



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report: Z-58-23-4
Indian School Road and 18th Place PUD
September 30, 2026

Camelback East Village Planning Committee Meeting Date:

October 6, 2026

Planning Commission Hearing Date:

November 5, 2026

Request From:

C-2 (Intermediate Commercial) (1.35 acres),
R-3 (Multi-Family Residence District) (0.33
acres), and P-1 (Passenger Automobile
Parking, Limited) (0.35 acres)

Request To:

PUD (Planned Unit Development) (2.03
acres)

Proposal:

PUD to allow mixed-use multi-family
residential and commercial

Location:

Northwest corner of 18th Place and Indian
School Road

Owner:

SR51 Indian School, LLC

Applicant:

Del Pueblo Communities

Representative:

Jason Morris, Withey Morris Baugh, PLC

Staff Recommendation:

Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Commercial and Residential 5 to 10 dwelling units per acre	
<u>Street Classification Map</u>	Indian School Road	Major Arterial	69-foot to 74-foot north half street
	18th Place	Local	30-foot west half street
	18th Street	Local	30-foot east half street

General Plan Conformity

CONNECT PEOPLE & PLACES CORE VALUE; INFILL; LAND USE PRINCIPLE: *Promote and encourage compatible infill development with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.*

The PUD will add to the mix of housing types in the area and will develop an infill site within the city. The subject site is located near the Camelback Biltmore Major Employment Center, the Biltmore Fashion Park, the bus stop located on Indian School Road between 18th Place and 19th Street, the Indian School Road and Central Avenue light rail station, and the 20th Street bikeway.

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

The proposal includes an increase in intensity and incorporates a larger landscape buffer with more mature tree plantings along the north property line adjacent to R-3 zoning. The design incorporates a building height stepback along the north property line, a large building setback from the north property line, maximum glazing on the north elevation, and screening requirements for the amenity deck and pool. These measures are intended to mitigate potential impacts and maintain compatibility with the adjacent single-family residences to the north.

CONNECT PEOPLE & PLACES CORE VALUE; COMPLETE STREETS; DESIGN PRINCIPLE: *Locate parking to the rear of a site to create a more pedestrian environment, when adequate shielding from noise and light can be provided to adjacent established neighborhoods. On-street parking in some areas may also promote a pedestrian environment.*

The PUD requires parking areas to be screened from the adjacent streets through the use of buildings and walls to support a pedestrian environment. Additionally, the PUD will enhance the streetscape by providing detached sidewalks, street trees, and wider sidewalks, to promote pedestrian activity and a pedestrian environment. Walls, a landscape buffer, and mature tree plantings will provide adequate screening to reduce noise and light impacts on the established neighborhood to the north.

General Plan Conformity

CONNECT PEOPLE & PLACES CORE VALUE; COMPLETE STREETS; DESIGN PRINCIPLE: *In order to balance a more sustainable transportation system, development should be designed to include increased amenities for transit, pedestrian and bicyclists such as shade, water, seating, bus shelters, wider sidewalks, bike racks, pedestrian scale lighting and way-finding.*

The PUD incorporates enhanced amenities for pedestrians and bicyclists including wider detached sidewalks, shade, bicycle parking, and pedestrian-scale lighting.

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

The PUD will require bicycle amenities, including secured bicycle parking, guest bicycle parking, a bicycle repair station, and e-bike charging capabilities.

STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; LOCAL & SMALL BUSINESS; LAND USE PRINCIPLE: *Facilitate adaptive reuse of older, underutilized properties to create mechanisms for new local and small businesses to operate, thrive and grow.*

The PUD will facilitate the redevelopment of an underutilized property and introduce ground-level retail spaces that expands opportunities for local and small businesses to operate, thrive and grow.

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; CERTAINTY AND CHARACTER; DESIGN PRINCIPLE: *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 the residential properties.*

The PUD incorporates a widened landscape buffer, mature tree plantings, a building height stepback, a large building setback along the north property line, and screening requirements for the amenity deck and pool. These provisions are intended to mitigate potential negative impacts on adjacent residential properties.

General Plan Conformity

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; CERTAINTY AND CHARACTER; DESIGN PRINCIPLE: Enhance the compatibility of residential infill projects by carefully designing the edges of the development to be sensitive to adjacent existing housing. Create landscape buffers and other amenities to link new and existing development.

The PUD incorporates a landscape buffer along the north property line to ensure compatibility to the existing residential development to the north. In addition, the PUD provides shaded detached sidewalks along the street frontages, enhancing the pedestrian environment and connections to the existing development.

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; SAFE NEIGHBORHOODS – TRAFFIC; DESIGN PRINCIPLE: Minimize traffic through lower-density residential areas by locating heavy traffic-generating land uses on or near arterial streets.

The site is located along Indian School Road, a major arterial street, and adjacent to the SR-51 freeway, ensuring traffic is contained to major roads and away from low-density areas.

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE: Plan and design communities and neighborhoods to be pedestrian friendly and walkable.

The PUD enhances walkability in the area by providing shaded detached sidewalks, establishing building frontages along adjacent streets, and incorporating mixed-use development with ground-floor commercial and residential units above. Additionally, the PUD applies Walkable Urban Code standards to further support a pedestrian-oriented environment.

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE: Encourage bicycle and pedestrian amenities in new major development projects in high-density, mixed-use areas or near transit stations or employment centers.

The site is located near the Camelback Biltmore Major Employment Center and the Indian School Road and Central Avenue light rail station. The PUD incorporates shaded detached sidewalks, secured bicycle parking, guest bicycle parking, and a bicycle repair station.

General Plan Conformity

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE: Establish design standards and guidelines for parking lots and structures, setback and build-to lines, blank wall space, shade, and other elements affecting pedestrians, to encourage pedestrian activity and identify options for providing pedestrian-oriented design in different types of development.

The PUD incorporates enhanced design standards and guidelines to promote pedestrian-oriented development. These standards include shaded detached sidewalks, mixed-use development, parking area screening requirements, maximum building setbacks, design provisions for blank walls exceeding 20 feet in length, as well as Walkable Urban Code street frontage standards.

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Communities should consist of a mix of land uses to provide housing, shopping, dining and recreational options for residents.

The PUD will consist of a mix of land uses, including residential and commercial, that will provide housing, shopping, and dining options for residents.

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Include a mix of housing types and densities where appropriate within each village that support a broad range of lifestyles.

The proposal for multi-family residential will add to the diversity of housing types and densities in the area. The site is appropriately located near Indian School Road, a major arterial street, and the SR-51 freeway. The site is also in close proximity to the Indian School Road and Central Avenue light rail station and the Camelback East Primary Village Core, supporting access to transit and major activity.

CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS CORE VALUE; CLEAN NEIGHBORHOODS; LAND USE PRINCIPLE: Facilitate the acquisition of vacant, underutilized and blighted parcels for appropriate redevelopment, compatible with the adjacent neighborhood character and adopted area plans.

The site is currently a vacant and underutilized parcel. The PUD would redevelop the site with a mixed-use development that is appropriately located along an arterial street and freeway, and within close proximity to the Camelback East Primary Village Core and the Indian School Road and Central Avenue light rail station. Additionally, the PUD incorporates a larger landscape buffer, mature tree plantings, a building height

General Plan Conformity

stepback, a substantial building setback, and screening requirements for the amenity deck and pool, to ensure compatibility with the adjacent neighborhood.

***BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES & SHADE;
DESIGN PRINCIPLE: Integrate trees and shade into the design of new
development and redevelopment projects throughout Phoenix.***

The PUD incorporates enhanced landscaping and shading standards, including detached sidewalks and minimum shade requirements for pedestrian walkways, sidewalks, bicycle infrastructure, common open space, and parking areas. These provisions are intended to increase shade for pedestrians and bicyclists and to mitigate the urban heat island effect by covering hard surfaces, thus cooling the micro-climate.

Applicable Plans, Overlays, and Initiatives

[Camelback Biltmore Major Employment Center](#) – See Background Item No. 15.

[Piestewa Peak Parkway Specific Plan](#) – See Background Item No. 16.

[Comprehensive Bicycle Master Plan](#) – See Background Item No. 17.

[Complete Streets Design Guidelines](#) – See Background Item No. 18.

[Zero Waste PHX](#) – See Background Item No. 19.

[Housing Phoenix Plan](#) – See Background Item No. 20.

[Phoenix Climate Action Plan](#) – See Background Item No. 21.

[Transportation Electrification Action Plan](#) – See Background Item No. 22.

[Conservation Measures for New Development](#) – See Background Item No. 23.

[Shade Phoenix Plan](#) – See Background Item No. 24.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant land	C-2, P-1, R-3
North	Single-family residential	R-3
South (across Indian School Road)	Commercial uses and multi-family residential	C-2
East (across 18th Street)	Single-family residential and commercial uses	C-2
West (across SR-51 freeway)	Office and parking lot	C-2 and R-3 (Approved P-1)

Background/Issues/Analysis

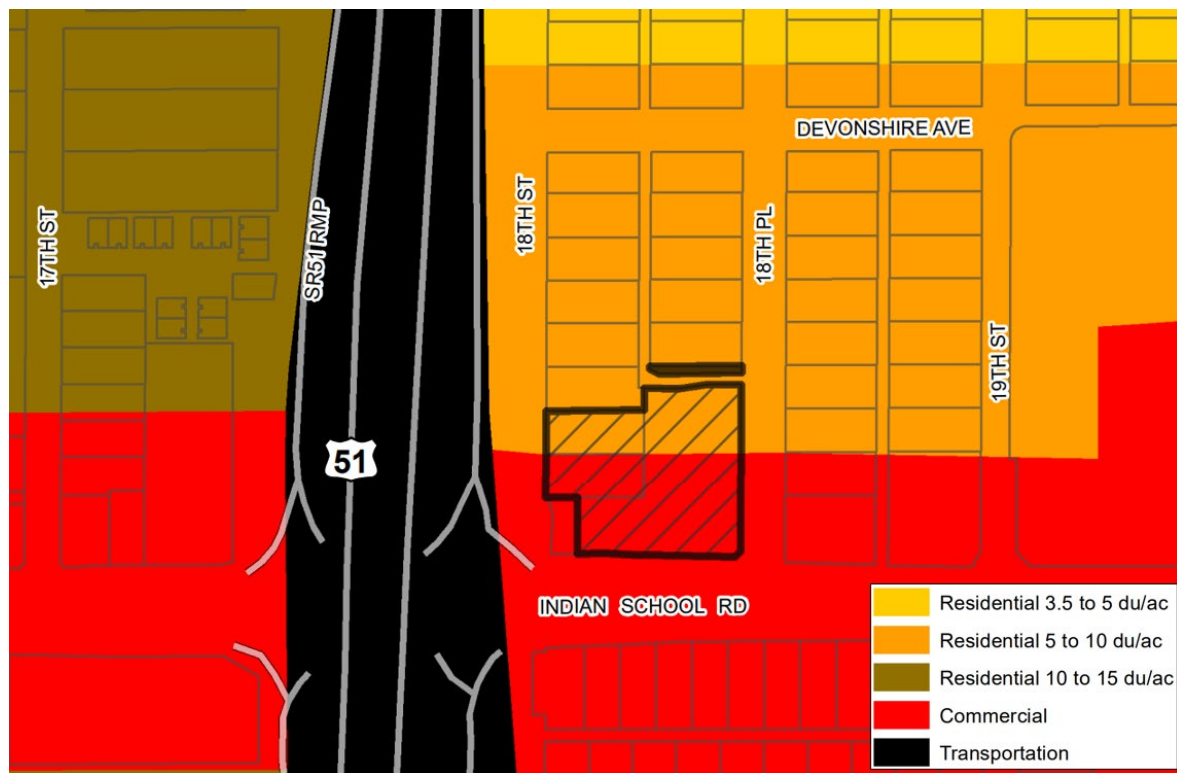
SUBJECT SITE

1. This request is to rezone a 2.03-acre site located at the northwest corner of 18th Place and Indian School Road from 0.33 acres of R-3 (Multi-Family Residence District), 1.35 acres of C-2 (Intermediate Commercial), and 0.35 acres of P-1 (Passenger Automobile Parking, Limited) to PUD (Planned Unit Development) to allow a mixed-use development including multi-family residential and commercial. Currently the site is vacant, but it was previously developed with a single-family home and an office building.

GENERAL PLAN LAND USE MAP DESIGNATION

2. The subject site is designated as Residential 5 to 10 dwelling units per acre and Commercial on the General Plan Land Use Map. The PUD allows non-residential uses as permitted for the C-1 (Neighborhood Retail) zoning district, which is consistent with the Commercial designation. The PUD is proposing a density of 37.44 dwelling units per acre, which exceeds General Plan Land Use Map designations of Residential 5 to 10 dwelling units per acre and Commercial, both of which support lower-density residential development. However, the site is less than 10 acres in size; therefore, a Minor General Plan Amendment is not required.

The properties to the west and east of the subject site are designated as Residential 5 to 10 dwelling units per acre and Commercial. To the north of the subject site, the area is designated as Residential 5 to 10 dwelling units per acre. South of the subject site, across Indian School Road, is designated as Commercial.

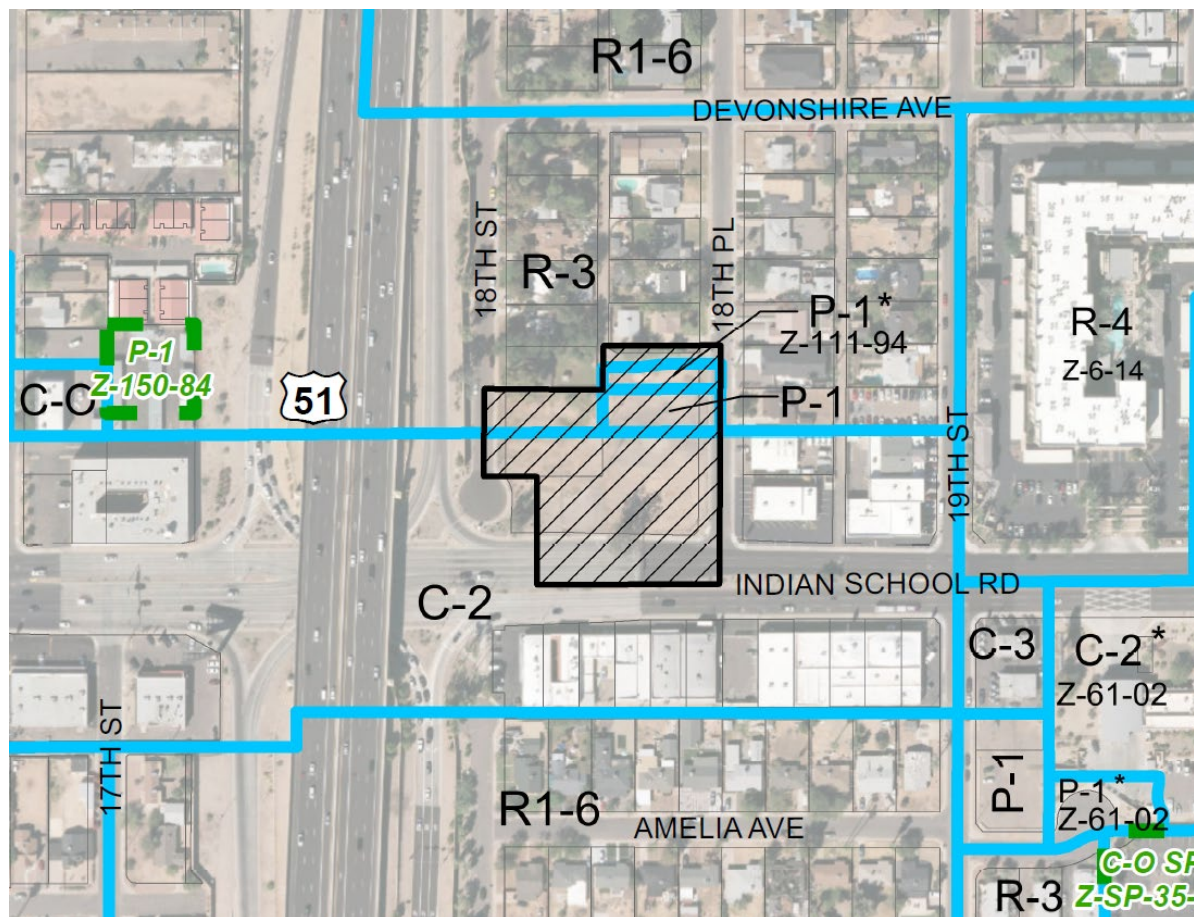


General Plan Land Use Map

Source: Planning and Development Department

SURROUNDING LAND USES AND ZONING

3. To the north of the subject site are single-family residences, zoned R-3 (Multi-Family Residence District). To the south of the subject site, across Indian School Road, are various commercial uses, including vacant commercial suites, a print shop (Phoenix Mixed Media Printing), a portrait studio (Hollywood Photo Studios), the 1805 Flats multi-family residential development, and a house remodeler (Arizona Floors & More), zoned C-2 (Intermediate Commercial). To the east of the subject site, across 18th Street, are single-family residences zoned R-3 (Multi-Family Residence District), and commercial uses, including a landscaper office (Xeriscapes Unlimited) and a gym (TriCoreFit), zoned C-2 (Intermediate Commercial). To the west of the subject site, across the SR-51 freeway, is a radio broadcaster (Kajm) and a wellness center, zoned C-2 (Intermediate Commercial), R-3 (Multi-Family Residence District), R-3 (Approved P-1) (Multi-Family Residence District, Approved Passenger Automobile Parking, Limited), and C-O (Restricted Commercial).



Zoning Aerial Map

Source: Planning and Development Department

PROPOSAL

4. The proposal was developed utilizing the PUD zoning district. The Planned Unit Development (PUD) is intended to create a built environment that is superior to development achievable through conventional zoning districts and design guidelines. Through a collaborative and comprehensive approach, the applicant authors and proposes standards and guidelines tailored to the context of a site on a case-by-case basis. Where the PUD Development Narrative is silent on a requirement, the applicable provisions of the Zoning Ordinance provisions shall apply.
5. The PUD proposes a four-story mixed-use development with 76 dwelling units, a ground floor office and amenity space, and two ground floor retail and restaurant spaces.
6. **Land Use**
The proposed development narrative allows multi-family residential and non-residential uses permitted in the C-1 zoning district.

The proposed development narrative prohibits several C-1 uses that may be incompatible with the adjacent neighborhood or do not support a walkable environment.

Temporary uses are permitted subject to the provisions of Section 708 of the Phoenix Zoning Ordinance.

7. **Development Standards**

The table below summarizes the key development standards established in the development narrative, which are comparable to the R-5 zoning district. The proposed PUD permits greater building height and lower density than permitted in the R-5 zoning district. The proposed PUD allows reduced building setbacks along street frontages and less parking than required in the R-5 zoning district. Standards for the north building setback, the north building stepback, common open space, division of uses, shade, and bicycle parking exceed the Phoenix Zoning Ordinance standards.

<u>Standard</u>	<u>PUD Proposed</u>
<i>Maximum Building Height</i>	55 feet; 10 feet within 10 feet of north property line, which height may be increased 1-foot for each additional 1-foot of building setback, up to the maximum permitted height
<i>Maximum Density</i>	76 units; 37.44 dwelling units per acre
<i>Maximum Lot Coverage</i>	60%
<i>Minimum Building Setbacks</i>	North: 55 feet for first 180 feet from west property line; 35 feet for first 30 feet from east property line; 45 feet for remaining area
	South (Indian School Road): 8 feet
	East (18th Place): 5 feet
	West (18th Street): 5 feet
	West (Property Line Adjacent to R-3 Zoning): 40 feet
	Property Lines Adjacent to C-2 Zoning: 0 feet
<i>Maximum Building Setbacks</i>	South (Indian School Road): 15 feet
	East (18th Place): 10 feet
	West (18th Street): 10 feet
<i>Minimum Open Space</i>	7% (inclusive of amenity deck)
<i>Division of Uses</i>	Minimum 1,700 square feet of commercial uses on the ground floor of the building
	Minimum 70 dwelling units

<u>Standard</u>	<u>PUD Proposed</u>
<i>Minimum Shade</i>	Pedestrian Walkways and Sidewalks: 75%. Of the 75% shade, a minimum of 50% shade shall be provided by shade trees.
	Bicycle Infrastructure: 75%
	Common Open Space (Including Rooftop Amenities and Amenity Deck): 50%
	Uncovered Surface Parking Lot Areas: 25% provided by shade trees dispersed throughout the parking lot areas and can also include building shade.
<i>Minimum Vehicle Parking</i>	Per Section 702 of the Phoenix Zoning Ordinance, except as modified below.
	Residential Uses: 1.45 parking spaces per dwelling unit. A minimum of 30% of the parking spaces must remain unreserved and not assigned to a particular unit or the leasing office.
	Non-residential Uses: Minimum 1 parking space per 300 square feet of gross floor area
	Parking Location: Parking areas shall be wrapped by a building and fully screened by the building, or by a wall where the building is not located, to block views of the parking areas from the street
	No more than 30% of the required parking spaces can be compact parking spaces
	A minimum of 20% of the required parking spaces shall include Electric Vehicle (EV) Capable spaces
	No designated loading spaces required
<i>Minimum Bicycle Parking</i>	Secured bicycle parking at a rate of 0.25 spaces per dwelling unit, up to a maximum of 50 spaces
	Guest bicycle parking at a rate of 0.05 spaces per dwelling unit, up to a maximum of 50 spaces
	Non-residential bicycle parking per Section 1307.H of the Phoenix Zoning Ordinance

The proposed PUD includes a provision in the Parking Standards sub-section of the Development Standards section that allows an increased percentage of parking spaces to be designated as compact spaces than permitted in the Phoenix Zoning Ordinance. The PUD also does not require any loading spaces. The Traffic Services Division has reviewed and approved these proposed standards.

8. **Landscape Standards**

The PUD sets forth standards for perimeter landscape setbacks, surface parking areas, and landscaping within adjacent rights-of-way. The table below summarizes the key landscape standards. The landscape setbacks adjacent to streets proposed in the PUD are less than would be required in the R-5 zoning district. The streetscape standards and all the planting standards exceed Phoenix Zoning Ordinance standards.

<u>Standard</u>	<u>PUD Proposed</u>
<i>Minimum Landscape Setbacks</i>	North (Adjacent to R-3 Zoning): 8 feet
	North (Adjacent to alley): 5 feet
	South (Indian School Road): 0 feet
	East (18th Place): 0 feet
	West (18th Street): 5 feet
	West (Property Line Adjacent to R-3 Zoning): 5 feet
	Property Lines Adjacent to C-2 Zoning (South and West): 0 feet
<i>Planting Standards, North Landscape Setback (Adjacent to R-3 Zoning)</i>	Minimum 3-inch caliper, single-trunk, large canopy, shade trees, planted 20 feet on center, or in equivalent groupings
	A mixture of shrubs, accents, and vegetative groundcovers, evenly distributed throughout the landscape area to achieve a minimum of 75% live coverage
<i>Planting Standards, North Landscape Setback (Adjacent to alley) and West Landscape Setback (Adjacent to R-3 Zoning)</i>	Minimum 2-inch caliper, single-trunk, large canopy, shade trees, planted 20 feet on center, or in equivalent groupings
	A mixture of shrubs, accents, and vegetative groundcovers, evenly distributed throughout the landscape area to achieve a minimum of 75% live coverage
<i>Planting Standards, West Landscape Setback (Adjacent to 18th Street)</i>	Minimum 2-inch caliper, single-trunk, large canopy, shade trees, planted 20 feet on center, or in equivalent groupings
	A mixture of shrubs, accents, and vegetative groundcovers, evenly distributed throughout the landscape area to achieve a minimum of 75% live coverage
<i>Planting Standards, Adjacent to Buildings along Indian School Road, 18th Place and 18th Street</i>	Minimum 3-foot-wide planters adjacent to building to provide additional greenery from shrubs / accents / vegetative groundcover on other side of sidewalk

<u>Standard</u>	<u>PUD Proposed</u>
<i>Planting Standards, Uncovered Surface Parking Areas</i>	Minimum 2-inch caliper, single-trunk, large canopy, shade tree in each landscape planter that is at least 5 feet wide (inside dimension), except where a roof deck is located above the landscape planter
	A mixture of shrubs, accents, and vegetative groundcovers, maintained to a maximum height of three feet (excluding accents), evenly distributed throughout the landscape areas, to achieve a minimum of 75% live coverage in all landscape planters
<i>Streetscape</i>	Indian School Road: 6-foot-wide detached sidewalk, 10-foot-wide landscape strip between back of curb and sidewalk
	18th Place and 18th Street: 5-foot-wide detached sidewalk, 8-foot-wide landscape strip between back of curb and sidewalk
	Tree Planting Standards: Minimum 50% 2-inch caliper and 50% 3-inch caliper, single-trunk, large canopy, shade trees, planted 20 feet on center, or in equivalent groupings
	Live Coverage Planting Standards: A mixture of shrubs, accents, and vegetative groundcovers, maintained to a maximum height of three feet (excluding accents), evenly distributed throughout the landscape area, to achieve a minimum of 75% live coverage

9. **Fences and Walls**

The PUD proposes compliance with Phoenix Zoning Ordinance standards for fences and walls.

10. **Amenities**

The PUD requires a bicycle repair station (“fix it station”) to be provided and maintained on site within an amenity area or near a primary site entrance and requires a minimum 100-square-foot mural to be incorporated on the exterior of the building at a location visible from adjacent right-of-way. The PUD also requires that a minimum of four additional amenities be provided, which may include a fitness center for residents, a coworking space, a clubhouse, a roof deck with seating and lounging areas, a pool, and barbeque area.

11. **Lighting**

The PUD proposes compliance with the lighting standards of the Phoenix Zoning Ordinance and Phoenix City Code. The PUD also requires pedestrian lighting adjacent to public and private pedestrian walkways and sidewalks, as follows:

- 15-foot maximum height of lighting fixtures

- A minimum of one-foot candle illumination shall be maintained throughout the pedestrian walkway or sidewalk.
- Uniform lighting shall be placed along the entire pedestrian walkway or sidewalk to avoid bright high glare or low visibility dark areas.

12. **Design Guidelines**

The PUD proposes design guidelines intended to enhance the appearance and functionality of the buildings and on-site amenities. Buildings will utilize a variety of colors and materials on each building façade and will incorporate a minimum level of masonry detailing. The guidelines limit the use of stucco as an exterior material, require minimum glazing on the ground floor and upper floors, and limit glazing on the north elevation. Blank walls will not exceed 20 linear feet without being interrupted by a window, or variation in building treatment or design. Building walls will be articulated a minimum of one foot for every 50 feet of wall length. Horizontal shade elements and balconies will also be incorporated into the building design.

The PUD proposes additional design guidelines that address site functionality and visual compatibility. These design guidelines include screening of parking areas, enhanced corner design, and standards requiring fences and walls to be compatible and complimentary to the colors and materials of the primary building. The PUD also establishes guidelines for pedestrian pathway treatment, recycling and composting, green stormwater infrastructure, water conservation, enhanced landscape design, and solar energy.

13. **Signs**

The PUD proposes that signage comply with the Walkable Urban Code Signage Standards per Section 1308 of the Phoenix Zoning Ordinance, as applicable for Transect T5.

14. **Sustainability**

The PUD proposes to reduce heat island effect with minimum shade requirements, encourages recycling and composting by requiring recycling and composting bins within garbage enclosures, and encourages water conservation through the use of drought-tolerant landscaping and drip irrigation systems. The PUD further supports clean energy with solar-ready roofs. Additionally, the PUD encourages lower energy use through high-efficiency HVAC systems and promotes healthy air quality by requiring low-VOC or no-VOC paints.

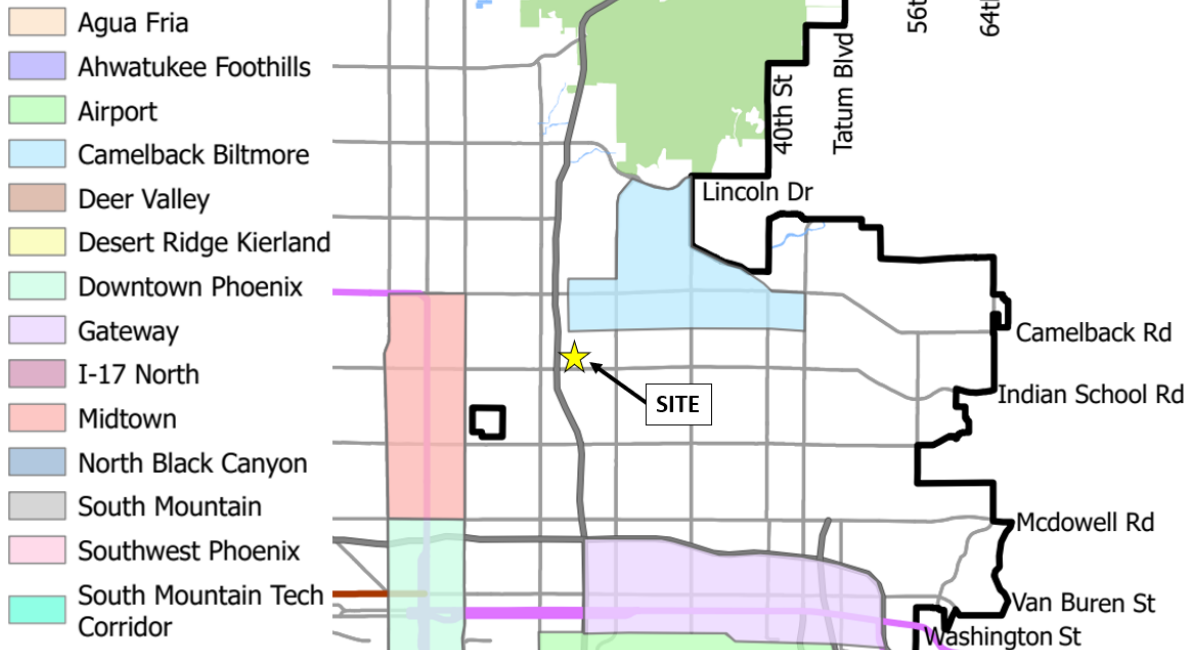
AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

15. **Camelback Biltmore Major Employment Center**

The subject site is located within one mile of the Camelback Biltmore Major Employment Center. The Biltmore area hosts a dynamic mix of premier office, high-end retail and hotel developments that serve as the focal point for business and entertainment activity. In addition, the area has access to a large executive and

professional workforce. The proposal for multi-family residential will allow for residents to live nearby workplaces and retail establishments that can be easily accessed from local and collector streets by a short 10-minute bike ride.

LEGEND



Major Employment Centers and Corridors Map
Source: Planning and Development Department

16. Piestewa Peak Parkway Specific Plan

The Phoenix City Council approved the Piestewa Peak Parkway Specific plan on June 20, 1990, with the primary purpose of outlining goals and policies for properties abutting the SR-51 freeway and guiding development in a way that protects the integrity of existing neighborhoods. Furthermore, the plan sets forth actionable items to mitigate the impact of the freeway on the existing communities along this corridor. Since the adoption of these plans, the SR-51 freeway has been completed, and mitigating features such as sound walls, enhanced landscaping, and overall circulation improvements have been built as set forth in the plans. The plans also included land use change recommendations for properties abutting the SR-51 freeway. The site is located within Segment 4 of the plan, which is located between Camelback Road and Indian School Road. The plan recommends that stable residential and commercial uses outside of the Camelback East Village Core should be preserved. The site is currently zoned both multi-family residential and commercial and the PUD will include both multi-family residential and commercial uses; therefore, the existing residential and commercial pattern in the area will be preserved. Additionally, the plan recommended that the R-3 zoning north of the commercially properties along Indian School Road not be expanded north of

Devonshire Avenue in order to protect the R1-6 zoned properties. The PUD will maintain higher-density residential south of Devonshire Avenue and adjacent to Indian School Road, a major arterial street.

17. **Comprehensive Bicycle Master Plan**

The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its Bikeway System and supportive infrastructure. The Comprehensive Bicycle Master Plan supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. In order to address the goals of this plan, the PUD requires the following:

- Secured bicycle parking be provided at a minimum rate of 0.25 spaces per dwelling unit, up to a maximum of 50 spaces.
- Guest bicycle parking be provided at a minimum rate of 0.05 spaces per dwelling unit, up to a maximum of 50 spaces.
- Non-residential bicycle parking be provided per Section 1307.H of the Phoenix Zoning Ordinance.
- A bicycle repair station be provided and maintained on site.
- A minimum of 10 percent of the required bicycle parking spaces include standard electrical receptacles for electric bicycle charging capabilities.

18. **Complete Streets Design Guidelines**

In 2018, the Phoenix City Council adopted the Complete Streets Design Guidelines. The design guidelines are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. To address these design guidelines, the PUD requires detached and shaded sidewalks along all street frontages.

19. **Zero Waste PHX**

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero-waste city, as part of the City's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial, and mixed-use developments meeting certain criteria. The PUD requires refuse receptacles, recycling receptacles, and compost receptacles, with informational signs indicating the appropriate waste type for each receptacle, to be provided at all building entrances/exits and allocated throughout the site in common open space areas and along pedestrian pathways and sidewalks. Additionally, a recycling container and compost container are required to be provided for each refuse container provided within a trash enclosure.

20. **Housing Phoenix Plan**

In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with a vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for additional housing units.

The proposed development supports the plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety housing types that will address the supply shortage at a more rapid pace while using vacant land in a more sustainable fashion.

21. **Phoenix Climate Action Plan**

In October 2021, the Phoenix City Council approved the Climate Action Plan. The Climate Action Plan will serve as a long-term plan to achieve greenhouse gas emissions reductions and resiliency goals from local operations and community activities as well as prepare for the impacts of climate change. This plan contains policy and initiatives regarding stationary energy, transportation, waste management, air quality, local food systems, heat, and water. Goal W2 (Water), Action W2.4, pertains to the implementation of the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management to benefit the environment, promote water conservation, reduce urban heat, improve the public health, and create additional green spaces. In order to address this goal, the PUD requires a minimum of two green stormwater infrastructure (GSI) elements for stormwater management to be implemented.

22. **Transportation Electrification Action Plan**

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. To address the goals of this plan, the PUD requires a minimum of 20 percent of the required parking spaces to include EV Capable infrastructure. Additionally, a minimum of 10 percent of the bicycle parking spaces will include a standard electrical receptacle for electric bicycle charging capabilities.

23. **Conservation Measures for New Development**

In June 2023, the Phoenix City Council adopted the Conservation Measures for New Development policy as part of a resolution addressing the future water consumption of new development (Resolution 22129). This resolution addresses the future water consumption of new development to support one of the City's Five Core Values in the General Plan which calls for Phoenix to "Build the Sustainable Desert City". The Conservation Measures for New Development policy includes direction to develop standard stipulations for all rezoning cases that will address best practices related to water usage in nine specific categories. In order to address this policy, the PUD requires the following:

- Only landscape materials listed in the Phoenix Active Management Area Low-Water-Use/Drought-Tolerant Plant List shall be utilized.
- Natural turf shall be limited to required retention areas and functional turf areas.
- Landscaping shall be maintained by permanent and automatic/water efficient WaterSense labeled irrigation controllers (or similar smart controller) to minimize maintenance and irrigation water consumption for all on and offsite landscape irrigation.
- Pressure regulating sprinkler heads and/or drip lines shall be utilized in any turf areas to reduce water waste.
- A leak detection device shall be installed for the irrigation system of landscape areas larger than 10,000 square feet.
- A minimum of two green stormwater infrastructure (GSI) elements for stormwater management be implemented.
- Documentation shall be provided that demonstrates a commitment to participate in the City of Phoenix Water Efficiency Checkup Program for a minimum of 20 years.

24. **Shade Phoenix Plan**

In November 2024, the Phoenix City Council adopted the Shade Phoenix Plan. The Shade Phoenix Plan prioritizes increasing shade coverage throughout the City to improve health and quality of life. Investing in shade can address the urban heat island effect, clean the air, preserve Sonoran vegetation, and prevent health complications related to prolonged exposure to heat. The Shade Phoenix Plan provides numerous strategies to increase shade including expanding and maintaining existing shade, strengthening tree code enforcement, and developing shade stipulations in rezoning cases. In order to address the goals of this plan, the PUD requires the following:

- Minimum 75 percent shade for pedestrian pathways and sidewalks.
- Minimum 75 percent shade for bicycle infrastructure.
- Minimum 50 percent shade for common open space.
- Minimum 25 percent shade for uncovered surface parking lot areas.

COMMUNITY INPUT SUMMARY

25. At the time this staff report was written, staff has received eight letters with general inquiries, one neutral letter, 10 letters of opposition, and one letter of support with suggestions. Concerns raised include parking, traffic, density, neighborhood character, height, property value, quality of life, noise, privacy, neighborhood outreach, fire safety, street maintenance, heat island effects, lighting, refuse collection, commercial activities, owner occupancy, and affordability.

INTERDEPARTMENTAL COMMENTS

26. **Street Transportation Department**

The Street Transportation Department requested the following:

- That vehicular access to the adjacent alley be prohibited.
- That a maximum of one driveway be permitted and align with Lot 15 of Peters View Tract across 18th Place.
- That all streets within and adjacent to the development are constructed with all required improvements and comply with ADA standards.

These are addressed in Stipulation Nos. 2 through 4.

27. **Aviation Department**

The Aviation Department requested that the property owner record documents that disclose the existence, and operational characteristics, of the Phoenix Sky Harbor International Airport to future owners or tenants of the property. This is addressed in Stipulation No. 5.

OTHER

28. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and immediate area to be archaeologically sensitive, and if no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius of the discovery, and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation Nos. 6 through 8.
29. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to final site plan approval. This is addressed in Stipulation No. 9.

30. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments, may be required.

Findings

1. The PUD will add to the mix of housing types that are located a short bike ride away from the Camelback Biltmore Major Employment Center and the Indian School Road and Central Avenue light rail station.
2. The PUD incorporates a larger landscape buffer, mature tree planting standards, a building height setback, a large building setback, maximum glazing, and screening requirements for the amenity deck and pool, to mitigate potential impacts to the adjacent single-family residences to the north.
3. The proposed PUD supports efforts from various plans, policies, and initiatives, including the Comprehensive Bicycle Master Plan, the Complete Streets Design Guidelines, the Zero Waste PHX initiative, the Housing Phoenix Plan, the Phoenix Climate Action Plan, the Transportation Electrification Action Plan, the Conservation Measures for New Development policy, and the Shade Phoenix Plan.

Stipulations

1. An updated Development Narrative for the Indian School Road and 18th Place PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped September 25, 2026, as modified by the following stipulations:
 - a. Front cover: Revise the submittal date information on the bottom to add the following: City Council adopted: [Add adoption date].
2. Vehicular access to the adjacent alley shall be prohibited.
3. A maximum of one driveway shall be permitted and shall align with APN 163-29-074 (Lot 15 of Peters View Tract plat, Book 030, Page 23, MCR# 19450042315). No other vehicular access is allowed.
4. All streets within and adjacent to the development shall be constructed with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping, and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

5. The property owner shall record documents that disclose the existence, and operational characteristics, of the Phoenix Sky Harbor International Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.
6. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.
7. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.
8. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.
9. Prior to final site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Writer

Adrian Zambrano

September 30, 2026

Team Leader

Racelle Escolar

Exhibits

Sketch Map

Aerial Map

Conceptual Site Plan date stamped September 25, 2026

Conceptual Landscape Plan date stamped September 25, 2026

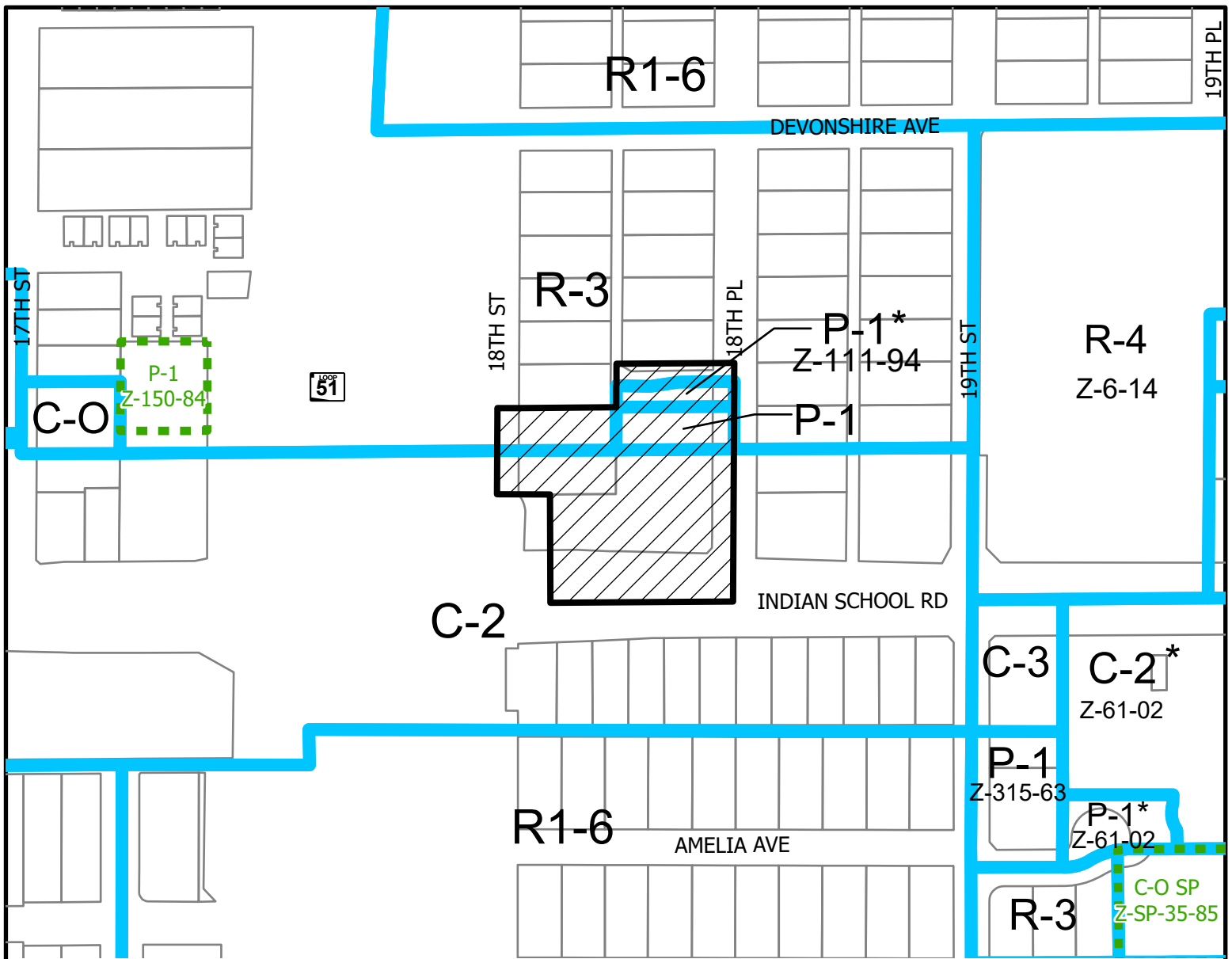
Conceptual Elevations date stamped September 25, 2026 (2 pages)

Conceptual Floor Plans date stamped September 25, 2026 (4 pages)

Conceptual Rendering date stamped November 6, 2025

[Community Correspondence](#) (96 pages – see correspondence on PUD website)

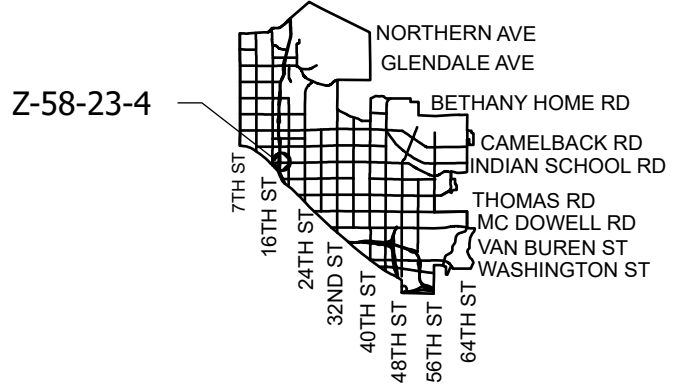
[Indian School Road and 18th Place PUD](#) development narrative date stamped September 25, 2026 (see PUD development narrative on PUD website)



CAMELBACK EAST VILLAGE
COUNCIL DISTRICT: 4

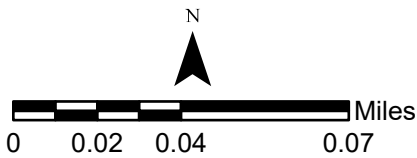
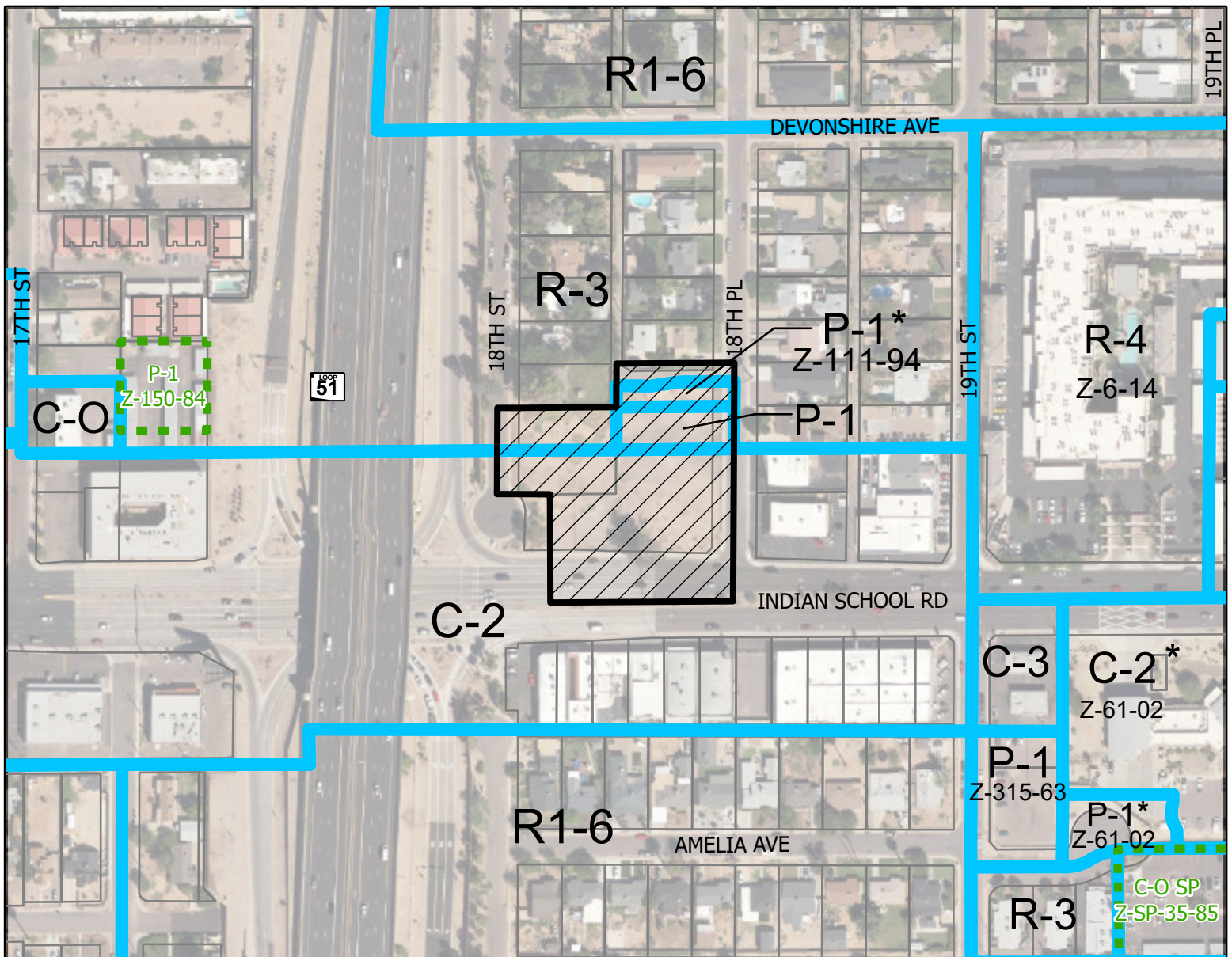


City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

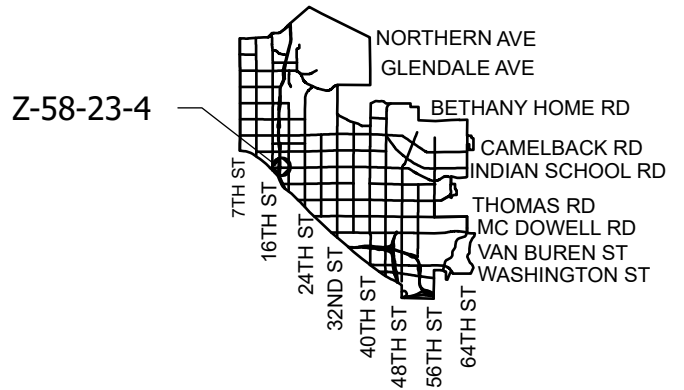


APPLICANT'S NAME: Del Pueblo Communities		REQUESTED CHANGE:	
APPLICATION NO: Z-58-23-4	DATE: 9/08/2023	FROM: R-3 (0.33 ac)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 2.03 Acres	REVISION DATES:		TO: PUD (2.03 ac.)
	7/31/2024 12/13/2024 5/15/2026		
	AERIAL PHOTO & QUARTER SEC. NO. QS 03-14	ZONING MAP C-5	
MULTIPLES PERMITTED R-3, C-2, P-1 PUD	STANDARD OPTION 5, 19, N/A 76		* UNITS P.R.D OPTION 6, 23, N/A N/A

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



CAMELBACK EAST VILLAGE
COUNCIL DISTRICT: 4



APPLICANT'S NAME: Del Pueblo Communities		REQUESTED CHANGE:		
APPLICATION NO: Z-58-23-4	DATE: 9/08/2023	FROM: R-3 (0.33 ac) C-2 (1.35 ac.) P-1 (0.35 ac.)		
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 2.03 Acres	REVISION DATES:		TO: PUD (2.03 ac.)	
	<table border="1"> <tr> <td>7/31/2024</td> <td>12/13/2024</td> <td>5/15/2026</td> </tr> </table>			7/31/2024
7/31/2024	12/13/2024	5/15/2026		
	AERIAL PHOTO & QUARTER SEC. NO. QS 03-14	ZONING MAP C-5		
MULTIPLES PERMITTED R-3, C-2, P-1 PUD	STANDARD OPTION 5, 19, N/A 76		* UNITS P.R.D OPTION 6, 23, N/A N/A	

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



CITY OF PHOENIX
SEP 25 2026
Planning & Development
Department

ISR & 18TH ST
DEL PUEBLO

1818 E INDIAN SCHOOL RD
PHOENIX, AZ, 85016

C C B G

BSUNANCE
DATE: 08/31/2026
DESIGNED BY: PRE-APP REVISIONS

Drawn
HM
Checked
BC
Job Number
2133
Drawing
ELEVATIONS

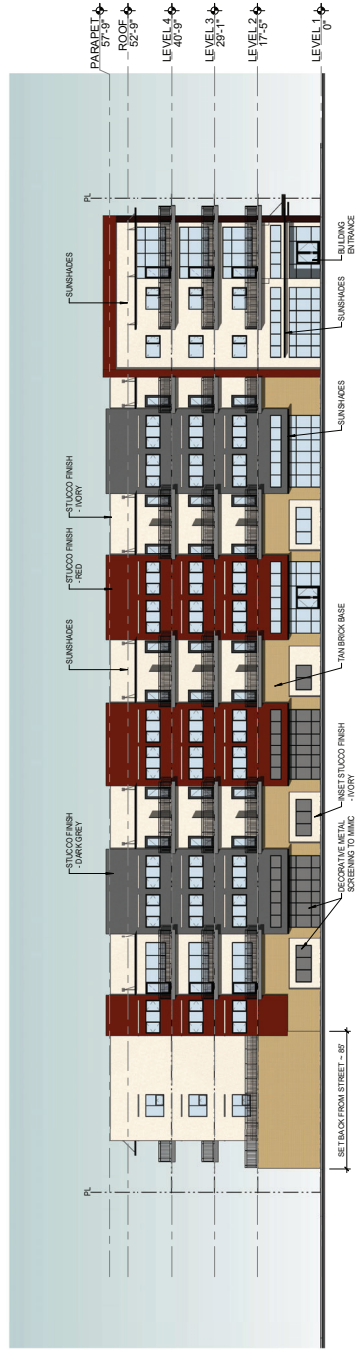
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2 EAST ELEVATION
1/8" = 1'-0"

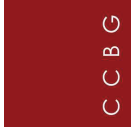


1 SOUTH ELEVATION
1/8" = 1'-0"





CITY OF PHOENIX
SEP 25 2026
Planning & Development
Department

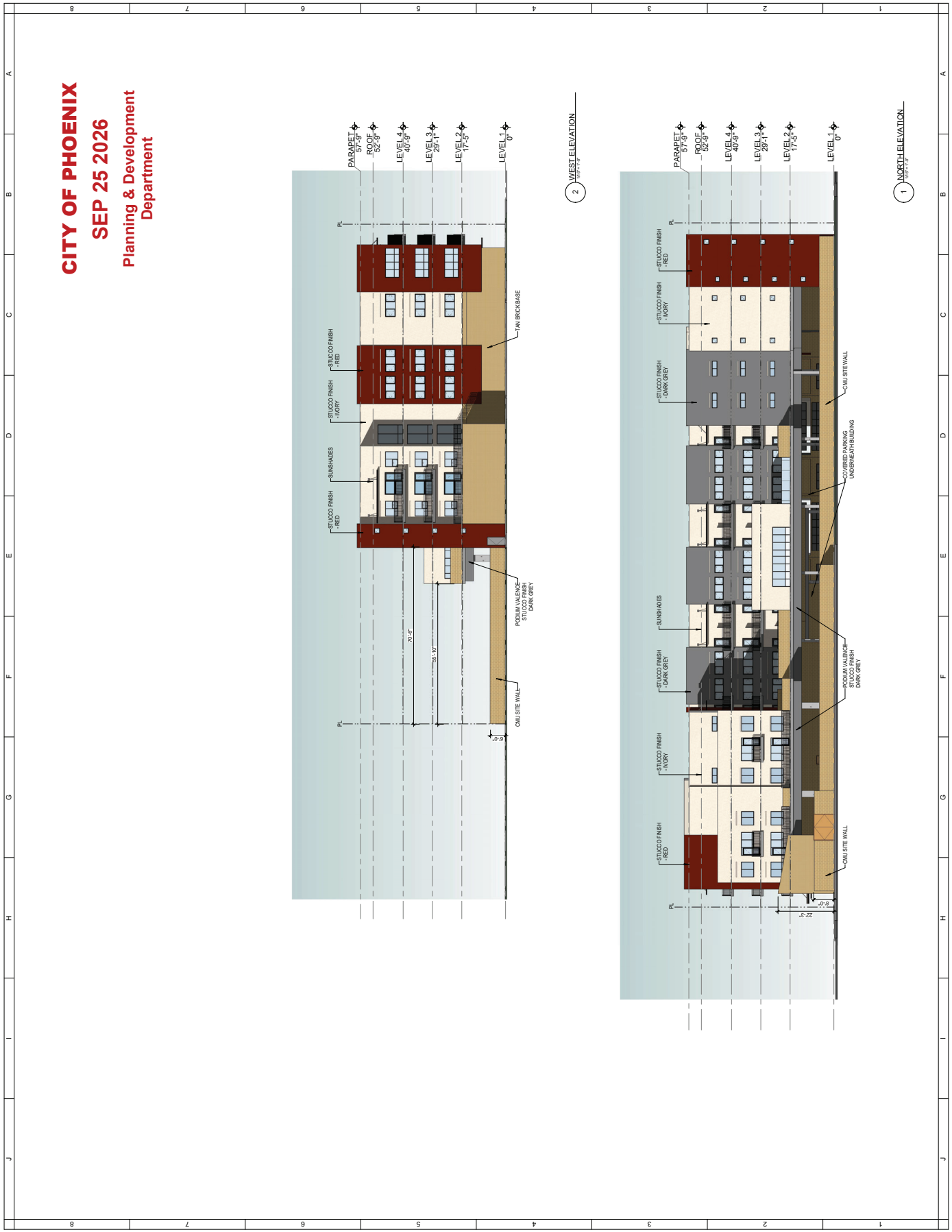


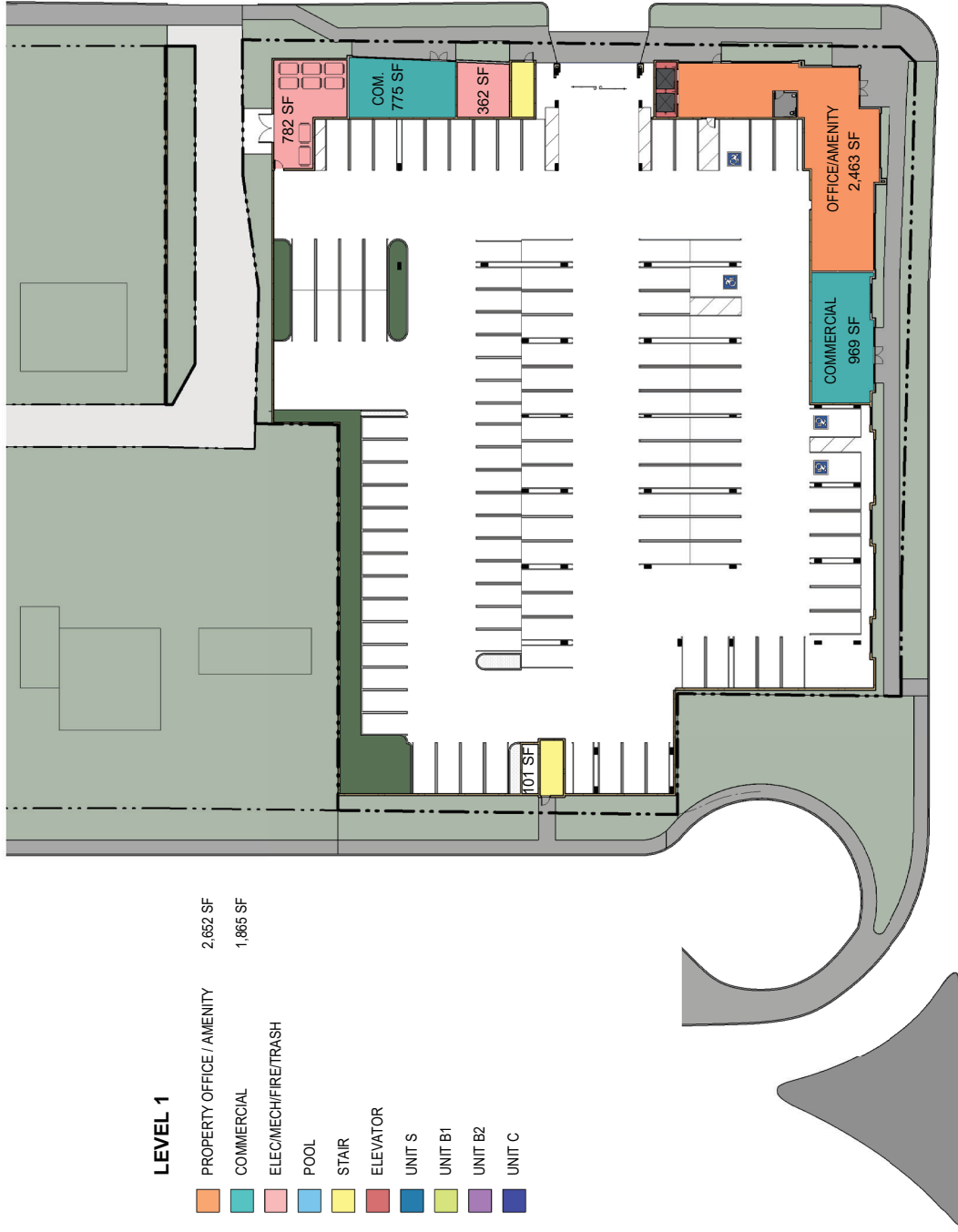
ISR & 18TH ST
DEL PUEBLO
1818 E MIDWAY SCHOOL RD
PHOENIX, AZ 85016

ISSUANCE
DATE 8/21/2026
FOR PRE-APPROVALS

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Checked CheckedBC
Job Number 2133
Drawing ELEVATIONS

Sheet
A1.3





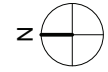
LEVEL 1

- | | |
|---------------------------|----------|
| PROPERTY OFFICE / AMENITY | 2,652 SF |
| COMMERCIAL | 1,865 SF |
| ELEC/MECH/FIRE/TRASH | |
| POOL | |
| STAIR | |
| ELEVATOR | |
| UNIT S | |
| UNIT B1 | |
| UNIT B2 | |
| UNIT C | |

PROJECT SUMMARY

UNIT S1 (STUDIO)	60 UNITS
UNIT B1 (2 BED)	10 UNITS
UNIT B2 (2 BED)	3 UNITS
UNIT C (3 BED)	3 UNITS
TOTAL =	76 UNITS
TOTAL =	110 PARKING SPACES

CITY OF PHOENIX
SEP 25 2026
Planning & Development
Department



ISR & 18TH ST

DEL PUEBLO

LEVEL 01

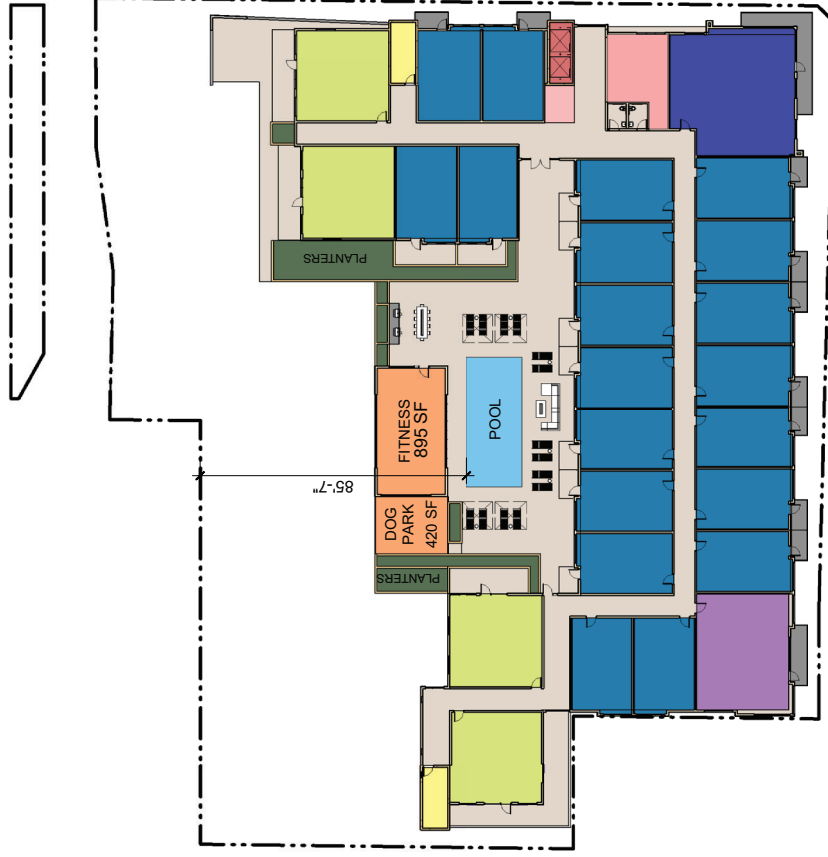
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PR1.1

C C B G

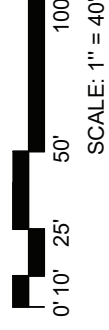
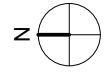
LEVEL 2

PROPERTY OFFICE / AMENITY	1,176 SF
COMMERCIAL	
ELEC/MECH/FIRE/TRASH ROOM	
POOL	800 SF
STAIR	
ELEVATOR	
UNIT S (STUDIO) - 20 Units (580 SF)	11,600 SF
UNIT B1 (2 BED) - 4 Units (865 SF)	3,460 SF
UNIT B2 (2 BED) - 1 Unit (1,090 SF)	1,090 SF
UNIT C (3 BED) - 1 Unit (1,490 SF)	1,490 SF



CITY OF PHOENIX
SEP 25 2026
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ISR & 18TH ST
 DEL PUEBLO
LEVEL 02



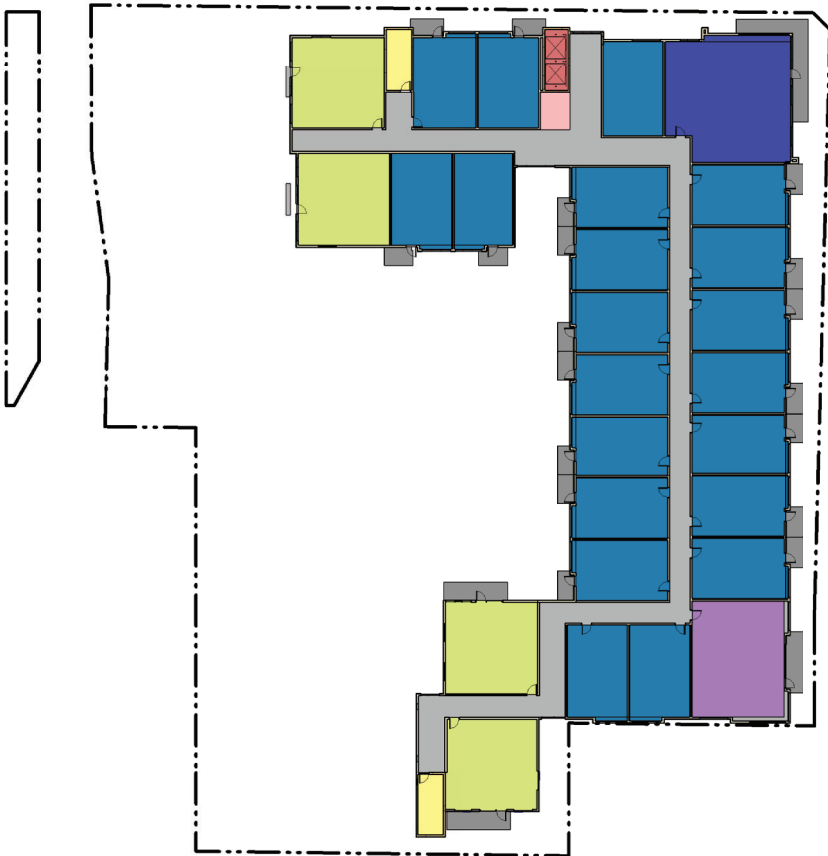
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PR1.2

C C B G

LEVEL 3

- PROPERTY OFFICE / AMENITY
- COMMERCIAL
- ELEC/MECH/FIRE/TRASH ROOM
- POOL
- STAIR
- ELEVATOR
- UNIT S (STUDIO) - 20 Units (580 SF) 1,600 SF
- UNIT B1 (2 BED) - 4 Units (865 SF) 3,460 SF
- UNIT B2 (2 BED) - 1 Unit (1,090 SF) 1,090 SF
- UNIT C (3 BED) - 1 Unit (1,490 SF) 1,490 SF

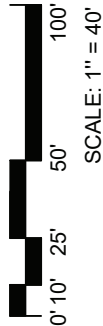


CITY OF PHOENIX
SEP 25 2026
Planning & Development
Department

ISR & 18TH ST

DEL PUEBLO

LEVEL 03



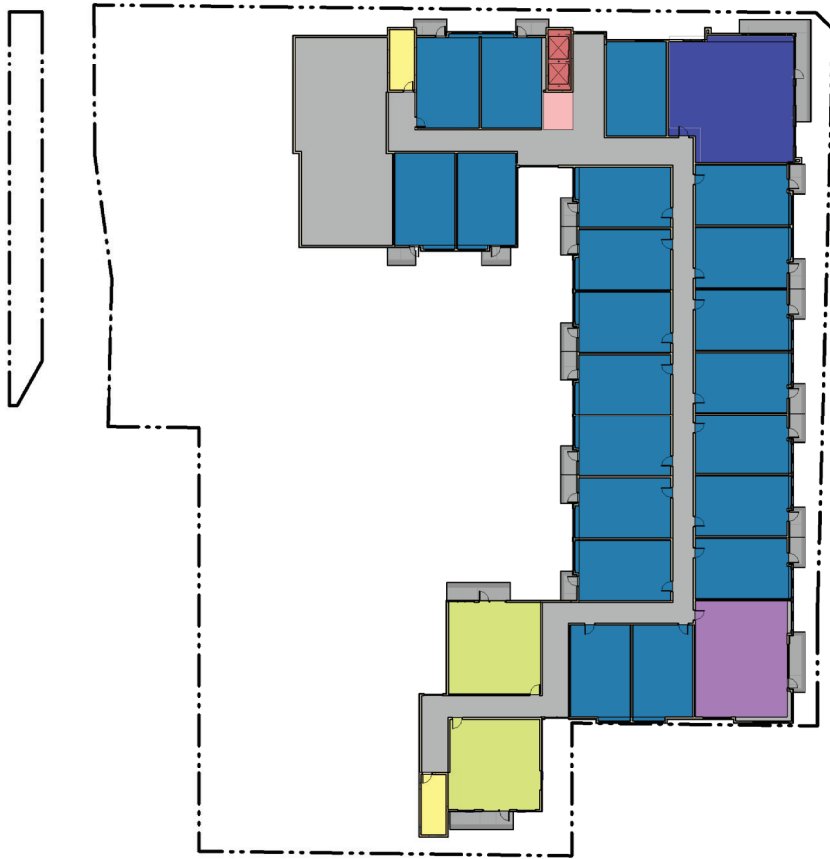
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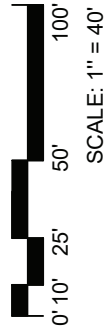
C C B G

LEVEL 4

- PROPERTY OFFICE / AMENITY
- COMMERCIAL
- ELEC/MECH/FIRE/TRASH ROOM
- POOL
- STAIR
- ELEVATOR
- UNIT S (STUDIO) - 20 Units (580 SF) 11,600 SF
- UNIT B1 (2 BED) - 2 Unit (865 SF) 1,730 SF
- UNIT B2 (2 BED) - 1 Unit (1,090 SF) 1,090 SF
- UNIT C (3 BED) - 1 Unit (1,490 SF) 1,490 SF



CITY OF PHOENIX
SEP 25 2026
 Planning & Development
 Department



ISR & 18TH ST
 DEL PUEBLO
LEVEL 04

Date: 08.31.2026

PR1.4

C C B G



STREETVIEW LOOKING WEST

ISR & 18TH ST

DEL PUEBLO

CITY OF PHOENIX
NOV 06 2025
Planning & Development
Department

C C B G
Architects, Inc.

Phoenix, AZ 85004
100 East Buchanan Street
Phoenix, AZ 85004
www.ccbgarchitects.com

Date: 09.16.2024

R7