



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report: Z-92-26-6
August 27, 2026

Camelback East Village Planning
Committee Meeting Date:

September 1, 2026

Planning Commission Hearing Date:

October 1, 2026

Request From:

PSC CEPCSP (Planned Shopping Center, Camelback East Primary Core Specific Plan) (25.27 acres)
R-4 CEPCSP (Multi-Family Residence District, Camelback East Primary Core Specific Plan) (1.92 acres)
P-2 CEPCSP (Parking, Camelback East Primary Core Specific Plan) (1.21 acres)

Request To:

C-2 M-R CEPCSP (Intermediate Commercial, Mid-Rise District, Camelback East Primary Core Specific Plan) (25.38 acres)
C-2 CEPCSP (Intermediate Commercial, Camelback East Primary Core Specific Plan) (3.02 acres)

Proposal:

Mixed Use - Retail, Restaurants, Office, and Multi-Family

Location:

Southeast corner of SR-51 and Camelback Road

Owner:

FR Camelback Colonnade, LLC c/o Patrick McMahon and City of Phoenix, Library Department

Applicant:

Jeff Moloznik, RED Development, LLC

Representative:

Manjula Vaz, Gammage & Burnham, PLC

Staff Recommendation:

Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Commercial	
<u>Street Map Classification</u>	Camelback Road	Arterial	+65-foot south half street
	Highland Avenue	Collector	40 to 52-foot north half street
	State Route 51	Freeway	Approximately 75-foot east half street
CONNECT PEOPLE AND PLACES CORE VALUE; CORES, CENTERS & CORRIDORS; LAND USE PRINCIPLE: Plan cores, centers and corridors to include a variety of land uses: office, retail shopping, entertainment and cultural, housing, hotel and resort, and where appropriate, some types of industry. The proposal will enhance the mixed-use nature of the Camelback East Village Core by providing a new residential development within an existing shopping center, and increasing walkability and connectivity in the area.			
CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CERTAINTY AND CHARACTER; LAND USE PRINCIPLE: Locate land uses with the greatest height and most intense uses within limits based on village character, land use needs, infrastructure and transportation system capacity. The proposal will allow additional height and density within the Camelback East Village Core, consistent with existing policy established in the Camelback East Primary Core Specific Plan.			
BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix. The proposal, as stipulated, incorporates enhanced shading requirements for all walkways, public sidewalks, bicycle infrastructure, and surface parking lots; and replenished landscaping along existing detached sidewalks.			

C-2 M-R CEPCSP (Intermediate Commercial, Mid-Rise District, Camelback East Primary Core Specific Plan)		
<u>Standards</u>	<u>Requirements</u>	<u>Met or Not Met</u>
Gross Acreage	-	2.44 acres
Maximum Number of Units	236	216 (Met)
Maximum Density (primary dwelling units/acre)	96.8 (per Specific Plan)	88.5 (Met)
<i>Minimum Building Setbacks</i>		
Front (South)	35 feet; may be reduced to 25 feet if certain conditions are met	17 feet (Not Met)*
Side (West/East)	West: 15 feet East: 0 feet	West: 33 feet (Met) East: 23 feet (Met)
Rear (North)	15 feet	3 feet (Not Met)*
<i>Minimum Landscape Setbacks</i>		
Front (South)	1,420 square feet (5 times the width of the front yard, measured in square feet)	4,754 square feet (Met)
Side (West/East)	West: 1,385 square feet (5 times the distance between the required front yard and the rear property line, measured in square feet) East: 0 feet	West: 2,268 square feet (Met) East: 0 feet (Met)
Rear (North)	0 feet	0 feet (Met)
Maximum Lot Coverage	No maximum	61.5% (Met)
Minimum Open Space	15% (per Specific Plan)	13.5% (Not Met)*
Maximum Building Height	56 feet; 84 feet upon providing amenities; 165 feet with urban mall option meeting certain conditions (per Specific Plan)	79 feet (Met)
Minimum Parking	307 spaces 1 space per studio unit; 1.5 spaces per 1, 2, or 3 bedroom unit (per Specific Plan)	322 spaces (Met)

*Site plan revision or variance required

Applicable Plans, Overlays, and Initiatives	
<u>Camelback East Primary Core Specific Plan</u>	– See Background Item No. 5.
<u>Piestewa Peak Parkway Specific Plan</u>	– See Background Item No. 6.
<u>Housing Phoenix Plan</u>	– See Background Item No. 7.
<u>Phoenix Climate Action Plan</u>	– See Background Item No. 8.
<u>Shade Phoenix Plan</u>	– See Background Item No. 9.
<u>Transportation Electrification Action Plan</u>	– See Background Item No. 10.
<u>Complete Streets Guiding Principles</u>	– See Background Item No. 11.
<u>Comprehensive Bicycle Master Plan</u>	– See Background Item No. 12.
<u>Conservation Measures for New Development</u>	– See Background Item No. 13.
<u>Monarch Butterfly</u>	– See Background Item No. 14.
<u>Zero Waste PHX</u>	– See Background Item No. 15.

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Shopping center and library	PSC CEPCSP, R-4 CEPCSP, P-2 CEPCSP
North (across Camelback Road)	Commercial	C-2 CEPCSP
West	Freeway	C-2 CEPCSP
East	Shopping center	C-2 CEPCSP, PSC CEPCSP
South (across Highland Avenue)	Single-family residential	R1-6 CEPCSP

Background/Issues/Analysis

SUBJECT SITE

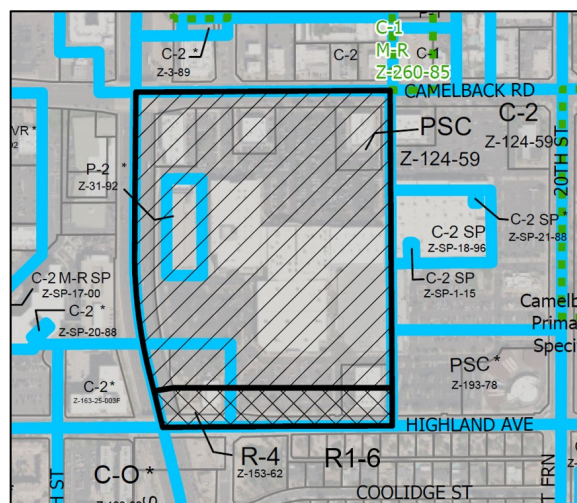
1. This request is to rezone 28.40 acres located at the southeast corner of SR-51 and Camelback Road from 25.27 acres of PSC CEPCSP (Planned Shopping Center, Camelback East Primary Core Specific Plan), 1.92 acres of R-4 CEPCSP (Multi-Family Residence District, Camelback East Primary Core Specific Plan), and 1.21 acres of P-2 CEPCSP (Parking, Camelback East Primary Core Specific Plan) to

25.38 acres of C-2 M-R CEPCSP (Intermediate Commercial, Mid-Rise District, Camelback East Primary Core Specific Plan) and 3.02 acres of C-2 CEPCSP (Intermediate Commercial, Camelback East Primary Core Specific Plan) for mixed use - retail, restaurants, office, and multi-family.

The subject site was annexed into the City of Phoenix in 1958. In 1961, the site was primarily zoned PSC while the southwest corner of the site was zoned R1-6. The southwest corner of the site was rezoned in 1962 from R1-6 to R-4. The Camelback Colonnade shopping center was developed on the site in the 1960s, and a portion along the western edge was rezoned to P-2 in 1992 to allow the parking structure. The Phoenix Public Library Century Branch was opened within the R-4 portion of the site in 1973.

SURROUNDING LAND USES AND ZONING

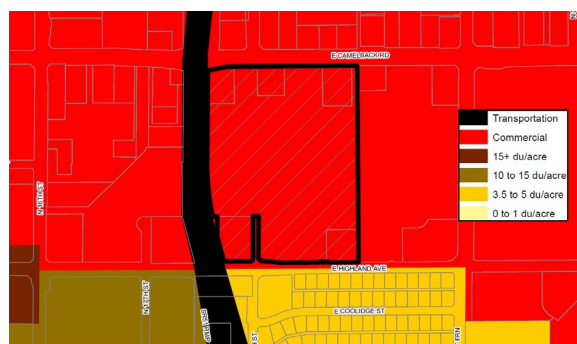
2. The properties to the north, across Camelback Road, are commercial uses zoned C-2 CEPCSP. To the west is the SR-51 freeway. To the east is a shopping center zoned C-2 CEPCSP and PSC CEPCSP. To the south, across Highland Avenue, are single-family residential uses zoned R1-6 CEPCSP.



Zoning Aerial Map, Source: Planning and Development Department

GENERAL PLAN LAND USE MAP

3. The General Plan Land Use Map designation for the subject site, as well as adjacent properties to the north and east, is Commercial. To the west is the SR-51 freeway, and beyond the freeway is designated Commercial. To the south is designated Commercial. To the south are properties designated Residential 3.5 to 5 dwelling units per acre. The proposed zoning is consistent with the General Plan Land Use Map designation.



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

PROPOSAL

4. The conceptual site plan, attached as an exhibit, proposes to redevelop a portion of the rezoning area with a new six-story, multi-family residential building with 216 units and internal structured parking. The portion of the site proposed for multi-family development is currently a surface parking lot. The development would have vehicular access from the existing drive aisle to the east of the site. The conceptual landscape plan, attached as an exhibit, shows landscape planters on the south and east sides of the building buffering the walkways adjacent to the building from the parking and drive aisle areas, similar to a detached sidewalk condition. The conceptual building elevations, attached as an exhibit, demonstrate a height of 79 feet and building facades with a variety of materials and colors and four-sided architecture. Staff recommends the following stipulations related to this first phase of development in order to maintain compatibility with the surrounding area:
 - General conformance with the conceptual building elevations (Stipulation No. 1)
 - Landscaping on the south and east of the building as shown on the conceptual landscape plan (Stipulation No. 2)
 - A maximum height of 84 feet for the first phase, while the remainder of the site would require Planning Hearing Officer review to attain 84 feet of height or up to 165 feet of height, using the urban mall alternative with additional conditions listed in the plan (Stipulation No. 3)

STUDIES AND POLICIES

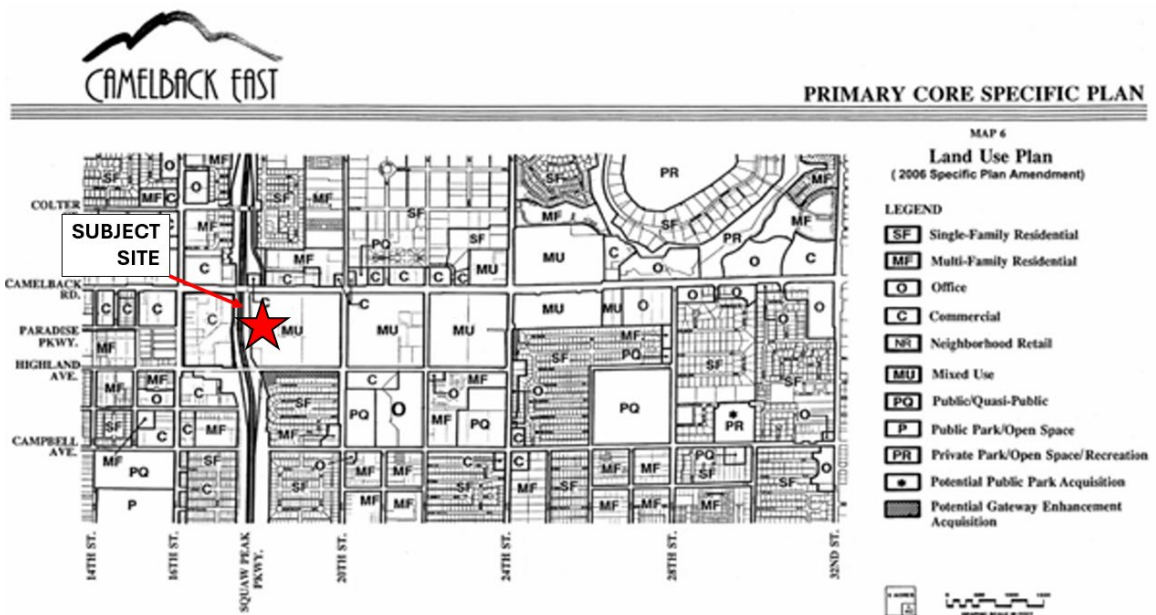
5. [Camelback East Primary Core Specific Plan](#)
Originally adopted in 1991, with an update in 2006, the Camelback East Primary Core Specific Plan (CEPCSP) provides guidance on land use, transportation, infrastructure investments and desirable design features for properties within the defined Core Center and Core Gradient. The Core Center is generally bounded by SR 51 (Piestewa Freeway), 26th Street, Camelback Road and Highland Avenue whereas the Core Gradient generally extends from the boundaries of the Core Center to Medlock Drive, Campbell Avenue, 16th Street and 28th Street. The subject site is located in Core Center 1 (CC1) of the plan and is subject to the requirements and guidelines set forth therein.



Camelback East Primary Core Specific Plan, Intensity and Density Plan Map

Source: City of Phoenix

The proposed development incorporates several of the plan's prominent elements including mixed-use development (by providing multi-family use within an existing shopping center), improved pedestrian circulation, and location and concealment of the parking garage structure. The proposal is also consistent with the Land Use Plan designation of Mixed Use.



Camelback East Primary Core Specific Plan, Land Use Plan Map; Source: City of Phoenix

The plan sets forth specific development guidelines and regulations with allowable bonuses for developments that provide desirable amenities. For properties located in Core Center 1, the maximum building height is limited to 56 feet, with an additional maximum of 84 feet if bonuses are applied. For the first phase of development, the applicable bonus provisions and their level of desirability, per Section 5.3.5 of the CEPCSP, are as follows: high density housing (high desirability), preserve or build retail neighborhood/community (medium desirability), green building design and technology (high desirability), exceptional mitigation of structured parking (high desirability), and the creation of extraordinarily enhanced pedestrian areas within the project (high desirability). Due to the provision of these amenities, staff recommends Stipulation No. 3 to permit a maximum of 84 feet for the first phase of development. Future phases will be required to apply for Planning Hearing Officer review to determine if amenities are sufficient for allowing bonus heights above 56 feet.

The plan also includes a set of design guidelines that aim to provide open spaces and pedestrian linkages, encourage architectural excellence with a pedestrian focus and to preserve established view corridors by minimizing visual clutter. The design guidelines included within the plan apply to all new development within the Core Center and Core Gradient areas. A primary area of focus is the east-west pedestrian spine through the block. Staff recommends the following stipulations in relation to the pedestrian spine:

- Stipulation No. 4 requires specific improvements to the pedestrian spine for any future phases adjacent to it, including lighting, wayfinding, dedication of a pedestrian easement, speed tables at vehicular crossings, and either landscaping or storefront-like building frontages with transparent windows along the edges of the spine.
- Stipulation No. 5 requires that all future phases of development include a pedestrian path linking the development to the pedestrian spine.
- Stipulation No. 6 requires contributions to a fund for a pedestrian crossing over the SR-51 freeway, a required element of the pedestrian spine in the plan, upon a substantial redevelopment of the property. Funds would be deposited by the developer incrementally as the site developed in phases.
- Stipulation No. 7 requires contribution to a fund for a HAWK crossing at 20th Street, a required element of the pedestrian spine in the plan.

6. **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 SR-51 and guiding development in a way that protects the integrity of existing neighborhoods. Further, 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, SR-51 has been completed and mitigating

features such as sound walls, enhanced landscaping, and overall circulation improvements have been built as set forth in the plan. The plan also included land use change recommendations for properties abutting SR 51. No land use changes were recommended for the subject site.

7. **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 over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing. The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by providing an opportunity for high density residential development.

8. **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 Green Infrastructure \(GI\) and Low Impact Development Details for Alternative Stormwater Management](#) to benefit the environment, promote water conservation, reduce urban heat, improve the public health, and create additional green spaces. This goal is addressed in Stipulation No. 14, which requires a minimum of one GI technique for stormwater management to be implemented in each phase of development.

9. **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. The proposal will provide enhanced shade for all public and private walkways, bicycle infrastructure, and surface parking lots. The existing sidewalks on Camelback Road and Highland Avenue are detached, as required by the Camelback East Primary Core Specific Plan and would be replenished with landscaping as needed. These are addressed in Stipulation Nos.

5, 10, 13, and 17.

10. **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 multi-family charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. This is addressed in Stipulation No. 9.

11. **Complete Streets Guiding Principles**

The City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. The proposed development, as stipulated, will support walking, bicycling, and transit-use by including on site bicycle parking, maintaining detached sidewalks along Camelback Road and Highland Avenue, improving the pedestrian spine, contributing to a future HAWK and a future pedestrian bridge over SR-51, providing protected walkways adjacent to the first phase development, and providing enhanced shade. These are addressed in Stipulation Nos. 2, 4, 5, 6, 7, 8, 10, 13, and 17.

12. **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. As stipulated, the development will provide bicycle parking. This is addressed in Stipulation No. 8.

13. **Conservation Measures for New Development**

In June 2023, the Phoenix City Council adopted the Conservation Measures for New Development policy as part of a resolution addressing the future water consumption of new development (Resolution 22129). This resolution addresses the future water consumption of new development to support one of the City's Five Core Values in the General Plan which calls for Phoenix to - *Build the Sustainable*

Desert City. The Conservation Measures for New Development policy includes direction to develop standards for consideration as stipulations for all rezoning cases that will address best practices related to water usage in nine specific categories. This is addressed in Stipulation Nos. 12 through 15.

14. **Monarch Butterfly**

In April 2021, Mayor Kate Gallego signed the National Wildlife Federation's Mayor's Monarch Pledge. This pledge commits the city to take action to support the monarch butterfly population. In the United States, loss of milkweed habitat is a major factor in the decline of the monarchs. Arizona has at least 29 species of milkweed native to the state. Adult monarchs feed on the nectar of many flowers, but they breed only where milkweeds are found. To support the monarch butterfly population, Stipulation No. 11 addresses the planting of milkweed shrubs, or other native nectar plant species, on the subject site.

15. **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. The first phase will provide recycling receptacles for resident use.

COMMUNITY CORRESPONDENCE

16. As of the writing of this report, one letter of support and one letter of opposition have been received for this case. Concerns include traffic, construction noise and pollution, and disruption of the peace of the adjacent neighborhood to the south.

INTERDEPARTMENTAL COMMENTS

17. The Street Transportation Department requires contributions for a HAWK across 20th Street, improvements to be constructed per the Traffic Impact Analysis, replenishing of streetscape landscaping, that all street improvements are made to City and ADA standards, and that unused driveways will be replaced with curb, gutter, and sidewalk. These are addressed in Stipulation Nos. 7, and 16 through 19.

OTHER

18. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33 feet 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 No. 20.
19. 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. 21.

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

Findings

1. The proposal is consistent with the General Plan Land Use Map designation and the recommendations of the Camelback East Primary Core Specific Plan.
2. The proposal, as stipulated, has adequate development standards to mitigate negative impacts to the surrounding area.
3. The proposal, as stipulated, provides enhanced shade and pedestrian and bicycle amenities consistent with the Comprehensive Bicycle Master Plan, Shade Phoenix Plan, and the Complete Streets Guiding Principles.

Stipulations

1. The first phase of development shall be in general conformance with the conceptual building elevations date stamped June 10, 2026, as modified by the following stipulations and approved by the Planning and Development Department.
2. For the first phase of development directly adjacent to the building on the south and east, a minimum 5-foot-wide pedestrian walkway and a minimum 5-foot-wide landscape strip between the walkway and adjacent parking spaces or drive aisles shall be provided, as generally shown on the conceptual landscape plan date stamped June 10, 2026, as approved by the Planning and Development Department.
3. The first phase of development, as depicted on the site plan date stamped June 10, 2026, shall have a height limit of 84 feet. The remainder of the M-R zoned site shall have a height limit of 56 feet. A Planning Hearing Officer application may be submitted for future phases to achieve the bonus height up to 84 feet, upon demonstration of provision of amenities shown in Table F, Section 5.3.5 Development/Bonus Matrix beginning on Page 64 of the Camelback East Primary Core Specific Plan, or to achieve a bonus height up to 165 feet for an urban mall alternative, upon demonstration of compliance with conditions 1 and

2.a through 2.f listed on pages 29 and 30, Section 4.2.3 of the Camelback East Primary Core Specific Plan.

4. Except for the first phase of development as generally shown on the conceptual site plan date stamped June 10, 2026, for any development or addition greater than 5,000 square feet directly adjacent to the Pedestrian Spine, as shown on Map 8, Pedestrian Facilities Plan, on page 45 of the Camelback East Primary Core Specific Plan, a pedestrian pathway shall be provided, for the section of the Pedestrian Spine within or adjacent to the proposed development, consistent with the following standards, and as approved by the Planning and Development Department. For any additions to existing buildings, this requirement shall only apply to new floor area directly adjacent to the Pedestrian Spine. For any new development or redevelopment of an existing building, this requirement shall apply if the scope of the approved site plan includes or is directly adjacent to the Pedestrian Spine.
 - a. The pathway shall adhere to the requirements of Section 1304.H of the Phoenix Zoning Ordinance, except as modified by the stipulations of this case.
 - b. A pedestrian pathway easement a minimum of 20 feet wide shall be provided, of which 12 feet of the width shall always be kept completely free of any and all impediments to pedestrian travel including poles, bollards, signs benches, tables, chairs, easels, stalls, space heaters, etc., while the remaining 8 feet may be used for such pedestrian friendly uses such as restaurant seating, vendors' stalls, artists' displays, etc.
 - c. The pathway may be constructed at the current location of the Pedestrian Spine or relocated to an alignment within the Pedestrian Corridor as long as a continuous Pedestrian Spine is maintained at all times.
 - d. Where on-site vehicular drive aisles intersect the Pedestrian Spine, a raised, traffic-calming pedestrian crossing or speed table shall be constructed at the point of intersection, as approved by the Planning and Development Department.
 - e. The pathway shall be lined on both sides with either of the following elements, or a combination of the two:
 - (1) A minimum 5-foot-wide landscape strip, except where drive aisles cross the pathway where necessary. Structural shade elements may be used, and footers may be placed within the landscape strip along the pathway.

- (2) Building frontages meeting the glazing requirements of a minimum of 75% of the ground floor frontages facing the pedestrian pathway, measured as the area between 3 and 8 feet above grade for the entire width of the facade, consisting of clear windows that will allow a minimum of 75% of the visible light (as specified by the manufacturer) to be visible on either side of the window.
5. For any new development, a minimum 5-foot-wide pedestrian path, meeting the requirements of Section 1304.H, subparts 3 through 6, of the Zoning Ordinance, shall be provided connecting the proposed development to the Pedestrian Spine, as approved by the Planning and Development Department. The pedestrian path shall be shaded by a structure, landscaping, or a combination of the two to provide a minimum of 75% shade. The first phase of development, as generally shown on the site plan date stamped June 10, 2026, shall be exempt from this requirement until redevelopment (any development or addition exceeding 10,000 square feet of building area) of the portion of the site between the first phase and the Pedestrian Spine occurs.
6. Upon the future development of a building exceeding 56 feet in height after the first phase of development generally shown on the conceptual site plan date stamped June 10, 2026, the developer shall:
 - a. Conduct a feasibility and concept study to be submitted to the Street Transportation Department for review and acceptance to estimate the cost to design and construct a pedestrian bridge over the SR 51, adjacent to the Site (the "Pedestrian Bridge Cost").
 - b. Deposit the following, as applicable, into an escrow account with the Street Transportation Department prior to building permit issuance associated with reaching the respective development increment / benchmark:
 - (1) Development Increment / Benchmark 1: A proportional contribution up to a maximum of 25% of the Pedestrian Bridge Cost upon the development or redevelopment of 10.05 net acres (approximately 40% of the overall rezoning area), as defined below.
 - (2) Development Increment / Benchmark 2: A proportional contribution, including the proportional contribution previously deposited for Development Increment / Benchmark 1, up to a maximum of 37% of the Pedestrian Bridge Cost upon the

development or redevelopment of 15.08 net acres (approximately 60% of the overall rezoning area), as defined below.

- (3) Development Increment / Benchmark 3: A proportional contribution, including the proportional contribution(s) previously deposited for Development Increment / Benchmark 1 and/or 2, up to a maximum of 50% of the Pedestrian Bridge Cost upon the development or redevelopment of 20.10 net acres (approximately 80% of the overall rezoning area), as defined below.

The area of development or redevelopment to be applied towards each development increment / benchmark listed above shall include: 1) the entire acreage of each approved site plan, including parking, landscape, and other site improvements, associated with the new building; and/or 2) the expanded portion of an existing building footprint associated with a building addition exceeding 10,000 square feet of floor area. For any site plan approval associated with a new building and/or expanded building footprint associated with a building addition exceeding 10,000 square feet in floor area, the developer shall submit an updated analysis tracking the development progress toward reaching the development increments / benchmarks listed above to the Planning and Development Department.

The proportional contribution amount associated with each development increment / benchmark listed above shall be a proportion of the applicable maximum contribution of the Pedestrian Bridge Cost equal to the proportion of the total building footprint area of building(s) exceeding 56 feet in height in relation to the total building footprint area of all buildings within the applicable development or redevelopment threshold area (Example: if 50% of the total building footprint of buildings within the development or redevelopment area exceeds 56 feet in height, at the time of Benchmark 1 (10.05 acres), a proportional contribution of 12.5% of the Pedestrian Bridge Cost would be made).

7. Development shall deposit \$160,000.00 in escrow for a HAWK device at the existing 20th Street pedestrian crossing, to the Street Transportation Department prior to receiving a building permit for the first site plan approval in the rezoning area. The applicant may request a refund of escrow if the HAWK has not been constructed within 5 years of receiving a certificate of occupancy.

For any new development, including the first phase as applicable and as noted, the following stipulations shall apply and shall be limited to the scope of the proposed development.

8. Bicycle parking shall be provided, consistent with the requirements of Section 1307.H of the Zoning Ordinance, except that bicycle parking for multifamily residential development may be located in a secure room anywhere in the building with resident access.
9. A minimum of 10% of the required vehicle parking spaces shall include EV Capable infrastructure, which shall be defined as the conduits necessary to distribute electrical service to locations for the future installation of charging stations.
10. All bicycle infrastructure and pedestrian pathways, including sidewalks, but excluding the pedestrian path directly adjacent to the Piestewa Freeway frontage, shall be shaded by a structure, landscaping, or a combination of the two to provide a minimum of 75% shade, as approved by the Planning and Development Department.
11. A minimum of 10% of the required shrubs shall be a milkweed or other native nectar species, and shall be planted in groups of three or more, as approved by the Planning and Development Department.
12. Natural turf shall only be utilized for required retention areas (bottom of basin, and only allowed on slopes if required for slope stabilization) and functional turf areas, as approved by the Planning and Development Department.
13. A minimum of 25% of the surface parking areas shall be shaded, as approved by the Planning and Development Department. Shade may be achieved by structures or by minimum 2-inch caliper, drought tolerant, shade trees, or a combination thereof.
14. A minimum of one green stormwater infrastructure (GSI) element for stormwater management shall be implemented, as approved or modified by the Planning and Development and/or Street Transportation departments. This includes but is not limited to stormwater harvesting basins, bioswales, permeable pavement, etc., per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management.
15. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the City of Phoenix Business Water Efficiency Program for a minimum of 10 years, or as approved by the Planning and Development Department.

16. All mitigation improvements shall be constructed and/or funded as identified in the accepted Traffic Impact Analysis dated January 7, 2026, for the multi-family development, as depicted on the site plan date stamped June 10, 2026. All subsequent developments within the rezoning area, shall require an updated site-specific Traffic Impact Analysis to be submitted and accepted by the Street Transportation Department prior to receiving preliminary site plan approval, or as otherwise required by the Street Transportation Department.
17. Existing streetscape beginning at back of curb and median islands shall be replenished with landscaping and trees, planted to the following standards, along Camelback Road and Highland Avenue, as approved by the Planning and Development Department.
 - a. Minimum 2-inch caliper, single-trunk, large canopy, shade trees planted 20 feet on center, or in equivalent groupings.
 - b. 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.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment for installing the required plants.

18. Replace unused driveways with sidewalk, curb and gutter. Also, replace any broken or out-of-grade curb, gutter, sidewalk, and curb ramps on all streets and upgrade all off-site improvements to be in compliance with current ADA guidelines.
19. 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.
20. 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.
21. 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

Anthony Grande

August 27, 2026

Team Leader

Racelle Escolar

Exhibits

Zoning sketch map

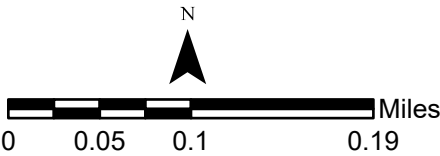
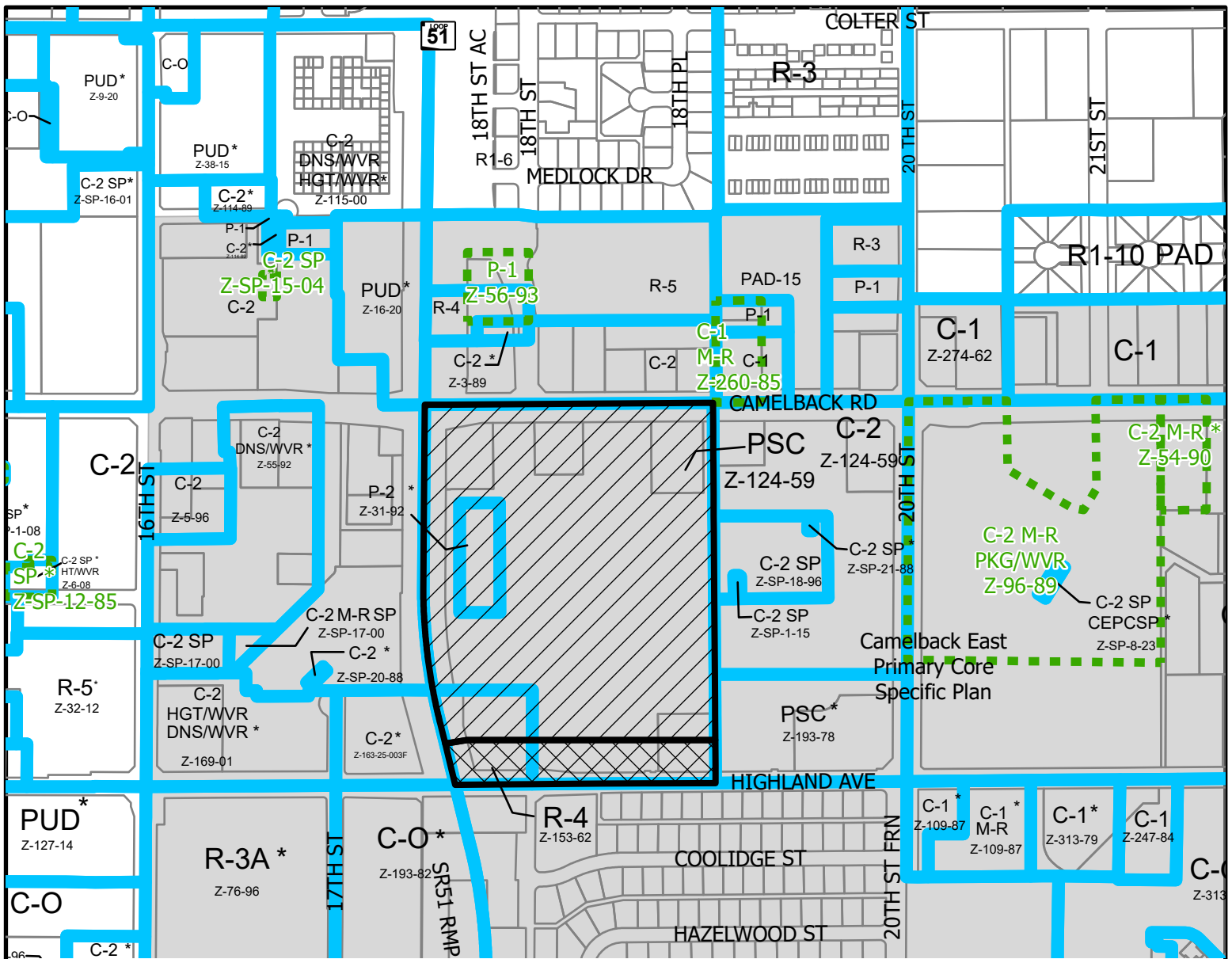
Aerial sketch map

Conceptual Site Plan date stamped June 10, 2026

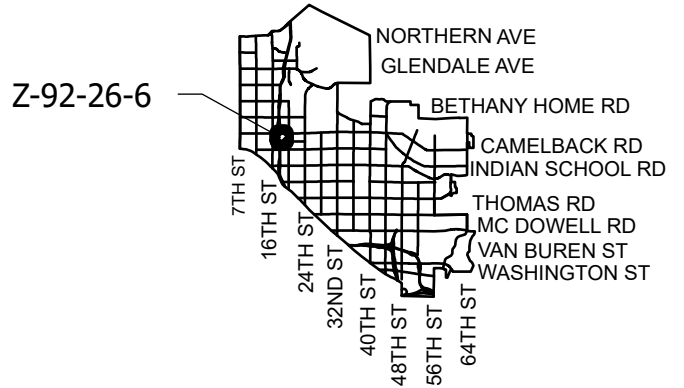
Conceptual Landscape Plan date stamped June 10, 2026

Conceptual Building Elevations date stamped June 10, 2026

Community Correspondence (2 pages)

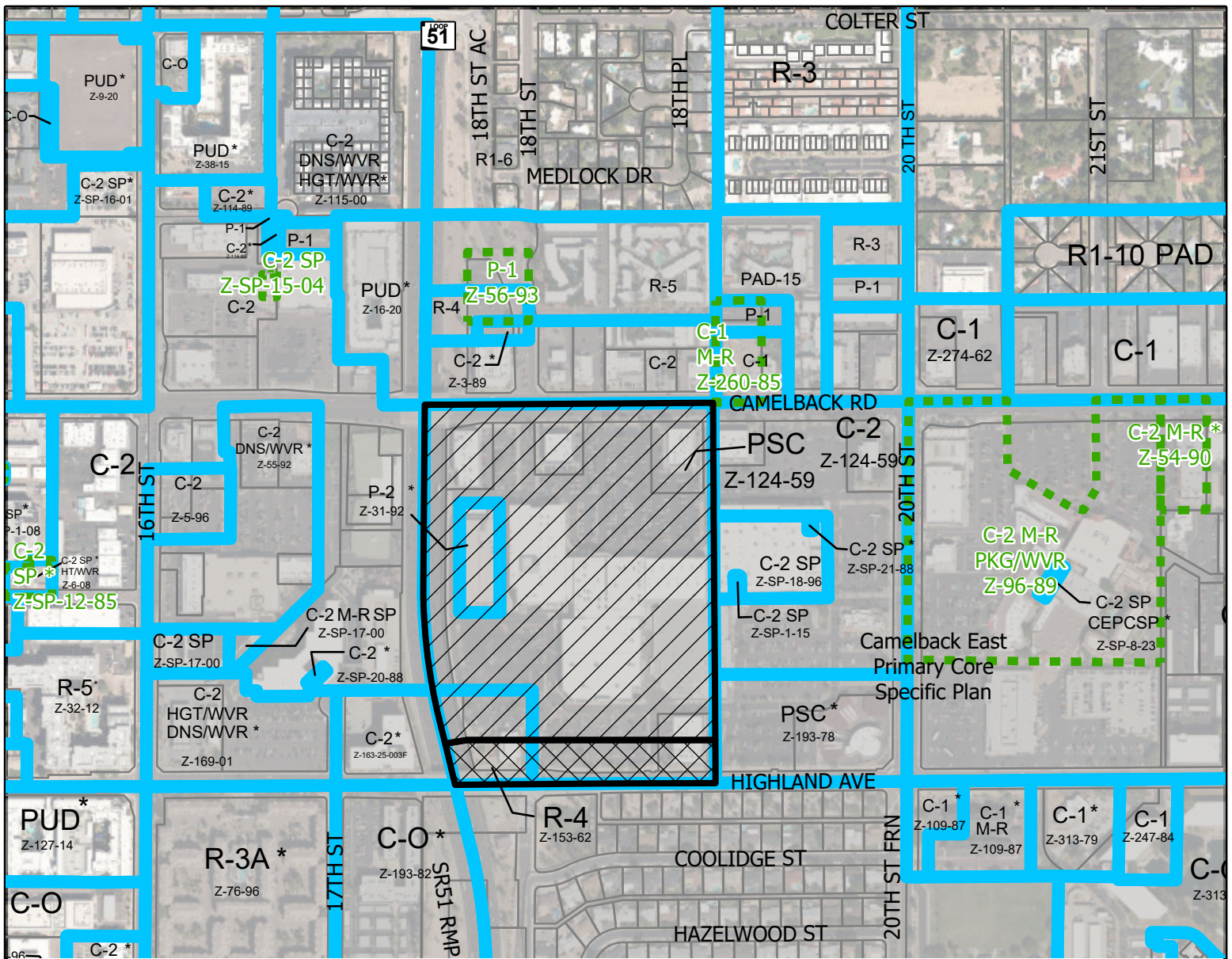


CAMELBACK EAST VILLAGE COUNCIL DISTRICT: 6

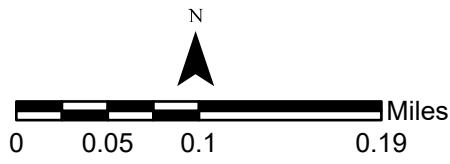


APPLICANT'S NAME: Gammage & Burnham, PLC		REQUESTED CHANGE:	
APPLICATION NO: Z-92-26-6	DATE: 6/25/2026	FROM: R-4 CEPCSP (1.92 ac.) P-2 CEPCSP (1.21 ac.) PSC CEPCSP (25.27 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.	REVISION DATES:	TO: C-2 CEPCSP (3.02 ac.) C-2 M-R CEPCSP (25.38 ac.)	
28.40 Acres	8/13/2026		
AERIAL PHOTO & QUARTER SEC. NO.	ZONING MAP		
QS 18-31	H-9		
MULTIPLES PERMITTED	STANDARD OPTION	* UNITS P.R.D OPTION	
R-4, P-2, PSC	2749	2749	
C-2, C-2 M-R	2749	2749	

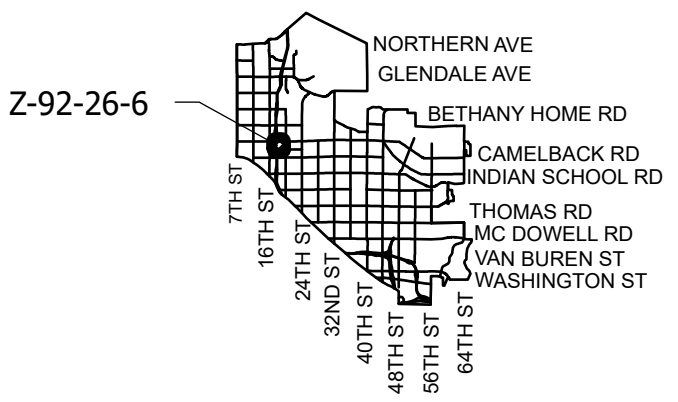
* Maximum Units Allowed with P.R.D. Bonus



Camelback East
Primary Core
Specific Plan



CAMELBACK EAST VILLAGE COUNCIL DISTRICT: 6



APPLICANT'S NAME: Gammage & Burnham, PLC		REQUESTED CHANGE:	
APPLICATION NO: Z-92-26-6	DATE: 6/25/2026	FROM: R-4 CEPCSP (1.92 ac.) P-2 CEPCSP (1.21 ac.) PSC CEPCSP (25.27 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 28.40 Acres	REVISION DATES:	TO: C-2 CEPCSP (3.02 ac.) C-2 M-R CEPCSP (25.38 ac.)	
	8/13/2026		
AERIAL PHOTO & QUARTER SEC. NO. QS 18-31	ZONING MAP H-9		
MULTIPLES PERMITTED R-4, P-2, PSC C-2, C-2 M-R STANDARD OPTION 2749 2749 * UNITS P.R.D OPTION 2749 2749			

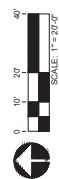
* Maximum Units Allowed with P.R.D. Bonus

LANDSCAPE MATERIAL SCHEDULE

[illegible]

NOTES:

- LANDSCAPE TO BE PROVIDED WITH A PERMANENT UNDERGROUND AUTOMATED IRRIGATION SYSTEM WITH 100% COVERAGE. ALL PLANTS SHALL BE WATERED BY WATER-EFFICIENT DRIPE AND SPRINKLER SYSTEMS. THE WATER SOURCE FOR IRRIGATION SHALL BE RECYCLED WATER. MEETINGS THROUGHOUT THE DEVELOPMENT (TO BE DESIGNED WITH FINAL CONSTRUCTION PLANS).
- ALL PLANTING AREAS WILL RECEIVE A MIN. 2" DEPTH OF ROCK MULCH OR SIMILAR TOP DRESSING.
- ALL LANDWORK WILL BE DONE TO DRAIN AWAY FROM SEWERLAYS AND STRUCTURES & WILL NOT IMPROVE NATURAL DRAINAGE ELEMENTS.
- LANDSCAPE AND STRUCTURES WITH SOFT TRIMMINGS WILL BE MAINTAINED AT A MINIMUM 10' TO BOTTOM OF CANOPY.
- AT MATURITY, TREES, SHRUBS, AND GROUNDERCOVER SHALL MAINTAIN A 3'-0" CLEARANCE FROM ALL FREYHAYDRS.
- PLANT TYPES AND QUANTITIES SHALL CONFORM TO THE CITY OF PHOENIX LANDSCAPE ORDINANCE.
- MAINTENANCE OF ALL COMMON AREAS, TRACTS, AND LANDSCAPING IN THE COMMON AREAS SHALL BE THE RESPONSIBILITY OF THE OWNER. ROADWAYS ARE THE RESPONSIBILITY OF THE OWNER.

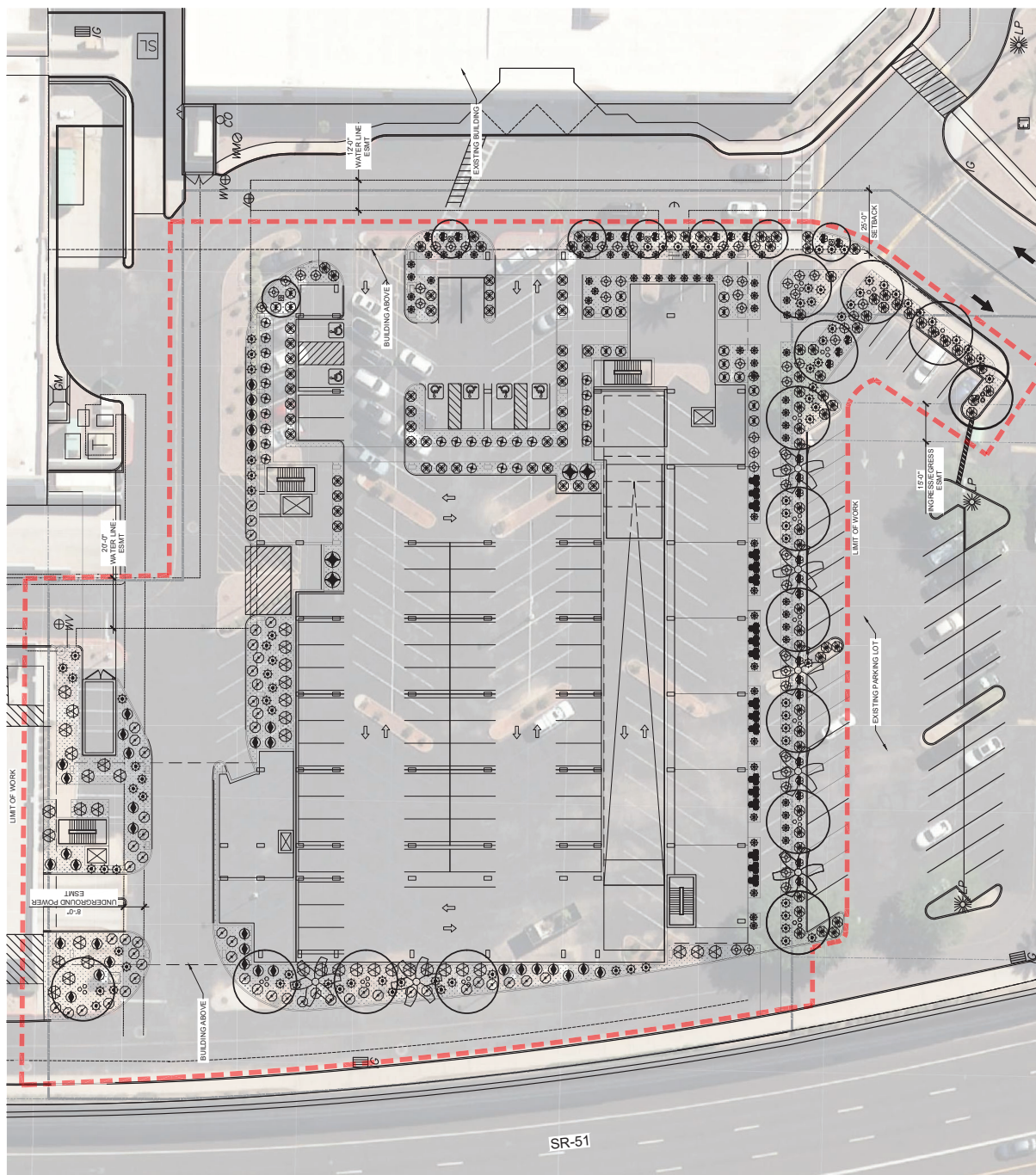


For illustrative purposes only. Subject to change without notice.

CITY OF PHOENIX

JUN 10 2026

Planning & Development
Department



CAMELBACK COLONNADE • PRELIMINARY LANDSCAPE PLAN

PHOENIX, ARIZONA

04/14/2026

25009764

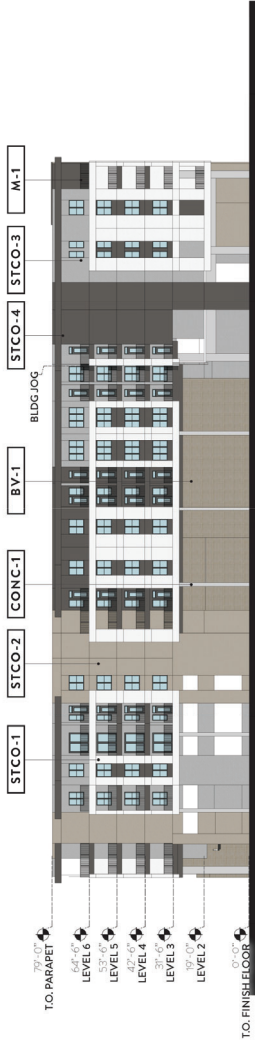
ATWELL



1900 N. Scottsdale Road,
Suite 1200
Scottsdale, Arizona 85251
Tel: 480.994.0994
www.rvplanning.com

MATERIALS LEGEND

- STCO-1
Stucco - Color 01
- STCO-2
Stucco - Color 02
- STCO-3
Stucco - Color 03
- STCO-4
Stucco - Color 04
- CONC-1
Type Concrete Structural Frame - Podium
- BV-1
Thin Brick Veneer
- M-1
Metal Guardrail



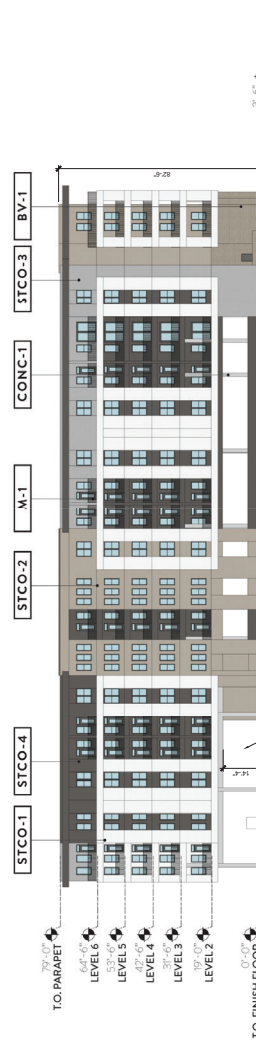
1 NORTH ELEVATION
SCALE 1" = 20'-0"



2 SOUTH ELEVATION
SCALE 1" = 20'-0"



3 EAST ELEVATION
SCALE 1" = 20'-0"



4 WEST ELEVATION
SCALE 1" = 20'-0"

From: [pauline.r](#)
To: [Anthony M. Grande](#)
Subject: Objection to Case Z-92-26-6 (Camelback Colonnade Rezoning) - 20th St Resident
Date: Wednesday, June 24, 2026 3:16:26 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](#)

Hi Anthony,

I am writing to strongly object to the rezoning request for the Camelback Colonnade (Case Z-92-26-6).

I live right at 20th Street and Coolidge, which is directly south of the project site. My neighborhood is already facing a lot of pressure from traffic, and adding a massive six-story apartment complex right here is going to completely ruin the peace and quiet we enjoy.

I am incredibly concerned about the years of construction noise and pollution this will bring right to my doorstep. On top of that, packing an apartment complex with all those people right next to us will make our lives even more stressful with the constant traffic noise and congestion. 20th Street and Highland is already crowded, and adding hundreds of new residents will turn our neighborhood streets into shortcuts and parking overflows. Losing the Cholla Library branch to make room for apartments also takes away a major resource that our community actually uses and cares about.

On top of everything else, our property taxes in this area are not cheap. We pay a lot of money to live in a peaceful neighborhood, so having our daily lives disrupted like this feels completely unfair. If we are paying high taxes to live here, the city should be protecting our quality of life, not sacrificing it for a developer's profit.

Please include my objection in the official city case file. I want our peace and quiet protected. Could you also let me know what the initial neighborhood feedback has been so far, and if many of my neighbors have reached out with objections?

Thank you,

Pauline Raymond
Resident near 20th St & Coolidge

Sent from my iPhone

Levine Investments Limited Partnership

2801 East Camelback Road • Suite 450 • Phoenix Arizona • 85016

Phone 602.248.8181 • Facsimile 602.248.0884

July 7, 2026

Camelback East Village Planning Committee
c/o Anthony Grande, AICP
Planner II – Village Planner
City of Phoenix Planning and Development Dept.
Long Range Planning
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003
(602) 256-5648
anthony.grande@phoenix.gov

RE: Camelback Colonnade Mixed-Use Redevelopment
City of Phoenix Rezoning Case No. Z-92-26-6

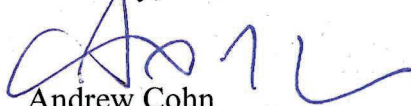
Dear Camelback East Village Planning Committee Members:

Levine Investments LP supports the approval of the above referenced rezoning application to rezone the western half of the Camelback Colonnade (the “Colonnade”) to C-2 M-R and C-2 and to add multifamily residential to the mix of uses at the Colonnade.

The rezoning request and proposed use are consistent with the long-time vision for the Camelback corridor and the vision of the Camelback East Primary Core Specific Plan. This rezoning will accommodate future redevelopment opportunities and introduce a residential use within the Colonnade which will help ensure the long-term vitality of both the Colonnade and the Camelback East Village Core (the “Core”).

As an owner of several properties within the Camelback Road corridor, we strongly support bringing more residential opportunities to the Core to support existing and future commercial uses. The long-awaited redevelopment of the Colonnade will also further establish an inviting and walkable Core with an appropriate mix of uses. We encourage you to recommend approval of the referenced rezoning application.

Sincerely,



Andrew Cohn

Levine Investments Limited Partnership

Amcaz1@aol.com

tony@levineinvestments.com