

THE LOCAL

Southwest Corner of Osborn Road and 7th Avenue

Planned Unit Development
Development Narrative
Case No. Z-69-16-4

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A. PURPOSE AND INTENT

1. PLANNED UNIT DEVELOPMENT

This Planned Unit Development (PUD) is intended to be a stand-alone document of zoning regulations for this particular project. Provisions not specifically regulated by the PUD are governed by the Phoenix Zoning Ordinance. The regulations provided herein are intended to be generally consistent with the regulations of the T5:5 transect of the Walkable Urban Code and if there are conflicts between specific provisions of this PUD, and the Phoenix Zoning Ordinance or design guidelines, the terms of this PUD shall apply. The purpose and intent statements, while not requirements that will be enforced by the City, form the basis for the proposed standards in this PUD.

This PUD provides the regulatory zoning provision designed to guide the implementation of the overall development plan through the City of Phoenix development review and permit process. The provisions provided within this PUD shall apply to all property within the PUD project boundary. The zoning and development standards provided herein amend various provisions provided by the City of Phoenix Zoning Ordinance (as adopted and periodically amended). In the event of a conflict between a use, a development standard, or a described development procedure between the City of Phoenix Zoning Ordinance and the PUD, the PUD shall prevail.

2. PROJECT OVERVIEW AND GOALS

The intent of this application is to rezone approximately 6.93 acres from Intermediate Commercial (C-2) and Passenger Automobile Parking (P-1) to Planned Unit Development (PUD) to allow for a mixed-use project consisting of retail and restaurant uses along with multi-family residential with associated amenities. The site is located at 3320 N. 7th Avenue (APN No. 110-29-067B and 110-29-064) at the southwest corner of Osborn Road and 7th Avenue. See Area Vicinity Map and Site Aerial at **Exhibit 01**.

A portion of the Property was developed in the mid-1950s with a Bashas' grocery store designed in the "new" large-format layout, which included a big-box building surrounded by a "sea of parking" and minimal pedestrian-oriented design or comfort. Various additions and modifications have been

made throughout the years, including the connected addition of a building that housed a Skaggs and then later an Osco Drugs store. Over the years, several factors led to a steady decline in the Property. The former drug store has been shuttered and the Property remains vastly underutilized for its urban location. The majority of the Property is comprised of surface parking and the connection to the surrounding public right-of-way is lacking in pedestrian comfort. See Context Map and Photos at **Exhibit 02**.

In recent years, a renewed interest in Central Phoenix has spurred private and public investment and redevelopment in the greater downtown and mid-town area. This includes the new light-rail system along Central Avenue, which is about a 15-minute walk east from the Property. This application seeks to capitalize on this renewed interest and validate these efforts with a significant private investment in the Property. The goal is to reinvigorate the Property with quality design and a mix of uses that will bring activity back to the site and once again make this Property a proud and welcoming asset for the surrounding community.

3. OVERALL DESIGN CONCEPT

A significant amount of thought and consideration has been given to the aesthetic and urban design for any project that would proceed on the site, keeping in mind the goals of the neighborhood and City of Phoenix. The layout and design of a proposed development will carefully locate a mixed-use development on the existing site that is respectful to its neighbors in terms of height, massing, public realm design and landscaping, and still appropriate for an urban location along two heavily traveled roads. These concepts are articulated primarily in the development standards found in Chapter G. of this PUD which include, among other things, appropriate height (60 feet maximum), appropriate lot coverage (70% maximum), as well as standards to ensure pedestrian comfort and connectivity (minimum 60% shade for sidewalks and a minimum of 1 pedestrian connection along Flower Street east of 7th Avenue). Chapter H. Design Guidelines also features provisions to ensure appropriate and interesting building massing and materials, including requirements to vary materials and provisions to avoid blank walls. The PUD will ensure a vast improvement over the existing site and landscaping conditions.

The overall design intent is to maintain a portion of the existing shopping center and renovate it for a re-purposed and improved retail use if justified by market demand. New retail or residential buildings will be positioned closer to the perimeter of the site to create a more urban streetscape condition and help draw people in from the Osborn Road and 7th Avenue

connection as well as from the existing HAWK connection near the southeast corner of the site. See Conceptual Site Plan at **Exhibit 03**.

The residential component, as currently envisioned, will be a five-story, wood-framed building surrounding a concrete five-level parking garage. Any new residential building will be situated comfortably along the street frontages in order to strengthen the walkable urban form comprised of the street, sidewalk and building. This is especially true along Flower Street, where a new, neighborhood-scaled streetscape design and building location will greatly enhance the pedestrian experience along this vital connection to the neighborhood and nearby Phoenix College campus. The improved Flower Street streetscape and the positioning of new buildings close to the southeast corner of the site also take advantage of the existing HAWK crossing.

As a mixed-use project, the development will greatly enhance the vitality and activity both on the site and along the surrounding sidewalks. This will be accomplished with new, inviting retail uses, enhanced pedestrian walks, and updated landscaping. The new retail and multi-family uses will encourage a more livable and connected community serving both on-site residents and visitors from adjacent neighborhoods. The project will transform the site from an underutilized, single-use suburban shopping center into an exciting, urban mixed-use development with a comfortable and connected pedestrian experience in and around the site.

It is important that any proposed buildings on-site relate to one another in a cohesive manner. To achieve this, the building materials, scale and articulation of elements will be contemporary in nature but work to reinforce a sense of place. The architectural aesthetic will be compatible with surrounding properties and exterior materials will meet the City of Phoenix's design guidelines. Exterior materials for the retail buildings and residential apartment will consist of masonry, brick, stone veneer, metal panel, stucco, composite siding, pre-cast panels, and glass. The intent of the exterior design of the multi-family is to complement that of the surrounding retail development and also respect the scale of nearby multi-family buildings. Dark window frames and the look of brick expressed in a contemporary way will relate to the retail buildings and give emphasis to the three-story bays that break up the façades of the building.

B. LAND USE PLAN

1. LAND USE CATEGORIES

The approximately 6.93-acre site is designed to allow multi-family residential, retail and commercial uses.

2. CONCEPTUAL SITE DESIGN

The plans, renderings and elevations provided with this submittal are conceptual in nature and meant to depict the envisioned scale, materials and design concept for the site. The development standards and guidelines in this PUD are formulated to allow this conceptual vision to be realized.

The envisioned redevelopment will dramatically improve the current site conditions. Beyond providing multiple uses, the buildings will have handsome exteriors and the site design will provide a warm and welcoming pedestrian experience. See Conceptual Renderings at **Exhibit 04**. The project will incorporate attractive, high-quality landscaping, lighting and exterior signage. Public seating and bicycle parking will be located throughout the site to provide comfort and encourage walking and biking.

The site will maintain the existing ingress/egress points along Osborn Road and 7th Avenue and a portion of the existing curb cuts will be reused or upgraded. The adjacent sidewalk will be greatly enhanced, thus improving pedestrian connections, supporting nearby sites, and encouraging area residents to walk for their shopping and entertainment needs. Improvements include the creation of a meandering sidewalk along the perimeter of the site, widening sections of sidewalks and, in some cases, detaching the sidewalk from the curb to allow the planting of shade trees between the street and sidewalk. See Conceptual Landscape Plan and Conceptual Perimeter Cross Sections at **Exhibit 05**. A new pedestrian accessway will also occur along Flower Street west of 7th Avenue, providing an opportunity for the neighborhood to access the site without having to walk along the busy, higher speed 7th Avenue thoroughfare.

The majority of vehicle parking for the apartment building, currently envisioned as a five story building, will be screened and enclosed within a structured parking garage. The site will be designed to connect the mix of uses with clear, convenient and comfortable pedestrian ways through the site and to the adjacent right-of-ways. The improved pedestrian connections, enhanced landscaping and redeveloped site will allow for increased activity and energy at this important neighborhood node.

C. SITE CONDITIONS AND LOCATION

1. ACREAGE

The Property consists of approximately 6.93 gross acres (5.96 net acres). See Legal Description at **Exhibit 06**.

2. LOCATION

The Property is located at 3320 N. 7th Avenue (APN No. 110-29-067B and 110-29-064) at the southwest corner of Osborn Road and 7th Avenue. See Area Vicinity Map and Site Aerial at **Exhibit 01**.

3. TOPOGRAPHY

There are no significant topographical or natural features on the Property. The site is generally flat and currently developed with surface parking and a commercial building.

D. GENERAL PLAN CONFORMANCE

The Property has a General Plan designation of Commercial and is located just outside of the Encanto Village Primary Core. See General Plan Map at **Exhibit 07**. The Property is also located within the designated Infill Development District. The proposed use is supported by numerous goals, policies and objectives of the General Plan, including:

Connect People & Places – Cores, Centers & Corridors

- *Goal: Phoenix residents should have an abundance of places to connect with services, resources and each other.*
 - *Land Use & Design 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.*
 - *Land Use & Design Principle: Encourage centers to provide a pedestrian environment with plazas, common open space, shaded walkways, separation of pedestrian and vehicular traffic, bicycle parking, and vehicle parking in architecturally disguised structures or underground where feasible*
 - *Land Use & Design Principle: Promote development in compact cores, centers and corridors that are connected by roads and transit, and are designed to encourage walking and bicycling*
- Response: The project is located just outside of the Encanto Village Primary Core and will be designed as such. The Property will not contain the most intense uses in the Village, but will provide a complementary intensity appropriate along the Core's edge. The proposed redevelopment will greatly improve the pedestrian environment with the addition of connected and comfortable walkways, clearly delineated from vehicles. Consistent with the Walkable Urban Code, parking for the new residential use will be architecturally disguised within a modern parking structure. Lastly, the project location, mix of uses and well-designed pedestrian linkages will encourage walking and/or biking, especially along Osborn Road where an improved site will help feed into the City's planned bicycle infrastructure network.

Connect People & Places – Infill

- *Goal: Vacant and underdeveloped land in the older parts of the city should be developed or redeveloped in a manner that is compatible with viable existing development and the long term character and goals for the area.*

- *Land Use & Design 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.*
- Response: This Goal and Principle are at the heart of this project. A greatly underutilized property in an older part of the City will be redeveloped in a manner compatible with viable existing conditions and the long term goals of the area. The proposed residential portion will help provide a desired mix of housing types within close proximity to major employers and employment centers and in close proximity to alternative means of transportation.

Connect People & Places – Transit Oriented Development

- *Goal:* *Design areas surrounding light rail and major transit corridors to create a walkable environment & increase activity levels.*
- *Land Use & Design Principle:* *Encourage high-density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.*
- Response: The site is located at the edge of the 10-minute walk radius from the Osborn Road / Central Avenue light rail transit station. The redevelopment of the site utilizing standards from the Walkable Urban Code will place a much greater emphasis on the pedestrian than the original suburban condition provides. This will be seen in both the design of the site and the mix of uses.

Connect People & Places – Bicycles

- *Goal:* *Develop the city's bike-way system into an accessible, efficient, connected, safe and functional network which promotes bicycling and quick access to any destination. Establish a network of bicycle amenities at major destinations.*
- *Land Use & Design Principle:* *Development should include convenient bicycle parking.*
- Response: The development will include convenient and abundant bicycle parking opportunities in both the residential and the retail components of the project.

Celebrate Our Diverse Communities & Neighborhoods – Certainty & Character

- Goal: Every neighborhood and community should have a level of certainty. Ensure that development, redevelopment and infrastructure supports and reinforces the character and identity of each unique community and neighborhood.
 - Land Use & Design 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.
 - Land Use & Design Principle: Protect residential areas from concentrations of incompatible land uses that could change their character or destabilize land values.
- Response: The project is well in-line with the character and identity imagined for this Village and is consistent with expectations and goals. A large, traffic-generating use (a grocer) has occurred on site for over 50 years and the proposed revitalization of retail uses on site are not only compatible and within expectations, but are likely highly welcomed. The revitalization of the center will contribute to the vitality of this area by activating a potentially vacant site and potentially adding to the area's overall value.

Celebrate Our Diverse Communities & Neighborhoods – Safe Neighborhoods - Traffic

- Goal: The community should be protected from the negative effects of the volume, speed and cut-through traffic in neighborhoods.
 - Land Use & Design Principle: Minimize traffic through lower-density residential areas by locating heavy traffic generating land uses on or near arterial streets.
 - Land Use & Design Principle: Locate major traffic-generating land uses on major streets in areas planned for such uses, or near parkway and freeway access and transit centers or light rail transit stations, and avoid use of local streets.
- Response: The Property is already located along an arterial street which is appropriate for the existing and proposed uses. Traffic patterns are well-established in the area and the easy access to an arterial street will minimize the need for cut-through traffic through neighborhoods. Adding residential uses to a portion of the site tends to lower vehicle trip counts as well by introducing a built-in, non-vehicular trip generator. The Comprehensive Bicycle Master Plan has identified the addition of bicycle lanes on Osborn Road as a priority to be completed in the next few years. These improvements will improve

the site's access to the multimodal network. Additionally, an existing protected pedestrian crossing (HAWK) connects to the southeast corner of the Property, further safe-guarding and encouraging walking to and from the site.

Celebrate Our Diverse Communities & Neighborhoods – Healthy Neighborhoods

- *Goal: Ensure all communities and neighborhoods are designed and have the necessary infrastructure to allow residents to enjoy a healthy lifestyle.*
 - *Land Use & Design Principle: Plan and design communities and neighborhoods to be pedestrian friendly and walkable.*
 - *Land Use & Design Principle: Encourage bicycle and pedestrian amenities in new major development projects in high density mixed-use areas or near transit stations or employment centers.*
 - *Land Use & Design Principle: Design neighborhoods and buildings to provide pedestrian access to adjacent transportation infrastructure such as public transit.*
- **Response:** The proposed project represents a significant improvement to existing pedestrian conditions and connections, which are practically nonexistent. Flower Street will become a much more comfortable pedestrian experience, with a new residential building shaping the street and improved hardscape and landscape. Osborn Road and 7th Avenue will likewise see pedestrian and landscape improvements. The City's Comprehensive Bicycle Master Plan recognizes Osborn Road as a Tier I Corridor and providing convenient on-site bicycle amenities will compliment any bicycle infrastructure improvements the City may undertake on Osborn Road.

The residential community will be designed with infrastructure for residents to enjoy healthy lifestyles. On-site amenities envisioned include a swimming pool, fitness center and a variety of activity and game areas (bocce ball court, ping pong tables, etc.). Bike racks will be provided on-site. Enhanced pedestrian pathways and connections will be provided for convenient access to nearby public transit. Pedestrian sidewalks will traverse the site and also connect to adjacent right-of-ways that have easy access to public transit.

Build the Sustainable Desert City – Green Building

- *Goal: Establish Phoenix as a leader in green/sustainable building through the use of green/sustainable building techniques in private and public development.*

- Land Use & Design Principle: Encourage high-performance building designs that conserve resources, while balancing energy-efficient, water-efficient, cost-effective and low-maintenance engineering solutions and construction products through whole building life cycle assessment.
 - Land Use & Design Principle: Encourage the use of construction, roofing materials and paving surfaces with solar reflectance the thermal emittance values as shown in the Phoenix Green Construction Code or higher and which minimize heat island effects.
Land Use & Design Principle: Discourage the use of reflective glass on commercial properties whenever the commercial structure is adjacent to a residential area.
- Response: Multi-family housing is by definition more sustainable than single-family living. In this manner fewer resources house and serve multiple people. The creation of an attractive urban site design that encourages walking and bicycling also reduces vehicle use and thus carbon impacts. Enhanced landscaping with desert appropriate plants reduces water dependency, and increases permeability of the land. Chapter J. Sustainability of this PUD list several non-enforceable standards, such as the inclusion of Energy Star appliances and WaterSense certified toilets, as well as city-enforceable standards such as placing a minimum of 40% or the required residential parking within garage or a shade structure to minimize surface parking and the heat island effect.

Build the Sustainable Desert City – Trees & Shade

- Goal: Create a network of trees and shade that integrate with the built environment to conserve ecosystem functions and provide associated benefits to residents.
 - Land Use & Design Principle: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.
- Response: The existing rights-of-way adjacent to the Property along Flower Street, Osborn Road and 7th Avenue are incredibly unwelcoming to the pedestrian. Cracked sidewalks, zero shade, no shade trees and minimal, if any shrubbery create an uninviting experience. The proposed redevelopment will vastly improve these conditions with enhanced streetscape on all frontages, including appropriate shade trees along sidewalks. Additional landscape from the sidewalk to the proposed structures will also provide aesthetic value and additional relief for pedestrians.

E. ZONING AND LAND USE COMPATIBILITY

1. EXISTING & SURROUNDING ZONING & CONFORMANCE

The Property is currently zoned Intermediate Commercial (C-2) and Passenger Automobile Parking (P-1). See Zoning Map at **Exhibit 08**. All of the properties at the intersection of Osborn Road and 7th Avenue are zoned for commercial uses. The majority of properties along 7th Avenue in the immediate vicinity are zoned commercial or multi-family. To the west of the project, properties are zoned for multi-family and single family uses. In summary, the immediate surrounding context includes:

- Site: C-2/P-1 Surface parking, retail
- North: C-1/R-4/ Commercial, retail and multifamily
- East: C-1/C-2/P-1/R-5 Commercial, office, retail and multi-family
- South: R-5/R1-6 Educational office and a church
- West: R-5 Multi-family

The Property is located just outside of the designated Village Primary Core where the greatest intensity of development and height for the Village is expected. See General Plan Map at **Exhibit 07**. The project provides an appropriate level of intensity for a Property that is along an arterial, adjacent to existing multifamily residential and adjacent to the Village Core. Overall, the requested zoning and the planned project represent a highly compatible land use for the Property while also representing a step towards the stated goals and long term vision for the surrounding community.

2. EXISTING & SURROUNDING LAND USES

To the immediate west of the Property is a multi-family development followed by single family uses. To the north of the Property, along Osborn Road are multifamily and commercial uses including a restaurant and a vacant property that recently housed retail uses. To the east of the Property along 7th Avenue are commercial including restaurant, retail and office as well as some multi-family uses. To the south of the Property is Flower Street and office buildings associated with Phoenix College.

3. EXISTING & SURROUNDING CHARACTER

The overall character of the area surrounding the Property is varied. While the immediate vicinity is commercial and of an intensity expected at such well-traveled intersections, in recent years, Phoenix College has expanded its presence in the area. West of the Property are pockets of single family and multifamily residences and various buildings and surface parking for the college. A vacant property to the north is planned for a children's daycare facility.

F. LIST OF USES

1. PERMITTED USES

All uses permitted per Section 1306, transect T5:5 of the Phoenix Zoning Ordinance, except as modified in the Development Standards Table found in Chapter G of this PUD.

G. DEVELOPMENT STANDARDS

It is the purpose and intent of the provisions defined within this PUD to promote the development of a quality mixed-use development through the use of the T5:5 standards of the Walkable Urban Code Chapter 13 of the City of Phoenix Zoning Ordinance. The provisions of this PUD will ensure compatibility with surrounding properties. The development standards and design guidelines are reflective of the environment envisioned for the project.

Development of the project shall comply with the provisions governed by the Phoenix Zoning Ordinance, unless modified by this PUD. This provision shall not limit the ability of the applicant or end user to apply for use permits which can be requested per Section 1306 of the Phoenix Zoning Ordinance and not identified by this PUD. If there are conflicts between specific provisions of this PUD, and the Phoenix Zoning Ordinance or design guidelines, the terms of this PUD shall apply. This PUD only modifies Phoenix Zoning Ordinance regulations and does not modify other Phoenix City Codes or requirements. The Development Standards for this project shall be those of the Walkable Urban Code unless otherwise modified as noted below and in conjunction with Chapter H and Chapter J of this document.

1. DEVELOPMENT STANDARDS TABLE

SECTION	TITLE	APPLICABILITY
1301	Code Administration	No Changes.
1302	Transect Districts	No Changes. Utilize T5:5 except as modified herein.
1303	Transect Lot Standards	No Changes, except for:
		1303.A.2 – Not applicable.
		Table 1303.1 Buildings 40-60 feet minimum 5-foot side setback, minimum 10-foot rear setback.
		Building height: Maximum 60 feet.
		Rooftop decks, if provided: <ul style="list-style-type: none"> • Associated elevators, stairwells, railings, architectural features and shade elements may exceed the height limit by a maximum of 15 feet. • Rooftop decks must be setback a minimum of 10 feet from the roof edge. • Shading elements may occupy a maximum of 25% of the roof area and may exceed the height limit by a maximum of 15 feet.

		<p>Table 1303.2 Transect T5</p> <p>Building Setback (for new buildings):</p> <ul style="list-style-type: none"> • North (Osborn Road) setback: Maximum 30 feet • South (Flower Street) setback: Maximum 15 feet • East (7th Avenue) setback: Maximum 30 feet • West setback: Minimum 10 feet <p>Parking Setback (if not located behind a building):</p> <ul style="list-style-type: none"> • Measurement taken from back of curb • North (Osborn Road): Minimum 10 feet • South (Flower Street): Minimum 10 feet • East (7th Avenue): Minimum 10 feet • West: Minimum 0 feet <p>Lot Coverage: Maximum 70% for full PUD area</p> <ul style="list-style-type: none"> • Parcel 1: Maximum 45% • Parcel 2: Maximum 25% • Parcel 3: Maximum 90%
1304	General Site Development Standards	No Changes, except for:
		<p>1304.F.1 – A minimum of 60% of the sidewalk or pedestrian way should be shaded. Shade calculations shall be based on summer solstice at 12:00pm. Shade cast from a building may count towards shade calculations.</p>
		<p>1304.G Large Scale Development Requirements – Delete (See Section 1310 for incorporated provisions)</p>
		<p>1304.H – Pedestrian Accessway Guidelines</p> <p>Added provision: A minimum of 1 pedestrian accessway into the project shall be provided from Flower Street at a location west of 7th Avenue. A minimum 5 foot wide sidewalk shall be provided within the pedestrian access way.</p> <p>1304.H.7 – Delete</p> <p>Maximum curb cut width along perimeter streets = 30’-0”</p>
1305	Frontage Standards	No Changes, except for:
		1305.B.2.a.(6) – Not applicable.
1306	Land Use Matrix	No Changes, except for:
		1306.E1. General Retail, Land Use Conditions – Not applicable.
		1306.G.4.b – Not applicable.
		<p>1306.G.5.a Outdoor Dining</p> <p>Outdoor recreation uses, outdoor dining, and outdoor alcoholic beverage consumption shall be permitted as accessory uses only upon securing a use permit, if within 200 feet of a single-family residential or historic preservation district zoning line. This distance shall be measured from the exterior wall of the building or portion thereof in which the business is conducted or proposed</p>

		use is to be conducted closest to the residential district zoning line.
1307	Parking Standards	No Changes, except for:
		<p>Table 1307.1 Minimum Required Vehicular Parking Multifamily Residential Uses:</p> <ul style="list-style-type: none"> • Minimum 1.2 spaces per unit • Maximum 1.7 spaces per unit • Guest parking: Minimum 0.10 spaces per unit of unreserved parking. Unreserved parking spaces count towards required parking spaces. • Minimum 40% of required parking shall be located within a garage (not surface parking) <p>Retail Uses:</p> <ul style="list-style-type: none"> • Minimum 1 space per 300 square feet <p>Tandem parking:</p> <ul style="list-style-type: none"> • Each tandem parking space may count at two required parking spaces when used in conjunction with valet parking services. • Valet service must be provided during business hours of operation or at limited hours as approved by the Planning and Development Department
		<p>Table 1307.2 Required Loading and Service Bays Multifamily Residential Uses:</p> <ul style="list-style-type: none"> • Minimum 1 space per 300 units. • Minimum 2 spaces for more than 300 units <p>Retail Uses:</p> <ul style="list-style-type: none"> • Minimum 1 space for up to 40,000 square feet • Minimum 2 spaces for more than 40,000 square feet
		<p>1307.F Off-Street Parking Design Garage Parking</p> <ul style="list-style-type: none"> • Maximum of 25% may be compact spaces <p>Surface Parking</p> <ul style="list-style-type: none"> • Minimum dimension: 9'-0" x 18'-0" • Maximum of 25% may be compact spaces • Minimum compact dimension: 8'-0" x 16'-0" <p>Drive Aisle Design</p> <ul style="list-style-type: none"> • Minimum 24'-0" drive aisle width
		<p>1307.H Bicycle Parking. No changes except for:</p> <p>Nonresidential Uses over 5,000 square feet:</p> <ul style="list-style-type: none"> • Minimum 1 bicycle space per every 25 vehicle spaces up to a maximum required of 25 bicycle spaces <p>Multifamily Residential Uses:</p> <ul style="list-style-type: none"> • Minimum 1 bicycle space per every 4 units up to a maximum required of 50 bicycle spaces • Minimum 10 guest bicycle spaces shall be provided utilizing an inverted-U type rack installed per 1307.H.4, or as otherwise approved by the Planning and Development Department
1308	Signage Standards	No Changes, except as modified by Chapter I. SIGNS of this document.

1309	Landscape Standards	No Changes, except for:
		<p>1309.B.1.d – At installation a minimum 30% of all trees in setback or right-of-way shall have a minimum caliper of 3-inches.</p> <p>1309.B.2 – Soil volume for shade trees planting in setback or right-of-way is required according to tree spacing on Table 1309.2 and per Section 1309.B.2.a and 1309.B.2.b.</p> <p>Trees in setback or right-of-way shall be planted in a minimum 5-foot wide planting area.</p> <p>The sidewalk on Flower Street shall be detached from the curb by a minimum of five (5) feet and landscaping and trees to provide shade, shall be planed between the curb and the sidewalk.</p> <p>Trees to provide shade planted along the Osborn Road frontage shall be in a minimum five (5) foot landscape area south of the sidewalk.</p> <p>Trees to provide shade planted along the 7th Avenue frontage shall be in a minimum five (5) foot landscape area west of the sidewalk.</p>
1310	Open Space Standards	Delete Section and replace with below:
		<p>Nonresidential Uses</p> <ul style="list-style-type: none"> • Minimum 2,000 square feet of public open space required • Open space must be located at ground level and be accessible to visitors to the site • Minimum 50% of public open space shall be shaded. Shade calculations shall be based on summer solstice at 12:00pm. Shade cast from a building may count towards shade calculations. • Minimum 500 square feet of area for any one public open space area. Minimum dimension of 20'-0" • Alternative paving materials should be used on private property to reduce the urban heat island effect and to allow natural drainage and filtration • Seating must be provided within the open space area <p>Multifamily Residential Uses</p> <ul style="list-style-type: none"> • Minimum 2,000 square feet of open space required • Open space may be at any level • Minimum 50% of open space shall be shaded. Shade calculations shall be based on summer solstice at 12:00pm. Shade cast from a building may count towards shade calculations. • Minimum 500 square feet of area for any one open space area. Minimum dimension of 20'-0" • Alternative paving materials should be used on private property to reduce the urban heat island effect and to allow natural drainage and filtration • Seating must be provided within the open space area

1311	Design Development Considerations	No Changes.
1312	Character Areas	No Changes, except for:
		1312.C.1.b Arterial Streets with No Transit Line/Station <ul style="list-style-type: none"> • Minimum sidewalk width: 5 feet • Minimum landscape width: 5 feet (if no public utility conflict exists as is the condition today)
1313	Design & Standards Alternatives	No Changes.

2. AMENITIES

The proposed building amenities for the residential component of the project will help to foster a positive social atmosphere and encourage social interaction for residents and visitors. The development will feature amenities typically seen in larger projects located in major metropolitan cities around the country. A small sample of the quality of amenities anticipated is included at **Exhibit 09**.

Interior Amenities

A minimum of 2 items from the below list will be incorporated:

- Lobby
- Coffee bar
- Wine storage/cellar
- Resident fitness center
- Stretching / Pilates / yoga area
- Sauna
- Package concierge service
- Clubhouse / game room / party lounge
- TV/entertainment room
- Business lounge / Wi-Fi café
- Other amenity approved by the Planning and Development Department

Exterior Amenities

A minimum of 2 items from the below list will be incorporated:

- Outdoor Pool
- Outdoor Spa
- Pool Cabana
- Fire Pit
- Water Feature
- Outdoor barbeque or grill
- Rooftop patio

- Ground game (i.e. bocce ball, croquet, horseshoes, putting green, etc.)
- Table game (i.e. table tennis, pool table, chess/checkers, etc.)
- Art feature/sculpture
- Pet exercise area
- Other amenity approved by the Planning and Development Department

3. SHADE

The residential project will incorporate shading elements such as covered parking areas, and landscape shaded pedestrian pathways. Additionally, the project proposes to incorporate building overhangs and recesses, awnings, shade trellises, trees, and other shade structures on the building and in the resident courtyard. The retail project will include landscape shaded pedestrian pathways and parking areas, protruding architectural features including shade canopies around storefront entries. A minimum of 60% of the public sidewalks adjacent to the project will be shaded. As required by the City, shade calculations will be based on the Summer Solstice at 12:00 noon.

4. LIGHTING PLAN

Lighting standards from Section 507 Tab A.II.A.8 and Section 23-100 of the City Code shall apply. The residential project proposes a lighting plan providing both safety and resident comfort while also enhancing the building's architectural features, contextual landscaping and other unique project features. Photometric plans shall be submitted with the site plan review. The value of the light foot candles at the property lines shall not exceed 1.0 foot-candle. The light layout and fixtures shall adhere to city standards. The project's final light fixture sections shall be provided at the time of the final design.

H. DESIGN GUIDELINES

Any proposed residential building will be in general conformance with the massing and articulation seen in the elevations provided at **Exhibit 10** or as otherwise modified by City Council. The exhibits provided depict a five-story residential building with slight variations in the parapet roofline and façades with recessed patios and protruding balconies. Additionally, the exhibits depict an attached parking garage with concrete panels and metal mesh screens in contrasting colors.

Building Design – Residential	
Exterior Materials:	<ul style="list-style-type: none"> • Each elevation will use a minimum of 3 materials per façade, with the exception of the parking garage (see below). • Proposed materials are brick, stucco, metal panels, glazing or other materials as approved by The Planning & Development Department. • Stucco may occupy no more than 50% of any one street-facing elevation.
Parking Garage:	<ul style="list-style-type: none"> • Exterior walls of the parking garage will be a minimum of 50% open. • Car undercarriages will be screened from view with pre-cast concrete panels and metal mesh screens.
Architectural Detail:	<ul style="list-style-type: none"> • Blank walls will not exceed 20 feet without being interrupted by a window or variation in building treatment. • Monotonous building elevations shall be avoided, building accents should be expressed through architectural detailing rather than applied finishes such as paint, graphics, or forms of plastic or metal panels. • All sides of the building shall exhibit design continuity and contain exterior accent materials that exhibit quality and durability.
Outdoor Balcony or Terrace:	<ul style="list-style-type: none"> • Minimum 1 per every 2 dwelling unit • Minimum size of 50 square feet • Ground floor walk-up units will have a maximum 60-inch elevation above the sidewalk grade.

Any proposed retail building will be in general conformance with the massing and articulation seen in the elevations provided at **Exhibit 11** or as otherwise modified by City Council. The exhibits provided depict a 30-foot maximum building height with a 50-foot high architectural fin. The façade includes protruding architectural features including shade canopies supported by columns.

Building Design – Retail Anchor and Shops	
Exterior Materials:	<ul style="list-style-type: none"> • Primary elevations facing public streets (north and east) shall include a minimum of 3 materials. • Proposed materials are Brick, Stucco, Metal Panels, Glazing or other material as approved by The Planning and Development Department. • Stucco may occupy no more than 30% of any one elevation.
Blank walls:	<ul style="list-style-type: none"> • On primary elevations facing public streets (north and east), blank walls will not exceed 20 feet without being interrupted by a window or variation in building treatment.

Building Design – Retail Pad with Drive-Thru	
Exterior Materials:	<ul style="list-style-type: none"> • Primary elevations facing public streets (north and east) shall include a minimum of 2 materials. • Proposed materials are Brick, Stucco, Metal Panels, Glazing or other material as approved by Planning & Development. • Stucco may occupy no more than 60% of any one elevation.
Blank walls:	<ul style="list-style-type: none"> • On primary elevations facing public streets (north and east), blank walls will not exceed 20 feet without being interrupted by a window or variation in building treatment.
Drive-thru:	<ul style="list-style-type: none"> • Drive-through windows and queuing will be screened from view by a 40-inch-high decorative wall or solid evergreen hedge.

I. SIGNS

In keeping with the overall goal and intent of this PUD to reinvigorate the site with a mix of uses while providing an enhanced pedestrian experience, signage shall be designed and installed in a manner that does not conflict with pedestrian shade and comfort. The design and materials shall also be consistent with the design and materials used in the residential and commercial buildings.

All signage will have a cohesive, coordinated design and comply with the City of Phoenix Zoning Ordinance Section 705 standards for Commercial land uses, unless otherwise noted below. Signage shall be by right and shall not require a comprehensive sign plan for size or height. Prior to sign permitting, all sign plans shall be reviewed with a landscape plan to avoid visual conflict between signs and vegetation.

Retail Standards	
Monument Signs	<ul style="list-style-type: none"> • Maximum of 2 monument signs permitted • Maximum dimension of each monument sign (base or structure excluded): 12 feet wide x 2 feet deep x 20 feet tall
Existing Architectural Fin Sign	<ul style="list-style-type: none"> • Architectural fin dimensions: 30 feet wide x 3 feet deep x 50 feet tall • Maximum allowable signage per fin side: 200 square feet of sign area • Exposed neon permitted
Tenant Building Signage (anchor and shop space)	<ul style="list-style-type: none"> • 7th Avenue frontage: Maximum 2 sqft per linear frontage • Osborn frontage: Maximum 1.5 sqft per linear frontage • Exposed raceways permitted • Exposed neon permitted
Tenant Building Signage (drive-thru pads)	<ul style="list-style-type: none"> • Maximum 1 sqft per linear frontage on all elevations • Exposed raceways permitted • Exposed neon permitted

Residential Standards	
Ground Signs	<ul style="list-style-type: none">• Maximum 1 per driveway• Maximum height: 8 feet• Maximum sign area: 32 square feet• Exposed neon permitted
Canopy and Building Signage	<ul style="list-style-type: none">• Maximum 1 sqft per 2 lineal feet• Maximum height: 25 feet• Design to match architecture of retail center• Exposed raceways permitted• Exposed neon permitted

J. SUSTAINABILITY

This project will strive to reduce energy consumption, carbon footprint, water use and the heat island effect. In that effort, the project shall incorporate several sustainable/green building strategies including:

City Enforceable Standards

- Reduce heat island effect with a minimum shade requirement for sidewalks. (See Development Standards Section 1304).
- Reduce heat island effect with a minimum shade requirement for open space areas. (See Development Standards Section 1310).
- Encourage non-vehicular trips with a minimum number of required bicycle parking spaces (see Development Standards Section 1307).
- Reduced heat island with a minimum of 40% of required parking for any residential component to be placed within a garage or shade structure. (See Development Standards Section 1307).
- Encourage recycling through the inclusion of a recycling bin within garbage enclosure (for both residential and retail uses).
- Encourage water conservation through the selection of drought tolerant landscaping.
- Encourage water conservation through efficient drip irrigation system.
- Reduce heat island effect with light colored roofing material for new structures.

Additional Non-Enforceable Standards

- Reduce sprawl with greyfield site selected with minimal slope.
- Encourage non-vehicular transportation with site proximity to community resources and public transit.
- Encourage energy use reduction with dual glazing windows.
- 3rd party inspection of correct air sealing and insulation installation.
- Encourage development under the existing City of Phoenix Green Construction Code or as updated and adopted in the future.
- Encourage energy use reduction with ENERGY STAR Appliances.
- Encourage energy use reduction with increased efficiency rating HVAC systems and tested to ensure performance.
- Encourage healthy air quality with low-VOC or no-VOC paints.
- Encourage water conservation with low-flow water fixtures.
- Encourage water conservation with WaterSense Certified toilets.
- Residential owner and maintenance teams are educated with materials on all sustainable features of the project to ensure future performance.

K. INFRASTRUCTURE

1. CIRCULATION

The proposed development plan primarily uses the existing driveway locations onto Osborn Road and 7th Avenue to access the site. See Conceptual Circulation Plan at **Exhibit 12**. One additional driveway onto 7th Avenue is proposed just north of Flower Street to facilitate drop-off for the proposed residential component of the project, and one existing driveway onto Flower Street, just west of 7th Avenue, is proposed to be eliminated. The overall magnitude of traffic generation for the project is expected to be generally similar to the existing uses on the site (10%±) depending on the final development plan. The driveway onto Flower Street at the western edge of the site would provide access into a parking structure for the residential portion of the development. The driveway onto Osborn Road at the western edge of the site provides access into the retail parking field and the service areas of the retail portion of the site. The remaining existing driveways provide access to the main parking field for the main retail and pad elements of the site plan.

Improved pedestrian connections and enhanced landscaping will allow for increased activity and energy at this important node, greatly improving existing conditions. A portion of the existing curb cuts will be reused or upgraded for the project, and adjacent sidewalk conditions will be improved, thus supporting nearby sites and encouraging area residents to walk or bicycle for their shopping and entertainment needs.

The majority of parking for any proposed residential building would be screened and enclosed within a structured parking garage. The site will be designed to connect the mix of uses with clear pedestrian ways and a concerted effort will be made to provide convenient and comfortable pedestrian pathways through the site and to the adjacent rights-of-way.

2. GRADING AND DRAINAGE

This project will provide grading and drainage in accordance with current City of Phoenix Storm Water Policies and Standards. This site is designated as redevelopment within an infill incentive area; and as such, will provide retention for the greater volume between Pre vs Post or First Flush. Retention will be provided onsite in either surface retention basins or

underground storage. Retained storm water will be disposed of within the required 36 hours.

3. WATER AND SEWER

This project will utilize water and sewer infrastructure already in-place adjacent to the site within the existing rights-of-way. No new water or sewer mains are anticipated with this development. The commercial and residential uses will have separate onsite private service and meters. Where able, new development will utilize existing services already stubbed to the site, limiting the number of necessary street cuts. Fire hydrants and fire department connection will be provided in accordance with applicable Fire Code.

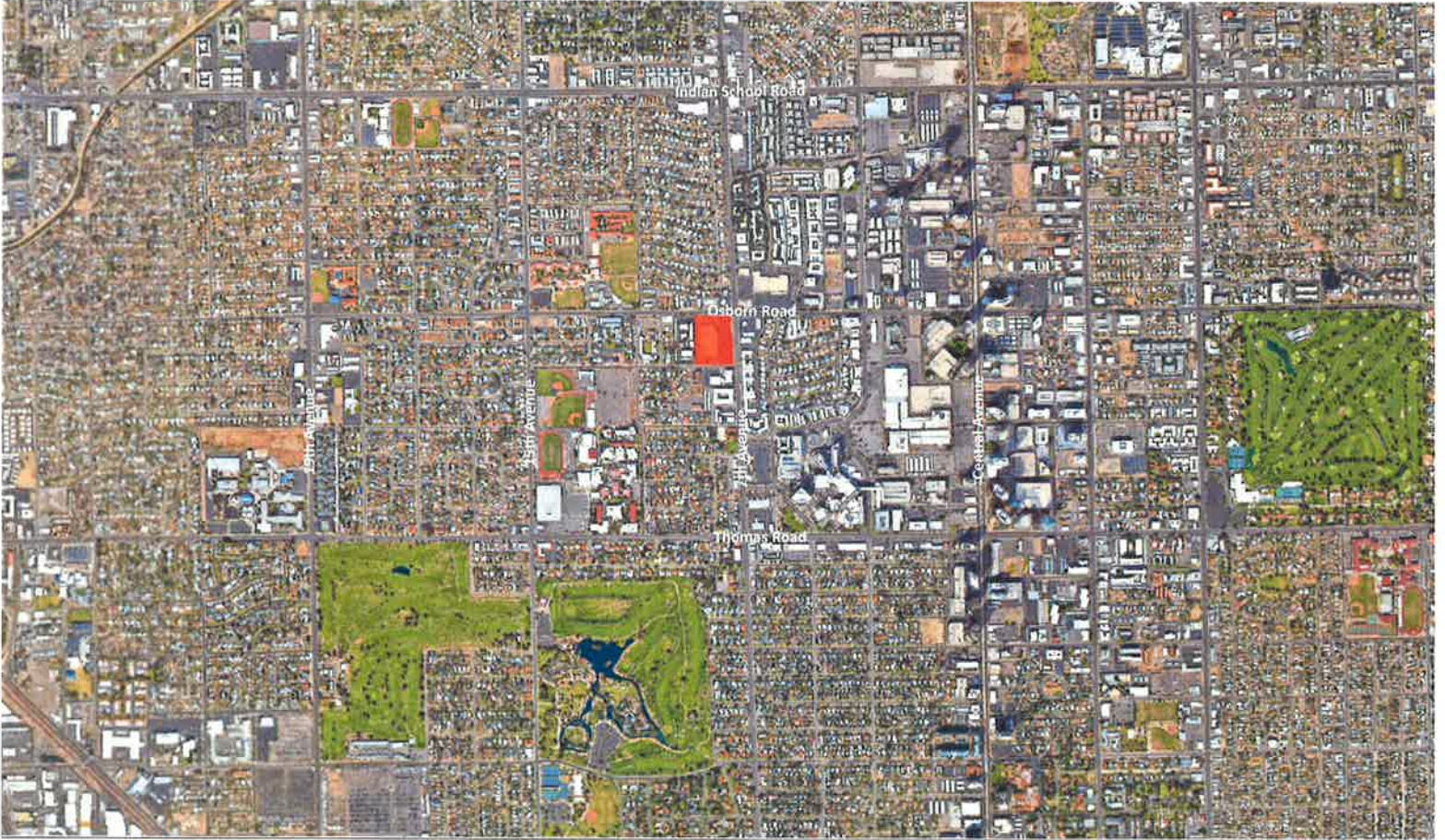
L. PHASING PLAN

No phasing is planned for this project. Project components will be developed as market conditions warrant.

M. EXHIBITS

Area Vicinity Map and Site Aerial	01
Site Context Map and Photos	02
Conceptual Site Plan	03
Conceptual Renderings	04
Conceptual Landscape Plan & Perimeter Section	05
Legal Description	06
General Plan Map	07
Zoning Map	08
Sample Amenity Quality Images	09
Conceptual Elevations – Residential	10
Conceptual Elevations – Retail	11
Circulation Plan	12
Conceptual Lot Lines and Coverage	13

Exhibit 1



PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
AREA VICINITY MAP**

Trammell Crow Company





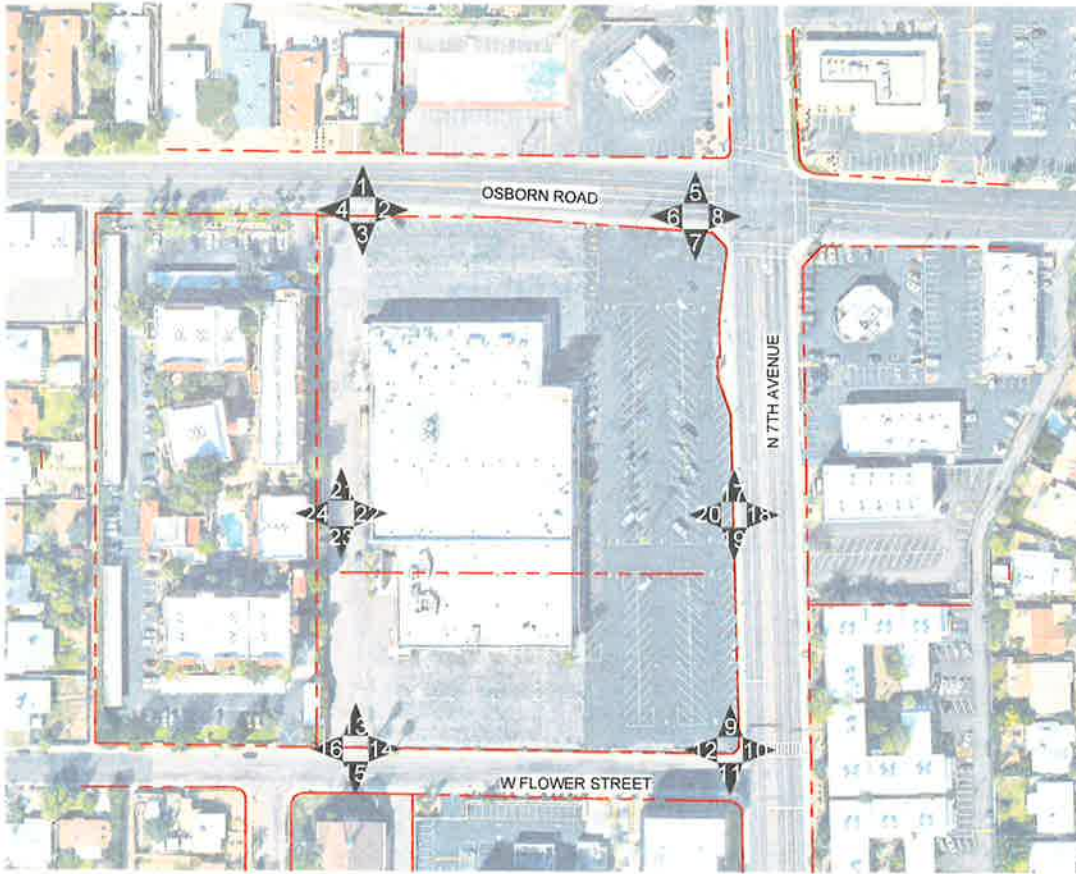
PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
SITE AERIAL**



Exhibit 2



PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
CONTEXT MAP/PHOTOS**





PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
 11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
 CONTEXT MAP/PHOTOS**







17



18



21



22



19



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23



24

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

PRELIMINARY DESIGN CONCEPT
CONTEXT MAP/PHOTOS



Exhibit 3



CONCEPTUAL

PUD SUBMITTAL
 Southwest Corner of Osborn Rd and 7th Ave
 11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

PRELIMINARY DESIGN CONCEPT
 CONCEPTUAL SITE PLAN



Exhibit 4



CONCEPTUAL

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11 .09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
PERSPECTIVE VIEW**

Trammell Crow Company





CONCEPTUAL

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

PRELIMINARY DESIGN CONCEPT
PERSPECTIVE VIEW

Tammell Crow Company





CONCEPTUAL

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
PERSPECTIVE VIEW**

Trammell Crow Company





CONCEPTUAL

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
PERSPECTIVE VIEW**

Trammell Crow Company

esc



CONCEPTUAL

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
PERSPECTIVE VIEW**

Trammell Crow Company





CONCEPTUAL

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

PRELIMINARY DESIGN CONCEPT
PERSPECTIVE VIEW

Trammell Crow Company

ESC



CONCEPTUAL

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
PERSPECTIVE VIEW**

Trammell Crow Company





CONCEPTUAL

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
PERSPECTIVE VIEW**

Tammell Crow Company





CONCEPTUAL

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
PERSPECTIVE VIEW**

TranmedCrowCompany





CONCEPTUAL

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
PERSPECTIVE VIEWS**

Tammell Crow Company





CONCEPTUAL

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
PERSPECTIVE VIEW**

Trautman Crow Company





CONCEPTUAL

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

PRELIMINARY DESIGN CONCEPT
PERSPECTIVE VIEWS

Trammell Crow Company

ESG

Exhibit 5



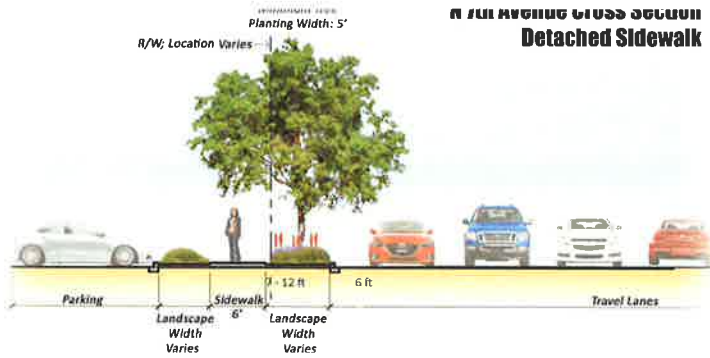
PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
 09.21.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
 CONCEPTUAL LANDSCAPE PLAN**

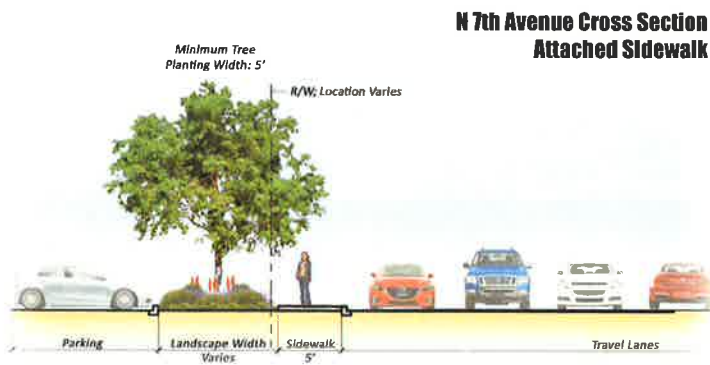
Tammell Crow Company





Notes:

1. Minimum planting width for trees shall be 5'
2. Planting area includes back of existing street curb to proposed back of parking curb
3. Shade trees shall be installed to achieve minimum 50% shading of all pedestrian walkways



Street Landscape Setback Enlargement

PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
ILLUSTRATIVE STREET SECTION**



Exhibit 6

EXHIBIT A
LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

That portion of the Southeast quarter of Section 30, Township 2 North, Range 3 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

COMMENCING at the East quarter corner of said Section 30, Township 2 North, Range 3 East;

Thence North 89 degrees 39 minutes 56 seconds West, along the East-West mid-section line thereof, a distance of 225.43 feet to a point on the Northerly prolongation of the existing Westerly right-of-way line of Seventh Avenue;

Thence South 01 degrees 29 minutes 53 seconds East, along said prolonged line, a distance of 38.93 feet to the point of juncture of the existing Southerly right-of-way line of Osborn Road with the existing Westerly right-of-way line of Seventh Avenue and the POINT OF BEGINNING;

thence South 01 degrees 29 minutes 53 seconds East, along said Westerly right-of-way line, a distance of 553.07 feet to the intersection of the existing Westerly right-of-way line of Seventh Avenue with the existing Northerly right-of-way line of Flower Street;

Thence North 89 degrees 15 minutes 42 seconds West, along said Northerly right-of-way line of Flower Street, a distance of 461.10 feet to the Westerly line of that certain Exception as described in that certain Warranty Deed dated May 27, 1969, and recorded in the Office of the County Recorder of Maricopa County, Arizona, in [Docket 7628, page 656](#);

Thence North 00 degrees 00 minutes 22 seconds East, along said Westerly line, a distance of 578.46 feet to a point on the existing Southerly right-of-way line of Osborn Road;

Thence South 89 degrees 39 minutes 56 seconds East, along said Southerly right off way line, a distance of 200.52 feet to an angle point thereon;

Thence South 86 degrees 05 minutes 15 seconds East, continuing along said Southerly right-of-way line, a distance of 224.12 feet to an angle point thereon;

Thence South 56 degrees 07 minutes 58 seconds East, continuing along said Southerly right-of-way line, a distance of 27.02 feet to the POINT OF BEGINNING;

EXCEPT that portion conveyed to the City of Phoenix in Deed recorded May 31, 1991, in Recording No. [91-245619](#), records of Maricopa County, described as follows:

The portion of Parcel "A", described herein below, lying within that portion of the Southeast quarter of Section 30 Township 2 North, Range 3 East, of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

COMMENCING at a point in the North line of said Southeast quarter which bears North 89 degrees 41 minutes West (assumed), a distance of 218.9 feet from the Northeast corner thereof;

Thence South 01 degree 26 minutes East to the South line of the North 25 feet of said Southeast quarter;

EXHIBIT A
(Continued)

Thence Westerly along said South line to the West right-of-way line of 7th Avenue, as described in Deed recorded in Docket 1788, page 170, records of Maricopa County, Arizona and established by City of Phoenix Ordinance No. S-883;

Thence South 01 degree 26 minutes East, along said right-of-way line a distance of 15 feet to the most Southerly corner of that parcel described in Deed recorded in Docket 6596, page 80, records of said County;

Thence continue South 01 degree 26 minutes East, along said right-of-way line, a distance of 7.40 feet to the POINT OF BEGINNING of the parcel herein described;

Thence continue South 01 degree 26 minutes East, along said right-of-way line, a distance of 70 feet to an orthogonal line designated herein as Line "A";

Thence continue South 01 degree 26 minutes East, along said right-of-way line, a distance of 42.5 feet to an orthogonal line designated herein as Line "B";

Thence continue South 01 degree 26 minutes East, along said right-of-way line, a distance of 22.5 feet to an orthogonal line designated herein as Line "C";

Thence continue South 01 degree 26 minutes East, along said right-of-way line, a distance of 40 feet;

Thence Northwesterly to the intersection of said Line "C" with a line that is parallel with and 13 feet Westerly of said right-of-way line;

Thence Northerly along said parallel line to said Line "B";

Thence Easterly along said Line "B" to a line that is parallel with and 10 feet Westerly of said right-of-way line;

Thence Northerly along last said parallel line to said Line "A";

Thence Northeasterly to the POINT OF BEGINNING;

TOGETHER WITH that part of said Parcel "A" described as follows:

BEGINNING at the intersection of the North line of the South 25 feet of said Parcel "A" with the West line of the East 7 feet thereof;

Thence Northerly along said West line, a distance of 7 feet;

Thence Southwesterly to a point in said North line that is 7 feet Westerly of the POINT OF BEGINNING;

Thence to the POINT OF BEGINNING.

Parcel "A":

That portion of the Southeast quarter of Section 30, Township 2 North, Range 3 East, of the Gila and Salt River Base and Meridian, Maricopa County, Arizona described as follows:

COMMENCING at the East quarter corner of said Section 30;

EXHIBIT A
(Continued)

Thence North 89 degrees 41 minutes West (assumed), along the North line of said Southeast quarter a distance of 218.9 feet to the intersection of the West line of 7th Avenue and the South line of Osborn Road, as it existed on July 24, 1953 and described in Parcel 16 of the Deed recorded in Docket 1218, page 384, records of said County and the POINT OF BEGINNING of the parcel herein described;

Thence continue North 89 degrees 41 minutes West, along said North line, also being the South line of Osborn Road aforesaid, a distance of 400 feet;

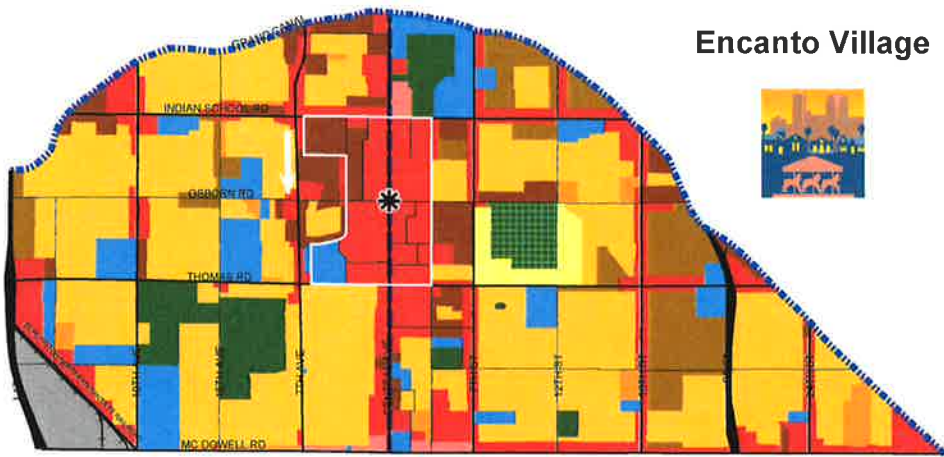
Thence South a distance of 613.10 feet; thence South 89 degrees 17 minutes East, a distance of 416.20 feet to said West line of 7th Avenue;

Thence North 01 degree 26 minutes West, along said West line to the POINT OF BEGINNING.

APN: 110-29-064 & 110-29-067B



Exhibit 7



Encanto Village



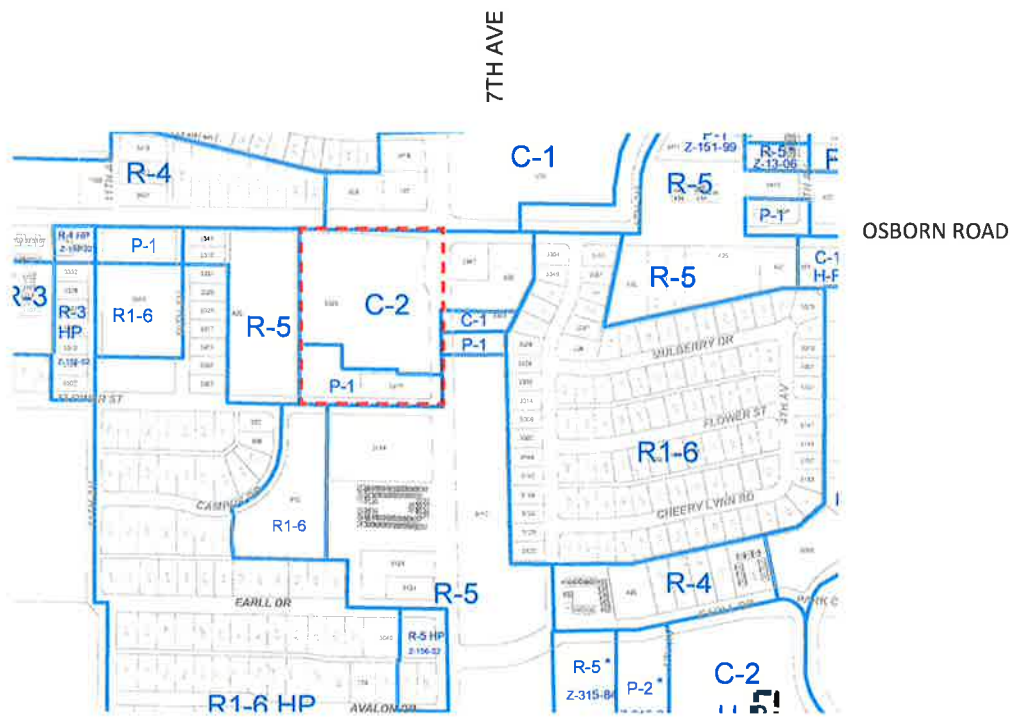
ENCANTO VILLAGE GENERAL PLAN MAP
 1. This map is a conceptual map and is not intended to be used for any legal purposes. It is intended to provide a general overview of the proposed land use plan for the Encanto Village area.
 2. The map is based on the information provided by the City of Phoenix and is subject to change without notice.
 3. The map is not a warranty of any kind and does not constitute an offer of any financial product or service.
 4. The map is not intended to be used for any legal purposes and is not a substitute for a legal opinion.
 5. The map is not intended to be used for any legal purposes and is not a substitute for a legal opinion.
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 9. The map is not intended to be used for any legal purposes and is not a substitute for a legal opinion.
 10. The map is not intended to be used for any legal purposes and is not a substitute for a legal opinion.

General Plan Categories

- 1 to 2 du/acre - Large Lot
- 3 to 5 du/acre
- 5 to 10 du/acre
- 10 to 15 du/acre - Higher density attached townhouses, condos, or apartments
- 15+ du/acre - Higher density attached townhouses, condos, or apartments
- Parks/Open Space - Publicly Owned
- Parks/Open Space - Privately Owned
- Commercial
- Industrial
- Public/Quasi-Public
- Transportation
- Primary Core
- Arterial Streets
- Collector Streets
- Canals
- Light Rail



Exhibit 8



PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
 11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
 ZONING MAP AND COMPARATIVE ZONING TABLE**



Exhibit 9



PUD SUBMITTAL
Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

PRELIMINARY DESIGN CONCEPT
AMENITY EXHIBIT

TrammellCrowCompany



Exhibit 10



RESPONSE TO PSP COMMENTS (05/11/2017)	
ORIGINAL ISSUE	05/10/17
REVISIONS	05/11/2017
Author	Osborn
Checked	Osborn
Project Number	216530
Project Name	7th/Osborn PHX
Group	PHX

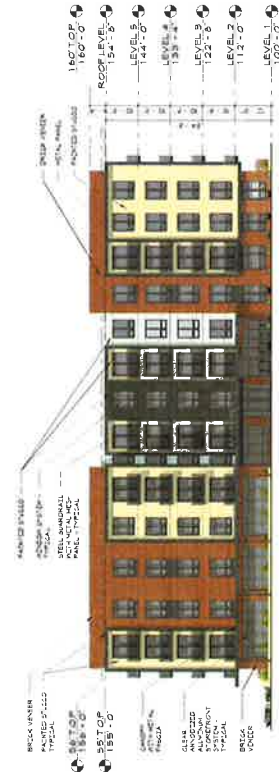
7th/Osborn PHX
EXTERIOR ELEVATIONS -
HOUSING AND PARKING
STRUCTURE
A3.1



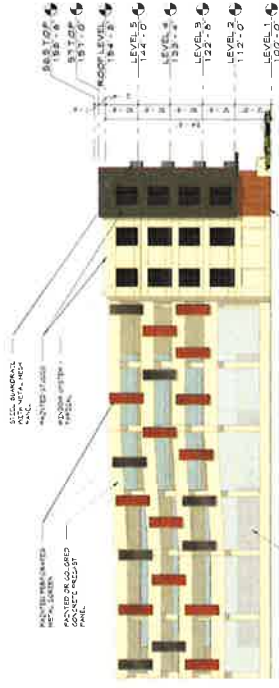
1 NORTH ELEVATION
AS2 / 1/8" = 1'-0"



2 SOUTH ELEVATION
AS2 / 1/8" = 1'-0"



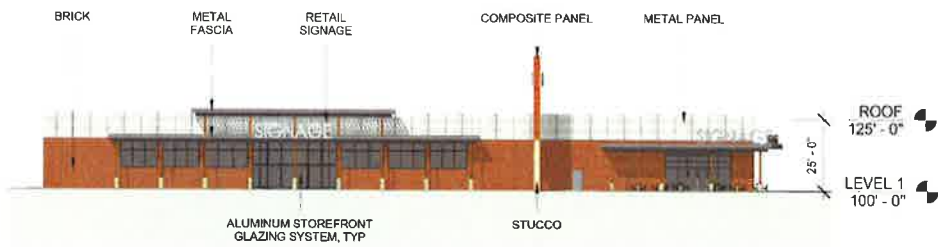
3 EAST ELEVATION
AS2 / 1/8" = 1'-0"



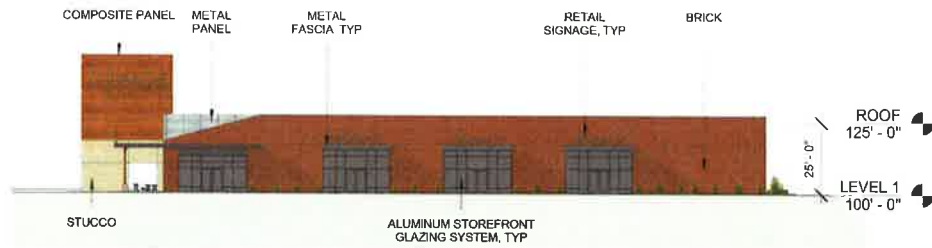
4 WEST ELEVATION
AS2 / 1/8" = 1'-0"

GENERAL NOTE: LEVEL MARKERS INDICATE A STARTING FINISH FLOOR ELEVATION OF 100'-0" FOR SIMPLICITY. FFE WILL ACTUAL ALIGN WITH ELEVATION INDICATED ON CIVIL SITE PLANS.

Exhibit 11



EAST ELEVATION



NORTH ELEVATION

CONCEPTUAL

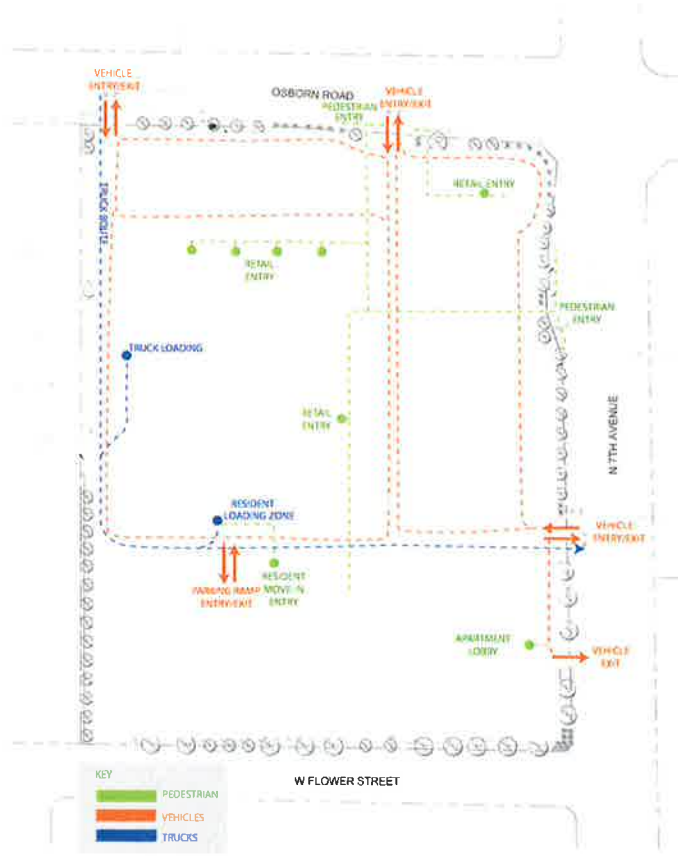
PUD SUBMITTAL

Southwest Corner of Osborn Rd and 7th Ave
11.09.16 - NOTE: ALL EXHIBITS CONCEPTUAL

**PRELIMINARY DESIGN CONCEPT
EXTERIOR ELEVATIONS**

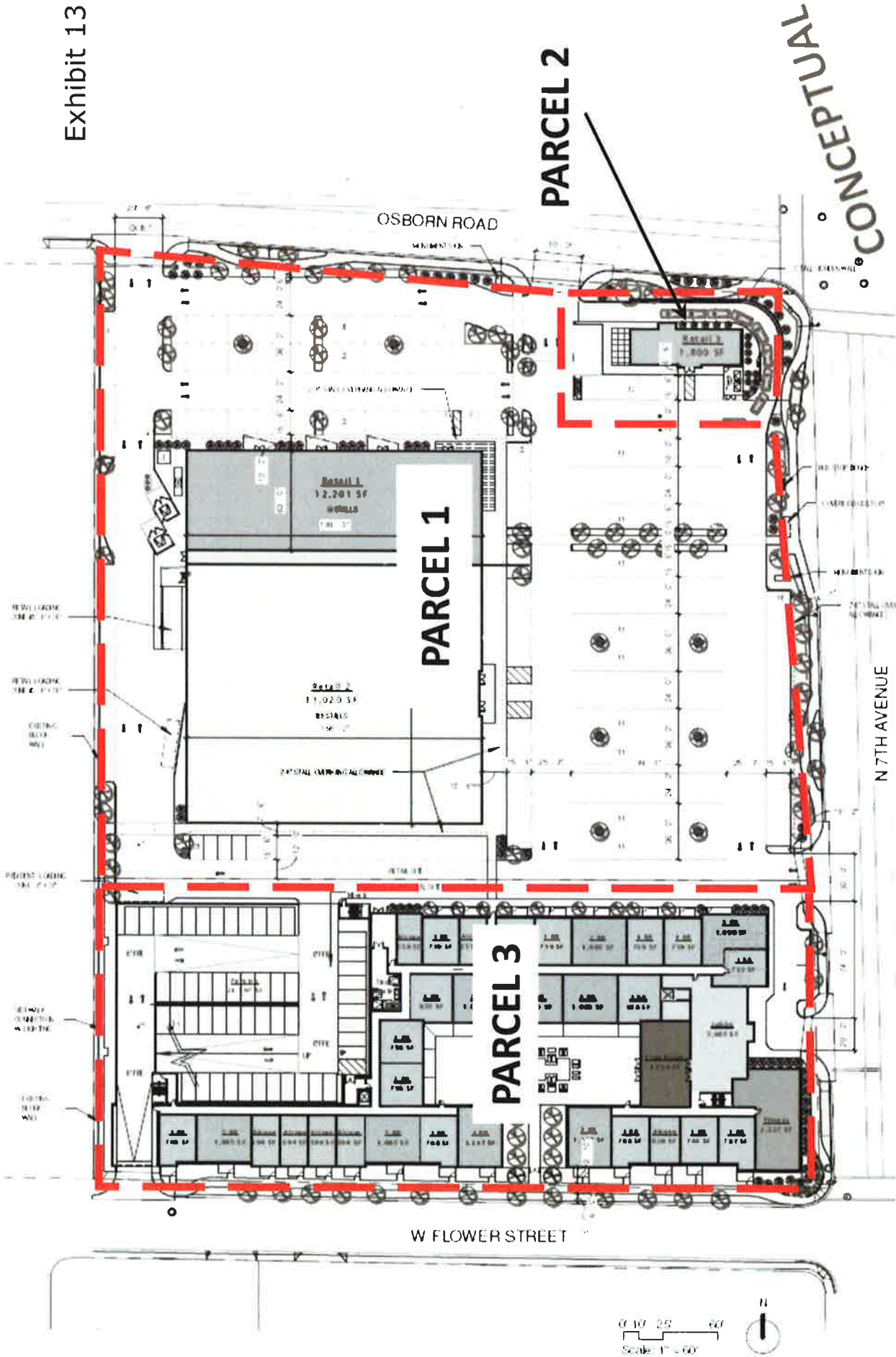


Exhibit 12



CONCEPTUAL

Exhibit 13



Conceptual Lot Coverage Exhibit

All lot lines shown are conceptual



CONCEPTUAL

PARCEL 2

PARCEL 1

PARCEL 3

OSBORN ROAD

N 7TH AVENUE

W FLOWER STREET

0 10 20 30
Scale: 1" = 50'

