

CENTRAL AND HIGHLAND LUXURY APARTMENTS

PUD SUBMITTAL

Submittal for the City of Phoenix, Arizona

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CITY OF PHOENIX

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Planning & Development
Department



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A. PURPOSE AND INTENT

A Planned Unit Development (PUD) is intended to be a stand-alone document of zoning regulations for a particular project. Provisions not specifically regulated by the PUD are governed by the Zoning Ordinance. A PUD may include substantial background information to help illustrate the intent of the development. The purpose and intent statements are not requirements that will be enforced by the City. The PUD only modifies Zoning Ordinance regulations and does not modify other City Codes or requirements. Additional public hearings may be necessary such as, but not limited to, right-of-way abandonments.

1. Project overview and goals

Central & Highland luxury multi-family is a proposed 266-unit rental multifamily project located on 3.4 net acres at the southwest corner of Central Avenue and Highland Avenue in Phoenix. This site is currently vacant. The property is located along the Metro light rail line, approximately 0.2 miles north of the Campbell / Central Avenue station and 0.25 south of the Camelback / Central Avenue station. The site's location is approximately two miles north of Phoenix's Midtown office district, centrally located around Osborn & Thomas Roads and Central Avenue, and four miles north of Downtown Phoenix.

Goals:

- Provide an upscale, transit-oriented urban rental property within close proximity to Midtown and Downtown Phoenix.
- Create a strong and attractive urban edge along Central Avenue that is inviting to the street, enlivening, energetic and positive.
- Provide visible internal and outdoor amenity spaces with an upscale and resort-like atmosphere.
- Provide a residential project that encourages the use of alternative modes of transportation including the use of the Metro Light Rail, bicycles, and pedestrian facilities within the area.
- Respond to the desert environment, creating spaces with maximum shade in the summer and sun in the winter.

2. Overall design concept to include, use categories, themes, or other significant features.

The project proposes residential use which will complement and support adjacent restaurants and other businesses. A contemporary urban theme will be achieved with articulated two-story colonnade, in filled with storefront glass along Central Avenue. The use of large expanses of glass at the ground floor is strategically positioned to provide for view lines through to common interior spaces. Large shaded windows will accentuate the open floor plans and provide generous amounts of daylight in the individual apartment homes. East, west and south facing glass will be shaded by a combination of landscape and architectural elements. Landscaping will be low water use while creating oasis-like spaces with significant shade treatments.

B. LAND USE PLAN

1. Description of proposed land use categories include acreages and location if more than one land use category is proposed

The proposed land use category is entirely residential.

2. Brief Discussion of the Conceptual Site Plan, if required

The Central and Highland luxury multi-family project will be a 266-unit rental apartment project consisting of 4-story buildings wrapped around a parking structure that is 6 levels above grade. The gross acreage of the site is 4.3 acres and the net acreage is 3.4. Resident and guest parking will be provided in the 400 space parking structure with access onto both Highland Avenue and Coolidge Street. The parking ratio is 1.50 spaces per unit. On street parking for prospective residents is planned for Highland Avenue. These spaces allow interested renters to quickly and easily walk to the main entrance of the community on Central Avenue. Located along Central Avenue will be the project office, clubhouse and fitness center. Residential units will face both outwardly on all four property lines and inwardly into a courtyard designed with amenities such as a pool and spa.

C. SITE CONDITIONS AND LOCATION

1. Acreage

The subject site is located at the southwest corner of Central Avenue and Highland Avenue. The 3.4 net acre site is rectangular in shape and fronts on Central and Highland Avenues to the east and north and Coolidge Street to the south.

2. Location in relation to major intersections or areas of regional significance

The property is located along the Metro light rail line, approximately 0.2 miles north of the Campbell/Central Avenue station and 0.25 south of the Camelback Central Avenue station. The site's location is approximately two miles north of Phoenix's Midtown office district, centrally located around Osborn & Thomas Roads and Central Avenue, and four miles north of Downtown Phoenix.

Located in the immediate neighborhood of the project are several schools, including Brophy College Prep (1,200 students) located on 19 acres directly to the east across Central Avenue, Saint Francis Xavier Elementary School and Church (530 students) located directly to the northeast, Central High School (2,400 students) located to the southeast, and Xavier College Prep (1,000 students) located less than a half mile to the east.

3. Topography

The existing topography is relatively flat and drains to the southwest. The site is vacant and over the past eighty years was used primarily for single and multifamily purposes.

D. GENERAL PLAN CONFORMANCE

The City's current General Plan designation for the subject property is Commercial use for approximately 2 acres starting from Central and heading west and high density residential use at 10-15 d.u./acre for the remaining 1.42 acres. The current zoning is C-2/HR. - The proposed use of the property is therefore consistent with the General Plan.

Transit Oriented Development (TOD)

The City of Phoenix promotes transit-oriented development through its two zoning overlay districts, TOD-1 and TOD-2. These overlays provide a zoning structure to encourage uses appropriate for higher densities and a structure for encouraging pedestrian friendly uses and TOD oriented design standards. The TOD-1 overlay area covers most of the light rail corridor within Phoenix, including the Central Avenue Corridor.

The project site location falls within the Transit-Oriented Development (TOD-1) zone. TOD-1 was developed to encourage an appropriate mixture and density of activity around Phoenix Metro's transit stations to increase ridership and promote alternative modes of transportation. The TOD-1 regulates the uses, development standards, street and sidewalk regulations, as well as sign regulations. These regulations seek to achieve the goal of a bicycle and transit supportive development that integrates auto use where streets have high level of connectivity, and developments are within a comfortable walking and bicycling distance from Metro Light Rail stations. As a TOD-1, residents are expected to use alternative modes of transportation including the use of the Metro Light Rail, bicycles, and pedestrian facilities with the area.

E. ZONING AND LAND USE COMPATIBILITY

1. Existing Zoning On and Adjacent To Site

Current Zoning of the Property is comprised of C2 HR, R3 and R5. The zoning of the adjacent property to the immediate west is R3 and R5. The zoning to the south of the Property is C2 and R5. The property directly north is zoned C2 HR and R5. Directly east of the property the current zoning is R1-6. **See Section M Exhibit 5, "Zoning Map (Existing and Proposed)".**

2. Existing Land Uses On and Adjacent To Site and Character of Site and Adjacent Properties

The project site is currently vacant and is located at the southwest corner of Highland and Central Avenues in Phoenix's Uptown neighborhood. The site is located along the METRO light rail line, approximately 0.2 miles north of the Campbell / Central Avenue station and 0.25 miles south of the Camelback / Central Avenue station. The subject's location is approximately two miles north of Phoenix's Midtown office district, centrally located around Osborn and Thomas Roads and Central Avenue, and four miles north of Downtown Phoenix. Generally defined as the area around Central Avenue between Indian School Road to the south and Missouri Avenue to the north, the Uptown Phoenix district anchors the north end of the city hub. The Uptown neighborhood centers around the Central Avenue and Camelback Road intersection, located approximately a quarter mile north of the subject site. At the northeast corner of this intersection is the long-standing Uptown Plaza Shopping Center, anchored by an A.J.'s Fine Foods grocery store and including a free-standing

Applebee's restaurant. Across the street, at the southeast corner of Camelback Road and Central Avenue, is the 11-story M&I Bank office building.

The Uptown neighborhood is also home to several historic residential districts, including Medlock Place (7th to Central Avenues, Camelback Road to Missouri Avenue), Windsor Square (Central Avenue to 7th Street, Camelback Road to Missouri Avenue) and Pierson Place (generally extending from 5th to 1st Avenues, Grand Canal to Camelback Road), which is located directly west of the subject site. According to the history profile provided by the Pierson Place Neighborhood Association, the Pierson Place district reflects diversity in housing represented by 16 different architectural styles dating from the 1920s through the 1950s, including seven adobe buildings within the historic district. By 1956 the area was mostly built out with single family homes and small scale multi-family buildings including duplexes, triplexes, and fourplexes. Later infill construction during the late 1950s and early 1960s provided larger, multi-unit, two-story buildings for rent or sale.

More recent apartment development located in the immediate neighborhood of the subject site include The Lexington on Central and The Pavilions on Central, located one and two blocks south of the subject site. Located between these two apartment complexes is the recently developed Devine Legacy on Central, a five-story rental project consisting of 65 affordable units. Also, one block north of the subject site is the Landmark on Central, a 17-story residential tower built in 1964 and recently converted to condominiums. Also located in the subject's immediate neighborhood are several schools, including Brophy College Preparatory (1,200 students) located on 19 acres directly to the east across Central Avenue, Saint Francis Xavier Elementary School and Church (530 students) located directly to the northeast, Central High School (2,400 students) located to the southeast, and Xavier College Preparatory (1,000 students) located less than a half mile to the east. Directly south of Central High School is the 75-acre Steele Indian School Park including a lake, amphitheater, garden, and playground and ball courts. While the neighborhood remains in transition, the area, particularly around Camelback Road and Central Avenue, has seen many new businesses open over the past few years since the start of light rail service. Several bars, restaurants and coffee houses have opened in older, remodeled spaces. A prime example is in the Xavier Square retail center located at 4700 N. Central Avenue, directly north of the subject site, where Hula's Modern Tiki and Lola Coffee (recently changed to Citizen Espresso Bar) opened in 2009. Hula's Modern Tiki occupies a unique 1960s-era building fronting Central Avenue; the building, which features a large iconic hexagonal window, was completely renovated and expanded to include an indoor bar and outdoor patio area. More recent tenant additions to the Xavier Square retail center include Kick Ass Kakes bakery and Tiny Little Chef at Home, which opened in early-2012. The southwestern restaurant ZTejas will be opening in Xavier Square sometime in the late fall of 2012 or early 2013, providing an additional dining option within immediate proximity of the project site. Also located nearby is Maize's Cafe & Bistro, which opened in 2008 at the base of the Landmark Towers condominiums. Further north, approximately a half-mile north of the subject site, Postino Wine Cafe opened its second Phoenix location at Colter Street and Camelback Road, in the former long-standing Katz's Deli neighborhood restaurant. Nearby, the same ownership group intends to open a pizza restaurant in the landmark Al Beadle building at Central Avenue and West Oregon Street in the fall of 2012. **See Section M Exhibit 5, "Zoning Map (Existing and Proposed)".**

F. LIST OF USES

1. Permitted Uses

Residential Multi-Family

2. Temporary Uses

Not permitted

3. Accessory Uses

Not permitted

G. DEVELOPMENT STANDARDS

1. Development Standards Table

Development Standards	
a. Density and Number of Dwelling Units	61.8 d.u./gross acre 266 d.u.
b. Build to Lines	a. Front 12'-0" max. b. Side (Coolidge) 12'-0" max c. Side (Highland) 12'-0" max d. Rear 14'-0" min
c. Landscape Setbacks	A landscaped setback shall be established and maintained along all public street frontages: <ul style="list-style-type: none"> • Coolidge Street: 5'-0" from back of curb to face of building. Trees at 30'-0" on center maximum. • Central Avenue: Back of curb to face of building. Trees at 30'-0" on center maximum. • Highland Avenue: 5'-0" from back of curb to face of building. Trees at 30'-0" on center maximum.
d. Building Separation	Per Building Code
e. Height	69'-8"
f. Open Space	13% of gross area
g. Division of Uses	N/A
h. Lot coverage	No Maximum

2. Landscape Standards

1. All portions of the development site not occupied by buildings, structures, walkways, vehicle access and parking areas, loading and unloading areas and approved storage areas shall be landscaped in accordance with the provisions of the Section.
2. No part of any Landscape Area shall be used for any other such use as parking or display, except for required on site retention areas or when such use is shown on the landscape plan.
3. All plant materials shall be planted so that at maturity the edge of the plant will be no closer than three (3) feet to any fire hydrant or fire suppression device.
4. All plant materials shall be irrigated by an appropriate automatic underground irrigation system. All irrigation systems shall be designed, constructed and maintained to promote water conservation and prevent water overflow or spray onto Streets, sidewalks or parking area. Landscape irrigation and domestic water services to each site shall be metered separately. Each irrigation service point of connection shall have a reduced pressure back flow prevention device installed and maintained in accordance with the requirements of the City of Phoenix or approved equivalents.
5. A minimum of seventy-five percent (75%) of the Landscape Area shall be planted with shrubs, vegetated ground cover, or turf. 50% of the Landscape Area will be covered by trees.
6. Turf area shall be limited to a maximum of 10% of the PUD gross landscape area.

3. Parking

The residential typical parking stall size will be 8'-6" x 18' - 0". The residential accessible parking stall size will be 11'-0" x 18' - 0" with a 5'-0" access aisle. There will be two on street loading zones which will be 10' - 0" x 30' - 0". Bike parking will be located in the parking garage. There will be a maximum of 400 parking spaces. There will be a total of 50 bike parking spaces.

4. Amenities

1. The project will provide the following amenities:

- a. Pool – a minimum of 1,000 s.f.
- b. Spa – a minimum of 55 s.f.
- c. Pool Cabanas – a minimum of 4 cabanas
- d. BBQ area – a minimum of two areas
- e. Private Fitness Center – This will be a two story fitness and a minimum of 2,000 s.f.
- f. Clubhouse – This will be a minimum of 1,000 s.f.
- g. Clubroom – This will be a minimum of 600 s.f. and will consist of one meeting room.
- h. Mail Room – a minimum of 500 s.f.

5. Shade

Shade Information	
Highland Avenue	Shade Provided by Tree canopies: 76% (at Maturity) Trees at 30'-0" on center maximum. Three (3) five gallon shrubs shall be planted for each tree 100% of trees shall have a 2 inch caliper minimum.
Coolidge Street	Shade provided by Tree Canopies: 83% (at Maturity) Trees at 30'-0" on center maximum. Three (3) five gallon shrubs shall be planted for each tree. 100% of trees shall have a 2 inch caliper minimum.
Central Avenue	Shade provided by Tree Canopies: 40% Shade provided by Building Awnings: 25% Total Shade provided: 65% Trees at 30'-0" on center maximum. Three (3) five gallon shrubs shall be planted for each tree 100% of trees shall have a 2 inch caliper minimum.
Perimeter Property Line	Three (3) five gallon shrubs shall be planted for each tree. Trees at 30'-0" on center maximum. 100% of trees shall have a 2 inch caliper minimum.

The percentage of shade shall be measured by the shadow cast on the sidewalk or pedestrian path measured at noon of the June/Summer Solstice.

6. Lighting Plan

The project lighting plan will adhere to Section 507 Tab A, Guidelines for Design Review, of the Phoenix Zoning Ordinance..

H. DESIGN GUIDELINES

Central and Highland luxury apartments are being designed with the following objectives in mind: contextualism, visual interest, community benefit and sustainability. Addressed successfully, these strategies combine synergistically to create an appropriate and desirable sense of place.

Contextually, the project “tips its hat” to the historic and vibrant Brophy campus across Central Ave. Palm trees proposed on the west side of Central will be an extension of the Brophy Green on the east side. Architectural features such as colonnades, stepped building masses and color palette have been incorporated into a contemporary urban residential expression of the campus’ design. Designing to TOD and UR standards also addresses the urban, pedestrian context of the site. Context and sustainability meet in an approach that recognizes the importance of providing summer shade within buildings as well as on public circulation and gathering spaces.

Visual interest is provided through varying architectural rhythms, depths, heights and materials. Public spaces (leasing, mail, lobby and fitness) have been located along the sidewalk facing Central Avenue where transparency is encouraged to activate the streetscape. First floor private residences located along Highland and Coolidge Streets are buffered with landscape and low patio walls. Habitable spaces wrap around and completely screen a multi-level parking garage. A further benefit of this concept is parking that is close, convenient, safe and shaded.

The elevations will incorporate the following specific features: offset wall planes and parapet heights, over-hanging metal cornices, storefront glass at first and second floors along Central Avenue, clerestory windows at the top floor in select locations, recessed and shaded windows, and varied balcony expressions.

Future residents and the community at large will be able to enjoy pleasantly landscaped and shaded sidewalks, interesting architecture and a more vibrant sense of place that supports the existing urban fabric.

Sustainability is inherently identifiable with high density urban housing for a variety of reasons, including: use of less land and less energy, providing more sustainable commuting, working and living options. Beyond this fundamental benefit, residences will be designed to stringent green building standards.

Central and Highland Luxury Apartments will be an attractive landmark along Central Avenue that fits harmoniously with its urban neighbors and, we believe, raises the bar for the quality of future development in the area.

I. SIGNS

Signage for the project shall conform to the TOD-1 standards and Section 642.G (Urban Residential) and Section 705.D.3.I of the City of Phoenix Zoning Ordinance.

J. SUSTAINABILITY

1. Identify standards that are measurable and enforceable by the City and identify practices or techniques for which the applicant/developer will be responsible

The "Leadership in Energy and Environmental Design" (LEED) Green Building Rating System is presently a voluntary standard for developing high-performance sustainable buildings. Developers of this PUD property are strongly encouraged to incorporate current LEED standards for New Commercial Construction (LEEDNC) within the project. Key project areas to be reviewed in accordance with a LEED building certification include Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality and Design Innovation. A number of cities in the Western United States have adopted local green building guidelines and the trend is expected to continue at a growing rate.

This PUD should be a development that recognizes this trend to formulate design goals and a basis of methodology for building elements and environmental systems.

The subject PUD encourages sustainability principles through the implementation of at least three (3) of the following Design Review Presumptions, or other sustainability principles as approved by the Planning and Development Department.

- a) Building designs should respond to the harsh southwest climate by incorporating materials and design methods suitable for the region
- b) The orientation of buildings should recognize the value of human comfort zones, and surrounding buildings with appropriate landscaping and abundant shading.
- c) Orientation of buildings and fenestration design should maximize solar benefits while minimizing the negative impacts of heat gain.
- d) Recognizing that sustainability methods are continually improving and evolving over time, incorporate state-of-the-art sustainability methods and products as the project is phased.
- e) Incorporate solar collection technologies for providing and storing energy as well as heated water systems for individual buildings.
- f) Design to reduce project energy loads by addressing passive design elements (i.e. daylight, natural ventilation, materials solar mass properties) and active design elements (i.e. environmental conditioning methods, radiant heating and cooling, shared building systems).

- g) Design for effective water usage and conservation methods in buildings by using low flow plumbing fixtures using minimal amounts of potable water.
- h) Design for effective use of energy efficient appliances and HVAC systems by demonstrating reductions in on-going power consumption.
- i) Design for the capture of gray water discharge from buildings for reuse for landscape irrigation.
- j) Incorporate "Smart" irrigation control systems into the design and development of the development phase.
- k) Use roofing materials that specify a high Solar Reflectance Index for a minimum of 75% of the roof surface area.
- l) Use recycled and/or salvaged, non-hazardous, construction and demolition materials. Develop and implement a construction waste management plan to identify the materials to be diverted from disposal and whether the materials will be sorted on-site or comingled.
- m) Use paints and coatings on the interior of the building (i.e. inside of the weatherproofing system and applied on-site) that comply with the following criteria as applicable to the project scope 1:
 - (1) Architectural paints and coatings applied to interior walls and ceilings must not exceed the volatile organic compound (VOC) content limits established in Green Seal Standard GS-11, Paints, 1st Edition, May 20.1993.
 - (2) Anti-corrosive and anti-rust paints applied to interior ferrous metal substrates must not exceed the VOC content limit of 250 g/L established in Green Seal Standard GC-03. Anti-Corrosive Paints. 2nd Edition, January 7. 1997.
 - (3) Clear wood finishes, floor coatings, stains, primers, and shellacs applied to interior elements must not exceed the VOC content limits established in South Coast Air Quality Management District (SCAQMD) Rule 1113, Architectural Coatings, rules in effect on January 1. 2004.

K. INFRASTRUCTURE

1. Circulation Systems (streets, pedestrian circulation, trails, etc.)

The project site location falls within the Transit-Oriented Development (TOD) zone. TOD was developed to encourage an appropriate mixture and density of activity around Phoenix Metro's transit stations to increase ridership and promote alternative modes of transportation. The TOD regulates the uses, development standards, street and sidewalk regulations, as well as sign regulations. These regulations seek to achieve the goal of a bicycle and transit supportive development that integrates auto use where streets have high level of connectivity, and developments are within a comfortable walking and bicycling distance from Metro Light Rail

stations. As a TOD, residents are expected to use alternative modes of transportation including the use of the Metro Light Rail, bicycles, and pedestrian facilities with the area.

The project site is bounded with Highland Avenue to the north, Central Avenue to the east and Coolidge Street to the south. Central Avenue and Coolidge Street are fully developed. According to the PUD Infrastructure fact finding summary the right-of-way on Coolidge Street will need to be dedicated to 25 feet. Currently portions of the right-of-way are only 22.5 feet. Central Avenue is fully developed and no new improvements are required from the City of Phoenix.

For both Coolidge Street and Highland Avenue all existing driveways that are not going to be used will need to be removed. The new driveways will need to be a minimum of 40 feet wide at the curb cut and a minimum of 30 feet wide at the property line.

2. Grading and Drainage

The project site is located within the City of Phoenix Infill Incentive Area. Therefore the retention requirement is for Pre. vs. Post or first flush, whichever is greater. We have reviewed the two options and first flush requires a greater amount of retention than Pre. vs. Post development and will therefore be the controlling criteria. We have included a preliminary grading and drainage plan for your reference. **See Section M Exhibit No 17 "Proposed Retention Exhibit per Section K"**. Retention will be in underground storage tanks. The site is also located in a FEMA flood zone "A". The flood zone is caused by the Grand Canal. The residential finish floors will be set at either one foot above the high curb within the perimeter street or one foot above the anticipated high water elevation during a 100 year storm event. One finish floor will be set for all of the ground floor units. The parking garage entrance will need to be set above the flood elevation to protect it from the 100 year storm event.

3. Water and Wastewater Services

Water and Sewer mains exist in the perimeter streets. An 8 inch sewer and 6 inch water line exist in Highland Avenue and a 12 inch sewer and 8 inch water exist in Coolidge Street. We anticipate servicing the site from the existing water and sewer in Highland Avenue and Coolidge Street. Water and sewer on site will be private lines and will be in accordance with adopted plumbing code.

L. PHASING PLAN

The project will not be phased

M. EXHIBITS

See Attached Exhibits 1-15



**ZONING COMPARISON ANALYSIS
CENTRAL & HIGHLAND
November 27, 2012**

	Current R-3 Zoning	Current C2/H-R density per R-3 up to, but not to exceed those in R-5 (PRD)	PUD
Density			
Required	15.23 du / ac	45.68 du/ac Max	61.8 du/gross ac (266 D.U.)
	-		
Building Height			
Allowed	2 story / 30' 4 story max	48' (4-Story) Max	69'-8"
Building Setbacks		Per T.O.D.	
Required	Front: 10'-0"	0'-0" Min. / 12'-0" Max	Street Setback - 12'-0" Max Interior Setback – 14'-0" Min.
Parking	388 Max per T.O.D	388 Max per T.O.D	400 p.s. Max.
Lot Coverage	45%	50% Max	No Maximum
Open Space	5% Min of Gross Area	5% Min of Gross Area per T.O.D.	13% of Gross Area

EXHIBIT "A"

A PORTION OF LOTS 3, 4, 5, 6 AND 8 OF SUBURBAN ACRES, ACCORDING TO BOOK 13 OF MAPS, PAGE 22, LOCATED IN THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT A STONE IN A HANDHOLE AT THE NORTH QUARTER CORNER OF SAID SECTION 20;

THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE NORTH/SOUTH MIDSECTION LINE OF SAID SECTION 20, A DISTANCE OF 1,320.15 FEET;

THENCE NORTH 89 DEGREES 41 MINUTES 59 SECONDS WEST, LEAVING SAID MID-SECTION LINE, ALONG THE MONUMENT LINE OF HIGHLAND AVENUE, A DISTANCE OF 67.08 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF CENTRAL AVENUE AND THE POINT OF BEGINNING OF THE PARCEL HEREIN DESCRIBED;

THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 9.22 FEET;

THENCE SOUTH 49 DEGREES 24 MINUTES 19 SECONDS EAST, A DISTANCE OF 17.23 FEET;

THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 84.64 FEET;

THENCE SOUTH 89 DEGREES 41 MINUTES 59 SECONDS EAST, A DISTANCE OF 4.00 FEET;

THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 210.00 FEET TO A POINT OF INTERSECTION OF THE NORTH RIGHT OF WAY LINE OF COOLIDGE STREET AND SAID WEST RIGHT OF WAY LINE OF CENTRAL AVENUE;

THENCE NORTH 89 DEGREES 41 MINUTES 59 SECONDS WEST, LEAVING SAID POINT OF INTERSECTION, ALONG THE NORTH RIGHT OF WAY LINE OF SAID COOLIDGE STREET, A DISTANCE OF 4.00 FEET;

THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 16.65 FEET;

THENCE NORTH 89 DEGREES 17 MINUTES 57 SECONDS WEST, A DISTANCE OF 7.39 FEET;

THENCE SOUTH 00 DEGREES 34 MINUTES 33 SECONDS WEST, A DISTANCE OF 5.08 FEET;

THENCE SOUTH 46 DEGREES 17 MINUTES 39 SECONDS WEST, A DISTANCE OF 14.66 FEET;

THENCE NORTH 89 DEGREES 39 MINUTES 52 SECONDS WEST, A DISTANCE OF 2.97 FEET;

THENCE SOUTH 00 DEGREES 35 MINUTES 05 SECONDS WEST, A DISTANCE OF 1.44 FEET;

THENCE NORTH 89 DEGREES 41 MINUTES 59 SECONDS WEST, A DISTANCE OF 260.14 FEET;

THENCE NORTH 00 DEGREES 02 MINUTES 15 SECONDS EAST, A DISTANCE OF 2.50 FEET;

THENCE NORTH 89 DEGREES 41 MINUTES 59 SECONDS WEST, A DISTANCE OF 70.03 FEET;

THENCE SOUTH 00 DEGREES 18 MINUTES 01 SECONDS WEST, A DISTANCE OF 2.50 FEET;

THENCE NORTH 89 DEGREES 41 MINUTES 59 SECONDS WEST, A DISTANCE OF 70.04 FEET;

THENCE NORTH 00 DEGREES 01 MINUTES 55 SECONDS EAST, A DISTANCE OF 2.50 FEET;

THENCE NORTH 89 DEGREES 41 MINUTES 59 SECONDS WEST, A DISTANCE OF 70.05 FEET;

THENCE NORTH 00 DEGREES 01 MINUTES 45 SECONDS EAST, LEAVING SAID NORTH RIGHT OF WAY LINE OF COOLIDGE STREET, A DISTANCE OF 292.50 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF SAID HIGHLAND AVENUE;

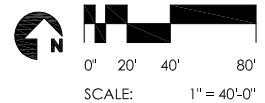
THENCE SOUTH 89 DEGREES 41 MINUTES 59 SECONDS EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 275.18 FEET;

THENCE NORTH 00 DEGREES 02 MINUTES 15 SECONDS EAST, LEAVING SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 20.00 FEET TO A POINT ON THE MONUMENT LINE OF SAID HIGHLAND AVENUE;

THENCE SOUTH 89 DEGREES 41 MINUTES 59 SECONDS EAST, ALONG SAID MONUMENT LINE, A DISTANCE OF 202.87 FEET TO THE POINT OF BEGINNING OF THE PARCEL HEREIN DESCRIBED.



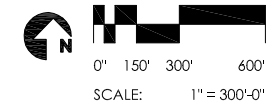
AREA VICINITY MAP AND LAND USE PLAN



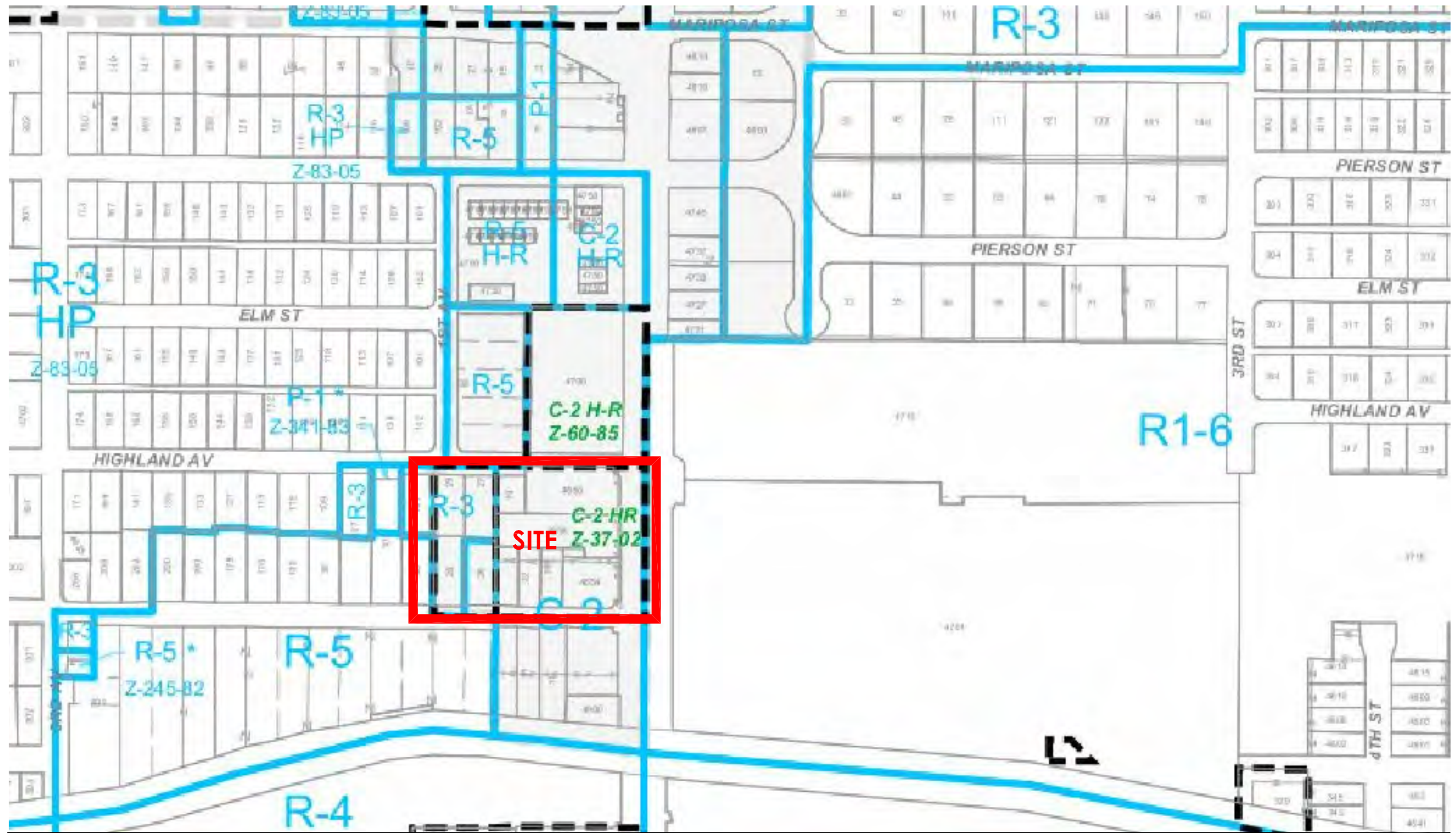
APARTMENTS AT CENTRAL & HIGHLAND



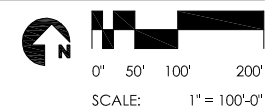
AERIAL MAP



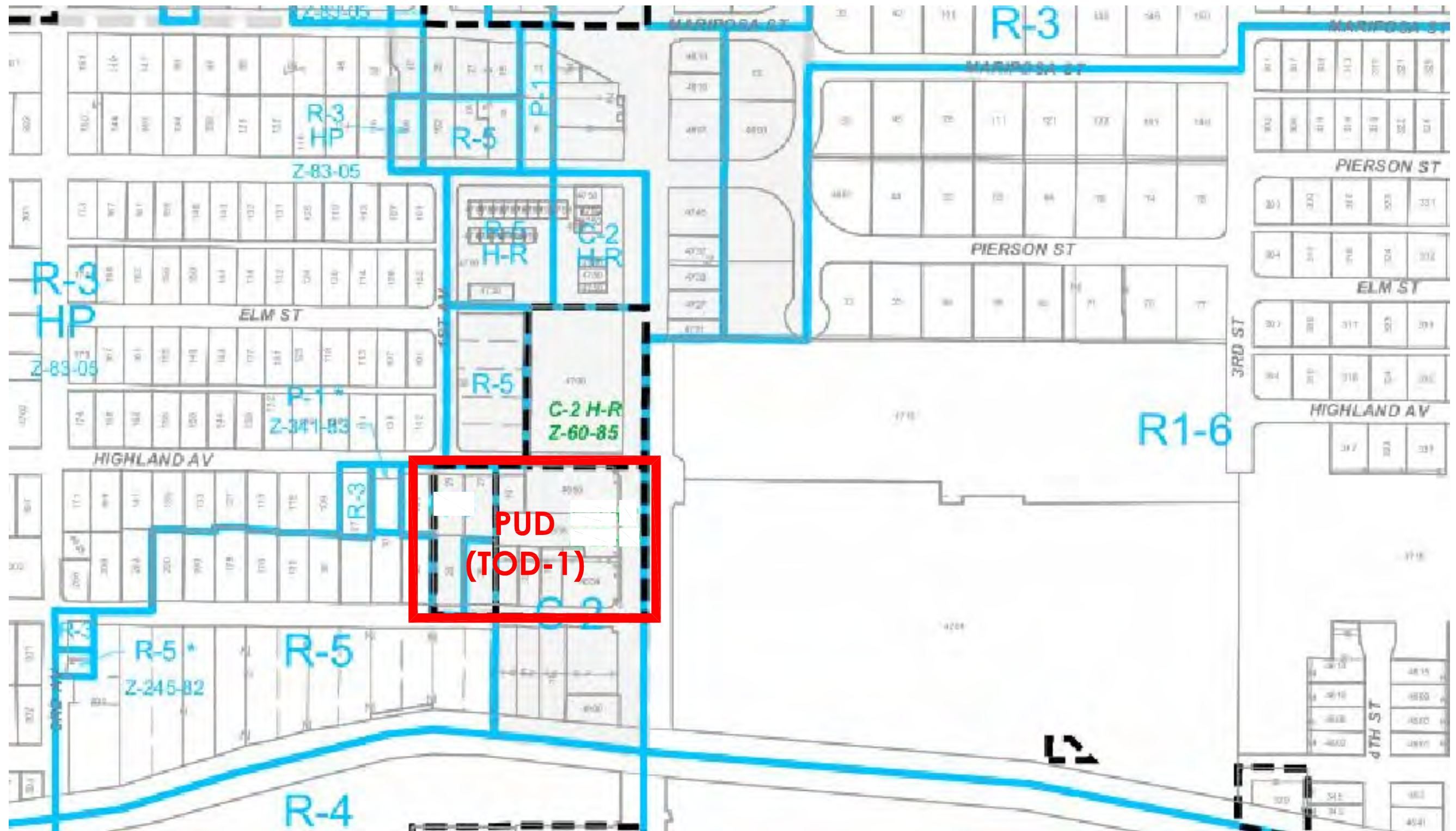
APARTMENTS AT CENTRAL & HIGHLAND



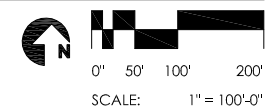
EXISTING ZONING MAP



APARTMENTS AT CENTRAL & HIGHLAND



PROPOSED ZONING MAP



APARTMENTS AT CENTRAL & HIGHLAND





C12



C11



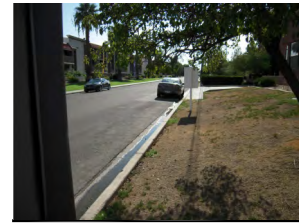
D13



D14



D15



D16



C9



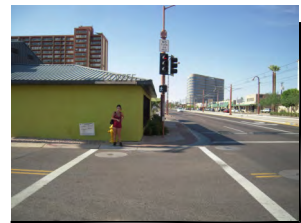
C10



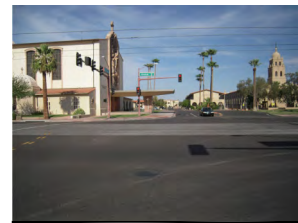
B8



B7



B5



B6



A4



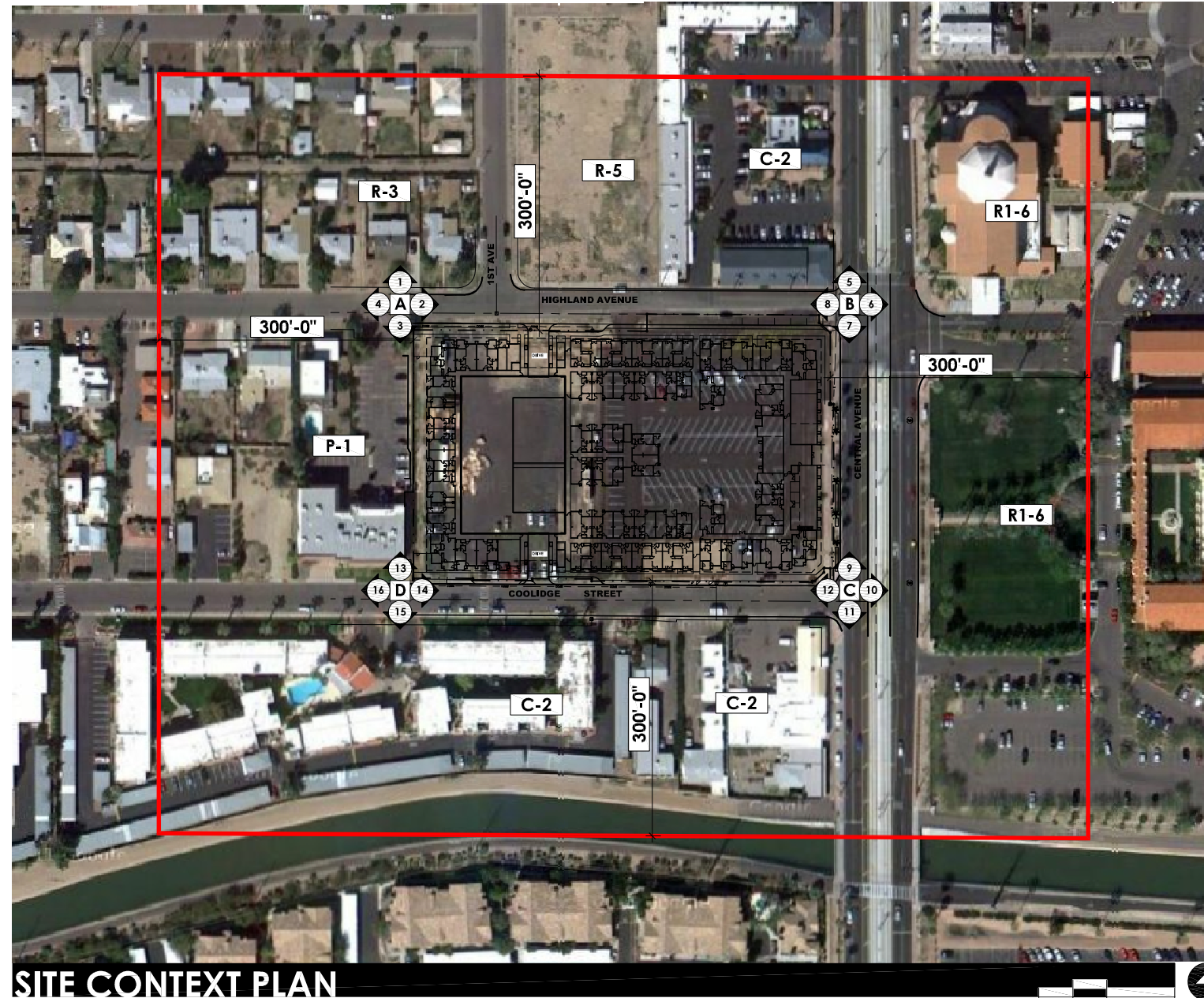
A3



A1



A2



PROJECT DATA

PROJECT NAME & ADDRESS:
APARTMENTS @ HIGHLAND AND CENTRAL AVENUE
PHOENIX, ARIZONA

PROJECT DESCRIPTION:
4-STORY RESIDENTIAL WRAPPED AROUND A 6 1/2-LEVEL PARKING GARAGE

GENERAL ZONING ANALYSIS:

SITE AREA:
GROSS ACRES:.....+/-4.300 ACRES (187,308 S.F.)
NET ACRES:.....+/-3.428 ACRES (149,323 S.F.)

ZONING:
EXISTING..... C-2/H-R, R-3, R-5, (TOD-1 OVERLAY)
PROPOSED..... PUD (TOD-1 OVERLAY)

DENSITY:
ALLOWED..... 40 D.U. / AC MINIMUM / NO MAXIMUM
PROPOSED..... 61.8 D.U./ GROSS AC (78.2 DU / NET AC)

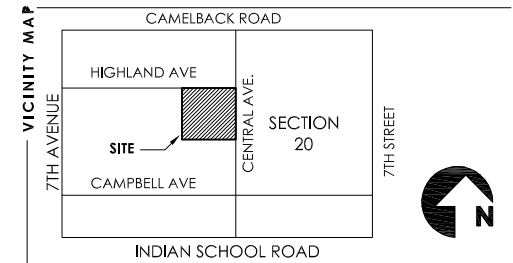
BUILDING HEIGHT:
ALLOWED..... 75'-0"
PROPOSED..... 54'-0" (4-STORY RESIDENTIAL)
66'-0" (T. O. ELEVATOR AT PARKING GARAGE)

OPEN SPACE:
ALLOWED..... 5% MIN. OF GROSS AREA
(187,308 S.F. X 5% = 9,366 S.F.)
PROVIDED..... 26,518 S.F. (14%)

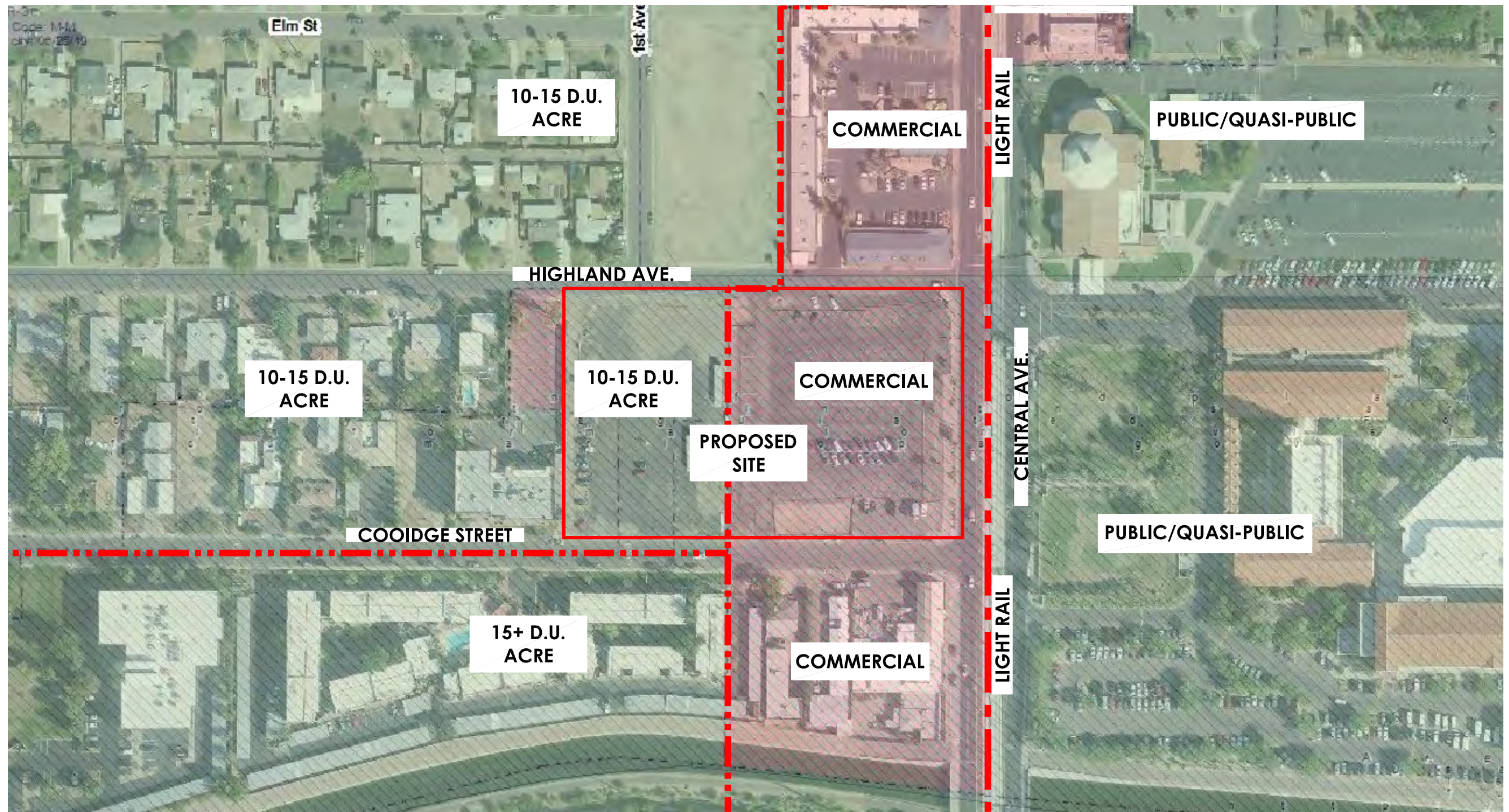
SETBACKS:
REQUIRED..... 12'-0" MAX.
(PER TOD-1 OVER 1,000'-0" FROM LIGHT RAIL STATION)

PROPOSED

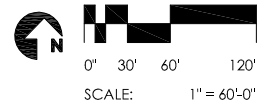
FRONT..... 11'-0"
SIDE (COOLIDGE ST.)..... 9'-0"
SIDE (HIGHLAND ST.)..... 10'-0"
REAR..... 15'-6"



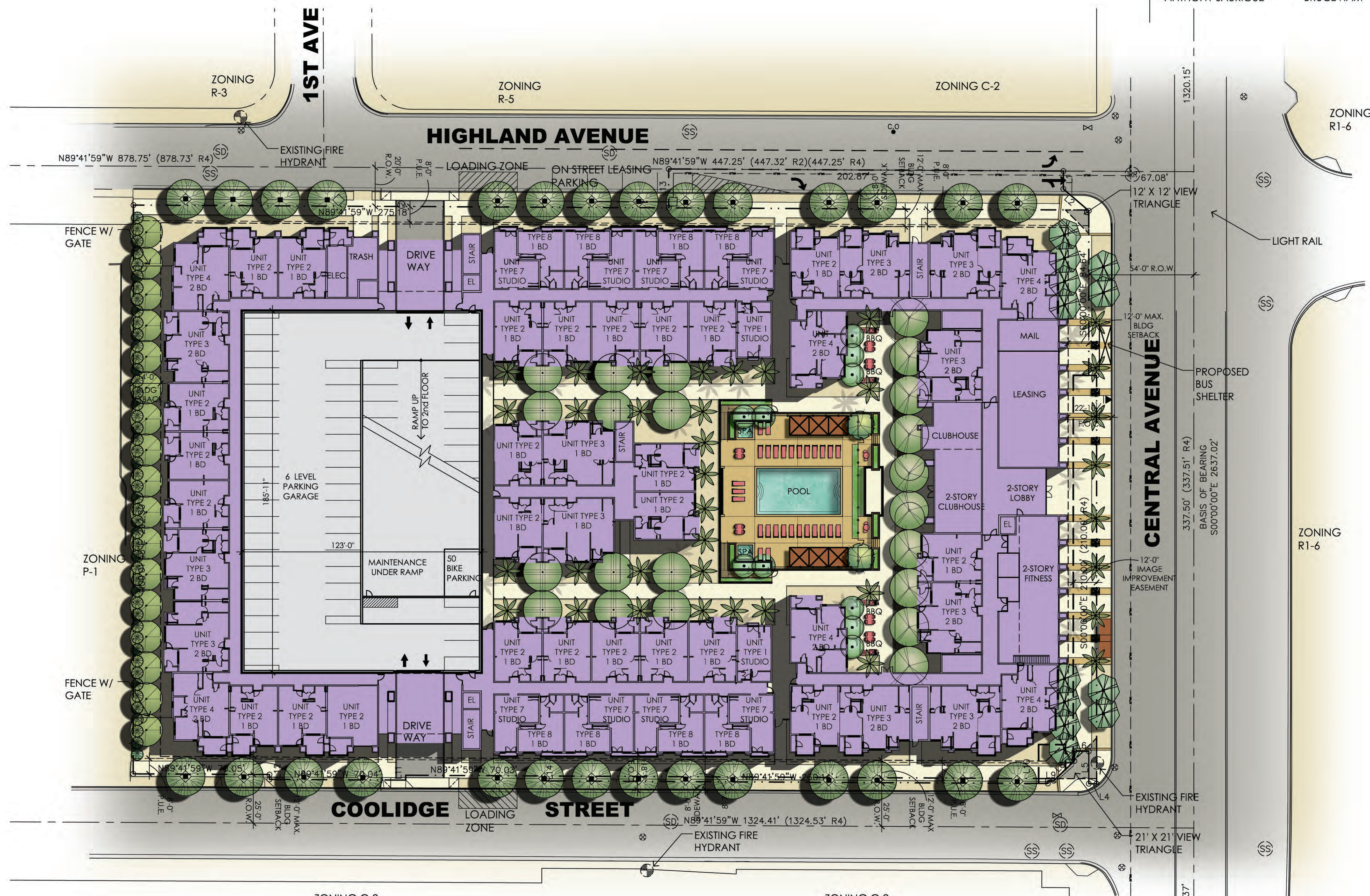
APARTMENTS AT CENTRAL & HIGHLAND



GENERAL PLAN MAP



APARTMENTS AT CENTRAL & HIGHLAND



DESIGN TEAM
 ARCHITECTURAL: TODD AND ASSOCIATES
 4019 N. 44TH ST. PHOENIX, AZ 85018
 (602) 952-8280
 (602) 952-8995 FAX
 ANTHONY JAURIGUE
 DEVELOPER: VEDURA RESIDENTIAL
 6720 N. SCOTTSDALE RD., #109 SCOTTSDALE, AZ 85253
 (480) 922-9200
 (480) 922-9201 FAX
 BRUCE HART

PROJECT NAME & ADDRESS:
 APARTMENTS @ HIGHLAND AND CENTRAL AVENUE
 PHOENIX, ARIZONA
PROJECT DESCRIPTION:
 4-STORY RESIDENTIAL WRAPPED AROUND A 6-LEVEL PARKING GARAGE
GENERAL ZONING ANALYSIS:

SITE AREA:
 GROSS ACRES: +/ - 4.300 ACRES (187,308 S.F.)
 NET ACRES: +/ - 3.428 ACRES (149,323 S.F.)
ZONING:
 EXISTING: C-2/H-R, R-3, R-5. (TOD-1 OVERLAY)
 PROPOSED: PUD (TOD-1 OVERLAY)
DENSITY:
 PROPOSED: 61.8 D.U./ GROSS AC (78.2 DU / NET AC)

BUILDING HEIGHT:
 PROPOSED: 69'-8"
OPEN SPACE:
 PROPOSED: 13% OF GROSS AREA
 (187,308 S.F. X 13% = 24,110 S.F.)

SETBACKS:
 PROPOSED
 FRONT: 12'-0" MAX.
 SIDE (COOLIDGE ST.): 12'-0" MAX.
 SIDE (HIGHLAND ST.): 12'-0" MAX.
 REAR: 14'-0" MIN.

SIDEWALK:
 PROPOSED
 FRONT: 18'-0"
 SIDE (COOLIDGE ST.): 8'-0"
 SIDE (HIGHLAND ST.): 8'-0"

PROPOSED UNIT MIX:

UNIT TYPE	# BED/ BATH	1st FLR	2nd FLR	3rd FLR	4th FLR	TOTAL UNITS	% OF UNITS
TYPE 1	STUDIO/1 BA	2	2	2	2	8	3%
TYPE 2	1 BD/1 BA	25	28	30	30	113	42%
TYPE 3	2 BD/2 BA	11	11	11	11	44	17%
TYPE 4	2 BD/1 BA	6	6	6	6	24	9%
TYPE 5	2 BD/2 BA	0	0	3	3	6	2%
TYPE 6	1 BD/1 BA	0	0	1	1	2	1%
TYPE 7	STUDIO/1 BA	8	8	8	8	32	12%
TYPE 8	STUDIO/1 BA	8	8	8	8	32	12%
TYPE 9	1 BD/1 BA	0	1	2	2	5	2%
UNIT TOTALS						266	100%

PARKING STANDARDS:
 PARKING STALL: 18'-0" X 8'-6"
 ACCESSIBLE STALL: 18'-0" X 11'-0"
 PARKING GARAGE AISLE: 24'-0"
 LOADING ZONE: 30'-0" X 10'-0"

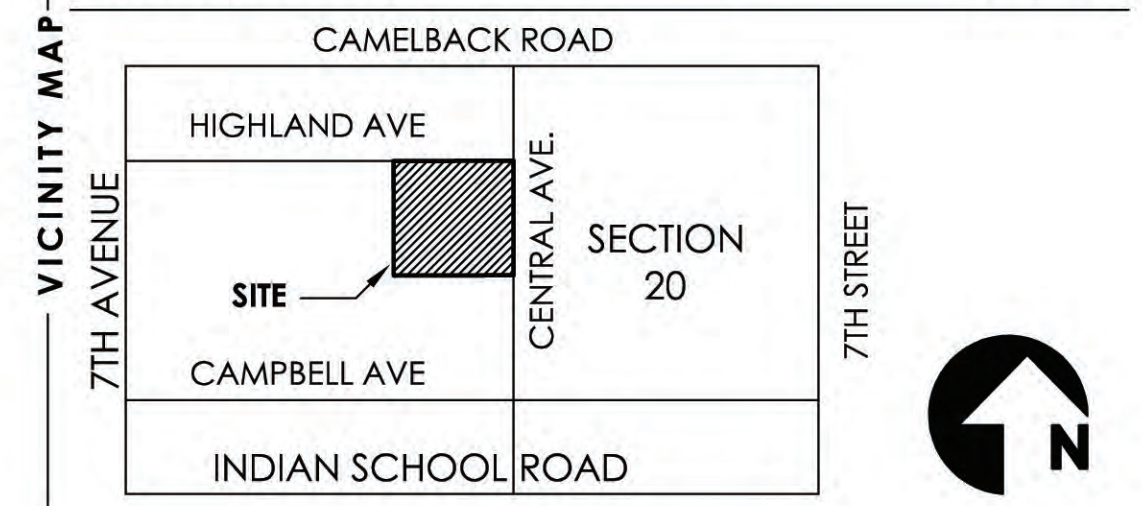
REQUIRED PARKING:

STUDIO (1.3 PS / DU)	94 PS
1 BEDROOM (1.5 PS / DU)	180 PS
2 BEDROOM (1.5 PS / DU)	111 PS
TOTAL	385 PS

PROVIDED PARKING:
 PARKING GARAGE
 PARKING SPACES: 394 P.S.
 PARKING ALONG HIGHLAND: 6 P.S.
TOTAL: 400 P.S.

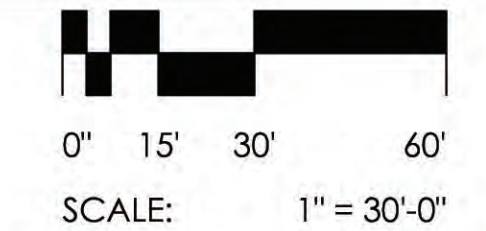
PROVIDED PARKING RATIO - 400 P.S. / 266 D.U. = 1.50 P.S./D.U.

BIKE PARKING:
 SPACES PROPOSED: 50 B.P.S.



SITE PLAN

APARTMENTS AT CENTRAL & HIGHLAND





West



East



North and South Elevation

APARTMENTS AT CENTRAL AND HIGHLAND



HIGHLAND AVENUE

LOADING ZONE ON STREET LEASING

21'x 21' RIGHT OF WAY TRIANGLE

BUS SHELTER

CENTRAL AVENUE

21'x 21' RIGHT OF WAY TRIANGLE

PARKING GARAGE

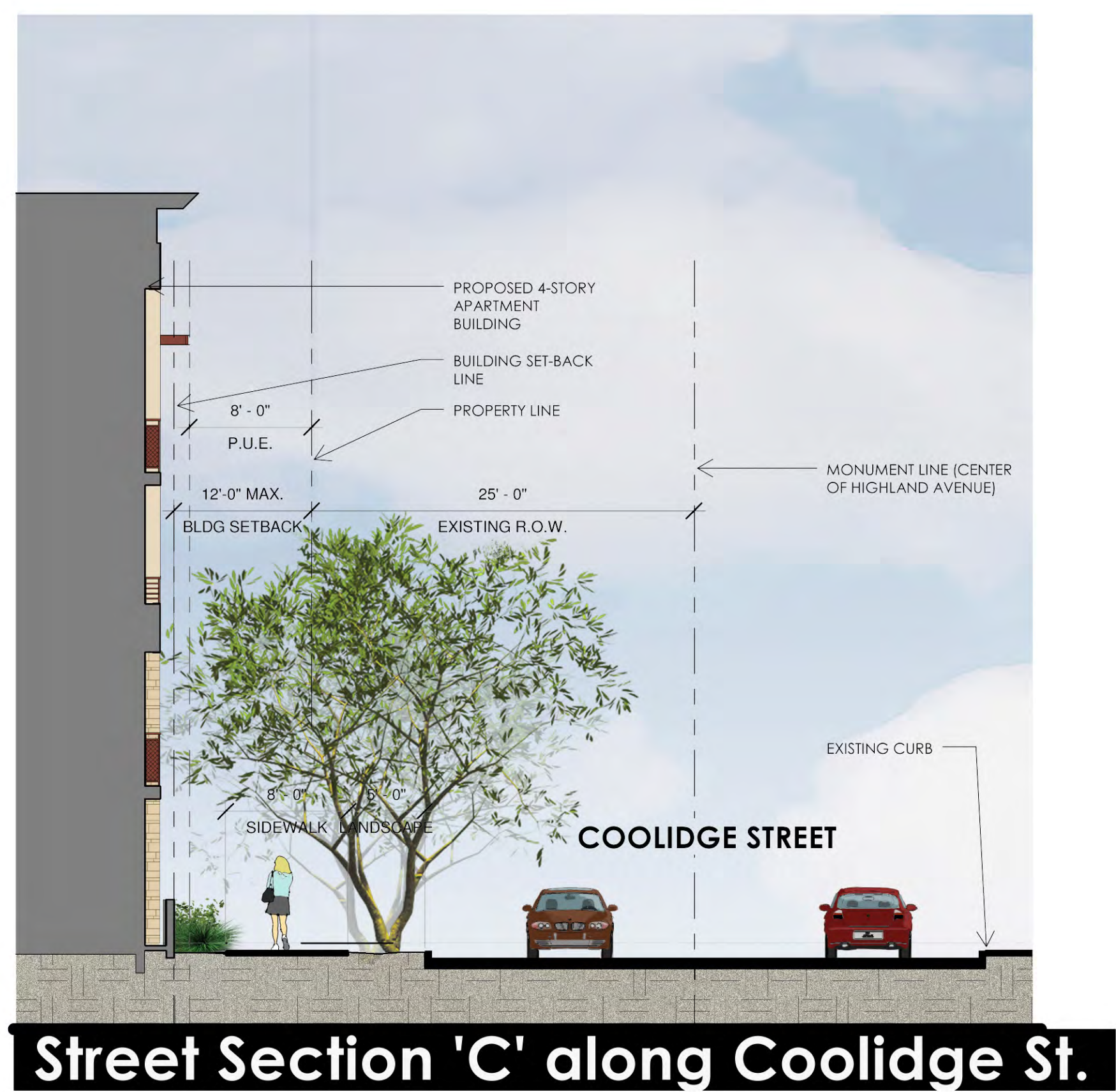
POOL

ZONING P-1

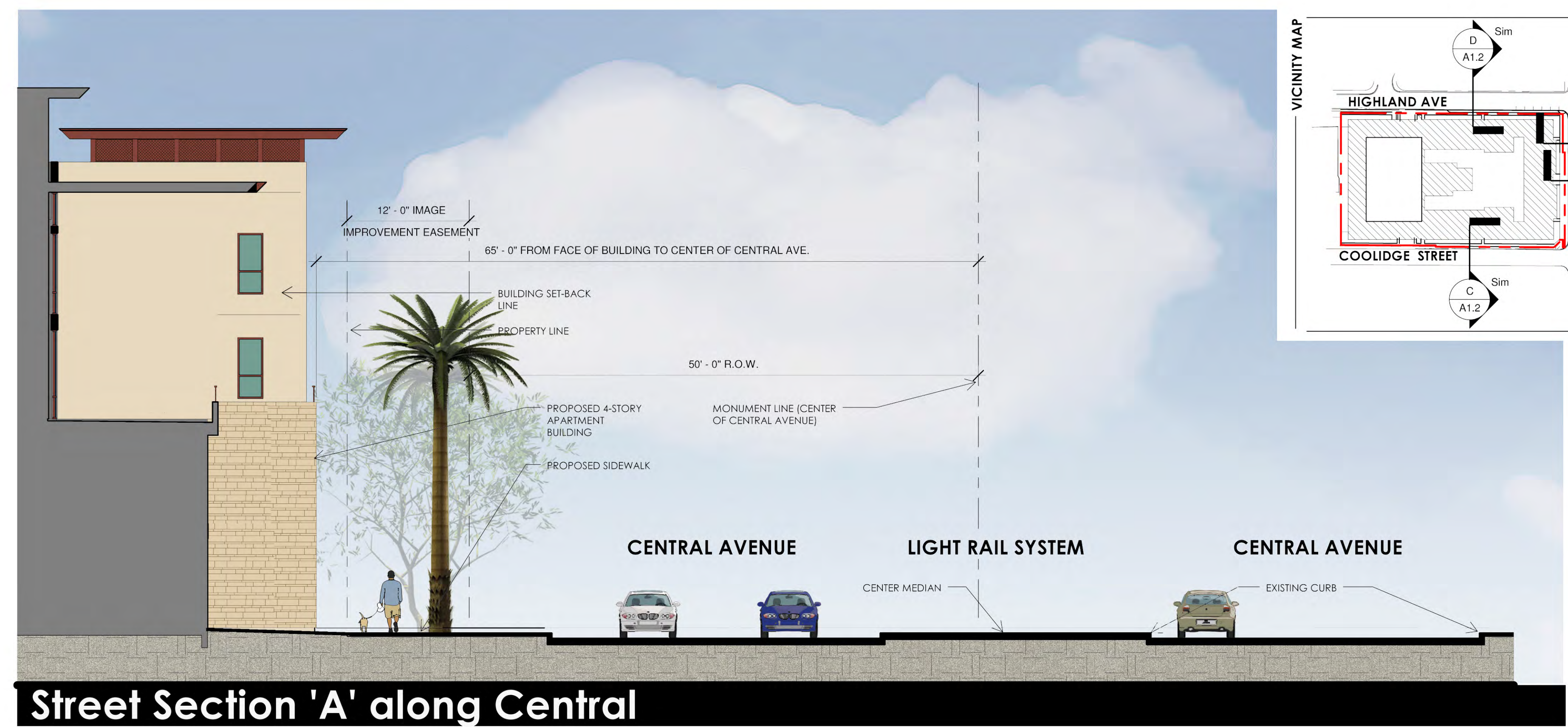
COOLIDGE STREET

CONCEPTUAL LANDSCAPE PLAN APARTMENTS AT CENTRAL & HIGHLAND

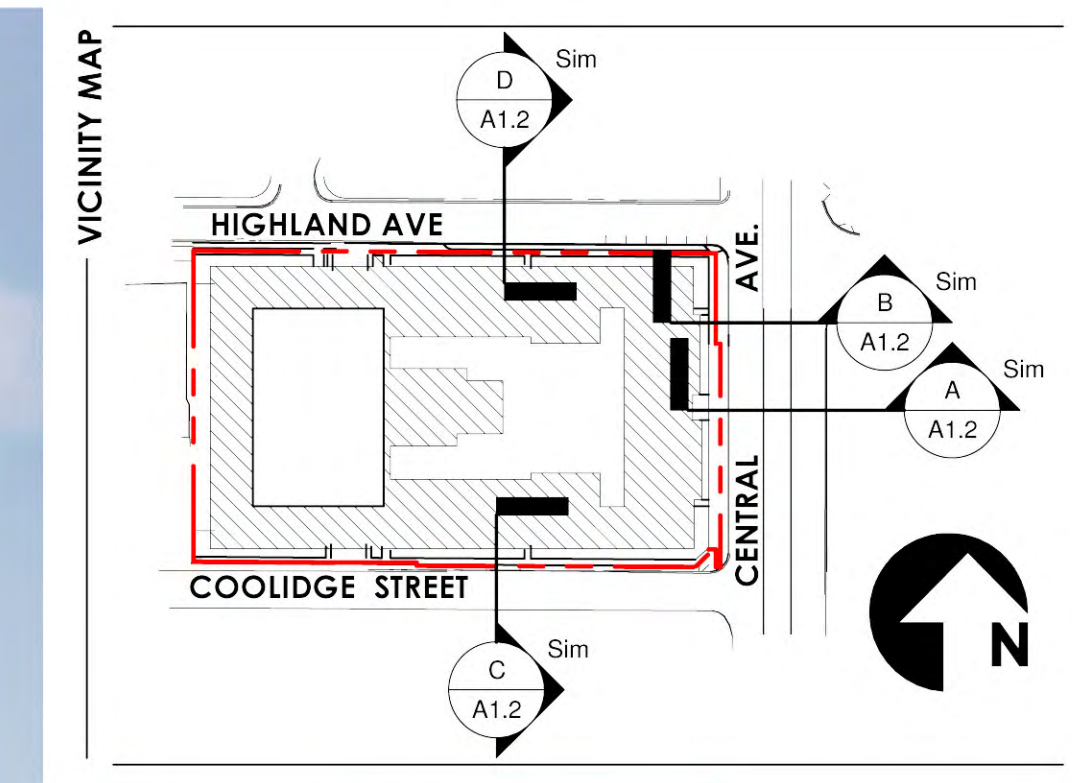




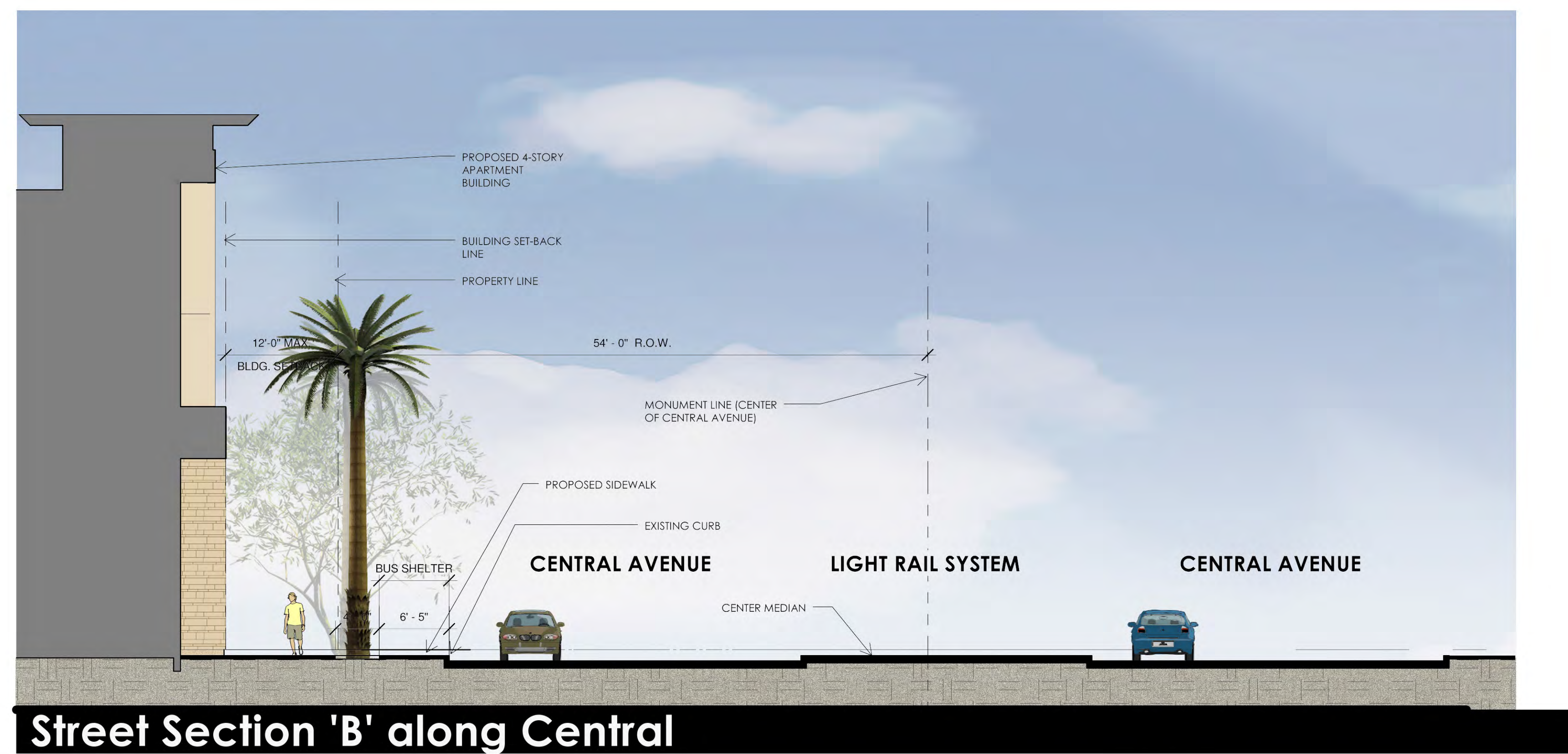
Street Section 'C' along Coolidge St.



Street Section 'A' along Central



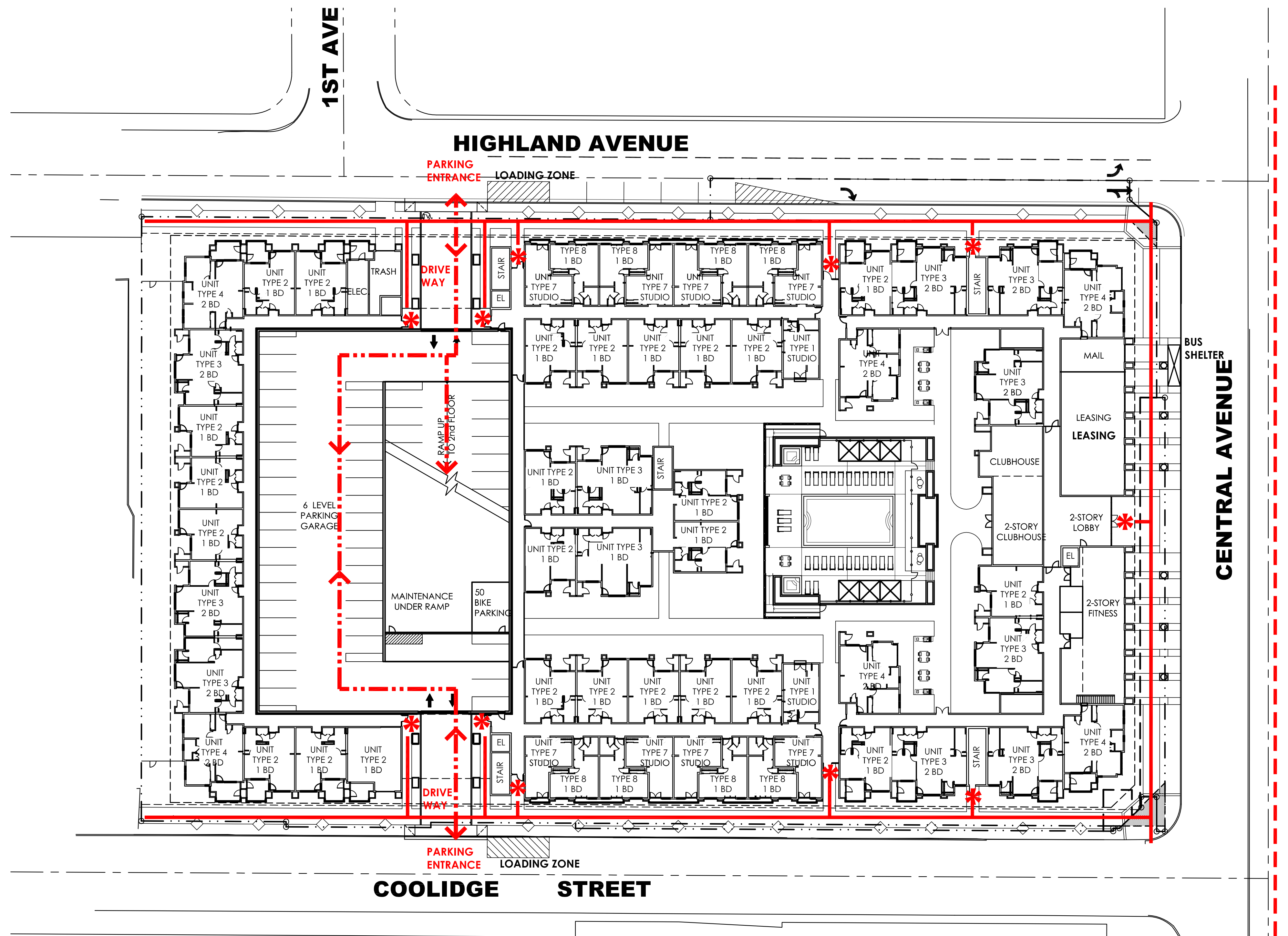
Street Section 'D' along Highland Ave.



Street Section 'B' along Central

APARTMENTS AT CENTRAL AND HIGHLAND

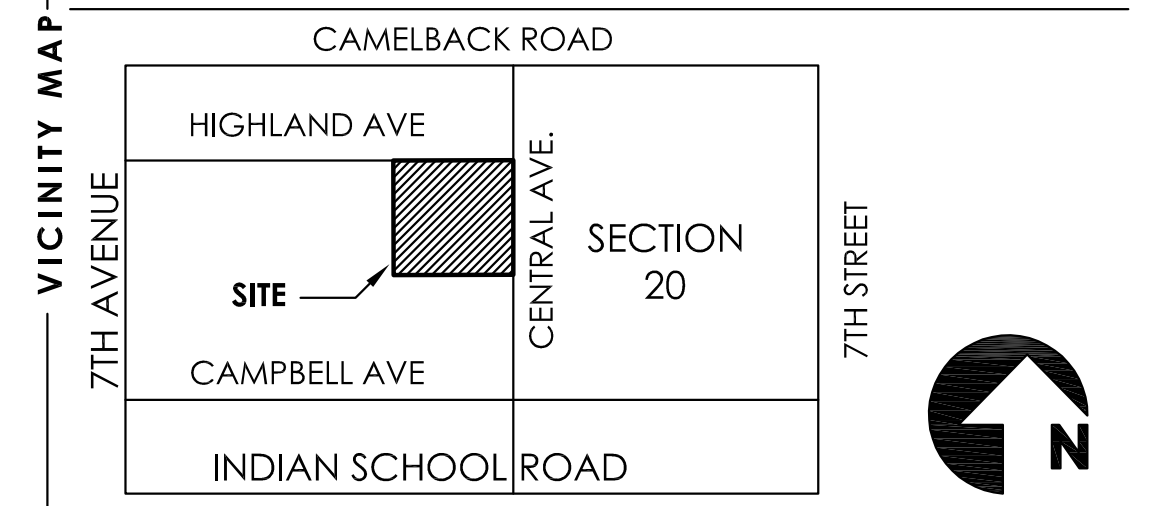




CIRCULATION DESCRIPTION

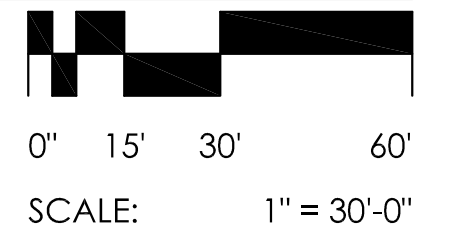
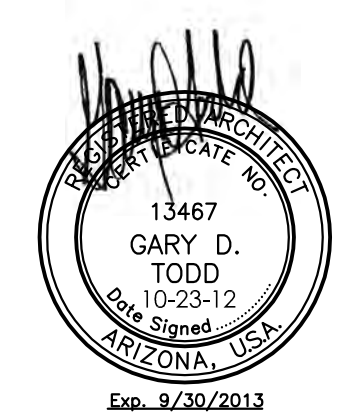
AS SHOWN IN EXHIBIT 13, RESIDENTS OF THE APARTMENTS AT CENTRAL AND HIGHLAND ARE EXPECTED TO ACCESS THE SITE'S PARKING GARAGE FROM EITHER OF TWO DRIVEWAYS. THE DRIVEWAYS ARE LOCATED APPROXIMATELY 370 FEET WEST OF CENTRAL AVENUE ON HIGHLAND AVENUE AND COOLIDGE STREET. THE FUTURE RESIDENCE WILL ACCESS THE MAIN LOBBY OFF OF CENTRAL AVENUE. RESIDENCE WILL ACCESS THE BUILDING FROM FIVE ENTRANCE POINTS OFF OF HIGHLAND AND COOLIDGE PER. BOTH HIGHLAND AVENUE AND COOLIDGE STREET PROVIDE ACCESS TO THE ADJACENT ARTERIAL STREET SYSTEM VIA DIRECT CONNECTIONS TO CENTRAL AVENUE AND 7TH AVENUE. AT 7TH AVENUE, FULL TURNING MOVEMENT ACCESS IS AVAILABLE WHERE RESIDENTS CAN TRAVEL TO/FROM THE NORTH OR SOUTH. WITH THE EXISTING LIGHT RAIL LOCATED WITHIN CENTRAL AVENUE, ALONG WITH THE ASSOCIATED MEDIAN, CENTRAL AVENUE ACCESS IS RIGHT IN/RIGHT OUT AT THE INTERSECTION OF CENTRAL AVENUE/COOLIDGE STREET. HOWEVER, AN EXISTING TRAFFIC SIGNAL AT CENTRAL AVENUE/HIGHLAND AVENUE ALLOWS FOR FULL TURNING MOVEMENT ACCESS AT HIGHLAND AVENUE.

- CIRCULATION KEY**
- PEDESTRIAN WALKWAY
 - * PEDESTRIAN BUILDING ACCESS POINTS
 - - - - - VEHICULAR INGRESS / EGRESS
 - - - - - EXISTING LIGHT RAIL

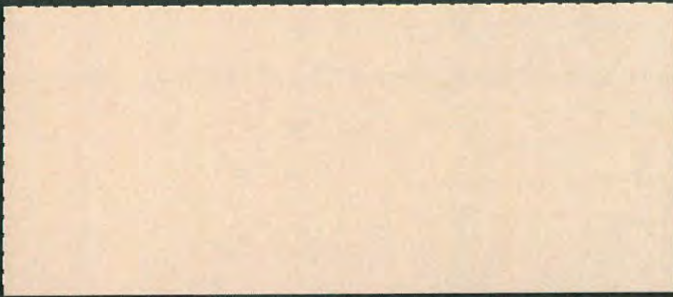


SITE CIRCULATION PLAN

APARTMENTS AT CENTRAL & HIGHLAND

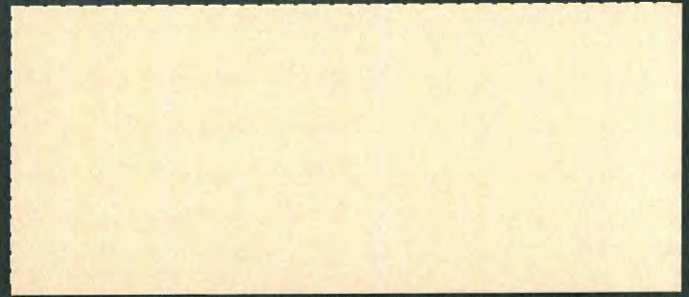


Signage for the project shall conform to the TOD-1 standards and Section 642.G (Urban Residential) and Section 705.D.3.I of the City of Phoenix Zoning Ordinance.



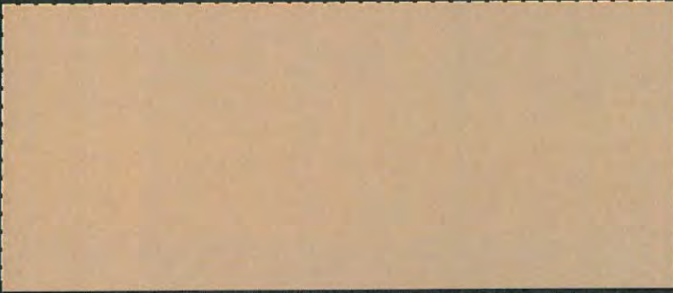
Stucco Color #1

A MFGR: Frazee Color Life
CL 2892W "Tranquil"



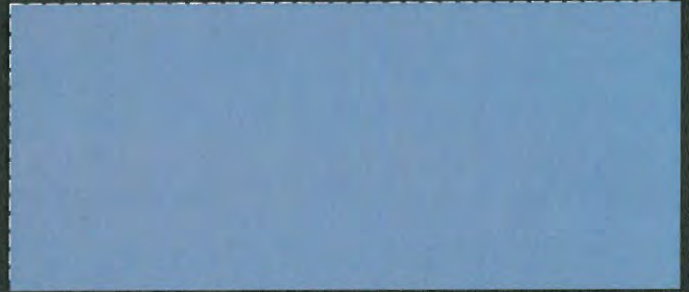
Stucco Color #2

B MFGR: Frazee Color Life
CL 2791W "Tan Wrap"



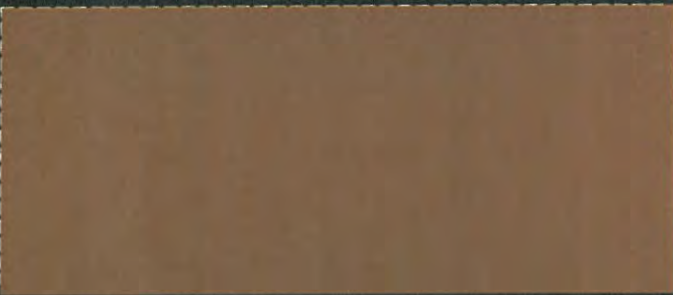
Stucco Color #3

C MFGR: Frazee Color Life
CL 2894D "Roadside"



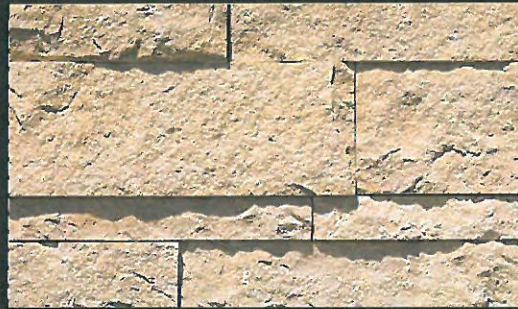
Stucco Color #4 - Accent at Garage

D MFGR: Frazee Color Life
CL 2374D "Nova"



Window Frames / Railings / Metal Fascia / Awnings

E MFGR: Frazee Color Life
CL 2697N "Lost Luggage"



Stone Veneer

F MFGR: Eldorado Stone
Cut Coarse Stone "Oyster"

Gary D. Todd

REGISTERED ARCHITECT
CERTIFICATE NO. 13467
GARY D. TODD
Date Signed 8/7/12
ARIZONA, USA

Exp. 9/30/2013

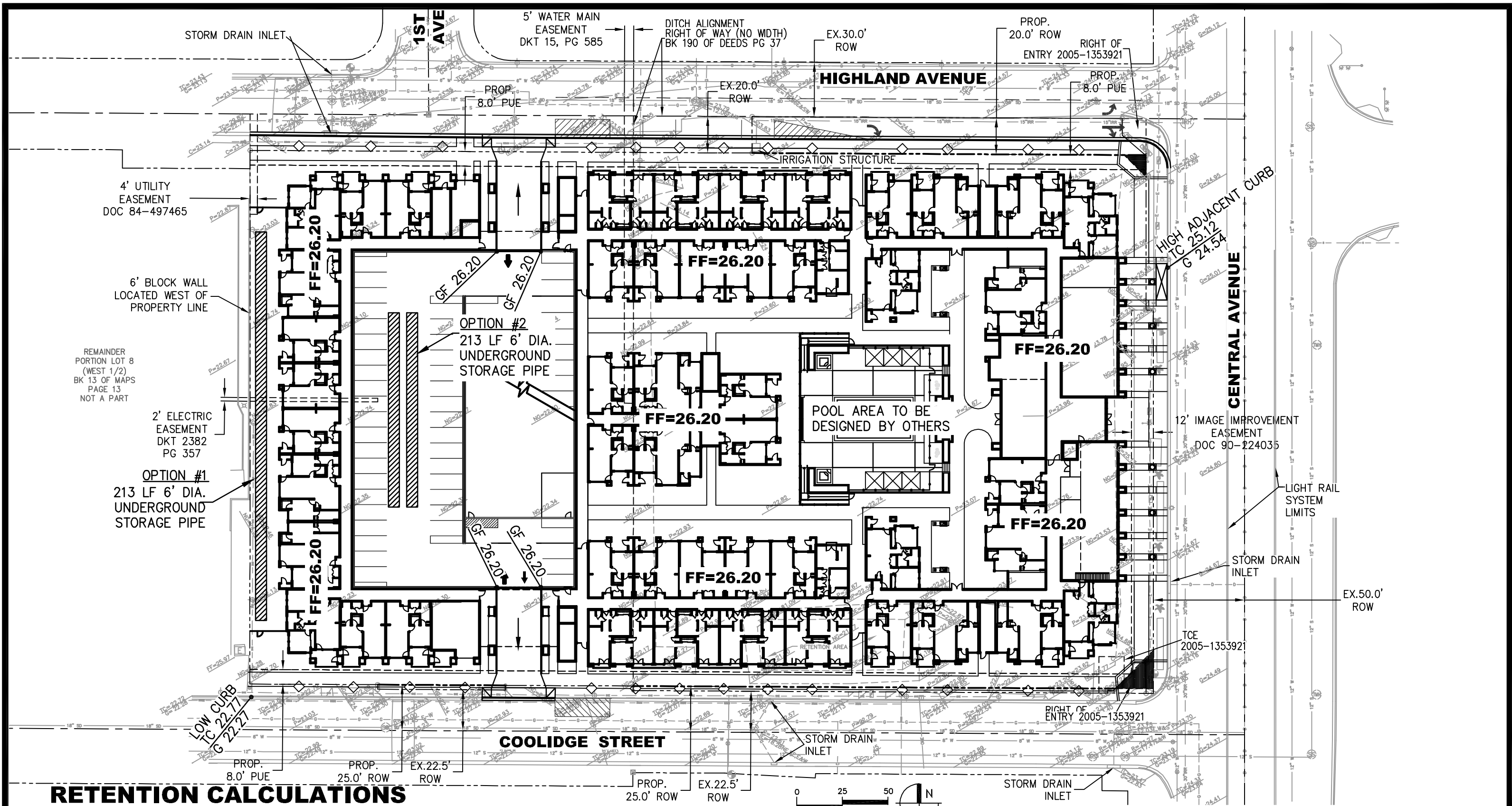
Materials Board



TODD & ASSOCIATES, INC.

ARCHITECTURE PLANNING LANDSCAPE ARCHITECTURE
602.952.8280p www.toddassoc.com

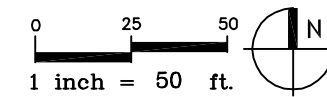
Apartments @ Central & Highland • Phoenix, Arizona
Project Number: 12-2022-00 • August 6, 2012
PUD / RE-ZONING SUBMITTAL



RETENTION CALCULATIONS

PRE VS. POST	PROPOSED WEIGHTED RUNOFF
$V_r = \frac{2.30}{12} CA$	A=13,498 SF (PERVIOUS) @ C of 0.30
A=144,370 SF	A=130,872 SF (IMPERVIOUS) @ C of 0.95
C= 0.04 WEIGHTED	C= 0.89 (WIEGHTED)
$V_r = 1,107 CF$	EXISTING WEIGHTED RUNOFF
	A= 10,312 SF (LANDSCAPE) @ C of 0.30
	A=71,034 SF (GRAVEL PARKING) @ C of 0.85
	A=63,024 SF (PAVEMENT) @ C of 0.95
	C= 0.85 (WIEGHTED)

FIRST FLUSH	VOLUME PROVIDED
$V_r = \frac{1}{2} A$	213 LF OF 6' DIA. UNDERGROUND STORAGE PIPE.
A=144,370 SF	$= 213 \pi (3)^2$
$V_r = 6,016 cf$	$= 6,022 CF > 6,016 CF$



1"=50"
K12119
10-23-12
ENGINEER: L. Kland
DESIGNER: L. Kland
CAD TECH: D. Wagoner

PROPOSED RETENTION EXHIBIT
CENTRAL & HIGHLAND
PHOENIX, ARIZONA

KLAND
CIVIL ENGINEERS
 7227 N. 16th Street, Suite 217
 Phoenix, Arizona 85020
 Ph: 480.344.0480
 Ex: 480.393.8825