



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report Z-16-20-6**  
**(Alta Bluewater PUD)**  
November 5, 2020

[Camelback East Village Planning Committee](#) Meeting Date

November 10, 2020

[Planning Commission](#) Hearing Date

December 3, 2020

**Request From:**

[C-2 CEPCSP](#) (Intermediate Commercial District, Camelback East Primary Core Specific Plan) (1.80 acres) and [P-1 CEPCSP](#) (Passenger Automobile Parking District, Camelback East Primary Core Specific Plan) (1.56 acres)

**Request To:**

[PUD CEPCSP](#) (Planned Unit Development, Camelback East Primary Core Specific Plan) (3.36 acres)

**Proposed Use**

Planned Unit Development to allow multifamily residential and commercial uses

**Location**

Approximately 440 feet west of the northwest corner of 18th Street and Camelback Road

**Owner**

Margaret T. Morris Trust

**Representative**

Wood Partners

**Applicant**

Nick Wood, Snell and Wilmer, LLP

**Staff Recommendation**

Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
<a href="#">Street Map Classification</a>	Camelback Road	Arterial	Varies, 33.01 to 40-foot north half street
	State Route 51	Freeway	Approximately 75 feet west half

**CONNECT PEOPLE AND PLACES CORE VALUE; CORES, CENTERS & CORRIDORS; LAND USE PRINCIPLE: *Locate land uses with the greatest height and most intense uses within village cores, centers and corridors based on village character, land use needs, and transportation system capacity.***

The proposal promotes the expansion of a high density multifamily residential development adjacent to the Camelback East Primary Core and along Camelback Road, in an area that has existing commercial development and is adjacent to State Route 51. The proposed development is also consistent with the scale, design, and density which has been approved in the surrounding area.

**CONNECT PEOPLE AND PLACES CORE VALUE; INFILL DEVELOPMENT; 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 proposal seeks to convert an underutilized site into multifamily residential development, which will provide more housing options for residents and will support the existing commercial centers that are clustered in this area.

**CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE: *Establish design standards and guidelines for parking lots and structures, setback and buildto 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 proposed narrative includes standards that ensure that any parking garage structure is enveloped by residential units on all sides. Thus, no portion of the parking garage will be visible to pedestrians or from any sides of the building. Further, pedestrian amenities such as a primary walkway, shade trees, and a water feature at the front entrance of the building are proposed to provide a pleasant pedestrian experience.

### Applicable Plan, Overlays, and Initiatives

[Camelback East Primary Core Specific Plan](#) – See Background Item Nos. 3, 4, 5.

[Squaw Peak Parkway Specific Plan](#) – See Background Item No. 14.

[Food Action Plan](#) – See Background Item No. 15.

[Housing Phoenix Plan](#) – See Background Item No. 16.

[Tree and Shade Master Plan](#) – See Background Item No. 17.

[Complete Streets Guiding Principles](#) – See Background Item No. 18.

[Reimagine Phoenix](#) – See Background Item No. 19.

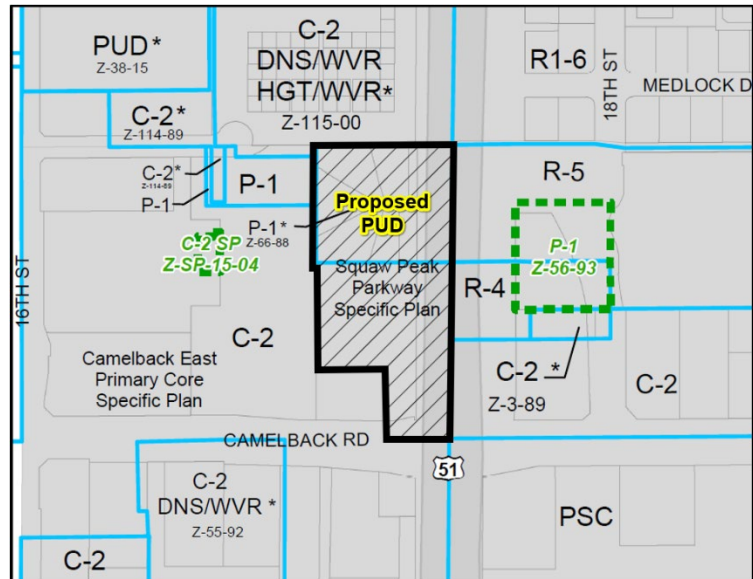
### Surrounding Land Uses/Zoning

	<u>Land Use</u>	<u>Zoning</u>
<b>On Site</b>	Restaurant and parking lot	C-2, P-1
<b>North</b>	Multifamily residential development	C-2 HGT/WVR DNS/WVR
<b>South</b>	Gas station and retail shopping center	C-2
<b>East</b>	Freeway, retail store	C-2, R-4, R-5, R-4 (Approved P-1), and R-5 (Approved P-1)
<b>West</b>	Retail shopping center	C-2, P-1

## **Background/Issues/Analysis**

### **SUBJECT SITE**

1. This request is to rezone a 3.36-acre site located approximately 440 feet west of the northwest corner of 18th Street and Camelback Road from C-2 CEPCSP (Intermediate Commercial District, Camelback East Primary Core Specific Plan) (1.80 acres) and P-1 CEPCSP (Passenger Automobile Parking District, Camelback East Primary Core Specific Plan) (1.56 acres) to PUD CEPCSP (Planned Unit Development, Camelback East Primary Core Specific Plan) (3.36 acres) to allow multifamily residential and commercial uses.



*Source: City of Phoenix Planning and Development Department*

2. The site has General Plan Land Use Map designation of Commercial. The multifamily residential land use proposed in the PUD is consistent with this designation. Surrounding designations are as follows:

#### **NORTH**

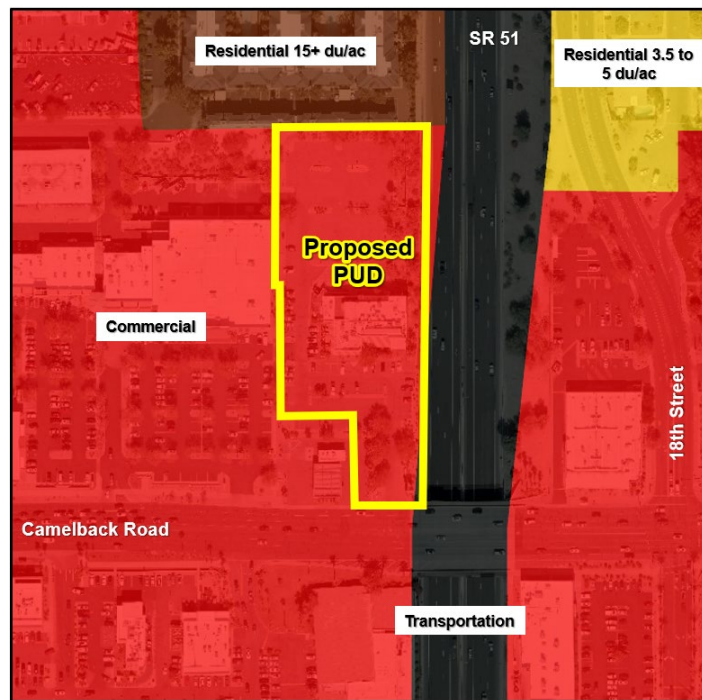
Residential 15+ dwelling units per acre

#### **SOUTH AND WEST**

Commercial

#### **EAST**

Transportation,  
Commercial, and  
Residential 3.5 to  
5 dwelling units per acre

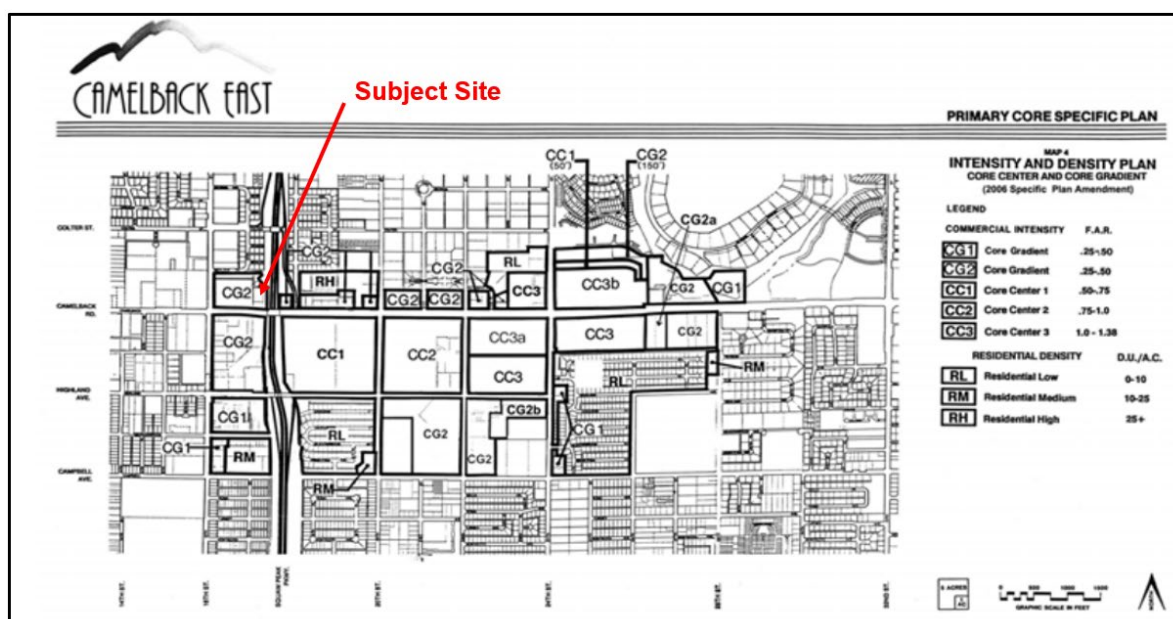


*Source: City of Phoenix Planning and Development Department*

3. **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 Gradient 2 of the plan and is subject to the requirements and guidelines set forth therein.

4. The proposed development incorporates several of the plan's prominent elements including streetscape enhancement, improved pedestrian circulation, and location and concealment of the parking garage structure to minimize pedestrian interruption along the streetscape. As stipulated, the development will also contribute to escrow funds for a potential mid-block crossing along Camelback Road, facilitating a north-south pedestrian spine, as called for in the plan.



**Source: City of Phoenix Planning and Development Department**

The Camelback East Primary Core Specific Plan sets forth specific development guidelines and regulations with allowable bonuses for developments that provide desirable amenities. For properties located in Core Gradient 2, the maximum building height is limited to 30 feet, with an additional maximum of 56 feet if bonuses are applied. The proposed PUD has a maximum height of 56 feet, and meets several of the desired bonus provisions that are laid out in the plan. The bonus provisions that this development proposes and their level of desirability, per

Section 5.3.f5 of the CEPCSP, are as follows: high density housing (high desirability), extraordinary design quality (medium to high desirability), exceptional mitigation of structured parking (high desirability), and the creation of extraordinarily enhanced pedestrian areas within the project (high desirability).

5. The Camelback East Primary Core Specific 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. Several design standards included within the PUD are taken directly from the specific plan. These include shaded pedestrian connections, restriction on surface parking as well as the addition of bicycle parking and pedestrian-level amenities. Inclusion of these design features serve to create a level of consistency among existing and future developments within the Camelback Road corridor.

Further, the proposed PUD includes overall design guidelines that are consisted with those listed in the Camelback East Primary Core Specific Plan. These include the required water feature near the main building entrance, architectural details and embellishments that result in visually interesting buildings, direct pedestrian access to the building, and the incorporation of a building base into a multi-story building to help define the pedestrian environment.

#### EXISTING CONDITIONS & SURROUNDING ZONING

6. The subject site currently consists of a restaurant and its associated parking lot. The lot abuts an arterial street (Camelback Road) to the south, and a freeway (SR 51) to the east. The surrounding land uses and zoning districts are as follows:

##### **NORTH**

North of the subject site is a multifamily residential development that is zoned C-2 HGT/WVR DNS/WVR (Intermediate Commercial District, Height Waiver, Density Waiver)

##### **SOUTH**

South of the subject site, directly adjacent to the proposed development, is a gas station which is zoned C-2 (Intermediate Commercial District). Further south, across Camelback Road, is a retail shopping center also zoned C-2 (Intermediate Commercial District).

##### **EAST**

East of the subject site is SR 51 and, across the freeway is a retail store zoned C-2 (Intermediate Commercial District) and R-4 (Multifamily Residence District), R-4 (Approved P-1) (Multifamily Residence District, Approved Parking District) and R-5 (Approved P-1) (Multifamily Residence District, Approved Parking District). There is



also some land zoned R-5 (Multifamily Residence District) that is Arizona Department of Transportation and City of Phoenix right-of-way.

### **WEST**

West of the subject site is a commercial shopping center zoned C-2 (Intermediate Commercial District).



***Source: City of Phoenix Planning and Development Department***

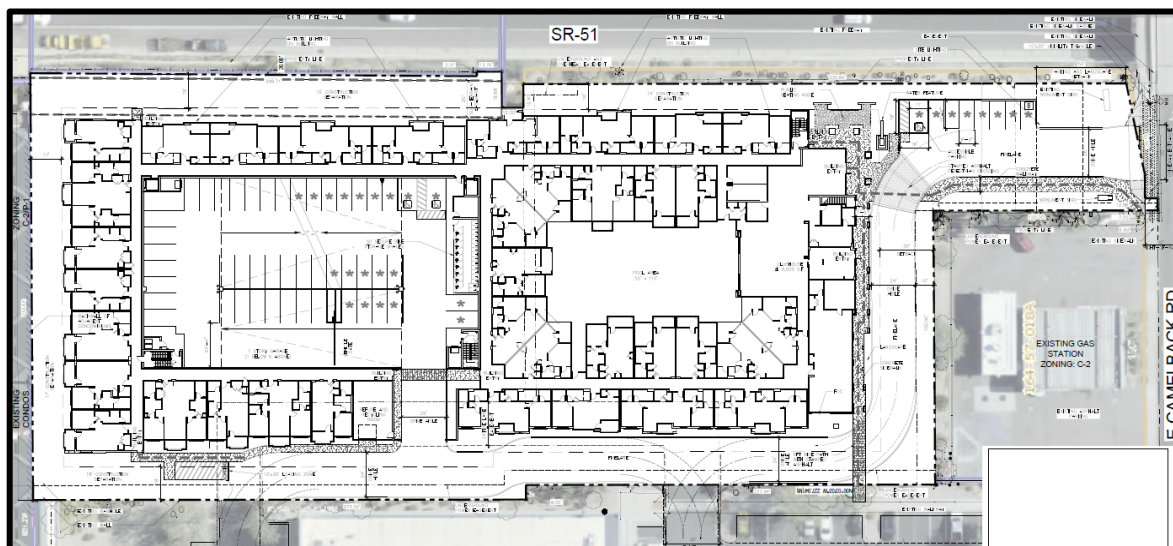
### **PROPOSAL**

7. The proposal was developed utilizing the PUD zoning designation. The Planned Unit Development (PUD) is intended to create a built environment that is superior to that produced by conventional zoning districts and design guidelines. Using a collaborative and comprehensive approach, an applicant authors and proposes standards and guidelines that are 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 Zoning Ordinance provisions will be applied.
8. The development standards contained within the PUD were developed to account for the unique configuration of the lot. An existing gas station located to the south of the site, along Camelback Road, limits access onto the site to a single driveway location and results in a key lot configuration. The proposed development standards

in this PUD are intended to maximize use of the site while still being mindful of surrounding conditions.

9. The PUD proposes development standards designed to accommodate a five-story multifamily residential building with a maximum height of 56 feet and a maximum density of 216 dwelling units. A small surface parking lot, not to exceed 10 spaces, will be provided on the southern portion of the property, along the main entry drive from Camelback Road. Resident and guest parking will be provided in a fully wrapped parking garage structure which will provide residents access from each residential level. The parking garage will be enveloped on all sides by residential units and will not be visible from the exterior of the building.

The conceptual site plan included within the Development Narrative depicts a main entry driveway from Camelback Road which leads to the main entry on the south side of the building, and continues along its west side to connect with the entry to the parking garage, and to two additional vehicular access points. The first access point along the western property line connects to the parking lot of the retail shopping center to the west. The second access point along the western property line connects to a second parking lot behind the retail center which also connects to Medlock Drive to the north, providing residents with a second entry point onto the property.



**Source: Biltform Architecture**

Below is a summary of the proposed standards for the subject site as described in the attached PUD Development Narrative date stamped October 14, 2020.



**Table of Proposed Development Standards**

<b><u>Standard</u></b>	<b><u>Proposed</u></b>
<i>Density</i>	216 dwelling unit maximum
<i>Building Height</i>	56 feet maximum
<i>Minimum Building Setbacks</i>	
South - Camelback Road	125 feet
South - Internal property line	25 feet
West - Internal property line	25 feet
East - Internal property line	10 feet (except for ADOT notch)
North - Internal property line	10 feet
<i>Minimum Landscape Setbacks</i>	
South - Camelback Road	50 feet
South - Internal property line	10 feet
West - Internal property line	0 feet
East - Internal property line	10 feet (except for ADOT notch)
North - Internal property line	10 feet
<i>Maximum Lot Coverage</i>	65 percent maximum
<i>Minimum Parking Setbacks</i>	10 feet minimum
<i>Parking</i>	
Residents	1.3 spaces per unit
Visitor	0.35 spaces per unit
Bicycle	Minimum 0.25 spaces per unit (maximum 50 spaces)

The conceptual site plan included with this PUD request depicts a main pedestrian pathway that connects Camelback Road to the building entrance. This pathway shall be shaded with trees at 75 percent at maturity, except where existing easements prohibit the installation of trees.

The eastern property line, which abuts SR 51, contains a small break, or notch, that is owned by the Arizona Department of Transportation (ADOT) and is not part of the subject site. The proposed building and landscape setbacks for this property line provide an exception for this notch, where landscaping will not be possible, and to allow the building to continue along this side without interruption.

**LANDSCAPE STANDARDS**

- The proposed landscape setbacks for this PUD are largely consistent with the standards set forth in the Zoning Ordinance for the C-2 zoning district, with the main exception being the landscape setback for the southern property line, along Camelback Road. The PUD proposes a minimum of 50 feet, which is more

restrictive than the required 25-foot average. This PUD also proposes landscaping that is comparable to the standards in the C-2 zoning district along the streetscape frontage on Camelback Road. The proposed landscaping standards on the perimeter property lines (north, east, and west) exceed those set forth in the Zoning Ordinance, with minimum two-inch caliper trees required throughout and a mix of two, three, and four-inch caliper trees along Camelback Road.

## DESIGN GUIDELINES

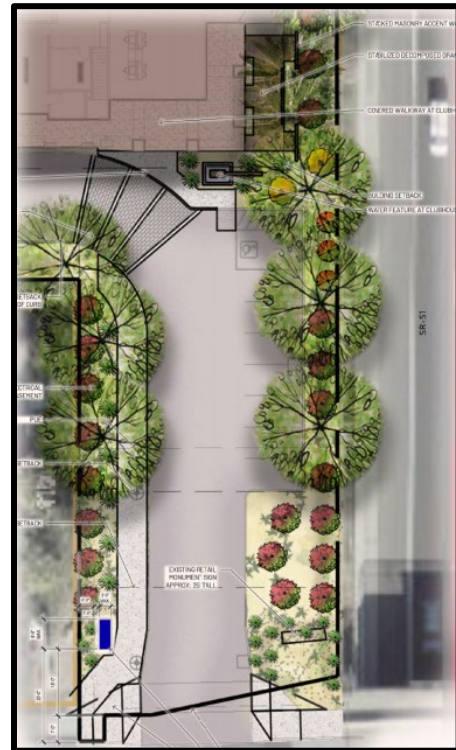
10. The PUD contains a variety of design guidelines addressing building facades, which are intended to enhance the visual interest of the structures, mitigate the impact of building massing and height, and provide a high-quality design. Guidelines include a requirement for four-sided architecture, a mix of a minimum of three building materials, maximum 60 percent stucco on each building elevation, color palette as illustrated in the PUD submittal, and standards for fully screening the parking garage structure so that it is integrated to appear part of the overall building façade.



*Source: Biltform Architecture*

11. The proposed landscape design guidelines in this PUD are intended to provide a uniform design throughout the site and create an enhanced pedestrian experience throughout. The proposed standards include a pedestrian pathway system that will connect the project to the commercial development to the west and to Camelback Road, as well as to all building entrances and exits, sidewalks, and bicycle facilities. These pedestrian pathways shall be constructed of materials that visually contrast with vehicular drive aisles and shall be a minimum of 5 feet wide.

The main pedestrian pathway, which will connect Camelback Road to the main building entrance, will be a minimum of eight feet wide, with pedestrian scale lighting, and shall be shaded with trees to 75 percent at maturity, except where existing easements prohibit tree plantings.



Source: Biltform Architecture

12. This PUD proposes several public and private amenities throughout the site to ensure a high-quality residential use. Private residential amenities will be divided into indoor and outdoor amenities. Indoor amenities shall include a club house, a fitness center, and a fifth-floor club deck. Outdoor amenities shall include a swimming pool and/or spa, a water feature along the primary pedestrian pathway to the building entrance, and a minimum of three of the following: shaded outdoor dining area, water features, outdoor fitness areas, fire features, seating nodes, art installations, or community gardens. Public amenities shall include a minimum of two of the following: shaded bench seating, bike racks, public art, decorative paving materials, and landscape planters.

13. **Signage**

The PUD proposes conformance with the Section 705 of the Phoenix Zoning Ordinance, with additional provisions to permit wall signs and monument signs. There is an existing monument sign on the property, which belongs to the commercial development to the west and will not be modified as this project gets developed. Due to the key lot configuration of the site, this PUD sets forth specific standards for a new Camelback Road monument sign that will direct vehicles and pedestrians to the building, which is significantly set back from the street. As this site falls within the boundaries of the Camelback East Primary Core Specific Plan, all signs are subject to a Comprehensive Sign Plan, which shall be processed through a separate process.

## AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

### 14. [Squaw Peak Parkway Specific Plan](#)

The Phoenix City Council approved the Squaw 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 plans. The plans also included land use change recommendations for properties abutting SR 51. No land use changes were recommended for the area between Camelback Road and Bethany Home Road, from 16th Street to 20th Street, where the subject site is located.

### 15. [Phoenix Food Action Plan](#)

In 2016, Phoenix City Council adopted the 2050 Environmental Sustainability Goals, including a Local Food System Goal to maintain a healthy, sustainable, equitable, and thriving local food system. To support this effort, the City has created its first 2025 Food Action Plan to outline actions and policies, develop and enhance partnerships, to support people most impacted by food insecurity and hunger, and to achieve the goals of access to healthy food for everyone in Phoenix. Per staff's recommendation, this PUD has included an option to allow community gardens by way of raised garden beds with automatic irrigation systems so that residents of this development have the option to grow their own food on the site.

### 16. [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.

### 17. [Tree and Shade Master Plan](#)

The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. By investing in trees and the urban forest, the city can reduce its carbon footprint, decrease energy costs, reduce storm water runoff, increase biodiversity, address the urban heat island effect, clean the air, and increase property values. In addition, trees can help to create walkable streets and vibrant pedestrian places. The proposal includes landscape planting standards

along Camelback Road and along the northern, western, and eastern property lines that meet or exceed Zoning Ordinance standards.

18. **Complete Streets Guiding Principles**

In 2014, 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. To support these principles related to pedestrian connectivity and safety, the development proposes a main pedestrian pathway that will connect the building entrance to the sidewalk on Camelback Road. A pedestrian connection to the commercial development to the west will also be provided. Pedestrian-scale lighting and shade will be provided along all pedestrian pathways. The pedestrian pathways will be constructed of paving materials that contrast with the vehicular travel lanes where they cross drive aisles.

19. **Reimagine Phoenix**

As part of the Reimagine Phoenix initiative, the City of Phoenix is committed to increasing the waste diversion rate to 40 percent by 2020 and to better manage its solid waste resources. 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. This PUD proposes recycling receptacles and chutes in the refuse room.

COMMUNITY INPUT SUMMARY

20. At the time this staff report was written, staff received three letters with concerns regarding traffic generation, the proposed height of the building, and with potential illegal use of neighboring properties.

INTERDEPARTMENTAL COMMENTS

21. The Phoenix Fire Department has noted that they do not anticipate any problems with this case and that the site and/or buildings shall comply with the Phoenix Fire Code.
22. The City of Phoenix Floodplain Management division of the Public Works Department has determined that this parcel is not in a Special Flood Hazard Area (SFHA), but is located in a Shaded Zone X, on panel 1745 L of the Flood Insurance Rate Maps (FIRM) dated April 7, 2017.
23. The Phoenix Street Transportation Department has required that the developer dedicate a 10-foot sidewalk easement along Camelback Road and also submit a Traffic Impact Study for this development. Further, the developer shall improve all streets within and adjacent to the overall development to current ADA guidelines. These requirements are addressed in Stipulation Nos. 2, 3, and 4.
24. The Pedestrian Safety Coordinator, from the Traffic Services Division of the Street



Transportation Department, has required that the developer provide funds in escrow for a signalized crossing across Camelback Road, citing recent pedestrian collisions and one pedestrian fatality that has occurred in this area in recent years. Further, the addition of over two hundred apartments that are across a commercial area that includes a grocery store is likely to increase midblock crossings. This is addressed in Stipulation No. 5.

25. 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. 6.
26. 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 proposed PUD will redevelop an underutilized property and provide a high quality multifamily residential development which will help alleviate the housing shortage in Phoenix.
2. The proposed land use intensity is appropriate at this location in close proximity to SR 51 and within the Camelback East Primary Core Specific Plan area.
3. The proposal includes several development standards and design guidelines that exceed conventional Zoning Ordinance standards, and it is consistent with the Camelback East Primary Core Specific Plan.

### **Stipulations**

1. An updated Development Narrative for the Alta Bluewater 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 October 14, 2020, as modified by the following stipulations:
  - a. Front cover: Revise the submittal date information on the bottom to add the following: Hearing Draft: October 14, 2020; City Council adopted: [Add adoption date].

2. The developer shall dedicate a 10-foot sidewalk easement along Camelback Road.
3. The applicant shall submit a Traffic Impact Study to the City for this development. No preliminary approval of plans shall be granted until the study is reviewed and approved by the City. Contact Mr. Matthew Wilson, Traffic Engineer III, (602) 262-7580, to set up a meeting to discuss the requirements of the study. Upon completion of the TIS the developer shall submit the completed TIS to the Planning and Development Department counter with instruction to forward the study to the Street Transportation Department, Design Section.
4. The developer shall construct all streets within and adjacent to the development 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 developer shall provide \$75,000 in escrow to fund a future traffic control device along Camelback Road, between State Route 51 and 16th Street, prior to preliminary site plan approval, as approved by the Street Transportation Department.
6. 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.

**Writer**

Sofia Mastikhina

November 5, 2020

**Team Leader**

Samantha Keating

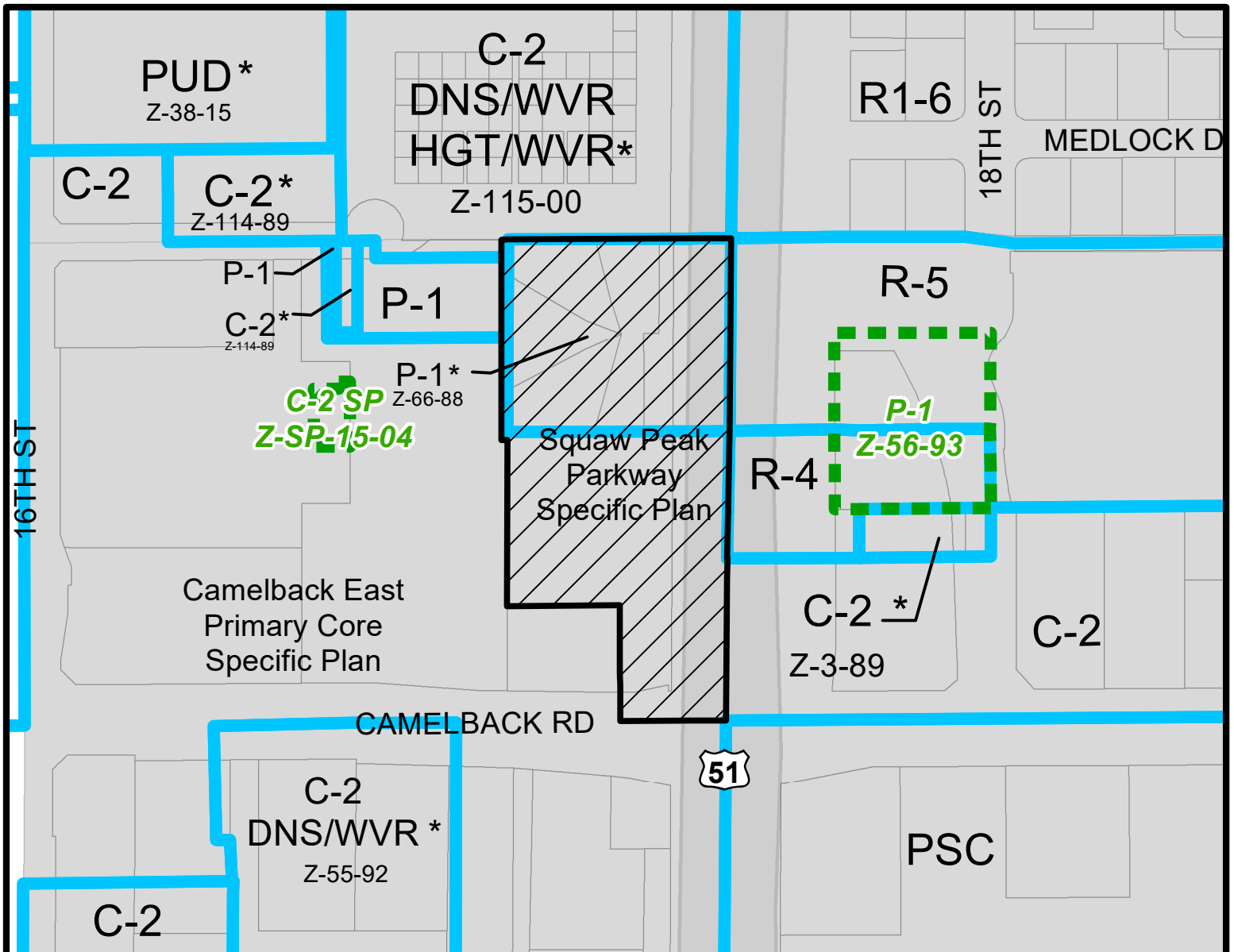
**Exhibits**


Sketch Map

Aerial

Community Correspondence (3 pages)

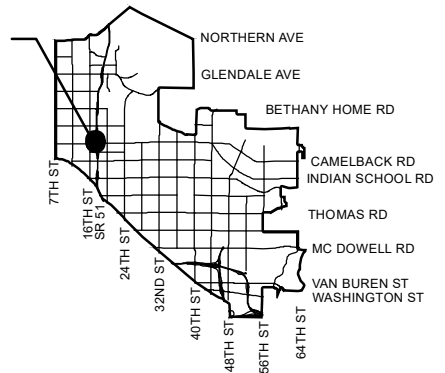
[Alta Bluewater PUD](#) date stamped October 14, 2020



  
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**CAMELBACK EAST VILLAGE**  
 CITY COUNCIL DISTRICT: 6

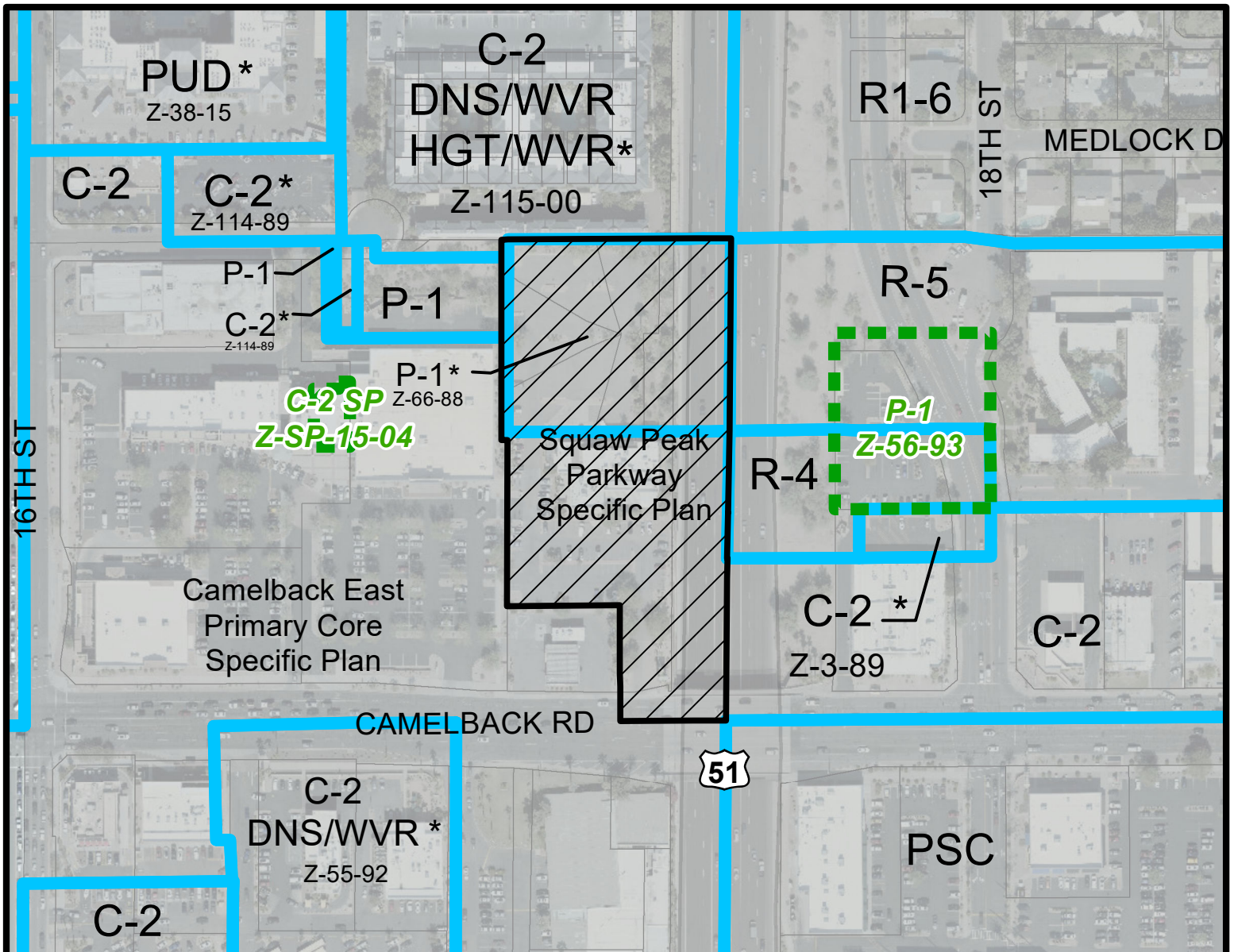


Z-16-20



<b>APPLICANT'S NAME:</b> Wood Partners		<b>REQUESTED CHANGE:</b>	
<b>APPLICATION NO.</b> Z-16-20	<b>DATE:</b> 4/01/2020 <b>REVISION DATES:</b>	<b>FROM:</b> C-2 CEP CSP ( 1.80 a.c.) P-1 CEP CSP ( 1.56 a.c.)	
<b>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</b> 3.36 Acres	<b>AERIAL PHOTO &amp; QUARTER SEC. NO.</b> QS 19-31	<b>ZONING MAP</b> H-9	<b>TO:</b> PUD CEP CSP ( 3.36 a.c.)
<b>MULTIPLES PERMITTED</b> C-2 CEP CSP, P-1 CEP CSP PUD CEP CSP	<b>CONVENTIONAL OPTION</b> 26, N/A 216		<b>* UNITS P.R.D. OPTION</b> 31, N/A N/A

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



Miles

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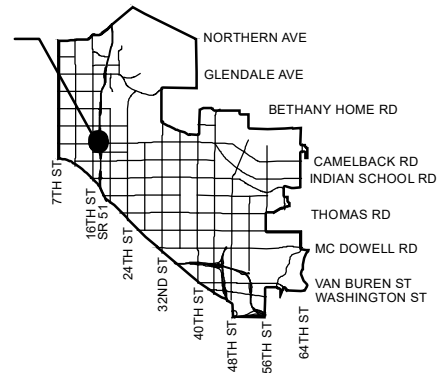
## CAMELBACK EAST VILLAGE

CITY COUNCIL DISTRICT: 6



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

Z-16-20



APPLICANT'S NAME: Wood Partners

APPLICATION NO. Z-16-20

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

3.36 Acres

DATE: 4/01/2020  
REVISION DATES:

AERIAL PHOTO &  
QUARTER SEC. NO.

QS 19-31

ZONING MAP

H-9

### REQUESTED CHANGE:

FROM: C-2 CEP CSP ( 1.80 a.c.)  
P-1 CEP CSP ( 1.56 a.c.)

TO: PUD CEP CSP ( 3.36 a.c.)

### MULTIPLES PERMITTED

C-2 CEP CSP, P-1 CEP CSP

PUD CEP CSP

### CONVENTIONAL OPTION

26, N/A

216

### \* UNITS P.R.D. OPTION

31, N/A

N/A

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

## Sofia Mastikhina

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**From:** lisa@devlinfirm.com  
**Sent:** Thursday, May 14, 2020 4:01 PM  
**To:** nwood@swlaw.com; ngriemsmann@swlaw.com; Sofia Mastikhina  
**Subject:** Rezoning of NW Corner of Camelback and SR 51  
**Attachments:** Zoning application.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I am in receipt of your letter of May 13 regarding what is the property where the Bluewater Grill is currently located. I live at 2113 E. Marshall Ave., and therefore drive in the area of the proposed project almost daily. I am opposed to the proposal.

There have already been way too many multi-family properties built in the last couple of years along Camelback, 24<sup>th</sup> Street south of Camelback, along 16<sup>th</sup> Street and the one under construction at 18<sup>th</sup> Street and Missouri, adding to traffic, congestion and other issues. In addition, the location of the proposed project is particularly bad. Camelback road from 24<sup>th</sup> Street to 18<sup>th</sup> Street (the SR 51 access road) is always congested and at rush hour times it is at a standstill. The general traffic situation from 24<sup>th</sup> all the way to Central is also bad. Most residents in the area avoid it unless necessary to patronize a business in the area. Missouri is becoming more and more crowded as a result.

Dropping a 216 unit project right next to the SR 51 would only exacerbate the already terrible traffic issues. People trying to turn east out of the shopping center next to the proposed project (Camelback Center) onto Camelback already have extreme difficulty doing so. Adding 216 plus additional residents trying to turn in and out right next to SR 51 would cause a traffic disaster. The only other option would be for them to leave the property on Medlock and go west to 16<sup>th</sup> street, coming out on the back side of the shopping center. Traffic trying to turn into and out of the Camelback Center (or into the Toyota dealership across the street) is already way too congested.

I can think of no way that the additional traffic that this project would create could be managed in a way that would not cause more congestion, accidents, and problems.

Please let me know when any zoning hearings on this project are scheduled. Thank you.

LISA SOMMER DEVLIN



## Sofia Mastikhina

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**From:** Kathy Stimson <kathy@sbgmt.com>  
**Sent:** Monday, May 18, 2020 9:28 AM  
**To:** Sofia Mastikhina  
**Cc:** Louise Brockmann  
**Subject:** Rezoning Project Notification - Northwest Corner of Camelback and State Route 51

Ms. Mastihina –

We are in receipt of the proposed Rezoning request for a change in zoning to a Planned Unit Development on the property directly adjacent to our commercial property at 1670 East Camelback Road, Phoenix, AZ 85282.

Although we have not had time to completely review this rezoning request and the multiple ways it will affect our property, the developer's site plan appears to reflect the use of our north roadway, which is used for truck deliveries and employee parking. This use of our property must be wishful thinking on the latest developers' end. We also have concerns with flow of traffic; drainage and the possible illegal use of our property by future residents similar to the ongoing issues we experience from the residents of the Baltimore Square Condominiums directly north of our property

We look forward to hearing the City's understanding of the as to the developer's plans for ingress and egress along with hearing our other concerns.

Respectfully,  
Kathy Stimson

**Kathy L. Stimson**  
**Vice President Real Estate Services**  
**SB MANAGEMENT CORPORATION**  
**433 North Camden Drive, Suite 800**  
**Beverly Hills, California 90210**  
**Telephone: (310) 278-6602 Ext. 120**

***Out of an abundance of caution due to COVID-19, SB Management's personnel are working remotely from their respective homes which may delay responses to your email. We thank you for your patience during this time and business will be conducted as quickly as possible.***

***For any after-hours emergencies, please continue to call 310-278-6602 and speak with the answering service.***

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## Sofia Mastikhina

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**From:** Keith Keebler <keithkeebler@gmail.com>  
**Sent:** Monday, May 18, 2020 2:15 PM  
**To:** ngriemsmann@swlaw.com  
**Cc:** nwood@swlaw.com; Sofia Mastikhina  
**Subject:** Rezoning letter

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good afternoon! I am in receipt of a Rezoning project notification from Mr. Wood dated May 13th in regards to the proposed project at SR51 and Camelback. I own property on the exact opposite side of SR51 from this proposed condo. Can you clarify how tall the condo project is planned? I foresee a loss in property value if I lose privacy for my property. I also have concerns with the additional traffic that an additional 200+ residential units brings to the area. As you likely know, traffic to get into or out of the area is horrendous (and this would only exacerbate the issue). I request to be added to the Camelback East Village Planning Committee hearing schedule for this proposal and will gather additional thoughts, comments and resources from my neighbors.

Thank you,  
Keith Keebler  
(480) 329-3190