounding it, and the process of fighting for what they felt fit in the neighborhood helped bring the neighbors together.

But this new proposal wants to bring four stories into an already dense neighborhood that tops out at three. "The next closest four-story is on Highland and that's a hotel," and it will replace existing residential. There is recently upgraded 16-unit single level apartment/duplex that another resident called "cute as hell" at the VPC meeting as he wondered why it needed replaced; there are also two four-bedroom single-family homes that would be destroyed to make way for the 75-unit apartment complex.

And, again, traffic is a major concern. There are two schools in the neighborhood, and much of the traffic will feed out onto 20th Street. Added to that, yet another proposed development (WaterView on Highland, PUD case Z-41-23) is just a few blocks north at the southeast corner of 21st Street

and Highland. That development is proposing 149 "attainable" rental units.

The VPC voted against a motion to recommend the Turney project for approval by a vote of 7-9. One reason cited: the General Plan. At the beginning of every staff report where the Planning & Development Department is recommending approval, they include a General Plan Conformity statement. The 21st Street and Turney project goal: "Create new development or redevelopment that is sensitive to the scale and character of the surrounding neighborhoods and incorporates adequate development standards to prevent negative impact(s) on residential properties."

"When you read the goals that are established in the staff report, none of those goals are being met," said VPC member Larry Whitesell after the meeting. "By this proposal, it is not compatible with the neighborhood for height or setback or density. I feel the developer needs to take a hard look at the proposal and see if there can't be some accommodation to actually meet the goals that are stated in the staff report."

The longtime Phoenix resident

points to the Housing Phoenix Plan as an additional guideline.

"They specifically are seeking homes of different types — apartments, single family, duplexes, triplexes, townhomes, condos," Whitesell said. "They are also hoping to get a variety of housing in the three major categories that they describe as far as price range — affordable, workforce and market rate."

He points to the city's quarterly Housing Phoenix progress report, the most recent of which states that 44,677 dwellings have been created or preserved. Of those 44,677 units, 24,493 of them are market rate — "luxury housing." Ten thousand are workforce housing and 10,000 are affordable housing.

"This proposal would replace a few apartments, but also single-family homes and duplexes," Whitesell added. "So again, we're overbalancing on the apartment housing type. And not paying enough attention to the other housing types, what people have called the missing middle."

"Even though the city has reached 89 percent of its Housing Phoenix Plan doesn't mean that Phoenix can take its foot off the gas pedal. We'll always have

more people coming in that will be looking for housing, but we should be able to be a little more discretionary on the types of housing, the intensity of the housing that is going in, especially in these established neighborhoods. That's where I think more control could be found or provided by the city — to protect our existing neighborhoods."

While neighbors were pleased that the VPC voted in their favor, they will have to contend with the Planning Commission, which will hear the case Thursday, Sept. 5. They will once again show up to make their opposition heard, but Paletta wants the city to know that they are "not just saying no, no, no to development."

"We have negotiated in the past. We're not going anywhere, and we'll sit down and talk to you. And if you can put something in here that's compatible with the neighborhood, we're fine."

The staff report for this case and others can be found at www.phoenix.gov/pdd/planning-zoning/pzservices/paststaff-reports. Find information about upcoming public meetings online at www.phoenix.gov/cityclerk/publicmeetings/notices.

North Central's own Dr. Micah Olson, M.D. announces the opening of



PUBLIC GENERAL INQUIRIES

From: [Cay](#)
To: [Sarah Stockham](#)
Subject: Fwd: Z-58-23 NW Corner of 18th Place & Indian School Road (Fwd: PUD/Developer plans camelback east)
Date: Thursday, October 26, 2023 9:22:05 AM
Attachments: [Neighborhood letter.pdf](#)
[N 18TH ST.pdf](#)

Jay Swart
602.499.2204
Please excuse typos.
Sent from my iPhone.

Begin forwarded message:

From: Christina Eichelkraut <christinaeinaz@gmail.com>
Date: October 23, 2023 at 10:49:47 AM MST
To: Jay Swart <jayswart@cox.net>, William Fischbach <wmf@tblaw.com>, dawn.augusta@asu.edu, thatvicgrace@gmail.com, tfomalley3@gmail.com, barry@paceley.net, Sharon@arizonashometeam.com
Cc: melissa.rhodes.az@gmail.com, council.district.4@phoenix.gov
Subject: Z-58-23 NW Corner of 18th Place & Indian School Road (Fwd: PUD/Developer plans camelback east)

Hello Fellow Committee Members,

Just to be safe, do NOT reply all to this message. Even though this email is *NOT* a violation of Open Meeting Law because a.) to the best of my knowledge at the time of this writing this is not an agenda item for a future meeting and b.) the number of members included in this email do *NOT* constitute a quorum and c.) it is an informational email *NOT* intended in any way to foster discussion, lead to, or influence a voting decision by any individual member or group of members of this committee. There are a lot of misconceptions about how [Open Meeting Law \[azoca.gov\]](#) works. One is that as members of a public committee you can never share information or talk to each other, ever. *That's not actually how the law works.* Still, better safe than sorry, so please consider this email for informational purposes only.

I'm forwarding some concerns from a resident within the Camelback East Village Planning Committee who is working with her neighbors to fight the above-referenced PUD development on Indian School and 18th Place.

Please see the attached documentation for details.

The neighbors have the usual, though at first glance *very* valid, concerns about traffic being redirected into the neighborhood, etc., but there is additional context I believe is important for committee members to know as this case moves through the zoning process.

Please note the first neighborhood meeting for this development will be held **tonight, Monday, October 23 at 6 p.m. at the Devonshire Community Center.** We are welcome to attend as it's a public meeting. I'll be there.

Additionally, **Camelback East Village Planning Committee Chair Jay Swart has already met with this resident, Melissa Rhodes, and walked the proposed site with her.** He has reached out to the developers' attorneys and encouraged them to work with the residents.

In addition to Melissa's concerns, however, there is some additional information worth knowing about this project and developer that add important context. It is summarized below:

- 1.) According to Melissa and several other residents, the developers originally approached this neighborhood a year ago with a plan that encroaches on Melissa's resident property. They assured Melissa they would address her concerns. **The developers clearly have not even attempted to address any previously stated residential concerns as they have returned with the exact same, unchanged proposal.** The plans encroach approximately 200' onto Melissa's property. They also propose using an alleyway as a two-lane, one-way collector street. As of this writing, Melissa has not heard the developer's attorneys, but there is the meeting tonight and it is only Monday. So to be fair, perhaps that conversation is still pending.
- 2.) **These same developers essentially attempted to renege on seven neighborhood stipulations [northcentralnews.net] on a development in the Encanto Planning Village.** In all fairness, the Phoenix Indian School Master Plan that placed constraints on that development had been repealed. However, the attempt to roll back stipulations still speaks to the developer's transparency and integrity in dealing with residents. And, quite frankly, it's all to common of an occurrence in this process anyway.

I know we're all very busy and already devote a considerable amount of time to serving our city through CEVP. However, I do believe there are common practices within the zoning practice, both informal and formal, that ultimately serve to undermine both Village Planning Committee members and residents. Our votes may be non-binding, but they are also still ostensibly advisory so it's important that when we are aware of residents' concerns we have as much context as possible of the *entire* process so as to make good, fully-informed decisions.

Thank you for your time. I look forward to seeing you at our next meeting.

Kind Regards,

Christina Eichelkraut
C: (602) 321-1243
Member, Camelback East Village Planning Committee

Balsz School District Governing Board
ceichelkraut@balsz.org

Orangedale Neighborhood Association
GreaterOrangedalePHX@gmail.com

44th Community Alliance
www.44thalliance.org
[\[44thalliance.org\]](http://44thalliance.org)

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

From: Mel <melissa.rhodes.az@gmail.com>
Date: Thu, Oct 19, 2023, 12:33 PM
Subject: PUD/Developer plans camelback east
To: Christina Eichelkraut <christinaeinaz@gmail.com>

Sorry about the delay on these. I have been going through it this week on three fronts. I am REALLY looking forward to Tuesday once this meeting is over.

Plans submitted to the city:
<https://www.phoenix.gov/pdds/Docs/Documents/PZ/Z-58-23%20PUD%20Narrative%20-%2018th%20Place%20and%20Indian%20School%20Rd.pdf>

Page 25 has their proposed footprint, and this is where they show construction on my property in violation of prop 207 (jpg attached).

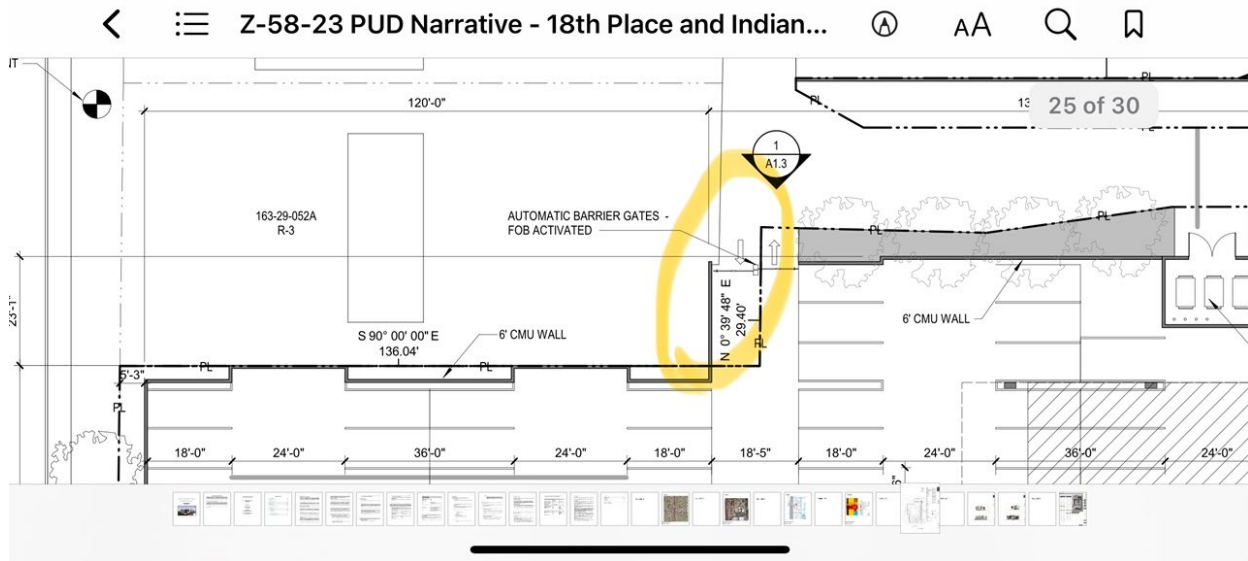
I am also attaching the letter I sent to about 150 neighbors.

We should not allow them to re-zone and expand the footprint of land that by their own words has "difficult access to and from the property."

They also expect 100+ cars to use the alley, which cannot handle that much traffic.

Lastly, the traffic on Indian School backs up past 18th St at the freeway onramp every day at rush hour. There is no way the corner can handle another 50-100 cars.

-Melissa



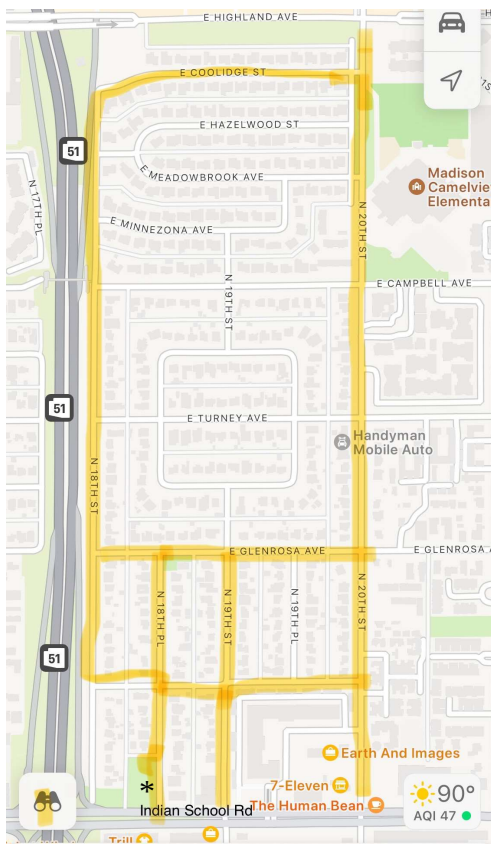
Hello Neighbor,

My name is Melissa and I have lived in the neighborhood for over 10 years. I want to make sure you are aware there is an investor group proposing re-zoning two residential (home) lots with a commercial lot to build a four story, 91 unit apartment complex at the NW corner of 18th Pl and Indian School. They have not sent notices to the entire neighborhood, but I want to let homeowners who will be impacted by the development know what the plans are, so that you can voice any concerns.

There is no eastbound outlet from 18th Pl onto Indian School, and the westbound outlet is usually blocked by highway traffic during rush hours. This means that traffic from nearly 100 apartment units will be put into our neighborhood streets. Additionally, the proposed development does not have sufficient parking, and has submitted to the city that they plan to utilize street parking for overflow.

I am attaching a copy (front/back) of the letter the developer's attorney sent to some neighbors. Attorney Jason Morris mentions "difficult access to and from the property" as one reason the commercial lot has not been developed. If there is difficult access to and from the property by their own words, we should not allow them to re-zone and expand the property footprint to create more traffic in our neighborhood.

I am including a map of the impacted neighborhood streets that will likely absorb the bulk of north and eastbound traffic if a project like this were to be approved. The developer is hosting a neighborhood meeting on October 23rd at 6pm for feedback, and we need as many neighbors to show up as possible in opposition of this project. A PUD is not necessary in our neighborhood. The existing zoning already allows for reasonable development befitting the quiet character of our neighborhood.



I look forward to seeing you there,

-Melissa Rhodes

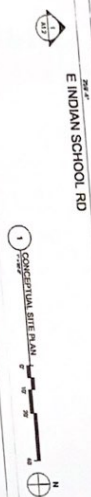
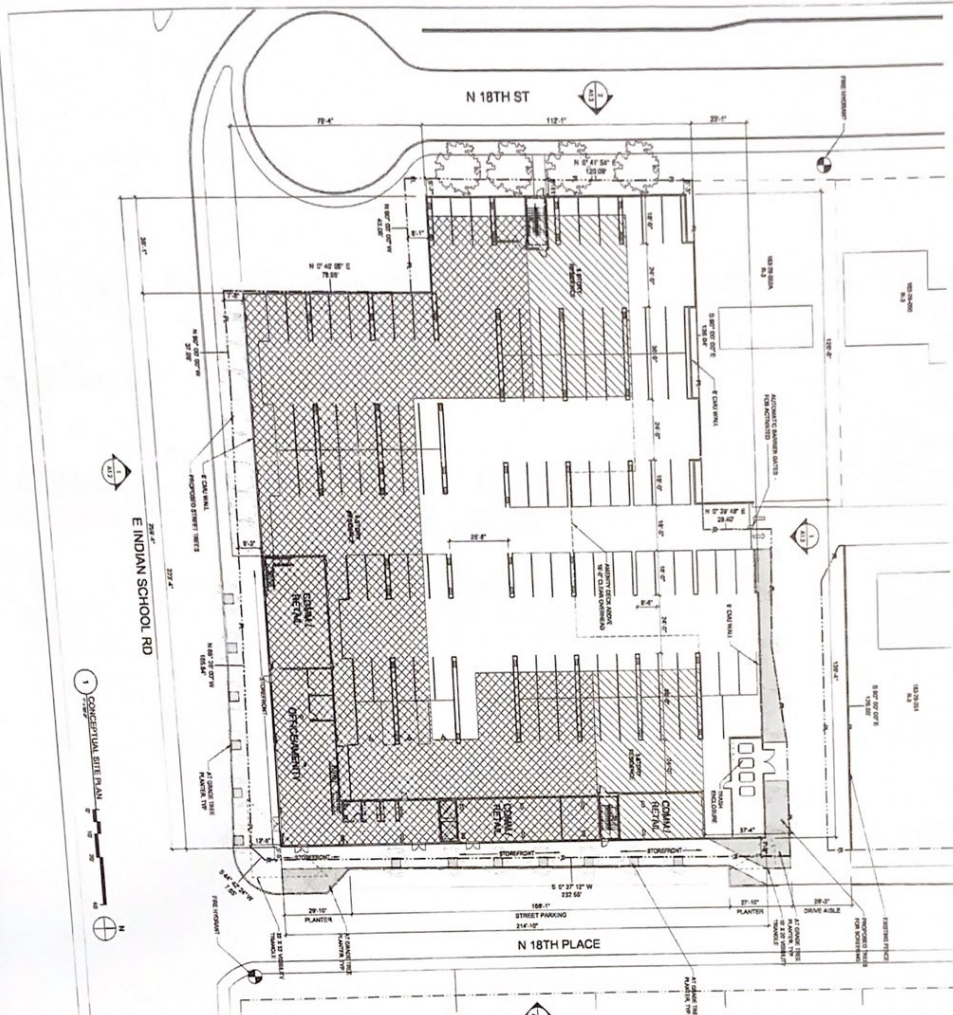
Your neighbor on 18th Street

P.S. Feel free to reach out to the attorney or the village planner listed in the letter with any questions or concerns.

Neighborhood Meeting

Date:
Time:
Location:

October 23, 2023
6:00pm
Devonshire Senior Center
2802 E. Devonshire Avenue
Phoenix, AZ
In the Auditorium



PROJECT TEAM
 CONSULTING ARCHITECT: CCBG
 1111 E. WASHINGTON AVENUE, SUITE 200
 PHOENIX, AZ 85012
 OWNER: DEL PUEBLO
 1518 E INDIAN SCHOOL ROAD
 PHOENIX, AZ 85018
 PROJECT NO.: 1518-01
 DATE: 01/11/11

PROJECT DATA
 PROJECT NAME: DEL PUEBLO
 PROJECT LOCATION: 1518 E INDIAN SCHOOL ROAD, PHOENIX, AZ 85018
 PROJECT TYPE: COMMERCIAL
 PROJECT SIZE: 151,800 SQ. FT.
 PROJECT STATUS: IN PROGRESS
 PROJECT DESCRIPTION: A new 151,800 sq. ft. commercial building with 100,000 sq. ft. of office space and 51,800 sq. ft. of retail space. The building will be a three-story structure with a flat roof and will be constructed of concrete and steel. The building will be located on the corner of N 18th St and E Indian School Rd. The building will be surrounded by parking areas and landscaping. The building will be a modern, functional structure that will provide a high-quality environment for its occupants. The building will be a landmark addition to the area and will provide a significant boost to the local economy. The building will be a testament to the commitment of the City of Phoenix to providing a high-quality environment for its citizens. The building will be a source of pride for the community and will provide a significant boost to the local economy. The building will be a landmark addition to the area and will provide a significant boost to the local economy. The building will be a testament to the commitment of the City of Phoenix to providing a high-quality environment for its citizens. The building will be a source of pride for the community and will provide a significant boost to the local economy.

GENERAL NOTES
 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE INTERNATIONAL PLUMBING CODE (IPC).
 2. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY OF PHOENIX.
 3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PHOENIX.
 4. THE ARCHITECT SHALL BE RESPONSIBLE FOR COORDINATING ALL CONSTRUCTION WITH THE CITY OF PHOENIX.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PHOENIX.
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL CONSTRUCTION WITH THE CITY OF PHOENIX.
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PHOENIX.
 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL CONSTRUCTION WITH THE CITY OF PHOENIX.
 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PHOENIX.
 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL CONSTRUCTION WITH THE CITY OF PHOENIX.



A1.1

ISR & 18TH ST
 DEL PUEBLO
 1518 E INDIAN SCHOOL RD
 PHOENIX, AZ 85018





WITHEY
MORRIS
BAUGH

September 20, 2023

Re: Rezoning – Z-58-23 - Property Located at the NWC of 18th Place and Indian School Rd, Phoenix, Arizona

Dear Property Owner or Neighborhood Association Representative:

Our office represents Del Pueblo Communities regarding the above property, located at the northwest corner of 18th Place and Indian School Road (the "Property"), as identified on the enclosed aerial map. The Property is approximately 1.79 gross acres in size and is currently vacant.

For years the Property consisted of a combination of underutilized commercial and residential parcels which became more difficult to develop when the SR-51 was constructed. Following the SR-51 opening, the site remained vacant for years as commercial users were not interested due to the difficult access to and from the Property. Therefore, we are excited to announce that Del Pueblo Communities is looking to develop the Property to create a mixed-use multifamily residential community, with ground floor commercial/retail opportunities, that will create a walkable environment along Indian School Road and 18th Place. The development will include high quality materials and design features that will enhance the area and reinvigorate the vacant lot.

The purpose of this letter is to inform you that we have filed a rezoning application with the City of Phoenix to amend the zoning of the Property from C-2, P-1, and R-3 to a Planned Unit Development (PUD) to allow the proposed mixed-use project. The application form is attached, and a copy of the Planned Unit Development narrative can be found online at <https://www.phoenix.gov/pdd/planning-zoning/pzservices/pud-cases>.

We are hosting a neighborhood meeting to provide an opportunity to learn about this request and get your feedback on the proposed PUD. We will share exhibits and information regarding the request at the meeting; the project team will be available to answer your questions. The meeting will be held as follows:

Neighborhood Meeting

Date:	October 23, 2023
Time:	6:00pm
Location:	Devonshire Senior Center 2802 E. Devonshire Avenue Phoenix, AZ In the Auditorium

For questions about the neighborhood meeting, please contact Hannah Bleam at hannah@wmbattorneys.com.

The Camelback East Village Planner assigned to this case is Adrian Zambrano, who may be reached at 602-534-6057 or adrian.zambrano@phoenix.gov. Mr. Zambrano will be able to answer your questions regarding the city review and hearing process and, once it is completed, the staff position on the request. You may also write to the city at Phoenix Planning & Development Department, 200 West Washington Street, 2nd Floor, Phoenix, Arizona 85003. Please be sure to reference the rezoning case number so your comments may be included in the case files.

Please be advised that meetings/hearings will be scheduled for the Camelback East Village Planning Committee, Phoenix Planning Commission, and Phoenix City Council for a review, recommendation, and decision regarding the rezoning request. Specific meeting dates/times have not been established. When the hearing dates are available, you should receive a subsequent letter with that information.

Please feel free to contact our office via e-mail at hannah@wmbattorneys.com or by telephone at (602) 230-0600 should you have any questions or concerns regarding this proposal.

Thank you for your courtesy and consideration.

Sincerely,

WITHEY MORRIS P.L.C.

By 
Jason B. Morris

Enclosures

John Roanhorse

From: PDD Long Range Planning
Sent: Monday, November 13, 2023 9:10 AM
To: Adrian G Zambrano
Cc: John Roanhorse
Subject: FW: Z-58-23 pud 18th place and ISR
Attachments: Z-58-23 PUD Narrative - 18th Place and Indian School Rd (2).pdf

Thank you,

Sarah Stockham
Planner III
City of Phoenix Planning and Development Department
200 West Washington Street, 3rd Floor
Phoenix, Arizona 85003
Phone: 602-261-8701
sarah.stockham@phoenix.gov



From: Lee B. <azcivilengr@gmail.com>
Sent: Friday, November 10, 2023 5:17 PM
To: PDD Long Range Planning <pdd.longrange@phoenix.gov>; Council District 6 PCC <District6@phoenix.gov>
Subject: Z-58-23 pud 18th place and ISR

I noticed that the developer has submitted their application for a PUD at 18th Street and Indian School.

I have the following questions and concerns for this development.

1. The Squaw Peak Parkway specific plan (renamed to Piestewa Peak Parkway Specific Plan) specifically talks about this area and the encroachment of commercial into the neighborhood. My concern is that the proposal the change the zoning. The PPPSP notes that the R3 zoning should be preserved. The preservation and limiting of commercial expansion is meant to not destabilize the r1-6 housing to the north. A change in zoning from R-3 puts the rest for the area at risk for other developers to rezone. The impacts of the freeway construction was significant and neighborhoods adjacent to freeways face unique challenges. Not being sensitive to our needs puts our neighborhood at risk.

Furthermore, the PPPSP was written to address neighborhood impacts from the construction of what is now the SR 51. This document went through the public process in order to get public support to move forward. This process is still done to this day with even more detail to identify, mitigate and protect sensitive areas, people and resources. These encroachments may be minor but if you look at the original map versus now versus what it will be with this project then the concerns are 100% valid.

2. The neighborhood learned a lot with the Aura (Audere) at 20th and ISR.

The parking issues that exist with one, two and three bedroom units is severely under calculated on what's needed. Residents use a nearby business parking lot or they take up resident parking spaces around the complex or they have to pay to park within the complex. The formula and factors for parking needs that the City is using is flawed. 3 bedroom units, typically have at least 2 vehicles that need to park, then add the other two rooms and you're adding 1 to 4 more cars. Where will all the visitor, delivery, and room mate cars park? Take more parking from residents and their guests? Having 2 multi family complexes with inadequate parking is NOT acceptable.

3. The commercial on ground floor is a great idea. What kind of commercial? What are the hours? Where is the additional on street parking coming from? There are single family homes directly north of this that may have to deal with parking nightmares. Is the commercial encroaching into areas that are supposed to be R-3 per the PPPSP?

4. They are asking for PUD equivalent of R-5. This is NOT acceptable. The R-3 zoning must be maintained or the specific plan is violated and sets a precedent for ignoring a specific plan for neighborhoods adjacent to the SR 51. In addition to the PUD issue, the reduced setbacks to single family residential is an issue. The removal/redesign to eliminate the units at the property line was a good choice. But having the entrance and exit directly adjacent to a house and also having the trash pickup in the same vicinity will not make for a pleasant experience.

Their application talks about walkability. Unless you are walking the dog, people don't walk to get coffee, to grocery shop and there are no office buildings near by to walk to. Bicycles are the same with a lack of bike lanes riders are extremely rare. Mass transit also doesn't support getting riders to the business districts due to schedules and time it takes. The majority of people working in a corporate setting will be driving. As noted there will be a heavy burden born by the neighborhood with overflow parking from the business and residents.

5. Balconies on the north side should be eliminated or screened so as not to disturb the single family residents to the north. The same issue was raised and addressed with the other apartment complex. Balconies were eliminated facing the neighborhood and landscaping places to provide screening.

6. Access to the site will put a huge burden on all of Peter's view. Most residents turn left onto 19th Street to enter the neighborhood. In addition, we have to compete with people making u-turns from eastbound ISR to westbound. The reasons are varied but the main ones are they live or go to one of the small businesses on the southside and they either want to west or get on to the 51. Others are trying to jump the left turn queue to north bound 51. Adding this development with only access through the neighborhood will place a significant amount of traffic on narrow streets that are in poor shape. We also have limited ingress and egress which this development will not help.

Lastly, the signal at 20th street is missing the southbound to eastbound turn arrow. This results in sitting through 3 or more cycles due to traffic in other directions. Though up the street, this is another piece of straw that will break the camel's back.

Traffic calming requirements on Devonshire 18th place and 19th street should be a stipulation if the residents agree.

7. It is likely the neighborhood will support taller walls like we did with the Aura which were 8 or 10 feet. The homeless and panhandlers will be an issue in the southwest corner of the property. Can trees be planted along the north property line to screen yards if balconies are present?

8. Tree and plant varieties seen in this mature neighborhood are preferred.

Thank you for your attention to this matter

Lee Busenbark
1902 e montecit

John Roanhorse

From: Mel <melissa.rhodes.az@gmail.com>
Sent: Friday, July 19, 2024 4:12 PM
To: John Roanhorse
Subject: Fwd: Fire safety at proposed PUD

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

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Hi John, I have spoken to 4 different departments trying to find out who the contact person for fire is, and have been directed to you. Can you help? Who is the person/fire inspector I can talk to about these safety concerns in our neighborhood and the requested PUD rezoning? My initial email/concerns are at the bottom of this thread.

Thank you,
Melissa Rhodes

Begin forwarded message:

From: PDD Fire Plan Review <pdd.fireplanreview@phoenix.gov>
Date: July 19, 2024 at 11:49:35 AM HST
To: Mel <melissa.rhodes.az@gmail.com>, PDD Fire Plan Review <pdd.fireplanreview@phoenix.gov>
Subject: RE: Fire safety at proposed PUD

Good day Melissa,

I would advise contacting the Village Planner for your area to get direction.

The planner for your area is John Roanhorse III. He may be reached at 602 261 8817 or john.roanhorse.iii@phoenix.gov

His office will be able to provide information on the project and will be able to tell you how far along the process is..

Regards,

Karen Roberts
Fire Prevention Specialist II
Planning and Development-Fire Plans Review
City of Phoenix
602 495 5586



From: Mel <melissa.rhodes.az@gmail.com>
Sent: Friday, July 19, 2024 1:00 PM
To: PDD Fire Plan Review <pdd.fireplanreview@phoenix.gov>
Subject: Fire safety at proposed PUD

Hello,

I'd like to find out who I can speak to about fire safety regulations in my area for new PUD developments.

There is a developer attempting to rezone two residential lots and a commercial lot to a PUD on my street. The addresses of the residential lots are 4109 and 4115 (I believe) N 18th St, 85016. The rezoning request is z-58-23.

In their first submission, the developers were told by the city that for fire safety purposes, they need to expand the cul-de-sac to 100 feet in diameter in order to rezone the lots. It is currently only 68 feet in diameter. There was a note that they could possibly request a waiver of this requirement, and I would like to speak with the person who is in charge of that decision. There are several safety concerns I would like to discuss with them.

1) City Services trucks already have to do a three-point turn in the cul-de-sac in order to pick up the recycling on 18th St., and those trucks are shorter than fire trucks.

2) their proposed plan does not have enough parking for the proposed number tenants, or any guests. There is an exit gate in their plan to 18th street. Although this has been labeled as an emergency exit gate in the plan, we have seen all over the city in these developments that people prop those gates open and park on the neighborhood streets. That means there will be tenants parking in the cul-de-sac, which will make it even smaller than 68 feet in diameter: impossible for fire trucks to get in or maneuver.

3) this cul-de-sac is right next to the freeway on ramp, and I'm not sure if that is considered in plans, or if ADOT has input on this? Allowing a regulation waiver here just seems dangerous.

My neighbors and I are very concerned about what this PUD will mean for us regarding safety if fire trucks are not able to use the street or turn the trucks around at the dead end.

Please reach out to me at 602-918-4441. I'd like to understand this process better and find out how to officially respond to any waiver of safety regulations the developer requests.

Thank you so much,
Melissa Rhodes
4121 N 18th St
Phoenix, AZ 85016

From: [Adrian G Zambrano](#)
To: [Mel](#)
Subject: RE: Application Z-58-23
Date: Wednesday, July 31, 2024 2:40:00 PM
Attachments: [image001.png](#)
[Z-58-23 Aerial REVISED 7-31-24.pdf](#)

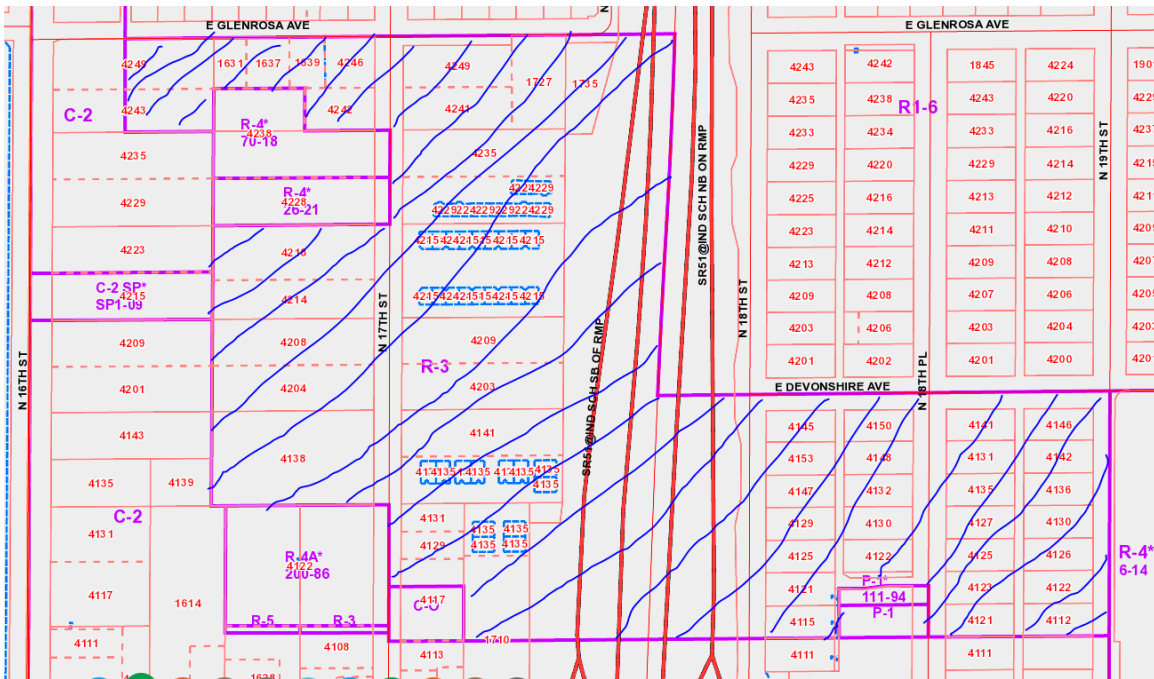
Hi Melissa,

We verified with the GIS team and management, and we confirmed that the zoning boundary should be taken to the centerline of 18th Street. However, this actually increases the gross acreage rather than reduces it. This is because, although the zoning boundary was taken to the centerline of the freeway, per the definition of “gross area” in the Phoenix Zoning Ordinance (Section 202), if a parcel abuts a freeway, the gross area shall include 25 feet of the freeway right-of-way: <https://phoenix.municipal.codes/ZO/202>. So, although the zoning boundary went to the centerline of the freeway, the GIS team was only calculating 25 feet of it to be included in the gross acreage. The GIS team mistook 18th St as being the freeway frontage road, so they were only including 25 feet of the east half of 18th Street into the gross acreage calculation. Because the east half of the 18th Street right-of-way is actually 30 feet wide, this results in an increased gross acreage. See revised sketch map attached.

The zoning boundary for your block actually crosses the freeway. See image below, I hatched the R-3 zoning boundary to make it easier to see. The north half of the R-3 zoning boundary aligns with the centerline of the freeway.

If you were to rezone your property and were adjacent to the freeway, you would be able to count 25 feet of the adjacent freeway right-of-way towards your gross area calculation, per the Phoenix Zoning Ordinance definition.

I will add this to the file for the record.



Best regards,



Adrian Zambrano
 Planner II - Village Planner
 Phone: 602-534-6057
 E-mail: adrian.zambrano@phoenix.gov

City of Phoenix
 ► Planning & Development Department
 Planning Division, Long Range Planning
 200 West Washington Street, 3rd Floor
 Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: Mel <melissa.rhodes.az@gmail.com>
Sent: Wednesday, July 31, 2024 11:20 AM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Subject: Re: Application Z-58-23

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That might make sense if they were building single-family residential properties (pursuing R1-6

zoning), but they are not. We wish they were! You are trying to play both sides of this to make it look like there is more land than there actually is, while increasing density and traffic by an obscene amount, counter to the neighborhood charter. The entire block you referenced is single-family residences, not a PUD or even multi-family. Those houses were there before the freeway, so if we are applying the rules however we want, we should just keep the lots as they are already zoned (as specifically mentioned in the SR-51 plan for this neighborhood).

Where are the zoning lines for my block? They aren't on your map...the block the lots actually sit on, that are already zoned R-3, multi-family. That would be a closer match to what the developers are trying to do, right? Do I get to count half the freeway in my acreage if I decide to build apartments on my lot?

Please let me know where the statutes for these calculations are in the city code. I want to see them. I am familiar with GIS, so I doubt it's going to be too technical for me.

I assume this is all public record and going in the case file, but if that doesn't happen automatically, I want it added. This needs to be documented on record for several reasons.

Thank you,
Melissa

On Jul 31, 2024, at 10:43 AM, Adrian G Zambrano <adrian.zambrano@phoenix.gov> wrote:

It is aligning with the zoning boundary to the north. As you can see in the image below, the R1-6 zoning boundary (purple lines) for the subdivision to the north of this site aligns with the center of the freeway, even though 18th St is the adjacent right-of-way. Because there are no properties on the west side of 18th Place, the zoning boundary for properties along the east side of 18th Place would include the full right-of-way of 18th Place, as well as half of the freeway right-of-way. The zoning boundary for this case would follow that same boundary alignment.

<image001.png>

Best regards,

<image002.jpg>

Adrian Zambrano
Planner II - Village Planner
Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov
City of Phoenix
► Planning & Development Department
Planning Division, Long Range Planning
200 West Washington Street, 3rd Floor

Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: Mel <melissa.rhodes.az@gmail.com>
Sent: Tuesday, July 30, 2024 6:36 PM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Subject: Re: Application Z-58-23

The public right of way adjacent to the site is 18th Street, not the freeway, so that sounds like it was calculated incorrectly by your own definition. You can see it on the map you've sent me. You have also included the on-ramp, which is a THIRD public right of way included in your calculation.

Why would the city increase acreage that has previously been established and has been confirmed by a survey? Where is the actual acreage being re-zoned supposed to be listed on an application? This seems misleading, and not standard. If the freeway is part of the acreage, then ADOT should weigh in on the zoning petition.

I would like the formula for how this acreage is calculated, which should be public.

Thank you,
-Melissa

On Jul 30, 2024, at 5:46 PM, Adrian G Zambrano
<adrian.zambrano@phoenix.gov> wrote:

Hi Melissa,

The discrepancy of the gross acreage may just have been how the surveyor calculated it versus how our Geographic Information Systems (GIS) team calculated it using the legal description provided by the applicant and using other methods the City uses when determining gross acreage. Gross acreage includes half of the public right-of-way adjacent to the site, and in this case, since the freeway was adjacent to the site we include that in the gross acreage as well, which you can see on the attached sketch map for this case.

Best regards,

<image001.jpg>

Adrian Zambrano
Planner II - Village Planner
Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov
City of Phoenix
► Planning & Development Department
Planning Division, Long Range Planning
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: Mel <melissa.rhodes.az@gmail.com>
Sent: Tuesday, July 30, 2024 3:36 PM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Subject: Application Z-58-23

Hi Adrian, I'd like this email and attachments added to the case file.

The three properties with proposed rezoning are 1.79 acres. The developer had a survey done over a year ago, and they do have the specific measurements.

I noticed they included a changed application dated 7/16/24 in the last letter they sent me. The information on the application appears the same, except for the gross acreage listed. It shows that the gross acreage of the three lots is 2.01 acres, signed and dated on 7/16/24.

The attorney included this updated application with their letter to the neighborhood, dated 7/17/24, acknowledging the collective property size of 1.79 acres. I have included copies of both dated applications, and the recent letter from the attorney. I reached out to the attorney to find out about the expanded property size. I have not received a response back yet, so I can only assume there is a typo in the updated application. I want to make sure the application on file with the city is accurate, so I am requesting that this discrepancy be corrected or explained.

Also, I met with the lead engineer at Phoenix Fire Prevention, and he confirmed that fire appeals are a public process; in case you have other residents with questions about the fire appeal process in the future.

Thank you,
Melissa Rhodes

<Z-58-23_Aerial.pdf>



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

APPLICATION TO AMEND ZONING ORDINANCE

APPLICATION NO: Z-58-23

PROPERTY LOCATION: Northwest corner of Indian School Road and 18th Place

TO BE CHANGED:

FROM: C-2,R-3,P-1

TO: PUD

PROPOSED USE: Mixed-Use Multifamily Residential and Commercial

LEGAL DESCRIPTION: See Attached

Ordinance #:

Ordinance Date:

Supplemental Map #:

CASE TYPE: PUD
GROSS ACREAGE: 1.8
CENSUS TRACT: 1085.01
DATE FILED: 9/1/2023

DSD #: 23-560
VILLAGE: Camelback East
Q.S. MAP: 17-31
TAZ:

CASE STATUS: Pending
ZONING MAP: H-9
COUNCIL DISTRICT: 4
FILING STAFF: 081866

OWNER: SR51 Indian School LLC
ADDRESS: 10751 N. Frank Lloyd Wright Blvd Ste 201 Scottsdale AZ 85259
OWNER EMAIL ADDRESS: hannah@wmbattorneys.com

PHONE NO.: (602) 230-0600

APPLICANT: Del Pueblo Communities
ADDRESS: 10751 N. Frank Lloyd Wright Blvd Ste 201 Scottsdale AZ 85259
APPLICANT EMAIL ADDRESS: ktl@azdelpueblo.com

PHONE NO.: (480) 497-6200

REPRESENTATIVE: Withey Morris Baugh, PLC - Jason Morris
ADDRESS: 2525 East Arizona Biltmore Circ. A-212 Phoenix AZ 85016
REPRESENTATIVE EMAIL ADDRESS: hannah@wmbattorneys.com

PHONE NO.: (602) 230-0600
FAX NO.:

An applicant may receive a clarification from the city of its interpretation or application of a statute, ordinance, code or authorized substantive policy statement. To request clarification or to obtain further information on the application process and applicable review time frames, please call 602-262-7131 (option 6), email zoning.mailbox@phoenix.gov or visit our website at <http://phoenix.gov/pdd/licensetimes.html>.

I declare that all information submitted is true and correct to the best of my knowledge and belief. I acknowledge that any error in my application may be cause for changing its normal scheduling.

SIGNATURE: Hannah Baugh

DATE: 9-1-23

POST APPLICATION MEETING DATE:

Zoning Hearing Officer

Planning Commission

City Council

FEE	FEE WAIVED	FEE DATE	RECEIPT	PURPOSE
\$4,340.00	\$0.00	9/1/2023		Original Filing Fee

(Additional Properties Attached)



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

APPLICATION TO AMEND ZONING ORDINANCE

APPLICATION NO: Z-58-23

PROPERTY LOCATION: Northwest corner of 18th Place and Indian School Road

TO BE CHANGED:

FROM: C-2,R-3,P-1

TO: PUD

PROPOSED USE: Mixed-use multifamily residential and commercial

LEGAL DESCRIPTION: See Attached

Ordinance #:	Ordinance Date:	Supplemental Map #:
CASE TYPE: PUD GROSS ACREAGE: 2.01 CENSUS TRACT: 1085.01 DATE FILED: 9/1/2023	DSD #: 23-560 VILLAGE: Camelback East Q.S. MAP: 17-31 TAZ:	CASE STATUS: Pending ZONING MAP: H-9 COUNCIL DISTRICT: 4 FILING STAFF: 081866 PHONE NO.: (602) 230-0600
OWNER: SR51 Indian School, LLC ADDRESS: 10751 N. Frank Lloyd Wright Blvd Ste 201 Scottsdale AZ 85259 OWNER EMAIL ADDRESS: hannah@wmbattorneys.com		PHONE NO.: (480) 497-6200
APPLICANT: Del Pueblo Communities ADDRESS: 10751 N. Frank Lloyd Wright Blvd Ste 201 Scottsdale AZ 85259 APPLICANT EMAIL ADDRESS: kl@azdelpueblo.com		PHONE NO.: (602) 230-0600 FAX NO.:
REPRESENTATIVE: Jason Morris, Withey Morris Baugh, PLC ADDRESS: 2525 East Arizona Biltmore Circ. A-212 Phoenix AZ 85016 REPRESENTATIVE EMAIL ADDRESS: hannah@wmbattorneys.com		

An applicant may receive a clarification from the city of its interpretation or application of a statute, ordinance, code or authorized substantive policy statement. To request clarification or to obtain further information on the application process and applicable review time frames, please call 602-262-7131 (option 6), email zoning.mailbox@phoenix.gov or visit our website at <http://phoenix.gov/pdd/licensetimes.html>.

I declare that all information submitted is true and correct to the best of my knowledge and belief. I acknowledge that any error in my application may be cause for changing its normal scheduling.

SIGNATURE: [Signature]

DATE: 7-16-24

POST APPLICATION MEETING DATE:

Zoning Hearing Officer	Planning Commission	City Council

FEE	FEE WAIVED	FEE DATE	RECEIPT	PURPOSE
\$4,340.00	\$0.00	9/1/2023		Original Filing Fee

(Additional Properties Attached)



WITHEY
MORRIS
BAUGH

July 17, 2024

Re: Rezoning – Z-58-23 - Property Located at the NWC of 18th Place and Indian School Rd, Phoenix, Arizona

Dear Property Owner or Neighborhood Association Representative:

Our office represents Del Pueblo Communities regarding the above property, located at the northwest corner of 18th Place and Indian School Road (the "Property"), as identified on the enclosed aerial map. The Property is approximately 1.79 acres in size and is currently vacant.

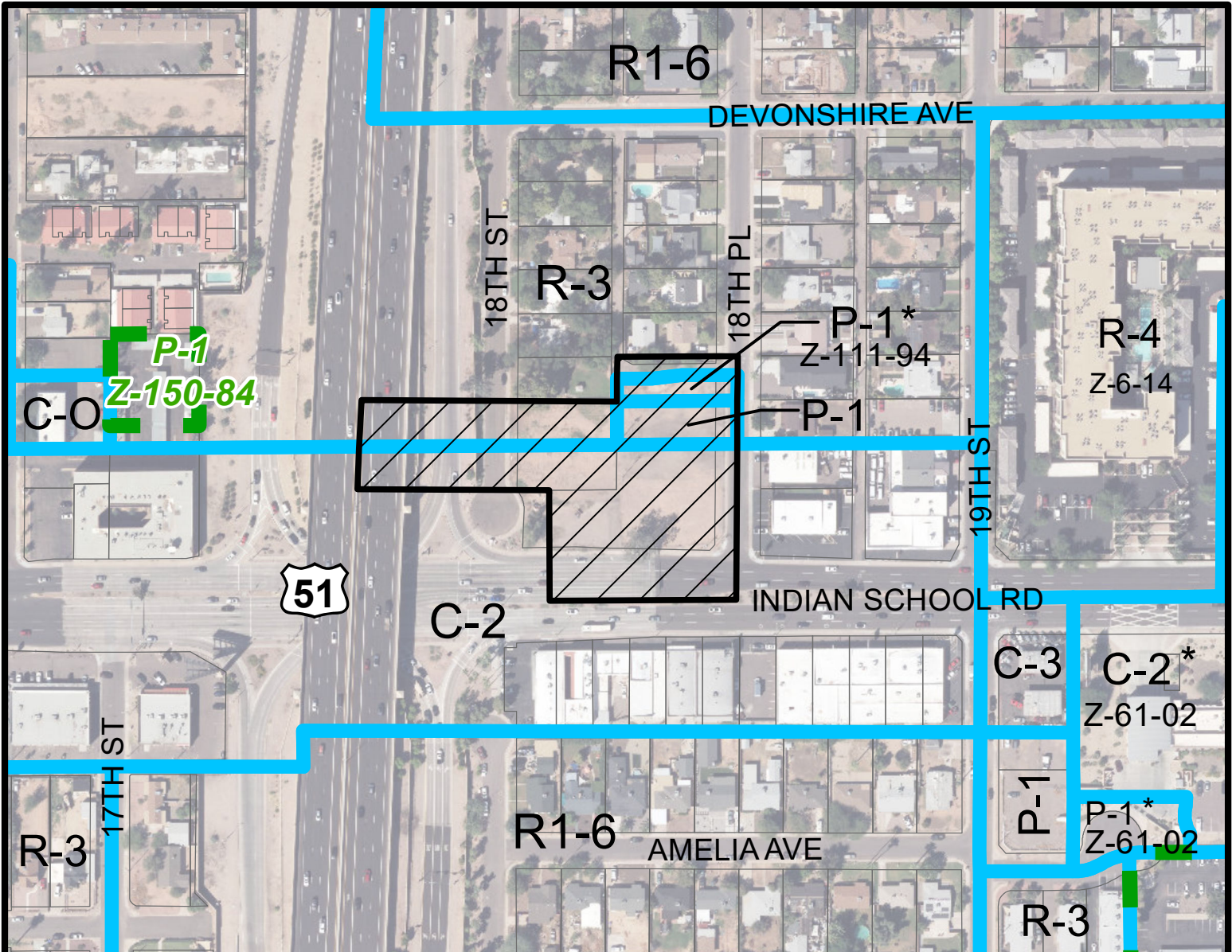
For years the Property consisted of a combination of underutilized commercial and residential parcels which became more difficult to develop when the SR-51 was constructed. Following the SR-51 opening, the site remained vacant for years as commercial users were not interested due to the difficult access to and from the Property. Therefore, we are excited to announce that Del Pueblo Communities is looking to develop the Property to create a mixed-use multifamily residential community, with ground floor commercial/retail opportunities, that will create a walkable environment along Indian School Road and 18th Place. The development will include high quality materials and design features that will enhance the area and reinvigorate the vacant lot.

As you may be aware from previous correspondence, we have filed a rezoning application with the City of Phoenix to amend the zoning of the Property from C-2, P-1, and R-3 to a Planned Unit Development (PUD) to allow the proposed mixed-use project. The application form is attached, and a copy of the Planned Unit Development narrative can be found online at <https://www.phoenix.gov/pdd/planning-zoning/pzservices/pud-cases>.

We wanted to inform you that a Village Planning Committee meeting has now been scheduled to provide additional information about the development. Please note that no recommendation will be provided at the Village Planning Committee meeting. The Camelback East Village Planning Committee meeting will be held as follows:

Date:	August 6, 2024
Time:	6:00 p.m.
Location:	Devonshire Senior Center 2802 E. Devonshire Avenue Phoenix, AZ In the Auditorium

You are welcome to attend this informational meeting to hear about the case or share your thoughts about it. Please confirm the meeting details with the Phoenix Planning & Development Department before attending as the details could change. Hearing information will be posted on the Property.



Miles

0.035 0.0175 0 0.035

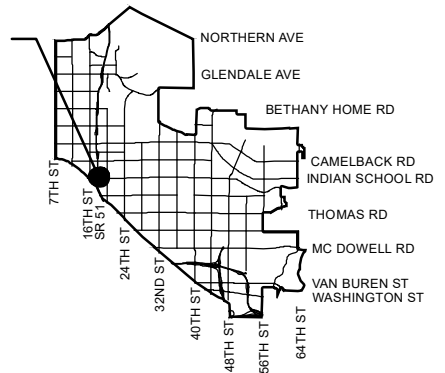
CAMELBACK EAST VILLAGE

CITY COUNCIL DISTRICT: 4



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Z-58-23



APPLICANT'S NAME: Del Pueblo Communities

APPLICATION NO. Z-58-23

DATE: 9/08/2023
REVISION DATES:

GROSS AREA INCLUDING 1/2 STREET
AND ALLEY DEDICATION IS APPROX.

2.01 Acres

AERIAL PHOTO &
QUARTER SEC. NO.

QS 17-31

ZONING MAP

H-9

REQUESTED CHANGE:

FROM: R-3 (0.32 a.c.)
C-2 (1.34 a.c.)
P-1 (0.35 a.c.)

TO: PUD (2.01 a.c.)

MULTIPLES PERMITTED

R-3, C-2, P-1
PUD

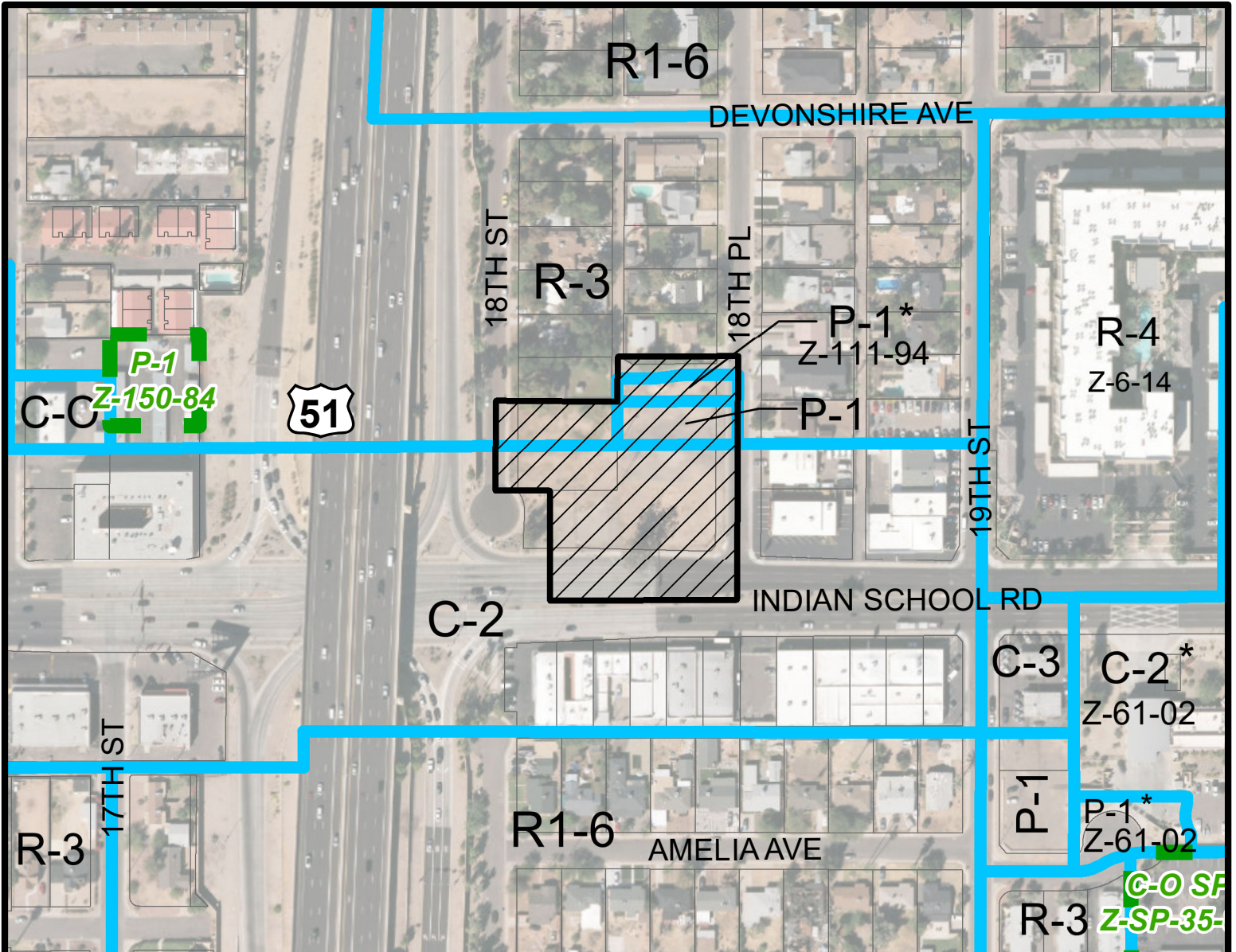
CONVENTIONAL OPTION

4, 19, N/A
91

* UNITS P.R.D. OPTION

5, 23, N/A
N/A

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



Miles

0.035 0.0175 0 0.035

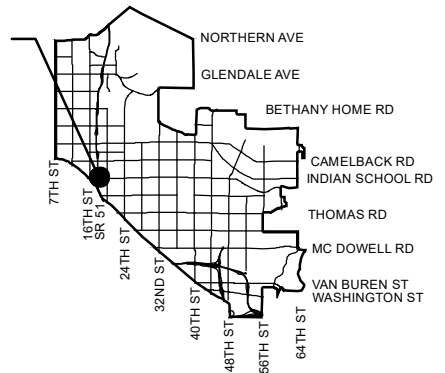
CAMELBACK EAST VILLAGE

CITY COUNCIL DISTRICT: 4



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Z-58-23



APPLICANT'S NAME: Del Pueblo Communities

APPLICATION NO. Z-58-23

GROSS AREA INCLUDING 1/2 STREET
AND ALLEY DEDICATION IS APPROX.

2.03 Acres

DATE: 9/08/2023
REVISION DATES:

7/31/2024

AERIAL PHOTO &
QUARTER SEC. NO.

QS 17-31

ZONING MAP

H-9

REQUESTED CHANGE:

FROM: R-3 (0.33 a.c.)
C-2 (1.35 a.c.)
P-1 (0.35 a.c.)

TO: PUD (2.03 a.c.)

MULTIPLES PERMITTED

R-3, C-2, P-1
PUD

CONVENTIONAL OPTION

5, 19, N/A
91

* UNITS P.R.D. OPTION

5, 23, N/A
N/A

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

From: [Mel](#)
To: [Adrian G Zambrano](#)
Cc: [L. B.](#); [Anthony M Grande](#); [Council District 4](#); [Council District 6 PCC](#)
Subject: Re: Camelback East VPC
Date: Tuesday, April 22, 2025 6:52:50 PM

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Because the city has acknowledged that increasing density in our specific neighborhood will cause substantial damage to the neighborhood (based on the impact the city already created when they built the 51 freeway), we will hold the city accountable to that. This is in addition to holding the city accountable to their own maximum traffic capacities both in neighborhoods and on collector streets like 20th. Adding the fact that the developer refuses to comply with fire access code, this is a trifecta of damages to homeowners in my neighborhood, and we believe courts will agree.

We have not been opposed to responsible development, and we have said that repeatedly over the past 5 years. This developer and his attorney continue to say they have worked with the community, despite making no changes to their plan that are not required for building code compliance, and even still, they are not in compliance with all safety codes.

We will call the city out for ignoring corruption by the developer and his attorney, attempting to manipulate a public process by pursuing support letters from people who are not impacted by this development. We saw this play out on the Turney project and we will not allow this to happen again without calling it what it is.

-Melissa Rhodes

On Apr 22, 2025, at 4:57 PM, Adrian G Zambrano <adrian.zambrano@phoenix.gov> wrote:

Hi Melissa,

Yes, the staff report will address adopted policy plans that the site is located within and will provide background on recommendations of the policy plan in relation to the site. Please note that the Piestewa Peak Parkway Specific Plan is a policy plan and is not regulatory. The site is located within Segment 4 of the specific plan. Staff recommended stipulations in relation to the specific plan would be limited to mitigation measures the plan recommends in relation to the freeway, in terms of noise mitigation, landscaping, etc.

Best regards,

 **Adrian Zambrano** (*he/him/his*)
Planner II - Village Planner
Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov
City of Phoenix
► Planning & Development Department
Planning Division, Long Range Planning
200 West Washington Street, 3rd Floor

Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: Mel <melissa.rhodes.az@gmail.com>
Sent: Tuesday, April 22, 2025 4:43 PM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Cc: L. B. <eskieowner@gmail.com>; Anthony M Grande <anthony.grande@phoenix.gov>; Council District 4 <council.district.4@phoenix.gov>; Council District 6 PCC <District6@phoenix.gov>
Subject: Re: Camelback East VPC

Hi Adrian, in the staff comments, I am expecting the city's promises to our neighborhood based on the Piestewa Peak Freeway plan (the original squaw peak freeway plan) to be addressed. Will you please confirm if this I had been addressed in the staff report? I specifically requested that you address it in the staff report the last time we were communicating.

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Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov
City of Phoenix
► Planning & Development Department
Planning Division, Long Range Planning
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: L. B. <eskieowner@gmail.com>
Sent: Tuesday, April 22, 2025 4:04 PM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Cc: Anthony M Grande <anthony.grande@phoenix.gov>; Mel
<melissa.rhodes.az@gmail.com>; Council District 4 <council.district.4@phoenix.gov>;
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To: L. B. <eskieowner@gmail.com>; Adrian G Zambrano
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<image005.jpg>

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Sent: Tuesday, April 22, 2025 12:34 PM

To: Anthony M Grande <anthony.grande@phoenix.gov>

Subject: Camelback East VPC

Good Afternoon Anthony,

I wanted to ask whether the **agenda for the May 6th Camelback East Village Planning Committee meeting** has been finalized. I didn't see it posted yet when I checked the website, so I wanted to confirm whether anything has been scheduled for that date.

Additionally, could you please provide an update on the **status of the staff report for zoning case Z-58-23** (18th Street and Indian School Road)?

Thank you in advance for your time and help.

--

Lee Busenbark

From: [L. B.](#)
To: [Adrian G Zambrano](#)
Cc: [Mel](#); [Anthony M Grande](#); [Council District 4](#); [Council District 6 PCC](#); [Mayor Gallego](#); [Tricia Gomes](#)
Subject: Re: Camelback East VPC
Date: Wednesday, April 23, 2025 1:42:47 PM

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](#)

Adrian,

With all due respect, I disagree with the City's current interpretation of the proposed Planned Unit Development (PUD) at Indian School Road and 18th Place. I believe this proposal **disregards key policies of the Piastewa Peak Parkway Specific Plan**, undermines **established zoning protections**, and imposes **significant new burdens on the surrounding residential community**.

Contradicts the Vision for Stable Neighborhoods

The Specific Plan designates the area between Indian School Road and Camelback Road, from 16th to 20th Streets, as **stable residential**. It clearly recommends that areas outside the Camelback East Village Core be preserved. The current C-2, R-3, and P-1 zoning reflects this vision, providing a reasonable mix of uses while protecting nearby single-family residences. Introducing a high-density PUD in this location overrides these protections and opens the door to unchecked redevelopment pressure.

Height and Density Are Inappropriate for This Site

The proposed building height—**60 feet to the parapet**—is excessive and incompatible with the surrounding context. Even the nearby Audere project was restricted to **four stories (48-ft)**, with the developer's request for five denied following neighborhood input. Unlike the Audere, this proposal does **not include any transitional elements**, such as carriage houses, to soften its impact on nearby homes. It pushes a full-scale multifamily structure to the max with no meaningful visual or structural buffer.

Privacy and Screening Are Insufficient

The site plan proposes **rooftop amenities and second level pool with no screening**, creating direct sightlines into the backyards and windows of homes to the north. Claims that surface parking or additional landscaping provide a sufficient buffer are unfounded. Residents have already spent two years trying to enforce landscaping stipulations at the Audere—and those promises remain unfulfilled. Given that history, there is no reason to believe this proposal will deliver better results, particularly when **staff recommendations have not been shared**. Without transparency, the public cannot evaluate how the City intends to "protect" the neighborhood.

R-3 Includes Single-Family Residences

It is important to clarify that R-3 zoning allows for **single-family homes**, not just multifamily units. These homes exist in and around the proposed site. The protections offered by the Specific Plan were not limited to R1-6 parcels—they were intended to uphold **neighborhood continuity** across a range of residential types. A dense, podium-style apartment development violates this principle and amounts to a de facto upzoning without proper justification.

Existing Zoning Already Allows Development

The developer holds substantial rights under the existing C-2 and R-3 zoning. If the intent is to develop housing or commercial space, that can be done **without erasing current zoning protections**. Rezoning is discretionary and must be consistent with adopted plans. If R-3 is the appropriate fit, it should be applied uniformly across the parcel—not bypassed through a custom PUD designed to maximize density.

Unassessed Traffic Burden on Local Streets

All traffic from the proposed **76-unit residential and commercial development** will enter and exit through narrow residential streets, including 18th Place and Devonshire Avenue. These streets are used by families, pedestrians, and residents daily—and were not designed for this volume or type of use.

To date, the **Traffic Impact Analysis (TIA) has not been shared** with the public despite a public records request filed in January. There has also been **no transparent evaluation of the 19th Street intersection**, which will serve as the primary access point. Without this data, **neither the City nor the developer has a clear understanding of the traffic challenges** this project creates. Moving forward without a full traffic analysis is irresponsible and puts neighborhood safety at risk.

Residents Have the Right to Communicate

Finally, I must respectfully address the City's instruction not to copy multiple Councilmembers due to Open Meeting Law concerns. Those rules govern elected officials—not residents. As a constituent, I have both the **right and responsibility** to keep my representatives informed on matters that impact my neighborhood. I will continue to do so. **Open and transparent communication with elected officials is essential to public trust and good governance.**

If my efforts to keep elected officials informed are of concern, please let me know. I am happy to **exclude staff from future correspondence if preferred**, but I will continue to ensure that those making decisions are fully aware of the community's position and the long-term implications of this proposal.

In light of the concerns outlined above, I am requesting that you coordinate a meeting with **Josh Bednarek** and **Trisha Gomes** to discuss this matter further. There are clear issues in the **interpretation and application of the Specific Plan and zoning policies** as they relate to this site, and it is important that these be addressed in a collaborative and transparent setting **before the staff report is issued**.

Sincerely,
Lee

On Wed, Apr 23, 2025 at 11:48 AM Adrian G Zambrano <adrian.zambrano@phoenix.gov> wrote:

Hi Lee,

On page 25 of the Piestewa Peak Parkway Specific Plan within the “Proposed Land Use Changes” element, it recommends for Segment 4 that the land uses between Indian School Road and Camelback Road, from 16th to 20th Streets, be preserved outside of the Camelback East Village Core. The existing zoning on the property at the northwest corner of Indian School Road and 18th Place (Commercial C-2 District – Intermediate Commercial, R-3 Multifamily Residence District, and Parking P-1 District – Passenger Automobile Parking, Limited) allow commercial, multifamily residential, and surface parking lot land uses. These are the same land uses being proposed for the Indian School Road and 18th Place PUD (Z-58-23-4). Thus, staff would generally consider those land uses would be preserved.

On page 5 of the plan, in the “Modified Recommendations” section for Indian School Road to Devonshire, east of the freeway to 20th Street, it recommends that the “high density residential zoning” (the R-3 zoning) north of the commercial property along Indian School Road not be expanded north of Devonshire Avenue, since the properties north of Devonshire Avenue are zoned R1-6 (Single-Family Residence District). It does not make any specific recommendations regarding density for the commercial property. Additionally, per the most recent site plan that was submitted for this case, the parcels currently zoned R-3 and P-1 will mostly have no buildings located on them (and thus, not really any density on those individual parcels), as the PUD incorporates a larger building setback/stepback provision from the north property line, and density would be concentrated mostly to the south, on the existing commercially zoned portion of the property. The parcels currently zoned R-3 and P-1 are planned to mainly have surface parking lots and landscaping.

Staff generally agrees that adjacent single-family residential uses should be protected, which is why staff has recommended in prior reviews that a larger landscape buffer be provided along the north property line, and that the PUD incorporate a larger building setback / building stepback provision from the north property line, which the PUD has incorporated.

Please refrain from adding additional City Council members to an email chain, as a certain number of members that are present on any Committee, Board, Commission, or City Council constitutes a quorum and would violate Arizona Open Meeting Law for having a quorum of members present without posting an advance public notice. For the City Council, 5 members present constitutes a quorum.

Best regards,

Adrian Zambrano (*he/him/his*)

Planner II - Village Planner

Phone: 602-534-6057

E-mail: adrian.zambrano@phoenix.gov
City of Phoenix

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Cc: Mel <melissa.rhodes.az@gmail.com>; Anthony M Grande <anthony.grande@phoenix.gov>; Council District 4 <council.district.4@phoenix.gov>; Council District 6 PCC <District6@phoenix.gov>; Mayor Gallego <mayor.gallego@phoenix.gov>; Tricia Gomes <tricia.gomes@phoenix.gov>
Subject: Re: Camelback East VPC

Thank you for your response and for confirming that the staff report will address the adopted policy plans relevant to this site.

I'd like to offer some additional context regarding the role of the Piestewa Peak Parkway Specific Plan in evaluating this rezoning request.

While I understand the plan is considered non-regulatory, it remains an adopted City Council policy document, developed through a public process specifically to guide land use decisions along the SR-51 corridor. It was designed to balance regional mobility with the livability and stability of adjacent neighborhoods like Peters View — particularly where freeway-adjacent parcels intersect with established residential areas.

This site is located within Segment 4 of the Specific Plan, which contains clear guidance around land use compatibility and the preservation of low- and medium-density zoning patterns. It does not envision high-density, podium-style, mixed-use development directly adjacent to R-3 homes. To suggest that the plan's relevance is limited to post-entitlement issues — such as landscaping or noise mitigation — undermines its core purpose: to inform and shape land use decisions before zoning entitlements are granted.

While landscaping and sound buffers may help manage impacts, they are not substitutes for compatibility. The most effective form of mitigation is appropriate zoning — land use that respects scale, access, and the planning context of the surrounding area. Reducing the Specific Plan's role to post-approval site treatment diminishes the intent of the City's own long-range planning process.

It's also important to recognize that SR-51 was originally planned and implemented by the City of Phoenix, not ADOT. The Specific Plan was created during that time as a tool to guide development pressure, avoid incompatible land use, and protect nearby neighborhoods from speculation and over-intensification. While ADOT now manages the freeway, the City retains full control over surrounding zoning decisions. Crucially, ADOT has never revisited the public process or updated the plan in coordination with neighborhoods. In that vacuum, the Specific Plan remains the only adopted framework that reflects community expectations for this corridor.

If the freeway were being proposed today, it would trigger full review under the National Environmental Policy Act (NEPA) — including a comprehensive evaluation of land use impacts, induced development, and neighborhood compatibility. Peters View would be identified as a community facing heightened vulnerability to speculative redevelopment. NEPA would require meaningful public engagement, alternatives analysis, and binding mitigation — all of which are absent in the current process. That leaves the Specific Plan as the only meaningful safeguard still in place, and one that should be taken seriously.

To disregard that framework now — particularly in a case that clearly conflicts with its vision — risks more than a questionable development outcome. It undermines public trust in the City's planning process and sends the message that adopted policy plans are symbolic at best. And it's important to understand that destabilization doesn't only happen in areas facing blight or disinvestment — it happens in neighborhoods like Peters View, where entire blocks were torn apart during the design and construction of the Parkway itself.

The fabric of this community is directly tied to the SR-51 — not just in geography, but in its planning legacy. The Specific Plan is one of the only remaining documents that acknowledges what this neighborhood went through and attempts to protect it going forward. Minimizing its importance now puts that legacy — and the stability of freeway adjacent neighborhoods — at risk.

To be clear, we remain open to responsible redevelopment. We believe there is a path forward that reflects both the site's potential and the planning principles already in place. Our hope is that the staff report and eventual recommendation reflect that balance.

Sincerely,

Lee Busenbark

On Tue, Apr 22, 2025, 4:57 PM Adrian G Zambrano <adrian.zambrano@phoenix.gov> wrote:

Hi Melissa,

Yes, the staff report will address adopted policy plans that the site is located within and will provide background on recommendations of the policy plan in relation to the site. Please note that the Piestewa Peak Parkway Specific Plan is a policy plan and is not regulatory. The site is located within Segment 4 of the specific plan. Staff recommended stipulations in relation to the specific plan would be limited to mitigation measures the plan recommends in relation to the freeway, in terms of noise mitigation, landscaping, etc.

Best regards,



Adrian Zambrano (he/him/his)

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Additionally, could you please provide an update on the **status of the staff report for zoning case Z-58-23** (18th Street and Indian School Road)?

Thank you in advance for your time and help.

--

Lee Busenbark

--

Lee Busenbark

From: [Mel](#)
To: [Adrian G Zambrano](#)
Cc: [L. B.](#); [Anthony M Grande](#); [Council District 4](#); [Council District 6 PCC](#); [Mayor Gallego](#); [Tricia Gomes](#)
Subject: Re: Camelback East VPC
Date: Wednesday, April 23, 2025 12:01:18 PM

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R3 is not high density, and there is specific verbiage about our neighborhood, saying they do not recommend increasing density in our specific neighborhood above the existing R3 because it will be detrimental. Calling R3 high density to justify R5 density is irresponsible and does not make it true.

On Apr 23, 2025, at 11:48 AM, Adrian G Zambrano <adrian.zambrano@phoenix.gov> wrote:

Hi Lee,

On page 25 of the Piestewa Peak Parkway Specific Plan within the “Proposed Land Use Changes” element, it recommends for Segment 4 that the land uses between Indian School Road and Camelback Road, from 16th to 20th Streets, be preserved outside of the Camelback East Village Core. The existing zoning on the property at the northwest corner of Indian School Road and 18th Place (Commercial C-2 District – Intermediate Commercial, R-3 Multifamily Residence District, and Parking P-1 District – Passenger Automobile Parking, Limited) allow commercial, multifamily residential, and surface parking lot land uses. These are the same land uses being proposed for the Indian School Road and 18th Place PUD (Z-58-23-4). Thus, staff would generally consider those land uses would be preserved.

On page 5 of the plan, in the “Modified Recommendations” section for Indian School Road to Devonshire, east of the freeway to 20th Street, it recommends that the “high density residential zoning” (the R-3 zoning) north of the commercial property along Indian School Road not be expanded north of Devonshire Avenue, since the properties north of Devonshire Avenue are zoned R1-6 (Single-Family Residence District). It does not make any specific recommendations regarding density for the commercial property. Additionally, per the most recent site plan that was submitted for this case, the parcels currently zoned R-3 and P-1 will mostly have no buildings located on them (and thus, not really any density on those individual parcels), as the PUD incorporates a larger building setback/stepback provision from the north property line, and density would be concentrated mostly to the south, on the existing commercially zoned portion of the property. The parcels currently zoned R-3 and P-1 are planned to mainly have surface parking lots and landscaping.

Staff generally agrees that adjacent single-family residential uses should be protected, which is why staff has recommended in prior reviews that a larger landscape buffer be provided along the north property line, and that the PUD incorporate a larger building setback / building stepback provision from the north property line, which the PUD has incorporated.

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Best regards,

 **Adrian Zambrano** (*he/him/his*)
Planner II - Village Planner
Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov
City of Phoenix
► Planning & Development Department
Planning Division, Long Range Planning
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: L. B. <eskieowner@gmail.com>
Sent: Tuesday, April 22, 2025 6:02 PM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Cc: Mel <melissa.rhodes.az@gmail.com>; Anthony M Grande <anthony.grande@phoenix.gov>; Council District 4 <council.district.4@phoenix.gov>; Council District 6 PCC <District6@phoenix.gov>; Mayor Gallego <mayor.gallego@phoenix.gov>; Tricia Gomes <tricia.gomes@phoenix.gov>
Subject: Re: Camelback East VPC

Thank you for your response and for confirming that the staff report will address the adopted policy plans relevant to this site.

I'd like to offer some additional context regarding the role of the Piestewa Peak Parkway Specific Plan in evaluating this rezoning request.

While I understand the plan is considered non-regulatory, it remains an adopted City Council policy document, developed through a public process specifically to guide land use decisions along the SR-51 corridor. It was designed to balance regional mobility with the livability and stability of adjacent neighborhoods like Peters View — particularly where freeway-adjacent parcels intersect with established residential areas.

This site is located within Segment 4 of the Specific Plan, which contains clear guidance around land use compatibility and the preservation of low- and medium-density zoning patterns. It does not envision high-density, podium-style, mixed-use development directly adjacent to R-3 homes. To suggest that the plan's relevance is limited to post-entitlement issues — such as landscaping or noise mitigation — undermines its core purpose: to inform and shape land use decisions before zoning entitlements are granted.

While landscaping and sound buffers may help manage impacts, they are not substitutes for compatibility. The most effective form of mitigation is appropriate zoning — land use that respects scale, access, and the planning context of the surrounding area. Reducing the Specific Plan's role to post-approval site treatment diminishes the intent of the City's own long-range planning process.

It's also important to recognize that SR-51 was originally planned and implemented by the City of Phoenix, not ADOT. The Specific Plan was created during that time as a tool to guide development

pressure, avoid incompatible land use, and protect nearby neighborhoods from speculation and over-intensification. While ADOT now manages the freeway, the City retains full control over surrounding zoning decisions. Crucially, ADOT has never revisited the public process or updated the plan in coordination with neighborhoods. In that vacuum, the Specific Plan remains the only adopted framework that reflects community expectations for this corridor.

If the freeway were being proposed today, it would trigger full review under the National Environmental Policy Act (NEPA) — including a comprehensive evaluation of land use impacts, induced development, and neighborhood compatibility. Peters View would be identified as a community facing heightened vulnerability to speculative redevelopment. NEPA would require meaningful public engagement, alternatives analysis, and binding mitigation — all of which are absent in the current process. That leaves the Specific Plan as the only meaningful safeguard still in place, and one that should be taken seriously.

To disregard that framework now — particularly in a case that clearly conflicts with its vision — risks more than a questionable development outcome. It undermines public trust in the City’s planning process and sends the message that adopted policy plans are symbolic at best. And it’s important to understand that destabilization doesn’t only happen in areas facing blight or disinvestment — it happens in neighborhoods like Peters View, where entire blocks were torn apart during the design and construction of the Parkway itself.

The fabric of this community is directly tied to the SR-51 — not just in geography, but in its planning legacy. The Specific Plan is one of the only remaining documents that acknowledges what this neighborhood went through and attempts to protect it going forward. Minimizing its importance now puts that legacy — and the stability of freeway adjacent neighborhoods — at risk.

To be clear, we remain open to responsible redevelopment. We believe there is a path forward that reflects both the site’s potential and the planning principles already in place. Our hope is that the staff report and eventual recommendation reflect that balance.

Sincerely,

Lee Busenbark

On Tue, Apr 22, 2025, 4:57 PM Adrian G Zambrano <adrian.zambrano@phoenix.gov> wrote:

Hi Melissa,

Yes, the staff report will address adopted policy plans that the site is located within and will provide background on recommendations of the policy plan in relation to the site. Please note that the Piastewa Peak Parkway Specific Plan is a policy plan and is not regulatory. The site is located within Segment 4 of the specific plan. Staff recommended stipulations in relation to the specific plan would be limited to mitigation measures the plan recommends in relation to the freeway, in terms of noise mitigation, landscaping, etc.

Best regards,

Adrian Zambrano (he/him/his)
Planner II - Village Planner
Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov
City of Phoenix
► Planning & Development Department
Planning Division, Long Range Planning
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

<image001.jpg>

Mission: Planning, Development and Preservation for a Better Phoenix

From: Mel <melissa.rhodes.az@gmail.com>

Sent: Tuesday, April 22, 2025 4:43 PM

To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>

Cc: L. B. <eskieowner@gmail.com>; Anthony M Grande <anthony.grande@phoenix.gov>; Council District 4 <council.district.4@phoenix.gov>; Council District 6 PCC <District6@phoenix.gov>

Subject: Re: Camelback East VPC

Hi Adrian, in the staff comments, I am expecting the city's promises to our neighborhood based on the Piestewa Peak Freeway plan (the original squaw peak freeway plan) to be addressed. Will you please confirm if this I had been addressed in the staff report? I specifically requested that you address it in the staff report the last time we were communicating.

If the city moves forward with recommending this zoning be approved, we are exploring our litigation options against the city, based on protections we were promised, given the unique difficulties the freeway created in our neighborhood.

Please include this in the case file for documentation purposes.

-Melissa

On Apr 22, 2025, at 4:27 PM, Adrian G Zambrano
<adrian.zambrano@phoenix.gov> wrote:

Hi Lee,

Please submit a Public Records Request for rezoning case Z-58-23-4 third review staff comments. Once submitted, please send me the reference number, and then I can share the third review staff comments with you:

[https://cityofphoenixaz.govqa.us/WEBAPP/_rs/\(S\(iifbx0upnorig5xesvtjilji\)\)/supporthome.aspx](https://cityofphoenixaz.govqa.us/WEBAPP/_rs/(S(iifbx0upnorig5xesvtjilji))/supporthome.aspx)
[cityofphoenixaz.govqa.us]

The TIA would need to be shared by the Street Transportation Department. I will forward the request to them. It may be helpful if you have the reference number for this Public Records Request as well.

Staff recommended stipulations will be part of the staff report and will be published a week prior to the first public hearing.

Best regards,

Adrian Zambrano (*he/him/his*)
Planner II - Village Planner
Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov
City of Phoenix

<image001.jpg>

► Planning & Development Department
Planning Division, Long Range Planning
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: L. B. <eskieowner@gmail.com>
Sent: Tuesday, April 22, 2025 4:04 PM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Cc: Anthony M Grande <anthony.grande@phoenix.gov>; Mel
<melissa.rhodes.az@gmail.com>; Council District 4 <council.district.4@phoenix.gov>;
Council District 6 PCC <District6@phoenix.gov>
Subject: Re: Camelback East VPC

Thank you. Would you please share your comments on the last submittal?

Also my public records request for a copy of the TIA has been in limbo for 4 months. Can you please provide?

Our learning experience from the last development is that the stipulations are best provided earlier than later. We would like to see what the city is proposing so we may add to those.

Lee Busenbark

On Tue, Apr 22, 2025, 3:58 PM Adrian G Zambrano
<adrian.zambrano@phoenix.gov> wrote:

Hi Lee,

While it is generally encouraged for a project to gain support from adjacent property owners, it is not a requirement of the City for the project to obtain letters of support from the adjacent properties. I don't imagine that the applicant's PUD Development Narrative hearing draft, once submitted, will be much different from the last PUD Development Narrative submittal, date stamped November 26, 2024. Most changes will likely be to address City staff's 3rd review comments, unless the applicant chooses to modify anything else within the PUD Narrative.

The surrounding property owners within 600 feet of the site and all registered neighborhood organizations within 1 mile of the site will be notified via mail of the upcoming public hearing dates, once those are scheduled. The applicant will be required to mail those notification letters a minimum of 10 calendar days prior to the first public hearing. There will be a period for public comment at all three public hearings, and the decision-making bodies will consider public testimony when making their final decision on the case.

Staff recommended stipulations will typically focus on specific changes that

still need to be made to the PUD Development Narrative based on comments that staff provided to the applicant in the multiple review cycles the PUD has gone through, in addition to stipulations added by other City departments based on their reviews.

Community-recommended stipulations would typically be added by the Village Planning Committee (VPC), Planning Commission (PC), and/or City Council (CC) during the public hearing process. During public comment at these public hearings, you would want to propose your recommended stipulations to the VPC, PC, and/or CC (and perhaps email to them ahead of time for their review), and the VPC, PC and/or CC would vote on whether or not to add those stipulations in their decision. I would recommend you email your proposed stipulations to City staff ahead of time as well, so we could work on the language with you and ensure that they would be legal and enforceable rezoning stipulations. Below is what we look for when determining if a stipulation is legal and enforceable.

<image004.png>

Best regards,

<image001.jpg> **Adrian Zambrano** (*he/him/his*)
Planner II - Village Planner
Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov
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From: L. B. <eskieowner@gmail.com>
Sent: Tuesday, April 22, 2025 3:20 PM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Cc: Anthony M Grande <anthony.grande@phoenix.gov>; Mel <melissa.rhodes.az@gmail.com>; Council District 4 <council.district.4@phoenix.gov>; council.discouncil.district.6@phoenix.gov
Subject: Re: Camelback East VPC

Thank you for the update.

I wanted to raise a concern regarding the applicant's outreach. They've launched a website and are actively soliciting letters of support — primarily from individuals outside the neighborhood. The site has not been shared with any residents directly adjacent to the proposed development. In fact, we only learned about it from a neighbor in an entirely different part of the City.

Unfortunately, this is happening without any renewed engagement from the

applicant. We have not received any communication since their initial submittal, yet they appear to be suggesting that coordination with the neighborhood is ongoing. That is simply not the case, and it's deeply concerning.

We want to be part of this process and remain committed to supporting responsible development — something that genuinely works for the neighborhood and aligns with general, specific and village character plans already in place.

Please also ensure that both myself and Melissa Rhodes are included in all future discussions related to stipulations. We each have stipulations to propose and want to ensure they are given full consideration.

Lee Busenbark

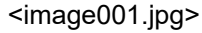
On Tue, Apr 22, 2025, 2:43 PM Adrian G Zambrano

<adrian.zambrano@phoenix.gov> wrote:

Hi Lee,

Third review comments were sent to the applicant on December 16, 2024. The applicant has not resubmitted since then, so currently it is in the applicant's hands. Once they resubmit, assuming it is the hearing draft, then we will draft stipulations and discuss them with the applicant, and if everything looks good to move forward, then we would provide them with public hearing dates and begin to draft the staff report, which would be finalized and posted about a week prior to the first scheduled public hearing (Camelback East Village Planning Committee).

Best regards,

 **Adrian Zambrano** (*he/him/his*)
Planner II - Village Planner
Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov
City of Phoenix
► Planning & Development Department
Planning Division, Long Range Planning
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

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From: Anthony M Grande <anthony.grande@phoenix.gov>

Sent: Tuesday, April 22, 2025 2:38 PM

To: L. B. <eskieowner@gmail.com>; Adrian G Zambrano

<adrian.zambrano@phoenix.gov>

Subject: RE: Camelback East VPC

Hi Lee,

The agenda for May 6 has not been finalized, but there will be no rezoning cases on the agenda. The sign posting deadline for that meeting would have been yesterday, and I don't have any cases that posted signs. Regarding the status of Z-58-23, I am adding Adrian to this email, as he is the planner working on that case.

Thanks,
Anthony

Anthony Grande, AICP
Planner II – Village Planner
City of Phoenix
Planning & Development Department
Long Range Planning
Office: 602-256-5648
200 West Washington Street
Phoenix, AZ 85003

<image005.jpg>

<image006.jpg>

From: L. B. <eskieowner@gmail.com>
Sent: Tuesday, April 22, 2025 12:34 PM
To: Anthony M Grande <anthony.grande@phoenix.gov>
Subject: Camelback East VPC

Good Afternoon Anthony,

I wanted to ask whether the **agenda for the May 6th Camelback East Village Planning Committee meeting** has been finalized. I didn't see it posted yet when I checked the website, so I wanted to confirm whether anything has been scheduled for that date.

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Thank you in advance for your time and help.

--

Lee Busenbark

From: [L. B.](#)
To: [Mel](#)
Cc: [Adrian G Zambrano](#); [Anthony M Grande](#); [Council District 4](#); [Council District 6 PCC](#); [Mayor Gallego](#); [Tricia Gomes](#)
Subject: Re: Camelback East VPC
Date: Thursday, April 24, 2025 1:51:24 PM

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To add to Melissa's points

This interpretation distorts the plain language of the **Piestewa Peak Parkway Specific Plan** and tries to downplay its intent by isolating language and mischaracterizing the recommendation. Focusing on the two paragraphs referencing page 5 and 25:

"On page 25 of the Piestewa Peak Parkway Specific Plan within the "Proposed Land Use Changes" element, it recommends for Segment 4 that the land uses between Indian School Road and Camelback Road, from 16th to 20th Streets, be preserved outside of the Camelback East Village Core. The existing zoning on the property at the northwest corner of Indian School Road and 18th Place (Commercial C-2 District – Intermediate Commercial, R-3 Multifamily Residence District, and Parking P-1 District – Passenger Automobile Parking, Limited) allow commercial, multifamily residential, and surface parking lot land uses. These are the same land uses being proposed for the Indian School Road and 18th Place PUD (Z-58-23-4). Thus, staff would generally consider those land uses would be preserved."

"On page 5 of the plan, in the "Modified Recommendations" section for Indian School Road to Devonshire, east of the freeway to 20th Street, it recommends that the "high density residential zoning" (the R-3 zoning) north of the commercial property along Indian School Road not be expanded north of Devonshire Avenue, since the properties north of Devonshire Avenue are zoned R1-6 (Single-Family Residence District). It does not make any specific recommendations regarding density for the commercial property. Additionally, per the most recent site plan that was submitted for this case, the parcels currently zoned R-3 and P-1 will mostly have no buildings located on them (and thus, not really any density on those individual parcels), as the PUD incorporates a larger building setback/stepback provision from the north property line, and density would be concentrated mostly to the south, on the existing commercially zoned portion of the property. The parcels currently zoned R-3 and P-1 are planned to mainly have surface parking lots and landscaping."

Comments Misrepresents the Focus of the Plan Section

- The plan section does **not** focus only on properties north of Devonshire.
- It explicitly addresses the corridor **from Indian School Road to Devonshire**, meaning the entire stretch between those two streets — including the site in question at 18th Place.
- The recommendation is **not just about preventing expansion of R-3 northward**, but also about shaping the **type of development permitted along Indian School Road itself**.

The Plan *Does* Make Recommendations for the Commercial Property

- The text clearly says:

"They suggested that low-density residential (probably meaning lower density multiple-family residences) and limited garden-style commercial."

- That statement **is a recommendation** for the parcels along Indian School, which are commercial. It proposes **lower-intensity uses**, not intensified multifamily or midrise PUDs.
- Staff claiming "it does not make any specific recommendations regarding density for the commercial property" is incorrect. It does — and it recommends **less** intensity, not more.

The Plan's Intent Is to Preserve Neighborhood Scale

- The plan explicitly supports:
 - “the maintenance of existing, predominately single-family residential uses, and maintenance of the existing R-3 zoning.”
- That means the current form, scale, and intensity were considered appropriate, and **no upzoning or intensification was intended** — not for R-3, not for C-2.
- The plan calls for **maintaining**, not replacing or superseding, R-3 and single-family protections.

Stepbacks and Parking Lots Do Not Change Zoning Intent

- Staff's claim that most buildings will be on the C-2 portion, while the R-3 and P-1 areas will be for parking and landscaping, **misses the point**.
 - The plan doesn't say "maintain R-3 only if you don't build on it."
 - It says **maintain R-3 zoning**, meaning the land use, form, and development rights.
- Stepbacks and design features do not offset the fact that the overall **density and height far exceed** what the plan and zoning would otherwise permit.

If the City believes the vision for this area should evolve, the appropriate path is to revisit the Specific Plan through a formal amendment process. This ensures that changes for the full corridor are considered comprehensively, based on analysis, and shaped through community engagement. Residents participated in the original planning effort with the understanding that it would guide future decisions.

The original plan authors recognized the long-term impacts of building a freeway through established neighborhoods. They understood the pressures placed on communities pinned between high-volume roads and limited access points. These areas face ongoing struggles with congestion, cut-through traffic, and emergency access — concerns that were central to the recommendations for lower-intensity development.

Upholding that process and context ensures outcomes reflect shared neighborhood values — not interpretations by any single applicant, staff member, or group. Maintaining this standard supports transparency, consistency, and trust in how Phoenix plans for its neighborhoods.

Lee Busenbark

On Wed, Apr 23, 2025 at 12:18 PM Mel <melissa.rhodes.az@gmail.com> wrote:

It is quite a stretch you are making, to pretend that the Piestewa Peak Freeway specific plan intended high density (R5 level) residential units to be built on a commercial lot, as long as they are not building too much on existing residential lots. Is that the link you are trying to create here?

The plan intended the zoning to stay as it is. The plan also directly states that increasing density, regardless of where it is in our neighborhood, will be detrimental to the neighborhood. It talks specifically about not increasing density in the neighborhood above the R3 that exists. You may want to have the city legal team take a look at this before you submit your staff report, and the mayor and council members should evaluate closely if this is something they want tied to their tenures. We are asking the city honor the plan they have in place, and the assurances our neighborhood was given when the city put a freeway through it. The amount of verbal acrobatics you are attempting to pull will not hold up in court.

Two things are true here:

1) the city has directly acknowledged that increasing density above the existing zoning in our neighborhood would be detrimental. This is tied to problems the city acknowledged creating for us when they built the freeway.

2) if the city approves this zoning, they are intentionally and purposefully causing damage to homeowners in our neighborhood.

Please make sure this is also documented in the case file.

Thank you,

Melissa Rhodes

On Apr 23, 2025, at 11:48 AM, Adrian G Zambrano <adrian.zambrano@phoenix.gov> wrote:

Hi Lee,

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Best regards,

Adrian Zambrano (*he/him/his*)

Planner II - Village Planner

Phone: 602-534-6057

E-mail: adrian.zambrano@phoenix.gov
City of Phoenix

<image001.jpg>

► Planning & Development Department

Planning Division, Long Range Planning

200 West Washington Street, 3rd Floor

Phoenix, AZ 85003

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From: L. B. <eskieowner@gmail.com>

Sent: Tuesday, April 22, 2025 6:02 PM

To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>

Cc: Mel <melissa.rhodes.az@gmail.com>; Anthony M Grande <anthony.grande@phoenix.gov>; Council District 4 <council.district.4@phoenix.gov>; Council District 6 PCC <District6@phoenix.gov>; Mayor Gallego <mayor.gallego@phoenix.gov>; Tricia Gomes <tricia.gomes@phoenix.gov>

Subject: Re: Camelback East VPC

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To disregard that framework now — particularly in a case that clearly conflicts with its vision — risks more than a questionable development outcome. It undermines public trust in the City's planning process and sends the message that adopted policy plans are symbolic at best. And it's important to understand that destabilization doesn't only happen in areas facing blight or disinvestment — it happens in neighborhoods like Peters View, where entire blocks were torn apart during the design and construction of the Parkway itself.

The fabric of this community is directly tied to the SR-51 — not just in geography, but in its planning legacy. The Specific Plan is one of the only remaining documents that acknowledges what this neighborhood went through and attempts to protect it going forward. Minimizing its importance now puts that legacy — and the stability of freeway adjacent neighborhoods — at risk.

To be clear, we remain open to responsible redevelopment. We believe there is a path forward that reflects both the site's potential and the planning principles already in place. Our hope is that the staff report and eventual recommendation reflect that balance.

Sincerely,

Lee Busenbark

On Tue, Apr 22, 2025, 4:57 PM Adrian G Zambrano <adrian.zambrano@phoenix.gov> wrote:

Hi Melissa,

Yes, the staff report will address adopted policy plans that the site is located within and will provide background on recommendations of the policy plan in relation to the site. Please note that the Piestewa Peak Parkway Specific Plan is a policy plan and is not regulatory. The site is located within Segment 4 of the specific plan. Staff recommended stipulations in relation to the specific plan would be limited to mitigation measures the plan recommends in relation to the freeway, in terms of noise mitigation, landscaping, etc.

Best regards,

Adrian Zambrano (*he/him/his*)

Planner II - Village Planner

Phone: 602-534-6057

E-mail: adrian.zambrano@phoenix.gov

<image001.jpg> City of Phoenix

► Planning & Development Department

Planning Division, Long Range Planning

200 West Washington Street, 3rd Floor

Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: Mel <melissa.rhodes.az@gmail.com>

Sent: Tuesday, April 22, 2025 4:43 PM

To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>

Cc: L. B. <eskieowner@gmail.com>; Anthony M Grande <anthony.grande@phoenix.gov>; Council District 4 <council.district.4@phoenix.gov>; Council District 6 PCC <District6@phoenix.gov>

Subject: Re: Camelback East VPC

Hi Adrian, in the staff comments, I am expecting the city's promises to our neighborhood based on the Piestewa Peak Freeway plan (the original squaw peak freeway plan) to be addressed. Will you please confirm if this I had been addressed in the staff report? I specifically requested that you address it in the staff report the last time we were

communicating.

If the city moves forward with recommending this zoning be approved, we are exploring our litigation options against the city, based on protections we were promised, given the unique difficulties the freeway created in our neighborhood.

Please include this in the case file for documentation purposes.

-Melissa

On Apr 22, 2025, at 4:27 PM, Adrian G Zambrano
<adrian.zambrano@phoenix.gov> wrote:

Hi Lee,

Please submit a Public Records Request for rezoning case Z-58-23-4 third review staff comments. Once submitted, please send me the reference number, and then I can share the third review staff comments with you:
[https://cityofphoenixaz.govqa.us/WEBAPP/_rs/\(S\(iifbx0upnorig5xesvtjilji\)\)/supporthome.aspx](https://cityofphoenixaz.govqa.us/WEBAPP/_rs/(S(iifbx0upnorig5xesvtjilji))/supporthome.aspx)
[\[cityofphoenixaz.govqa.us\]](https://cityofphoenixaz.govqa.us)

The TIA would need to be shared by the Street Transportation Department. I will forward the request to them. It may be helpful if you have the reference number for this Public Records Request as well.

Staff recommended stipulations will be part of the staff report and will be published a week prior to the first public hearing.

Best regards,

Adrian Zambrano (*he/him/his*)

Planner II - Village Planner

Phone: 602-534-6057

E-mail: adrian.zambrano@phoenix.gov
City of Phoenix

<image001.jpg>

► Planning & Development Department
Planning Division, Long Range Planning

200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: L. B. <eskieowner@gmail.com>
Sent: Tuesday, April 22, 2025 4:04 PM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Cc: Anthony M Grande <anthony.grande@phoenix.gov>; Mel
<melissa.rhodes.az@gmail.com>; Council District 4 <council.district.4@phoenix.gov>;
Council District 6 PCC <District6@phoenix.gov>
Subject: Re: Camelback East VPC

Thank you. Would you please share your comments on the last submittal?

Also my public records request for a copy of the TIA has been in limbo for 4 months. Can you please provide?

Our learning experience from the last development is that the stipulations are best provided earlier than later. We would like to see what the city is proposing so we may add to those.

Lee Busenbark

On Tue, Apr 22, 2025, 3:58 PM Adrian G Zambrano
<adrian.zambrano@phoenix.gov> wrote:

Hi Lee,

While it is generally encouraged for a project to gain support from adjacent property owners, it is not a requirement of the City for the project to obtain letters of support from the adjacent properties. I don't imagine that the applicant's PUD Development Narrative hearing draft, once submitted, will be much different from the last PUD Development Narrative submittal, date stamped November 26, 2024. Most changes will likely be to address City staff's 3rd review comments, unless the applicant chooses to modify anything else within the PUD Narrative.

The surrounding property owners within 600 feet of the site and all registered neighborhood organizations within 1 mile of the site will be notified via mail of the upcoming public hearing dates, once those are scheduled. The applicant will be required to mail those notification letters a minimum of 10 calendar days prior to the first public hearing. There will be a period for public comment at all three public hearings, and the decision-making bodies will consider public testimony when making their final decision on the case.

Staff recommended stipulations will typically focus on specific changes that still need to be made to the PUD Development Narrative based on comments that staff provided to the applicant in the multiple review cycles the PUD has gone through, in addition to stipulations added by other City departments based on their reviews.

Community-recommended stipulations would typically be added by the Village Planning Committee (VPC), Planning Commission (PC), and/or City Council (CC) during the public hearing process. During public comment at these public hearings, you would want to propose your recommended stipulations to the VPC, PC, and/or CC (and perhaps email to them ahead of time for their review), and the VPC, PC and/or CC would vote on whether or not to add those stipulations in their decision. I would recommend you email your proposed stipulations to City staff ahead of time as well, so we could work on the language with you and ensure that they would be legal and enforceable rezoning stipulations. Below is what we look for when determining if a stipulation is legal and enforceable.

<image004.png>

Best regards,

Adrian Zambrano (*he/him/his*)

Planner II - Village Planner

Phone: 602-534-6057

E-mail: adrian.zambrano@phoenix.gov
City of Phoenix

<image001.jpg>

► Planning & Development Department

Planning Division, Long Range Planning

200 West Washington Street, 3rd Floor

Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: L. B. <eskieowner@gmail.com>
Sent: Tuesday, April 22, 2025 3:20 PM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Cc: Anthony M Grande <anthony.grande@phoenix.gov>; Mel
<melissa.rhodes.az@gmail.com>; Council District 4
<council.district.4@phoenix.gov>; council.discouncil.district.6@phoenix.gov
Subject: Re: Camelback East VPC

Thank you for the update.

I wanted to raise a concern regarding the applicant's outreach. They've launched a website and are actively soliciting letters of support — primarily from individuals outside the neighborhood. The site has not been shared with any residents directly adjacent to the proposed development. In fact, we only learned about it from a neighbor in an entirely different part of the City.

Unfortunately, this is happening without any renewed engagement from the applicant. We have not received any communication since their initial submittal, yet they appear to be suggesting that coordination with the neighborhood is ongoing. That is simply not the case, and it's deeply concerning.

We want to be part of this process and remain committed to supporting responsible development — something that genuinely works for the neighborhood and aligns with general, specific and village character plans already in place.

Please also ensure that both myself and Melissa Rhodes are included in all future discussions related to stipulations. We each have stipulations to propose and want to ensure they are given full consideration.

Lee Busenbark

On Tue, Apr 22, 2025, 2:43 PM Adrian G Zambrano
<adrian.zambrano@phoenix.gov> wrote:

Hi Lee,

Third review comments were sent to the applicant on December 16, 2024.

The applicant has not resubmitted since then, so currently it is in the applicant's hands. Once they resubmit, assuming it is the hearing draft, then we will draft stipulations and discuss them with the applicant, and if everything looks good to move forward, then we would provide them with public hearing dates and begin to draft the staff report, which would be finalized and posted about a week prior to the first scheduled public hearing (Camelback East Village Planning Committee).

Best regards,

Adrian Zambrano *(he/him/his)*

Planner II - Village Planner

Phone: 602-534-6057

E-mail: adrian.zambrano@phoenix.gov
City of Phoenix

<image001.jpg>

► Planning & Development Department

Planning Division, Long Range Planning

200 West Washington Street, 3rd Floor

Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: Anthony M Grande <anthony.grande@phoenix.gov>

Sent: Tuesday, April 22, 2025 2:38 PM

To: L. B. <eskieowner@gmail.com>; Adrian G Zambrano

<adrian.zambrano@phoenix.gov>

Subject: RE: Camelback East VPC

Hi Lee,

The agenda for May 6 has not been finalized, but there will be no rezoning cases on the agenda. The sign posting deadline for that meeting would have been yesterday, and I don't have any cases that posted signs. Regarding the status of Z-58-23, I am adding Adrian to this email, as he is the planner working on that case.

Thanks,

Anthony

Anthony Grande, AICP

Planner II – Village Planner

City of Phoenix

Planning & Development Department

Long Range Planning

Office: 602-256-5648

200 West Washington Street

Phoenix, AZ 85003

<image005.jpg>

<image006.jpg>

From: L. B. <eskieowner@gmail.com>

Sent: Tuesday, April 22, 2025 12:34 PM

To: Anthony M Grande <anthony.grande@phoenix.gov>

Subject: Camelback East VPC

Good Afternoon Anthony,

I wanted to ask whether the **agenda for the May 6th Camelback East Village Planning Committee meeting** has been finalized. I didn't see it posted yet when I checked the website, so I wanted to confirm whether anything has been scheduled for that date.

Additionally, could you please provide an update on the **status of the staff report for zoning case Z-58-23** (18th Street and Indian School Road)?

Thank you in advance for your time and help.

--

Lee Busenbark

--
Lee Busenbark

OPPOSITION / CONCERNS

From: [Mel](#)
To: [Adrian G Zambrano](#)
Subject: Meeting request, Application no: Z-58-23
Date: Tuesday, October 3, 2023 8:50:05 PM

Hi Adrian, my name is Melissa Rhodes and I have owned the home at 4121 N. 18th St for 10 years. I would like to set up a meeting with you regarding a project that Del Pueblo Communities has proposed on the side of and behind my property.

They have proposed re-zoning two home parcels and one commercial parcel into a four-story complex that is over parked. They want to put parking on our neighborhood streets, and send all of the traffic from their project into our neighborhood, which was not built for and cannot handle 100+ additional vehicles. There is no eastbound outlet from 18th Pl. for their proposed project, and no westbound outlet facing Indian School from their property, because it is the on-ramp to the freeway (which backs up past 18th Pl. during rush hour). I speak for pretty much the entire neighborhood when I say no one wants a project of that size here. This investor had a neighborhood meeting a year ago and the neighborhood said they would fight a project like this. They have been quiet for a year, presumably, trying to work things behind the scenes, and the project they've submitted to the city is exactly the same as the one they proposed previously.

I bought my home in a quiet neighborhood with houses. I do not want a four-story apartment complex built on the side of and behind my property. It will destroy my privacy, my property value, my quality of life, add traffic that the neighborhood cannot handle, and noise that the neighborhood does not need or want.

Please let me know what your schedule looks like and when you are available to meet to discuss this further. I would like to understand what your thoughts are on the project, if you support it, and the specific reasoning for that support, if so.

Thank you,
Melissa Rhodes
602-918-4441

From: [Adrian G Zambrano](#)
To: [Adrian G Zambrano](#)
Subject: 2023-11-10 - Opposition - Lee Busenbark
Date: Monday, November 13, 2023 4:21:28 PM
Attachments: [Z-58-23 PUD Narrative - 18th Place and Indian School Rd \(2\).pdf](#)

From: Lee B. <azcivilengr@gmail.com>
Sent: Friday, November 10, 2023 5:17 PM
To: PDD Long Range Planning <pdd.longrange@phoenix.gov>; Council District 6 PCC
<District6@phoenix.gov>
Subject: Z-58-23 pud 18th place and ISR

I noticed that the developer has submitted their application for a PUD at 18th Street and Indian School.

I have the following questions and concerns for this development.

1. The Squaw Peak Parkway specific plan (renamed to Piestewa Peak Parkway Specific Plan) specifically talks about this area and the encroachment of commercial into the neighborhood. My concern is that the proposal the change the zoning. The PPPSP notes that the R3 zoning should be preserved. The preservation and limiting of commercial expansion is meant to not destabilize the r1-6 housing to the north. A change in zoning from R-3 puts the rest for the area at risk for other developers to rezone. The impacts of the freeway construction was significant and neighborhoods adjacent to freeways face unique challenges. Not being sensitive to our needs puts our neighborhood at risk.

Furthermore, the PPPSP was written to address neighborhood impacts from the construction of what is now the SR 51. This document went through the public process in order to get public support to move forward. This process is still done to this day with even more detail to identify, mitigate and protect sensitive areas, people and resources. These encroachments may be minor but if you look at the original map versus now versus what it will be with this project then the concerns are 100% valid.

2. The neighborhood learned a lot with the Aura (Audere) at 20th and ISR. The parking issues that exist with one, two and three bedroom units is severely under calculated on what's needed. Residents use a nearby business parking lot or they take up resident parking spaces around the complex or they have to pay to park within the complex. The formula and factors for parking needs that the City is using is flawed. 3 bedroom units, typically have at least 2 vehicles that need to park, then add the other two rooms and you're adding 1 to 4 more cars. Where will all the visitor, delivery, and room mate cars park? Take more parking from residents and their guests? Having 2 multi family complexes with inadequate parking in NOT acceptable.

3. The commercial on ground floor is a great idea. What kind of commercial? What are the hours? Where is the additional on street parking coming from? There are single family homes directly north of this that may have to deal with parking nightmares. Is the commercial encroaching into areas that are supposed to be R-3 per the PPPSP?

4. They are asking for PUD equivalent of R-5. This is NOT acceptable. The R-3 zoning must be maintained or the specific plan is violated and sets a precedent for ignoring a specific plan for neighborhoods adjacent to the SR 51. In addition to the PUD issue, the reduced set backs to single family residential is an issue. The removal/redesign to eliminate the units at the property line was a good choice. But having the entrance and exit directly adjacent to a house and also having the trash pickup in the same vicinity will not make for a pleasant experience.

Their application talks about walk ability. Unless you are walking the dog, people don't walk to get coffee, to grocery shop and there are no office buildings near by to walk to. Bicycles are the same with a lack of bike lanes riders are extremely rare. Mass transit also doesn't support getting riders to the business districts due to schedules and time it takes. The majority of people working in a corporate setting will be driving. As noted there will be a heavy burden born by the neighborhood with overflow parking from the business and residents.

5. Balconies on the north side should be eliminated or screened so as not to disturb the single family residents to the north. The same issue was raised and addressed with the other apartment complex. Balconies were eliminated facing the neighborhood and landscaping places to provide screening.

6. Access to the site will put a huge burden on all of Peter's view. Most residents turn left onto 19th Street to enter the neighborhood. In addition, we have to compete with people making u-turns from eastbound ISR to westbound. The reasons are varied but the main ones are they live or go to one of the small businesses on the southside and they either want to west or get on to the 51. Others are trying to jump the left turn queue to north bound 51. Adding this development with only access through the neighborhood will place a significant amount of traffic on narrow streets that are in poor shape. We also have limited ingress and egress which this development will not help.

Lastly, the signal at 20th street is missing the southbound to eastbound turn arrow. This results in sitting through 3 or more cycles due to traffic in other directions. Though up the street, this is another piece of straw that Will break the camel's back.

Traffic calming requirements on Devonshire 18th place and 19th street should be a stipulation if the residents agree.

7. It is likely the neighborhood will support taller walls like we did with the Aura which were 8 or 10 feet. The homeless and panhandlers will be an issue in the southwest corner of the property. Can trees be planted along the north property line to screen yards if balconies are present?

8. Tree and plant varieties seen in this mature neighborhood are preferred.

Thank you for your attention to this matter

Lee Busenbark
1902 e montecit

From: [Adrian G Zambrano](#)
To: [Adrian G Zambrano](#)
Subject: 2023-12-03 - Opposition - Melissa Rhodes
Date: Tuesday, December 5, 2023 2:45:04 PM

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

From: **Mel** <melissa.rhodes.az@gmail.com>
Date: Sun, Dec 3, 2023 at 7:58 PM
Subject: Proposed Development at 18th Pl and Indian School
To: <council.district.4@phoenix.gov>

Hi Councilwoman Pastor,

I am emailing on behalf of the Petersview Neighborhood Committee, a group of neighbors who will be directly impacted by the proposed project at 18th Place and Indian School. The Petersview Neighborhood Committee is 100% against the rezoning of the three lots for this project, for reasons included below.

We want to make sure you understand the full scope of how Jason Morris and his office have operated for the past year.

I am not sure if there is a protocol for how neighborhood meetings should be conducted, but if there is, I assure you this attorney has not followed that. First, the attorney and investors had an unofficial neighborhood meeting on Zoom over a year ago with the neighborhood prior to submitting to the city. They did not allow the neighbors to hear each other or see what we were typing in the chat box, and there was no open discussion. Every single neighbor was against the project at that time and raised several of the same issues we still have today. A year later they submitted the exact same project to the city, making no changes. I sent an email to the attorney a year ago with specific things that it would take for me personally to be on board with rezoning for a development. They made zero changes, but instead submitted plans to the city showing development on the abandoned alley behind my fence, which is my property. They had a professional survey completed on the property, and given that they all work in zoning and development, should know the laws. Despite all of this, they STILL submitted plans to the city in violation of Prop 207, and without consent required that they knew I would not give, to develop on my property.

After they sent their plans to the city, they sent required notices to the neighborhood notifying of a neighborhood meeting. Interestingly, one of my neighbors directly impacted on 18th Place who purchased her property for \$535k in July of 2020 (4131 N 18th Pl, now valued over \$700k) did not receive the notice from the attorney. Luckily she was made aware of the neighborhood meeting through a flyer I distributed, and I met her at the neighborhood meeting.

We had about 30 neighbors show up for this first meeting. When we arrived, there were no chairs in the room, but they instead had tripods set up on opposite sides of the room showing the same project we rejected a year ago (and still showing construction on my property). I asked Hannah from the attorney's office about not having chairs and she said that it was more of an "open house than a meeting," so I still expect the neighborhood meetings to take place before any hearings, adhering to

the rezoning requirements for neighborhood outreach. There was no format for open discussion or Q&A. Instead, the attorney and developers spoke with individual neighbors while forcing my neighbors to stand the entire time. I point this out because many of my neighbors have lived in this neighborhood for decades (living in their homes for 20-40+ years), and as such are older and cannot stand for an hour straight. Several of my neighbors were forced to go to another room to find a chair themselves just to be able to sit for a few minutes. This felt intentionally discriminatory because accessibility is one of the most important aspects of public outreach. I would like to know if there is a specific format for neighborhood meetings that assures accommodations for all neighbors and allows open discussion.

The attorney and developer have no intention of actually working with the neighborhood, because they have made no good faith attempts to communicate with the neighborhood, and when the neighborhood has tried to communicate with them, they still submit the same plan repeatedly with no changes.

Concerns that have been communicated to Jason Morris (the attorney) on more than one occasion over the past year include: most importantly traffic. There is no eastbound access to Indian School from this property. 100% of eastbound traffic and most northbound city traffic will be forced into the neighborhood because of how close the property is to the freeway intersection. This problem is compounded by the fact that traffic merging onto the freeway northbound at Indian School backs up past 18th Place during rush hours, which would force even traffic going westbound from the development into the neighborhood. If this plan proceeds, we plan to contact the governing body for freeway traffic, because both the freeway on-ramp at Indian School and the off-ramp for Highland are a single lane. Every other on-ramp/off-ramp for the freeway has its own multiple lanes to absorb traffic. On the 51 freeway, traffic is constantly backed up already with cars trying to merge onto the freeway or exit the freeway in a single lane. This would create more congestion in an area that cannot handle it.

Additional concerns communicated to the attorney and developer, both a year ago when they had the Zoom meeting, and again at the neighborhood meeting include: too much density, not enough parking in the project which would force street parking in our neighborhood, noise, privacy, and the fact that they have submitted plans to the city on my property in violation of prop 207, after very clear communication that I am against this development.

Additionally, the developers plan to commandeer a one-lane, two-way city alley for the entrance and exit of all vehicles from their property. This public alley is currently used for access to guest homes, because our block is all zoned multi family R-3. (Fun fact - the neighborhood was zoned this way when it was built because of how many soldiers came back after WWII and needed housing. Most of the homes had guest houses on the back that were rented to veterans. One of the standing guest homes on the alley is currently rented to a Vietnam veteran.)

I will also be contacting the city to ask that this case be handled by John Roanhorse, the village planner for Camelback East. Not Adrian Zambrano, who does not live in Camelback East and does not have the experience or seniority to handle a case this complex. He only started working in city planning in 2020, as a planner technician. His work has not even all been in the city of Phoenix--he

has worked for three different cities during that time. Further, Adrian told me that it was not a problem that the plans submitted to the city were in direct violation of Prop 207, after I told the developers I would not support this project. I told him the plans submitted are illegal as drawn, encroaching on property that I own. We do not have faith that he will consider even the law, let alone the neighborhood, in his recommendations.

Finally, current properties listed for sale in my neighborhood range between 660k-919k. This is a very quiet neighborhood, and we intend to keep it that way. My neighbors are aware of our property values and can not allow a project like this to destroy our home values by forcing ~150 additional cars into the neighborhood (or parking on our quiet streets) because there is no reasonable access to main roads. The neighborhood was not built to handle that much traffic, and we are very united on that front.

Thank you for your time and consideration. I hope you have a better understanding of what we have been dealing with for over a year, and the issues a project like this would create in our neighborhood.

Thank you,
Melissa Rhodes
4121 N 18th St
Phoenix, AZ 85016

P.S. Phoenix does not have a lack of "luxury" apartment rentals. Any lack of housing in the city is in the supply of single family homes for sale. We would be open to rezoning if the developer wanted to build homes that befit the character of the neighborhood, if housing is the issue they are concerned about. I have already communicated this to Jason's office a year ago. At last look, there are over 16,000 available apartments in Phoenix, and that count is not including the current major projects at Camelback and the 51, Central and Indian School, or the proposed project at Indian School and 22nd St, that will all add to traffic in the area.

From: [Mel](#)
To: [Adrian G Zambrano](#)
Cc: [PDD Camelback East VPC](#); [Council District 4](#)
Subject: Rezoning proposal z-58-23
Date: Saturday, July 6, 2024 12:21:16 PM

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[Report Suspicious](#)

As a homeowner next to the lots included in this proposal, I have been paying very close attention to it.

The city has already told this developer and their attorney that they must make the following changes to their plan, but they have not:

- 1) They cannot have street parking on 18th Place.
- 2) They are required to have a 30 foot visibility triangle for traffic safety at 18th Place and Indian School. This is a safety hazard, but additionally so here, because the entrance to the freeway is in front of this property on Indian school.
- 3) For fire safety purposes, any new planned PUD requires the cul-de-sac on 18th St to be expanded to 100 feet in diameter. This point is particularly concerning, as it is only 68 feet in diameter, and city services trucks already have to do a three-point turn in the cul-de-sac in order to collect the recycling on 18th St.

If you add as many units as they are proposing, with their proposed exit gate onto 18th St., and not enough parking in the proposed complex, that means their tenants will be parking in the cul-de-sac on 18th St. It is a massive fire hazard for both the proposed PUD and the homes on 18th Street if the fire department cannot fit their trucks in the cul-de-sac.

None of these corrections have been made in the plan, and I am both confused and concerned that they are being allowed to pursue the project and have another neighborhood meeting without making changes that are required by the city.

That's not even beginning to touch on noise, traffic, property value impact, and privacy concerns for the neighborhood. Specifically, that they are proposing building four stories with a line of sight directly into my backyard which will tank my property value and my quality of life. It also does not consider the fact that the neighborhood was not designed to handle an additional 100 vehicles, as there is no eastbound exit onto a main road from the property. Direct access to a main road should be a basic

requirement of any PUD built in the city of Phoenix.

Finally, the attorney points to the property being more difficult to develop since SR-51 was constructed. I have read the extensive study that was completed when SR-51 was constructed, and one of the main objectives in that study was to minimize impacts to residential neighborhoods. Zoning in this neighborhood is addressed specifically in that study. Two of the lots they are trying to rezone are residential lots, and should remain as such—as intended in the SR-51 study—to not ruin the makeup of family neighborhoods. Our neighborhood should not have to pay for a developer making a terrible investment, buying a commercial lot that he never intended to develop that way.

This developer has not only completely ignored the concerns of the neighborhood in this project (which seems to make neighborhood meetings pointless), they have also completely ignored the safety concerns and requirements raised by the City of Phoenix in their submission.

Sincerely,
Melissa Rhodes (and neighborhood)
4121 N 18th St
Phoenix, AZ 85016

John Roanhorse

From: L. B. <eskieowner@gmail.com>
Sent: Tuesday, December 3, 2024 10:33 PM
To: Council District 4; Council District 6 PCC
Cc: Mel; John Roanhorse; DeLorey, Kathy
Subject: Z-58-23 18th Place and Indian School Road

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

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[Report Suspicious](#)

Good evening

I am writing to you about the PUD at 19th place and Indian School Road. A 3rd submission was made on November 26th without any communication, discussion or meetings with the neighborhood. They were encouraged to work with us but the latest proposal does not have any significant changes.

I do have questions. They are using a different parking factor for calculating the required number of spots. I thought the number is 1.5.

Their access is off a local street and they can only get into the neighborhood via local streets. Getting into the neighborhood from ISR is challenging with traffic going to the 51, westbound ISR traffic approaching, vehicles making u-turns on ISR at 19th Street, vehicles leaving the audere apartment driveway and the business located at 19th Street and Indian School Road. All this traffic is a mixing bowl of disaster. Some days are extremely challenging getting into the neighborhood from ISR. Getting out is risking bodily injury and most people use 20th street. 20th during rush hour traffic often presents issues but it's much safer to use.

The left turn from Southbound 20th to Eastbound ISR requires a dedicated turn signal. It is the only leg without an arrow and it can take several cycles to get through the intersection. Traffic queuing can back up to between Devonshire and Glenrosa. We have been asking for this arrow for 10 years. We were told that the Audere apartment would have to put it in, that didn't happen. Then it was the mini storage and then the coffee store. We still do not have an arrow. Please work whatever magic you can to get us that turn arrow.

Lastly, speaking of signals. A signal at 19th Street may be needed and should be a requirement for any development either side of ISR and 19th Street.

Best option is to not build something that increases the density over 200 percent and only has access on local streets.

The 18th place project is best suited as single family attached. There is a huge lack in affordable owner occupied developments. 95% of developments in past 4 years have been market rate apartments. We need options for people to move into and not be required to live in apartment for life. Starter homes are needed which is what these older neighborhoods served to provide. Let's continue that with new starter homes, using the single family attached overlay. Leave the high density on major collectors and arterials and not on local streets.

From: [Mel](#)
To: jason@wmbattorneys.com; [Hannah Bleam](#); [Council District 6 PCC](#); [Council District 4](#); [Mayor Gallego](#); [Adrian G Zambrano](#); [PDD Camelback East VPC](#); [PFD Prevention](#); cpeters@dffm.az.gov
Subject: Z-58-23-4 18th place and Indian School proposal
Date: Wednesday, December 4, 2024 5:50:33 PM

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Hi Hannah and Jason,

I see you have resubmitted the same project again with no changes. I would like to know how you have addressed the fire access issues that were raised years ago in the city fire review, as city fire regulations require you to provide proper access for fire department vehicles, particularly when you are proposing building a project this large and this dense, surrounded by residential homes.

My neighbor and I witnessed the the fire engineers who came out to test access with the short engine (not even a full size fire engine) on 18th Street, and it could not make a full turn in the cul-de-sac, which is, as you know, too small for fire access on a project of this size. The fire truck had to do a 3 point turn to access the property. My home is next door to the property, and this makes me feel very unsafe in my home. This is exactly why fire access regulations exist, to make sure firefighters can safely and quickly do their jobs. They also didn't bring out 7 fire department vehicles when they were observing it either, which is the minimum number of vehicles that are required for any fire at a complex this large. There is no room for proper fire department access to a high density PUD this size on local roads, because it was not designed for high density. Fire access regulations exist in Phoenix for a reason: public safety. If you want to build a project of this size it MUST be in compliance with fire access codes. You need to build proper fire access into the plans you submit to the city. That has not been done.

Additionally, at the informational hearing, the CEVPC members raised and acknowledged issues with only having one entrance/exit into a complex of this size. This has not been changed in the plans. They were also concerned with 600 vehicles being put into local neighborhood streets with no direct access to a main road, and no eastbound or northbound access without sending at least half of that traffic further into the neighborhood, on local streets which were not designed for that density or use.

Your narrative states: "the Project will improve a vacant, infill site adjacent to SR-51 freeway and establish a development with an appropriate mix of uses (residential and neighborhood commercial) for this area."

Regardless of what your narrative says, this is not an infill site. High density high rise infill sites are near public transportation with the infrastructure to handle it, miles away from this location. The infill overlay for this neighborhood is single family attached residential infill. We would love for the developer to use the property under those infill regulations, maintaining

the low-mid density zoning that fits the character of the neighborhood. There is no infrastructure to support a project like this in a quiet residential neighborhood on local streets with no access to main roads. Also, you failed to mention in your narrative that the developer tore down much needed single family homes in order to intentionally make the property "vacant." There is a huge need for single family homes in Phoenix, but this proposal is counter to any need the city currently has, and would destabilize an entire neighborhood of working class homeowners who have invested in our neighborhood and our city for decades.

Finally, the proposal blatantly ignores zoning protections the neighborhood has BECAUSE it is adjacent to the SR-51. I recommend referencing the Piestewa Peak Freeway Specific Plan that protects the zoning specifically in our neighborhood. Also, please review protections for "adjacent neighborhoods" that exist in the Camelback East Core Specific Plan, and neighborhood protections in the General Plan that was just updated this year and which did not change our residential neighborhood to a high density infill district.

I would love to discuss how you plan to address these issues.
Sincerely,

Melissa Rhodes
4121 N 18th St
Phoenix, AZ 85016

From: [L. B.](#)
To: [Council District 4](#); [Mayor Gallego](#)
Cc: [Council District 6 PCC](#); [PDD Camelback East VPC](#); [Adrian G Zambrano](#); [PFD Prevention](#)
Subject: Re: Z-58-23 18th Place and Indian School Road
Date: Thursday, December 5, 2024 1:39:45 PM

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Good Afternoon,

I apologize for a second email but I did not realize there was a masking/text issue in my previous email. I have corrected that.

The VPC recently heard an informational presentation regarding the Z-58-23 project at 18th Place and Indian School Road. The VPC recommended focusing on single-family attached units or a smaller scale due to access challenges affecting the area.

The developer originally showed the neighborhood one concept and presented a different concept to the VPC. There is now a third submission with little to no changes.

I want to provide the following comments on their most recent submission. To clarify, I support the development of this site, but I do not support the layout presented in their third submission. A complete redesign is necessary, with reduced density and an emphasis on single-family attached units.

Camelback East Village Planning Committee (VPC)

The VPC offered feedback during their presentation, yet none of those recommendations have been addressed in this latest submission (the third).

Communication

There has been a lack of communication with the neighborhood, and no discussions regarding possible compromises have taken place since before the VPC. The updated submission was found by chance, yesterday, while looking up a different case.

The neighborhood is prepared to be engaged and welcome discussions since it engaged extensively with Audere. The results of that collaboration was R-4 zoning, eliminating direct access into the neighborhood, adherence to the SPPSP, and the establishment of comprehensive stipulations.

Development Standards and Criteria

The developer uses the term infill extensively within their submission. This project does not

qualify as an infill project, as it does not meet the infill boundary criteria; therefore, infill allowances should not apply. It involves the development of a vacant lot. While "infill" is a widely used term, the City has a specific definition that this project does not meet, except for the single-family attached aspect. The developer is mistakenly applying the single-family infill requirements and choosing which infill policies to follow to make their project work. Once again, this is NOT an infill project.

A building height exceeding 48 feet and a 200% increase in density are incompatible with the area and are not supported.

Balconies should not be allowed to face the neighboring properties to the north, particularly on the third and fourth stories. Clerestory windows must be incorporated to enhance privacy for northerly residents.

What measures are being taken to screen the pool from the neighboring properties to the north? What would be the designated hours for pool use? How will parties be managed?

Have the Peters View Tract CC&Rs been thoroughly reviewed and considered?

Fire, Life, Safety

What is the current status of the fire department issues at the cul-de-sac on 18th Street? There is a significant code issue at hand. Without any design modifications, how will fire access be managed? Safety must remain a top priority.

Specific Plans

The proposed development disregards the recommendations outlined in the Squaw Peak Parkway Specific Plan (SPPSP) by encroaching into the R-3 residential zoning and significantly increasing the density. The staff's recommendation supported low to medium density to safeguard the neighborhood to the north. While some people may choose to overlook this document, the neighborhood remains committed to ensuring that specific plans and overlays are followed and not ignored.

I oppose any commercial activities at this location and do not endorse the underlying R-5 zoning request. Too many residential lots have already been lost to commercial creep in the neighborhood, which is what the SPPSP outlined to avoid.

The SPPSP is the only due process the neighborhoods adjacent to the SR 51 received. The City started the process and ADOT later acquired the corridor. If the SR 51 were built today, then there would have been a much more robust process. Please do not disregard this document as neighborhoods adjacent to a freeway face unique challenges.

Access and Traffic

Access to the proposed development is predominantly along local streets. Our streets are narrow and are used by residents for parking and access.

The intersection at Devonshire and 19th Street has an offset layout that poses challenges for improvement. Although the sight triangles were marginally enhanced with the Audere project, notable deficiencies still exist. Most development traffic will utilize Devonshire and 19th Street. Our streets are already in a state of disrepair, and the City lacks any records indicating that they have ever been repaved. The amount of traffic generated by this site will accelerate the deterioration of the pavement and will require significant pavement structural section

upgrades to accommodate a single development. There are no records of our streets ever being repaved since the area was developed in the 1950s. Who bears this cost ~ the developer or the taxpayers?

The report fails to address the traffic effects on the surrounding streets that will be impacted by this property. There has been no consideration given to how to alleviate these issues. If residents are in favor of implementing traffic calming measures, the developer should be responsible for funding these improvements on 18th Place, Devonshire, and 18th Street from Glenrosa to Indian School. Residents will need to gather the necessary signatures for this initiative.

Given the significant increase in traffic volume associated with this project, a full Traffic Impact Analysis is requested for 18th Street to 20th Street and Devonshire to Indian School Road. While the site is less than 10 acres it does qualify as part of a rezoning request.

Landscaping

The orientation of the building significantly affects the neighboring properties to the north, as it is positioned to overlook them. The resulting loss of privacy for these homeowners is immeasurable, and the addition of a few trees offers little relief, especially considering the developer's history of removing them, as seen with the Audere.

The narrow 5-foot landscape strip along the northern property line is inadequate for supporting mature trees, likely leading to their removal and further diminishing privacy for the northern residents. In contrast, the streets feature more substantial landscaping buffers than the single-family homes. A minimum 10-foot landscape strip adjacent to the northern properties is essential. Trees along the northern boundary should be of tall varieties, reaching heights of 20 to 40 feet at maturity, while shorter trees should be prohibited.

How will the property manage the mature trees that extend over the fence line significantly? Setbacks exist for valid reasons, and the responsibility for trimming and maintaining trees should not fall on private property owners.

The vegetation, particularly trees, should reflect the neighborhood's character. The considerable reduction in landscape setbacks will not harmonize with the neighborhood's aesthetic. A clear illustration of the negative impact of reduced setbacks can be seen with the mini storage facility by the Audere.

There is considerable dialogue regarding pedestrian comfort, yet there is minimal pedestrian activity, and the addition of this property is unlikely to enhance it. While people do walk in the neighborhood, it is essential to provide shade throughout the property, not just along the sidewalks. The uncovered asphalt parking area will contribute to increased heat effects, more so than the sidewalks.

Sidewalks

The dimensions of the sidewalks on 18th Street and 18th Place do not align with the character of the surrounding neighborhood and may exacerbate issues related to the homeless population commonly found in this area. While the implementation of the walkable urban code is appropriate for arterial or collector roads, it is less suitable for local streets. A landscape buffer with a 5-foot sidewalk would be more appropriate for this neighborhood. The wider sidewalks merely create additional space for litter and homeless encampments that persist in the vicinity.

Why is the walkable urban code being applied? The WU is supposed to be applied near light rail stations or other transit-oriented zoning overlay districts. Neither exist in this location. The location is also not within the expanded areas approved by the Council.

Parking

I understand the requirement is for 1.5 spaces per dwelling unit, yet they are calculating based on 1.45.

Where will no parking signs be located on 18th Place? If residents on 18th Street and Place desire, then the developer should bear the cost of street parking permitting. We have learned with the Audere that there is insufficient parking on-site and vehicles from the Audere routinely park in the neighborhood taking on-street parking away from residents. The added commercial on the first level creates an even more likelihood of illegal on-street parking to just "run in" for a second.

Another lesson learned with commercial and inadequate parking is related to the commercial building at 19th Street and Indian School Road. Vehicles routinely park on the sidewalks, ignore no parking signs, and make passing difficult for two-way traffic.

Lighting

Lighting should not intrude into the properties to the north, as this would further diminish their quality of life. This restriction applies to parking, security, landscaping, and perimeter lighting.

Trash and Recycling

The trash and recycling area is situated right next to a single-family residence. Trash collection should be prohibited before 8 am and after 5 pm.

Commercial Activities

As previously noted, I do not support this as a mixed use development and commercial activities should not be permitted.

Any and all commercial operations, including deliveries, must be restricted to the hours of 8 am to 5 pm, Monday through Friday. There should be no commercial deliveries on weekends or holidays. Delivery vehicles must not park on 18th Street or 18th Place, regardless of their size. Outdoor tables, benches, or other gathering areas should be prohibited.

2030 Housing Phoenix Plan

Between 2020 and 2024 there are 32 rezoning cases in Camelback East VPC listed on the City's website. 25 of those projects are market-rate apartments and provide over 5100 dwelling units. In contrast, only 7 projects are single-family attached providing 150 dwelling units. As demonstrated by the City's data, there is a widening gap in available housing options for all income levels as the number of market-rate dwelling units being constructed is more than double that of the redevelopment of single-family housing options.

Over half of the 25 market-rate projects removed single-family dwelling units or single-family zone properties. The City is supposed to be providing housing choices. Removing single-family dwelling units reduces the inventory for home ownership.

Residents need options for when they are ready to purchase their first property and opportunities like this site are ideal candidates to provide housing options to ownership.

Lastly, market-rate dwelling units does not mean affordable. Attainable does not mean affordable. The City will most likely meet its 2030 goal of 50,000 dwelling units this year, which is 6 years ahead of schedule. The focus should not be solely on market-rate units, but a range of options. Please take innovative approaches to sites such as this and leave the high density where they belong, access to an arterial or collector road only. Keep low to medium densities and single-family options on local streets, especially in established working-class neighborhoods.

Conclusion

This proposal should not move forward given all the issues with the proposal. The developer is using a mix of codes and standards that are not within the boundaries that they are intended to apply and picking aspects that will fit their needs. This is creating projects that are not compatible with neighborhoods. The site is most conducive to a single-family attached development that solves all of the aforementioned concerns, issues and questions. More importantly, a single-family attached housing development provides a critical missing part of the City's 2030 Housing Phoenix Plan.

Please do not approve this project as it is proposed and ask for answers now so that everyone can make informed decisions. I request responses back from the City Departments that are most likely involved in a lot of the comments and questions, including, but not limited to: Zoning, Traffic, Streets, Fire, Site Planning,

Thank you,
Lee Busenbark

From: [Adrian G Zambrano](#)
To: [Mel](#)
Cc: [John Roanhorse](#)
Bcc: [Council District 4](#); [Council District 6 PCC](#); [Mayor Gallego](#); cpeters@dffm.az.gov
Subject: RE: Z-58-23 Public Records Request.
Date: Monday, December 16, 2024 10:21:00 AM

Hi Melissa,

The plan review and permitting process always occurs after zoning is granted. It never occurs before, because plans cannot be approved and permits cannot be issued for a development that does not have the zoning rights in place. So, after zoning is granted, the developer cannot begin construction right away. They still have to go through the City plan review and permitting process, and they cannot begin construction until after permits are issued. Ideally we would ask the developer to ensure their design is complying with all technical code requirements, but we cannot hold up the public hearing process for rezoning, as those issues can still be worked out after the rezoning public hearing process. We and the developer understand that their overall design may end up changing based on revisions they need to make later on to comply with code requirements if alternatives do not exist / are not approved.

The staff report would certainly have background information regarding the General Plan and policy plans the subject site is located in. Please note that the subject site is not located within the Camelback East Village Core and therefore is not within the Camelback East Primary Core Specific Plan area.

Best regards,



Adrian Zambrano
Planner II - Village Planner
Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov

City of Phoenix
► Planning & Development Department
Planning Division, Long Range Planning
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: Mel <melissa.rhodes.az@gmail.com>
Sent: Thursday, December 12, 2024 7:28 PM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Cc: Council District 4 <council.district.4@phoenix.gov>; Council District 6 PCC <District6@phoenix.gov>; Mayor Gallego <mayor.gallego@phoenix.gov>; cpeters@dffm.az.gov
Subject: Re: Z-58-23 Public Records Request.

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Plan review by all departments is required as part of the pre-application process, not after zoning is approved. This is how we know the proposal is not in compliance with fire access codes. These reviews are required in order to ensure projects conform to all required codes and guidelines. This proposal does not. It would create an incredible mess at the city if plan review happened after the zoning process. It also creates a public safety issue that appears to be ignored by the city, which will equate to negligence in the case of a fire. The city will be liable for damages if they approve zoning that does not provide proper fire department access, while greatly increasing density and vehicle traffic on local streets that were built for a low to mid density residential neighborhood. This issue needs to be addressed in detail in the staff report, if the recommendation is to approve.

Additionally, in your staff report, the neighborhood expects you to address protections that exist for our neighborhood in the Piestewa Peak Freeway Specific Plan, the Phoenix General Plan, and the Camelback East Core Specific Plan, with reasoning for overruling all of those protections, if the city is in support of rezoning.

Please add this email to the case file as well.

Thank you,
Melissa Rhodes

On Dec 12, 2024, at 11:27 AM, Adrian G Zambrano <adrian.zambrano@phoenix.gov> wrote:

Zoning just allows the land use and intensity being requested (e.g., density, height). The development would still be required to comply with other technical requirements (e.g., building code, fire code, etc.). This development would still be required to go through the plan review and permitting process after the zoning process (if the zoning gets approved). Those technical City Code issues are not required to be figured out at this stage; they are done during the plan review and permitting stage. The developer assumes the risk of not being able to develop their site as proposed if an appeal is not granted later on after zoning approval. The City understands that some code requirements may not be able to be met from time to time and there are avenues (technical appeals) to allow variations from code requirements if there are alternatives, which are reviewed on a case-by-case basis by the technical review staff.

Best regards,



Adrian Zambrano
Planner II - Village Planner
Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov

City of Phoenix
► Planning & Development Department
Planning Division, Long Range Planning
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

Mission: Planning, Development and Preservation for a Better Phoenix

From: Mel <melissa.rhodes.az@gmail.com>
Sent: Thursday, December 12, 2024 11:16 AM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Subject: Re: Z-58-23 Public Records Request.

The city must consider whether a project is in compliance with zoning regulations and building codes when submitting a recommendation. Improper fire access is not a small issue that can be ignored and written off.

On Dec 12, 2024, at 10:43 AM, Adrian G Zambrano
<adrian.zambrano@phoenix.gov> wrote:

Hi Melissa,

That is up to the Fire Marshal to decide once they file for the fire appeal, as they are the fire experts. I am just relaying what the Fire Prevention staff commented with the 3rd submittal.

I have saved your email to the case file.

Best regards,

Adrian Zambrano
Planner II - Village Planner
Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov
City of Phoenix

<image001.jpg>

► Planning & Development Department
Planning Division, Long Range Planning
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

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Phoenix

From: Mel <melissa.rhodes.az@gmail.com>
Sent: Thursday, December 12, 2024 10:39 AM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Cc: L. B. <eskieowner@gmail.com>
Subject: Re: Z-58-23 Public Records Request.

Sprinklers do not address fire department access, which is the problem. If there is an EV fire in the parking lot, sprinklers are not going to help that. The neighborhood is still at risk if firefighters cannot properly access a development that dense, and firefighters will be at risk if they can't access the property safely. The city has fire department access regulations for a reason. If sprinklers fixed fire department access issues, we would not need fire department access regulations for new buildings with high density. The city is responsible for enforcing fire department access regulations.

Please add my comment to the case file, and consider this in the staff write up.

-Melissa Rhodes

On Dec 12, 2024, at 10:11 AM, Adrian G Zambrano
<adrian.zambrano@phoenix.gov> wrote:

See attached.

Note that with the 3rd review, Fire comments mentioned that an appeal to the Fire Marshal may be able to be used if the building is fully sprinklered with standpipes.

Best regards,

<image001.jpg> **Adrian Zambrano**
Planner II - Village Planner
Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov
City of Phoenix
► Planning & Development
Department
Planning Division, Long Range
Planning
200 West Washington Street,
3rd Floor
Phoenix, AZ 85003

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From: L. B. <eskieowner@gmail.com>
Sent: Thursday, December 12, 2024 9:36 AM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Cc: Mel <melissa.rhodes.az@gmail.com>
Subject: Re: Z-58-23 Public Records Request.

Yes it was specifically requested along with fire comments.

Lee Busenbark

On Thu, Dec 12, 2024, 9:30 AM Adrian G Zambrano
<adrian.zambrano@phoenix.gov> wrote:

Sure, was that info also requested from your PRR
with reference number R017879-120624? If not,
a separate PRR will have to be submitted, and
then you can provide me with the reference
number and I can provide it to you.

Best regards,

<image001.jpg> **Adrian Zambrano**
Planner II - Village Planner
Phone: 602-534-6057
E-mail: adrian.zambrano@phoenix.gov
City of Phoenix
► Planning & Development
Department
Planning Division, Long Range
Planning
[200 West Washington Street, 3](#)
[\[google.com\]](#)rd Floor

Phoenix, AZ 85003

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From: L. B. <eskieowner@gmail.com>
Sent: Wednesday, December 11, 2024 9:09 PM
To: Adrian G Zambrano <adrian.zambrano@phoenix.gov>
Cc: Mel <melissa.rhodes.az@gmail.com>
Subject: Re: Z-58-23 Public Records Request.

Yes please

Lee Busenbark

On Wed, Dec 11, 2024, 4:30 PM Adrian G Zambrano
<adrian.zambrano@phoenix.gov> wrote:

Are you referring to the department comments
with the 1st and 2nd submittals?

Best regards,

<image001.jpg>

Adrian Zambrano
Planner II - Village Planner
Phone: 602-534-6057
E-mail:
adrian.zambrano@phoenix.gov
City of Phoenix
► Planning & Development
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Planning Division, Long Range
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[200 West Washington Street, 3](#)
[\[google.com\]](#)rd Floor
Phoenix, AZ 85003

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From: L. B. <eskieowner@gmail.com>
Sent: Wednesday, December 11, 2024 2:45 PM
To: Adrian G Zambrano
<adrian.zambrano@phoenix.gov>
Cc: Mel <melissa.rhodes.az@gmail.com>
Subject: Re: Z-58-23 Public Records Request.

Thank you! Do you have the correspondence with Fire and Streets?

Lee Busenbark

On Wed, Dec 11, 2024, 2:33 PM Adrian G Zambrano

<adrian.zambrano@phoenix.gov> wrote:

Thank you, please see the 1st and 2nd draft PUD Narratives (with City date stamps) attached.

Best regards,

<image001.jpg>

Adrian Zambrano
Planner II - Village Planner
Phone: 602-534-6057
E-mail:
adrian.zambrano@phoenix.gov
City of Phoenix
► Planning & Development
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Planning Division, Long Range
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[200 West Washington Street, 3](#)
[\[google.com\]](#)rd Floor
Phoenix, AZ 85003

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From: L. B. <eskieowner@gmail.com>

Sent: Wednesday, December 11, 2024 2:16 PM

To: Adrian G Zambrano

<adrian.zambrano@phoenix.gov>

Cc: Mel <melissa.rhodes.az@gmail.com>

Subject: Re: Z-58-23 Public Records Request.

Thank you. The PRR is attached to this email.

Lee Busenbark

On Wed, Dec 11, 2024, 2:13 PM Adrian G Zambrano

<adrian.zambrano@phoenix.gov> wrote:

Hi Lee,

The Public Records Request has to be

submitted for our records, but the PRR team does not have access to the case files yet since it is an active case and it has not been scanned into the archive system yet. I do have the active records on my end, and can provide them to you once you provide me with the PRR reference number.

Best regards,

Adrian Zambrano
Planner II - Village Planner
Phone: 602-534-6057
E-mail:
adrian.zambrano@phoenix.gov
City of Phoenix
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[200 West Washington Street, 3](#)
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Phoenix, AZ 85003

Mission: Planning, Development and Preservation
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From: L. B. <eskieowner@gmail.com>
Sent: Wednesday, December 11, 2024 1:11 PM
To: Adrian G Zambrano
<adrian.zambrano@phoenix.gov>
Cc: Council District 6 PCC
<District6@phoenix.gov>; Council District 4
<council.district.4@phoenix.gov>; Mel
<melissa.rhodes.az@gmail.com>; Mayor Gallego
<mayor.gallego@phoenix.gov>
Subject: Z-58-23 Public Records Request.

Good afternoon,

I submitted two public records request for the 18th place and Indian School Road project. The first one sat for 3 months and then I received the following reply today based on the December 6th request.

I requested this information from planning and zoning originally and was told to do a PRR. It is not available via a PRR. Why are we being thwarted from getting public information about this project? Why is there no transparency especially when the developer is not communicating with the neighborhood and continually making revisions?

Lee Busenbark

<2023-10-03 - Fire Comments.pdf>

<2023-10-20 - Street Transportation Department

Comments.pdf>

<Z-58-23-4 Department Comments - Fire Prevention 2024-09-30.pdf>

<Z-58-23-4 Department Comments - Street Transportation 2024-10-24.pdf>

From: [L. B.](#)
To: [PDD Camelback East VPC](#)
Subject: Concerns Regarding Transparency and Public Access to TIA for Z-58-23 (18th St & Indian School)
Date: Sunday, April 20, 2025 2:09:59 PM

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Dear Members of the Camelback East Village Planning Committee,

I'm writing to express serious concerns regarding the public engagement and transparency associated with zoning case Z-58-23, the proposed development at 18th Street and Indian School Road.

The developer has launched a website seeking letters of support for the project, but this outreach appears to be targeted outside the immediate neighborhood. Despite claiming updates to the proposal, residents directly adjacent to the site — and throughout the neighborhood — have not been notified of any changes, nor have we been invited to any follow-up meetings or discussions. We are left to wonder: who are they engaging with, if not the community most directly impacted?

Additionally, I submitted a public records request on January 23, 2024 for the Traffic Impact Analysis (TIA) reviewed by ADOT. This document is critical, as the developer proposes routing project traffic onto narrow local streets. I followed up in February and again this month, and after over four months, I received the following response:

“This request has been sent to law for review and at this time I do not have an ETA.”

The TIA, which underpins access and circulation decisions, is a public planning document—not confidential, not proprietary. ADOT and industry standards require that traffic analyses follow established procedures open to public scrutiny. Withholding this information obstructs the community's ability to evaluate the project's impact and undermines trust in the review process.

We are asking for fairness, transparency, and meaningful engagement in this rezoning process. We deserve the opportunity to review critical project details, including the traffic analysis, and to be included in discussions as plans evolve.

Thank you for your attention and for your continued service to our community.

Lee Busenbark

From: [Melissa](#)
To: [Council District 4](#); [John Mertens](#)
Cc: [Alma Hernandez](#); [Adrian G Zambrano](#)
Subject: Importance of proper fire access (18th Pl/Indian School development)
Date: Wednesday, December 17, 2025 10:41:47 AM

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Councilwoman Pastor and Fire Marshal Mertens,

I am writing to make sure you understand the impact of proper fire access to any proposed development in this location specifically. My home is next to this site. The developer and his attorney Jason Morris are aware that the proposal does not provide proper fire access to the site, but continue to ignore it, despite concerns raised by both city fire planning and the neighborhood. This puts public safety at risk for reasons I will outline below. I am also including the city planner on this email, as I want it documented in the case file and addressed in the staff report.

The developer had the Phoenix fire department out to test the cul-de-sac with their smallest fire engine. Just one vehicle, their smallest engine could not make a full turn in the cul-de-sac. This is important because when there is a fire at a development this large there are at least **SEVEN** fire vehicles sent to the site, including a large engine. If a fire is not able to be extinguished immediately, another fire station will send another seven vehicles to the location, including additional engines.

Not having proper access for fire is particularly dangerous in our neighborhood because of problems that were created when the city blocked north and west escape routes by building the 51 freeway. So instead of having four potential exits we only have two, which are narrow neighborhood streets where people park because our neighborhood was built in the 40s and 50s to handle low density traffic. The city has not widened the streets in our neighborhood. If we are trying to get out of our neighborhood as 7 to 14 fire vehicles are trying to get into the neighborhood, that is going to create an incredibly dangerous gridlock, trapping neighbors and delaying firefighters. If there are fire vehicles on 18th place and 18th street, we will not be able to leave our homes in our vehicles. Residents of the apartment complex will be trapped there and will be fighting against fire vehicles because there is only one entrance/exit proposed in this project. This makes not having proper fire access to this location even more dangerous. Other neighbors will be trapped in the neighborhood as fire vehicles attempt to access the site through alternate routes on narrow neighborhood streets. None of this is even considering failing traffic flows on Indian School and the gridlock here that will delay fire vehicles from reaching the site for a longer period of time, or the issues of setting up an engine on Indian School in front of the property which is also the freeway on-ramp,

I hope you can see how clearly dangerous not requiring proper fire access here would be, and how those problems are severely compounded because of the 51 freeway location that removed safe exit for me and my neighbors. The city has fire access requirements to ensure the safety of both firefighters and residents. The developer and his attorney want to pretend

that this is a minor issue that is not going to cause problems because they think we will never have a fire here or that sprinklers will immediately put them out. We all know this is not the case, which is why Phoenix requires proper fire access in the first place. This proposal has a parking lot running along my entire property line. I will remind you that electric vehicles have batteries that catch on fire. Sprinklers in their main structure are not going to put out a car fire in the parking lot on my property line. Car fires can spread. If the city overlooks these issues and supports the project despite public safety risks and violations of fire access zoning requirements, it would be irresponsible. Similarly, if the Fire Marshal signs a waiver of these access requirements, it would also be irresponsible.

Thank you for your time and consideration of this very serious matter.

-Melissa Rhodes
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