



Canopy at the Trails

Planned Unit Development Land Use & Standards Narrative

Case No. Z-82-25-5

**City Council Adopted Date: XXXX
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CITY OF PHOENIX

JAN 05 2026

**Planning & Development
Department**

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PLANNED UNIT DEVELOPMENT DISCLAIMER

A Planned Unit Development (“PUD”) is intended to be a stand-alone set of zoning regulations for a particular project. Provisions not specifically regulated by the PUD are governed by the City of Phoenix Zoning Ordinance. A PUD includes substantial background information to illustrate the intent of the development. However, these purpose and intent statements are not necessarily requirements to be enforced by the City. The PUD only modifies zoning ordinance regulations to fit the unique character of the project, site characteristics, and location. It does not modify other City Codes or requirements.

This PUD will provide the set of regulatory zoning provisions 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. Unless a use or standard for development is specifically re-stated herein, the Zoning Ordinance of the City of Phoenix, Arizona as adopted and periodically amended, shall apply. It is the intent of this PUD to establish the permitted uses, development standards and amend various provisions that will govern this development. 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. Similarly, where the PUD narrative is silent on a requirement, the applicable Zoning Ordinance provision shall control.

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A. PURPOSE & INTENT

1. *Project Overview and Goals*

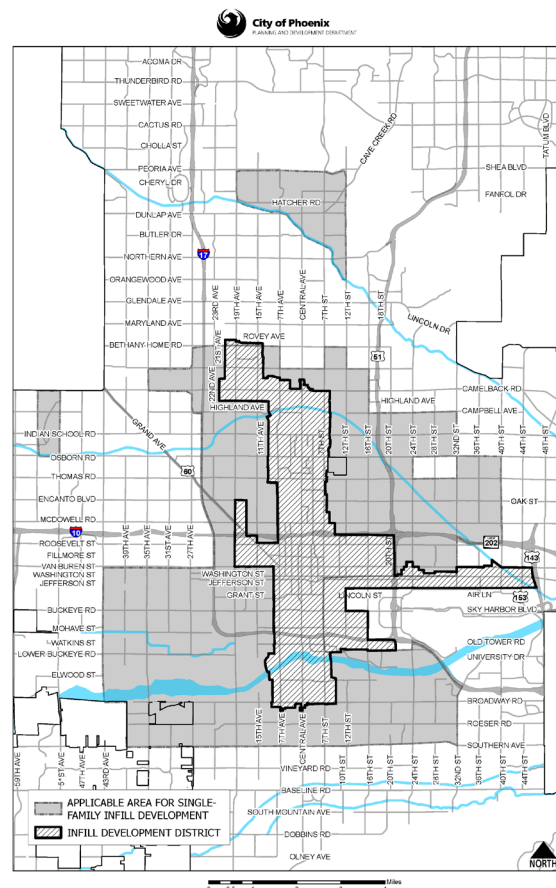
This PUD request applies to an existing townhome community built in 2024. The site consists of three parcels located at the northeast corner of 104th Drive and Indian School Road, with four street frontages: Indian School Road, 104th Drive, Monterosa Street, and 103rd Avenue. The property, totaling 8.21 net acres, has access points on 103rd Avenue and 104th Drive. The community features 124 townhomes, which are a mix of two- and three-bedroom units.

Currently, the community has one owner, and residents only have the option of renting. Approval of the PUD will allow individual townhomes to be sold by establishing a single-family plat for the site. After consulting with senior staff in the Planning and Development Department, it was determined that a PUD is the appropriate mechanism to transition the property from multifamily rental to single-family ownership. Approval of this PUD will provide much needed ownership opportunities for “missing middle” housing.

This PUD request seeks to establish development standards that serve two functions: (1) to be compatible with the existing, built condition of the site, and (2) to ensure the development remains in compliance after a single-family plat is applied and each townhome is on its own lot.

This PUD incorporates standards from the zoning districts that applied to the site when it was developed. The site has split zoning, with R4-A, C-1, and C-2. Because the two commercial districts apply the standards of R-3 when developing multifamily, we have pulled from R4-A and R-3 in developing the standards of this PUD. Additionally, we have also pulled from R-3’s Single-Family Infill (SFI) development option in instances where it was needed to enable compliance after the single-family plat is applied.

Under Section 608.F.6, these SFI regulations “may be applied in zoning districts where the SFI development option is offered, but only when the development falls within the infill development district identified in the general plan, or with use permit approval within” the area shown in gray in the image to the right. The subject property is *not* within this area, meaning a use permit request is not available. In discussions with staff, we asked whether a variance could be obtained to allow the SFI



development option and its standards to be applied outside of the areas shown in gray. Staff confirmed that no set of variances could be stacked together to allow attached single-family housing on the subject property because it is outside the map area and would be an improper *use* variance. Thus, this PUD is the only means by which attached single-family housing can be permitted on the subject property.

We believe this map and its limitations are outdated and are not in keeping with the City's desire for more middle-housing ownership opportunities throughout the City. If this townhome project was allowed to be developed on this subject site in its current form, it does not make sense to prohibit the application of a single-family plat to allow homeownership of the same townhomes. We know the City is working on a text amendment for middle-housing. We believe this PUD is simply ahead of that effort but is likely to be consistent with that amendment's effect to broaden the geographical allowance for single-family attached housing.

One might ask why we do not seek a condominium plat. A condominium plat does not result in fee title ownership of the townhomes and the underlying property. Homeowners want to own their house *and* their property. There are also other financial considerations that make full, fee title ownership more desirable for the homebuyer.

There will be no physical changes to this existing townhome community, which is already fully developed and contains existing multi-family residents. The PUD is only necessary to ensure that once a single-family plat is applied, the community will be in compliance with the underlying zoning development standards.

2. Site's Overall Design Concept

The overall design concept of the development is a modern townhouse community with a focus on a resort style aesthetic. This is evident with the flat roofs, clean lines, large windows, modern doors, and light colored stucco that contrasts with the back window trims and awnings.

The site has a pedestrian oriented design with the sidewalks and pathways connecting to key community areas and outdoor spaces. The outdoor spaces are typical of what one would find at a modern resort, including courtyards, patios and balconies, and amenities such as resort style pool, pickleball court, outdoor pavilion, shaded playground, dog park, and a fitness center.

B. LAND USE PLAN

1. Land Use Categories

The focus of this PUD is to allow for single-family attached residential. We have listed as permitted uses single-family attached housing, multifamily housing (ensuring the development will be fully legal after zoning but before the plat is applied), and all uses within Section 608.

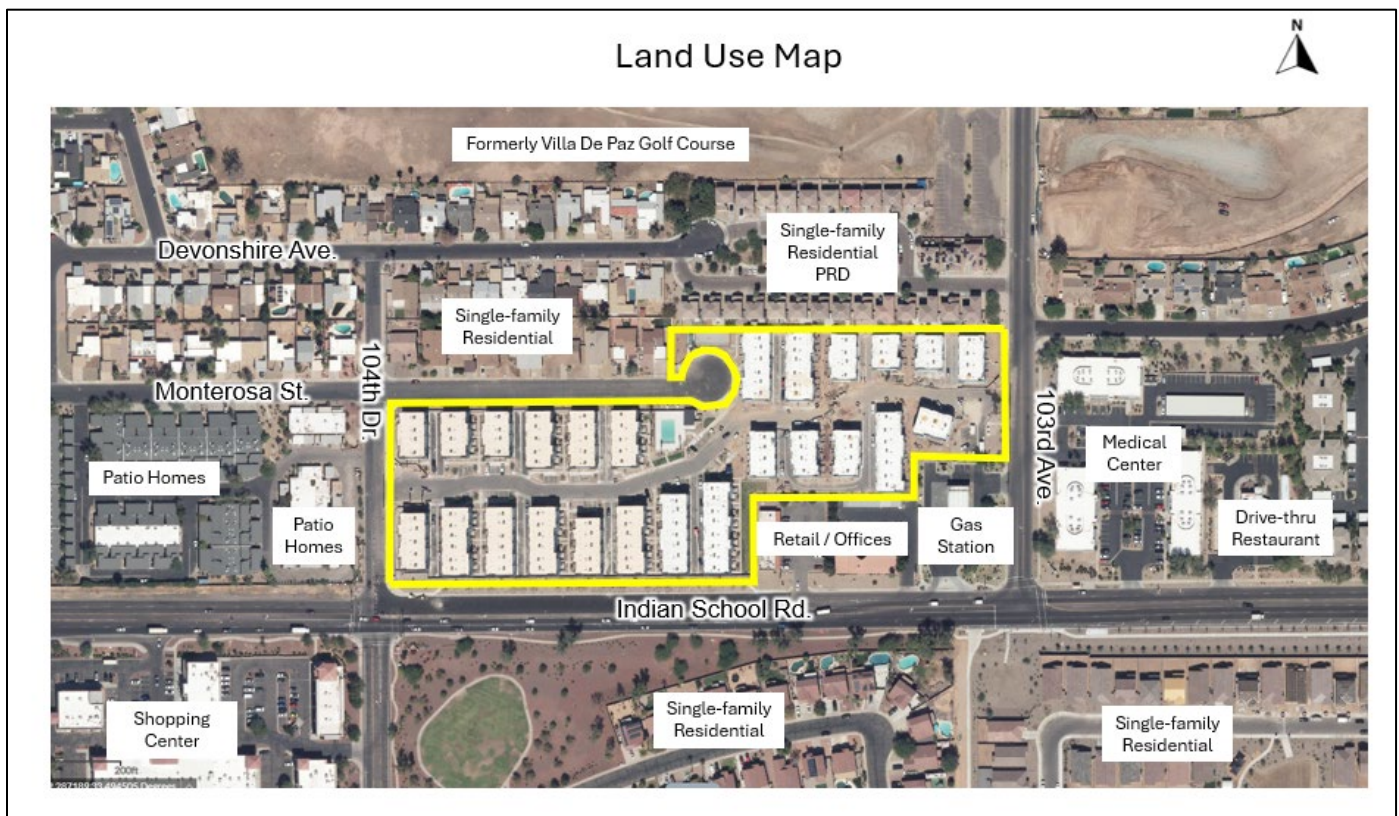
2. Site Plan

The existing townhomes are arranged in clusters, which maximizes the land use while maintaining accessibility. A private road is integrated in the middle of the project providing ease of access to each of the driveways that provide access to the garages of each townhome.

Parking is located throughout the site, incorporating a mix of garage and surface parking spaces. Guest parking is located near common areas.

Landscaping and open spaces have been incorporated to create a visual and physical separation while also providing needed shade.

Land Use Map



C. LIST OF USES

The permitted uses in this PUD are provided in the following tables. All primary uses in this PUD are permitted, unless otherwise requiring a use permit as stated.

The Zoning Administrator may issue interpretations for land uses that are analogous to those listed in this *Section C. List of Uses*, as authorized by Phoenix Zoning Ordinance Section 307.A.3.

Primary and Accessory Uses

The list of permitted uses contained in Table No. 1.a shall apply to the entirety of the PUD boundary.

Table No. 1.a: List of Primary Uses for Entirety of PUD Boundary

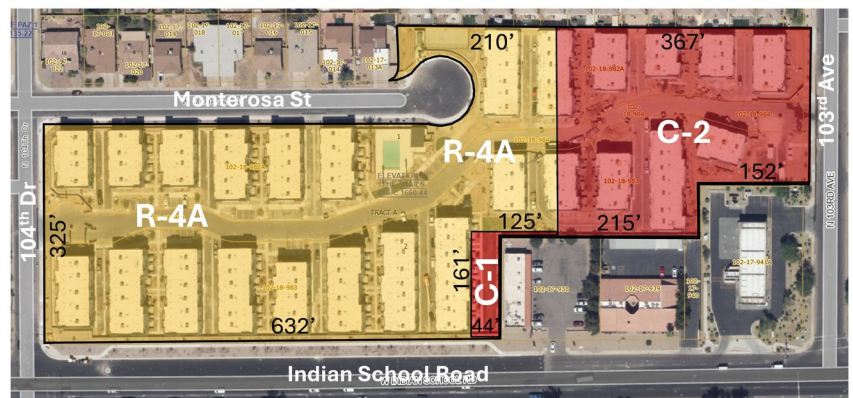
Permitted Uses

- Single-family Attached Housing
- Multi-family

To preserve uses that existed on different sections of the Property prior to the rezoning of the Property to this PUD, the list of *additional* permitted uses contained in Table No 1.b shall apply to certain sections of the PUD boundary, as indicated in the table and on the corresponding map. These uses are in addition to the uses listed in Table No. 1.a.

Table No. 1.b: List of Additional Uses for Certain Sections of the PUD Boundary (per map to the right)

Section	Permitted Uses
C-1	All primary and accessory uses permitted under Section 622 of the Phoenix Zoning Ordinance (C-1)
C-2	All primary and accessory uses permitted under Section 623 of the Phoenix Zoning Ordinance (C-2)
R-4A	All primary and accessory uses permitted under Section 619 of the Phoenix Zoning Ordinance (R-4A)



Temporary Uses

Temporary Uses shall be permitted in accordance with Section 708 of the Phoenix Zoning Ordinance.

D. DEVELOPMENT STANDARDS

The existing community was developed under split zoning: R-4A, C-1 and C-2. Because it was developed as multifamily, R-3 standards applied to the C-1 and C-2 sections. Thus, when it was developed for multifamily, R-4A standards were applied to the west side of

the project and R-3 was applied to the east side of the project. Based on this history, this PUD's development standards are primarily based on R-4A and R-3 multifamily standards, with some differences from the west side and the east side of the development to preserve the standards that applied when the project was developed. That was done to ensure that the existing development will remain in compliance after approval of the PUD.

However, several of the R4-A and R-3 multifamily standards would not work with a single-family plat. In those instances, we have replaced the R4-A and R-3 standards with the R-3 (Single-Family Infill) standards from Table 615.B.

As noted above, no physical changes to the site are being proposed. Everything is proposed to remain as-is, with the only modification being the formal subdivision of units into separate parcels. Thus, this PUD needs to establish a set of standards that complies with the existing built environment. We recognize that drafting standards that comply with an existing development is somewhat in reverse of the normal process whereby we "draft" a community's design that complies with established standards. But drafting standards that meet an existing development is the best way to ensure this existing development remains compliant after rezoning, while also introducing those standards that allow for the single-family plat.

Development Standards Table	
Standards	Planned Unit Development (PUD) Requirements
Dwelling unit density (unit/gross acre)	Maximum 14.0 du/gross acre
Perimeter Building Setbacks	<p>Adjacent to a Public Street: Indian School: 10 feet 104th Drive: 20 feet 103rd Avenue: 25 feet Monterosa Street: 10 feet</p> <p>Not Adjacent to a Public Street: North Side Yard: 3 feet & 5 feet South Side Yard: 3 feet & 5 feet</p> <p>See Perimeter Setbacks Exhibit for more detail (Exhibit F)</p>

Development Standards Table (Cont.)	
Interior Building Setbacks	<p>Interior Street side: Adjacent to Internal Private Accessway: 10 feet</p> <p>Individual unit lot: None</p>
Minimum Lot Dimensions	Individual unit lot: 20 foot width, no minimum depth
Maximum height	2 stories and 30 feet
Lot Coverage	100% for each individual lot, 50% for other parcels or tracts with accessory structures
Common Open Space Area	<p>Minimum 5% of gross area</p> <p>No portion of any area is to be less than two hundred square feet or less than twenty feet in width.</p> <p>At least seven of the following amenities must be provided:</p> <ul style="list-style-type: none"> • Private Patios • Pickleball Court • Fitness Studio • Outdoor Pavillion with Outdoor TV's • Shaded Playground • Dog Park • Gated Entry • Swimming Pool with BBQ's • Turf Area <p>Other amenities may be substituted for those listed above, as administratively approved by the Zoning Administrator.</p> <p>Areas devoted to parking lots or driveways, principal or accessory buildings and required setbacks are not to be considered part of the open space area.</p>
Street standards	Private accessways and accessway drives permitted

Elevations and Materials	<ul style="list-style-type: none"> • Provide four different materials, such as stucco, metal, glass, and siding • Provide variation in roofline • Provide metal window awnings • Provide variation in window sizes • Provide scoring relief pattern in stucco
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Landscape Standards:

Standards	Planned Unit Development (PUD) Requirements
Perimeter Landscape Setbacks	<p>Adjacent to a Public Street:</p> <p style="text-align: right;">Indian School Road: 10 feet 104th Drive: 20 feet 103rd Avenue: 25 feet Monterosa Street: 10 feet</p> <p>Not Adjacent to a Public Street:</p> <p style="text-align: right;">North Side Yard: 5 feet South Side Yard: 5 feet</p> <p>See Perimeter Setbacks Exhibit for more detail (Exhibit F)</p> <p>Adjacent to Internal Private Accessway: 10 feet</p>
Interior Landscape Setbacks	0 feet
Front Yard Setbacks	0 feet
Landscape Adjacent to Right of Way	<p>The landscape standard in the PUD is general conformance to the approved Landscape Plan dated 9/26/24. Future re-plantings will be subject to Section 507 Tab A.II.A.3.1.2.</p> <p>Lighting fixtures for decorative and/or security purposes may be used when in conformance with all outdoor lighting regulations.</p>

Streetscape Standards

The streetscape for this project was approved, permitted, and built according to the permit. In the future, as the community is managed by an HOA, the following streetscape standards will need to be complied with:

Streetscape Standards	Planned Unit Development (PUD) Requirements
Indian School Road	Detached sidewalk width: 6 feet
104th Drive	Attached sidewalk width: 5 feet
Monterosa Street	Attached sidewalk width: 5 feet
103rd Avenue	Attached sidewalk width: 4 feet
Streetscape Landscape	<p>The landscape standard in the PUD is general conformance to the approved Landscape Plan dated 9/26/24. Future re-plantings will be subject to Section 507 Tab A.II.A.3.1.2.</p> <p>Lighting fixtures for decorative and/or security purposes may be used when in conformance with all outdoor lighting regulations.</p>

Parking Standards

Although this PUD transitions the community from a multifamily development to individually owned single-family attached units, the existing parking configuration will remain fully compliant with City requirements, even after the single-family plat is applied.

The only exception is the total number of parking provided shall be as noted above in deviations from Section 507 Tab A.II.C.7(7.6). Each unit shall provide two garage spaces and 0.6 spaces per lot for a total of 82 open guest parking spaces.

plotThe garage spaces for each unit shall be capable of adding electrical vehicle charging, with the provided dedicated 40-amp electrical circuit serving each garage space ("EV-capable spaces"). A total of 248 such EV-capable spaces shall be provided, consisting of two garage spaces for each of the 124 units.

Walls/Fences

The wall and fence plan for this project was approved, permitted, and built according to the permit. The walls and fences on the property are in compliance with Section 703. In the future, as the community is managed by an HOA, the walls and fences shall comply with Section 703.

E. DESIGN GUIDELINES:

Section 507 Tab A.II.C.7 – Auto Court Cluster Guidelines

Because the development on the subject property has already gone through the City approval and permitting process and is already built, the existing development shall be exempt from the requirements, presumptions, technical items, and considerations of Section 507 and 507 Tab A unless and until the subject property is fully redeveloped or otherwise as stated in this PUD.

The portion of Section 507 TAB A related to Auto Court Clusters guidelines is relevant to this PUD because of the project design. In the discussion below, we specify which existing Auto Court Cluster guidelines are being adopted from 507 TAB A and which are being modified. We have also provided a discussion on how each guideline (either the original 507 TAB A guideline or the modified PUD guideline) is being met. Where needed, dimensioned graphic examples have been provided within this document.

These guidelines are intended to reflect the existing built environment of the existing development. If the existing built environment is later found to not comply with the language of the presumptions listed in these guidelines, the presumption shall be considered overcome by demonstrating that the condition is existing and was previously approved by the City of Phoenix.

Subsection	TAB A. II.C.7 - Auto Court Cluster Language	PUD Language
7.1	Cluster subdivisions should be limited to a maximum of six dwelling units with only one point of access in each cluster. (P)	Cluster subdivisions should be limited to a maximum of <u>fifteen</u> dwelling units with only one point of access in each cluster. (P)

This PUD proposes an increase to 15 dwelling units with only one point of access within each cluster to accommodate the as-built condition of this development. We do have an instance of 19 units that could be interpreted as a cluster, in the southeast corner near Lots 77-80, 93-100, and 108-144, but those lots have two points of access.

It is worth noting that this guideline's rationale assumes that the cluster driveway would be too narrow to permit two-way access. But in the as-built condition of this Property, the accessway drives are at least 24 feet wide, which allows two-way access. Thus, any potential situation that would increase multiple social conflicts between residents of the cluster has been accommodated with the wider accessway drives of at least 24 feet. This project complies with subsection 7.1.

Subsection	TAB A. II.C.7 - Auto Court Cluster Language	PUD Language
7.2	Cluster subdivisions may use public streets or private accessways to provide vehicular access to each cluster. The private accessways shall meet the minimum City of Phoenix standards. Private accessways will be maintained by a homeowners association. (P)	No Change

Consistent with **507 TAB A. II.C.7(7.2)**, the main “road” of this project, Calle de la Luna, is a private accessway that meets City of Phoenix standards, per the 2024 COP Supplements to MAG 2024 Standard Details, Details P1020-1 and P1020-2. The individual lots access their garages from private accessway “extensions,” which are also part of the same Tract A. These private accessways provide access for emergency and public service vehicles and the general public. A future homeowners association will maintain the accessways. This project complies with subsection 7.2.

Subsection	TAB A. II.C.7 - Auto Court Cluster Language	PUD Language
7.3	Cluster subdivisions may use shared driveways to provide access to each unit in the cluster. Shared driveways shall have a minimum width of 24 feet at the intersection with public streets or private accessways and may transition to a minimum width of 20 feet within each cluster and be maintained by a homeowners association. (P)	No Change

Section 507 TAB A. II.C.7(7.3) relates to shared driveways, but here the main accessway (Calle de la Luna) is a private accessway and each unit is accessed from the same private accessway. Additionally, the intersections of the accessway “extensions” and Calle de la Luna are at least 24 feet wide and the extensions are at least 20 feet wide. This project complies with subsection 7.3.

Subsection	TAB A. II.C.7 - Auto Court Cluster Language	PUD Language
7.4	Shared driveways within individual clusters should be differentiated from adjacent public streets or private accessways by a strip of decorative paves, stamped or colored concrete or materials other than those used to pave adjoining streets. (P)	No Change

Section 507 TAB A. II.C.7(7.4) relates to shared driveways, but here the main accessway (Calle de la Luna) is a private accessway and each unit is accessed from the same private accessway (i.e., “Tract A”). That being said, the portions of the accessway that connect to each unit (what we might call the “extensions”) feature a concrete driveway at the point where they connect to Calle de la Luna. Below is a photo of how this condition exists throughout the site.

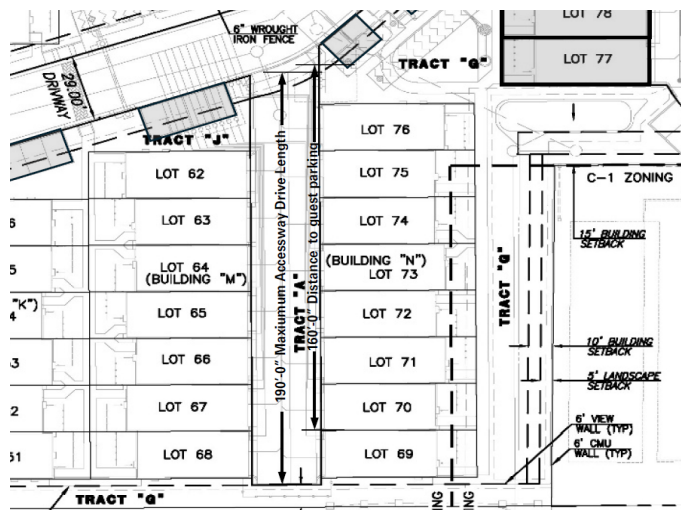


Thus, this project complies with both the letter and rational of subsection 7.4.

Subsection	TAB A. II.C.7 - Auto Court Cluster Language	PUD Language
7.5	Shared driveways within individual clusters should be a maximum of 150 feet in length, measured from curb line at the intersection with the public street or private accessway to termination of the shared drive. (P)	Shared driveways within individual clusters <u>with one point of access</u> should be a maximum of 150 feet in length, <u>with allowance for one shared driveway with one point of access to be 190 feet in length</u> , measured from curb line at the intersection with the public street or private accessway to termination of the shared drive. (P)

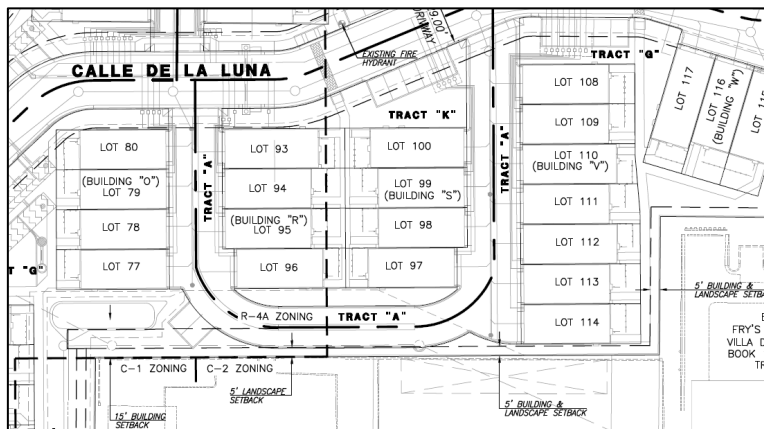
Here, the main drive and the “extensions” that connect to each unit are all a singular private accessway, and thus no driveways are present. However, out of an abundance of caution and to ensure there is no interpretation issue later, we are modifying the language of this presumption. Most of our accessway “extensions” are under 150 feet, as they extend from Calle de la Luna. There is only one that is over 150 feet, at 190 feet.

Thus, we are modifying the language of the presumption to allow for one shared driveway to be 190 feet in length. The singular instance in question is shown in the excerpt of the site plan to the right.



SECTION 507, TAB A.II.C.7 (7.5) - MAXIMUM SHARED

Additionally, adjacent to units 77-80, 93-100, and 108-114, there is a looping accessway “extension” that is longer than 150 feet altogether, but this is not the type of condition the presumption is targeting because, for example, a fire truck would not need to back up and the walking distance from the main portion of the accessway to the furthest units away is less than 150



feet. Thus, even though this is an accessway, we are modifying the presumption to state that it only applies to those driveways with only one point of access.

Subsection	TAB A. II.C.7 - Auto Court Cluster Language	PUD Language
7.6	Cluster subdivisions should provide a minimum of three parking spaces for each unit in the cluster, with at least one space per unit being non-exclusive and located within 150 feet of the cluster as measured from curblane at the intersection with the public street or private accessway to termination of the shared drive. (P)	Cluster subdivisions should provide a minimum of <u>two parking spaces per unit and .6 non-exclusive spaces per unit, with at least five non-exclusive spaces being located within 200 feet of each unit.</u> (P)

The existing built environment provides two spaces per unit and 82 non-exclusive spaces for the 124 units. Thus, we need to modify the presumption slightly to account for this built condition—from 1 non-exclusive per unit to .6 non-exclusive spaces per unit.

Additionally, because we do not have one designated non-exclusive space per unit, we need to modify the language of the measurement. Our revised language states that each unit should be within 200 feet of at least five non-exclusive spaces, with the allowance for different units to measure to the same five non-exclusive parking spaces. This is true of the built environment of this project, and it ensures there is a healthy supply of five nearby guest parking spaces no matter which unit is being visited. As the site plan demonstrates, there is an ample supply of non-exclusive spaces at the end of each accessway “extension.”

Subsection	TAB A. II.C.7 - Auto Court Cluster Language	PUD Language
7.7	If additional parking is provided internal to the cluster, driveways to accommodate such parking should be a minimum of 18 feet long and a minimum 8 feet wide/per garage bay. If the garage door of any unit faces on a private accessway or public street serving other clusters in the subdivision, then a minimum of 18 feet must be provided between the back of sidewalk (or curb, if no sidewalk) to the face of the garage door. (P)	<u>Presumption removed from PUD</u>

This project only has one instance of parking within a cluster, near Lot 77, and there is no driveway near them, only the accessway “extension.” Additionally, our garages coming off the accessway “extensions” are not set back 18 feet, which means we could not meet the second part of the presumption. For those reasons, this presumption has been removed from this PUD.

Subsection	TAB A. II.C.7 - Auto Court Cluster Language	PUD Language
7.8	Each dwelling unit driveway in the cluster should be designed such that each driver backing a mid-size passenger vehicle out of the driveway can maneuver with one turning movement in order to exit the cluster and vehicles entering a garage can drive into the garage without having to back up. Driveways for 60% of the units in each cluster should be design such that a large-size vehicle may back out with one turning movement in order to exit the cluster without backing into the public street or private accessway. (P)	The accessway or driveway that collectively serves the cluster should be at least 24 feet wide.

Section 507 TAB A. II.C.7(7.8) relates to providing appropriate width in the driveway so that mid-size and larger passenger vehicles can easily maneuver with one turning movement. Here, we have no driveways. Additionally, our accessway “extensions” are all 24 feet wide, which provides ample room to meet the rational of this presumption. Thus, we have revised the wording to be specific to our developed condition, which satisfies the rational of this presumption.

Subsection	TAB A. II.C.7 - Auto Court Cluster Language	PUD Language
7.9	Trash and recycle container locations (storage and collection) in each cluster are to be clearly illustrated on the site plan. (P)	<u>Presumption removed from PUD</u>

In this development, both trash and recycling are collected via a trash valet services. Trash and recycling are picked up from each unit’s door/gate and delivered to the trash compactor for the development. Therefore, there are no specific locations to denote on the site plan for trash and recycling containers. As such, this presumption has been removed from this PUD to avoid confusion.

Subsection	TAB A. II.C.7 - Auto Court Cluster Language	PUD Language
7.10	Street lighting on public streets or private accessways serving each cluster in the subdivision is required. Such lighting should provide a sufficient level of light to provide safety and security for motorists, pedestrians, and bicyclists in the subdivision. (P)	No Change

Lighting is provided throughout the site and along the private accessway and throughout the site at adequate levels as required and previously approved by the City. This project complies with subsection 7.10.

Subsection	TAB A. II.C.7 - Auto Court Cluster Language	PUD Language
7.11	Security lighting internal to the cluster should also be provided at a level sufficient to provide a safe environment for residents of the cluster. (P)	No Change

Lighting is provided throughout the site, along the accessway extensions within tract A, and throughout the site at adequate levels as required and previously approved by the city. This project complies with subsection 7.11.

Subsection	TAB A. II.C.7 - Auto Court Cluster Language	PUD Language
7.12	Surface water drainage should not be allowed to pass from one cluster to another over the shared driveway of another cluster. Surface water drainage from individual clusters, however, may pass over the driveway for that respective cluster. (P)	No Change

Section 507 TAB A. II.C.7(7.12) requires that surface water drainage not pass from one cluster to another cluster or shared driveway. Surface water drainage does not pass from one cluster to another over any shared driveway of another cluster because this project has no shared driveways and because surface water drains from the private accessway extensions down to the Calle de la Luna and then directly into retention systems. This project complies with subsection 7.12.

Subsection	TAB A. II.C.7 - Auto Court Cluster Language	PUD Language
7.13	Provide exterior detailing on elevations visible from internal public streets or private accessways, such as stucco recesses, pop outs, accent materials, or corbels. (P)	Provide exterior detailing on elevations visible from internal public streets or private accessways, such as stucco recesses, pop outs, accent materials, or corbels <u>or provide exterior detailing on elevations visible from internal public streets or private accessways consistent with the elevations attached to this PUD as Exhibit B.</u> (P)

Finally, **Section 507 TAB A.II.C.7 (7.13)** provides guidance to include exterior detailing on elevations visible from internal streets and private accessways. We are simply adding to this presumption the option of being consistent with our approved and built elevations. Although we believe that our elevations comply with the baseline presumption, this additional language ensures there is no determination later in the site planning process that the existing built elevations are not in compliance.

Section 703.B.4 – Open Space Area

While only two amenities are required per the open space standards in Section 703, which are incorporated in this PUD, the project significantly exceeds this requirement by incorporating multiple enhancements, that provide a superior product compared to the requirements of the conventional zoning, these have been provided above and beyond the current zoning requirement. Whereas only two of the following list is required under conventional zoning, this PUD requires at least seven of the following amenities to be present:

- Private Patios
- Pickleball Court
- Fitness Studio
- Outdoor Pavillion with Outdoor TV's
- Shaded Playground
- Dog Park
- Gated Entry
- Swimming Pool with BBQs
- Turf Area

Other amenities may be substituted for those listed above, as administratively approved by the Zoning Administrator.

The building elevations have a modern and upgraded appearance and provide four different materials: stucco (45%); Hardie board plank lap siding (40%); window glazing (10%); and metal awnings, trim, windows, door sills, and trim (5%). Five different colors are used ranging from Iron Ore for the trim to Copen Blue, interesting Aqua to Cascade Green used on the stucco and Nuance used on the plank lap siding. The elevations have a varying roof line and incorporate the following:

- Variation in different materials, such as stucco, metal, and siding
- Variation in roofline
- Metal window awnings
- Variation in window sizes
- Scoring relief design pattern in stucco

Beyond these community and exterior upgrades, each unit is designed with premium finishes and materials, featuring:

- Upgraded kitchen finishes
- Wood-style floors
- Upgraded breeze block on property walls
- Garages for each unit
- Four different building materials
 - Standing seam Roof
 - Perforated metal
 - Stucco
 - Vinyl dual-pane windows
- Stainless steel appliances
- Quartz kitchen countertops
- Subway tile backsplash
- Black bathroom fixtures
- Smart home technology

F. SIGNS

Approved signs at this location 4141 N 104th Drive are two non-illuminated ground signs at east and west driveways, 12.5 square feet in area, with a maximum height of 5 feet above grade, per LPSG 231351. Any additions or modifications to signage shall comply with the City of Phoenix Sign Code, Section 705.

The sign plan for this project was approved, permitted, and built according to the permit. The signs on the property are in compliance with the sign standards applicable to R-3 developments (termed “multifamily”) under Section 705 (Signs). In the future, as the community is managed by an HOA, the standards applicable to R-3 developments under Section 705 (Signs) will apply.

G. SUSTAINABILITY

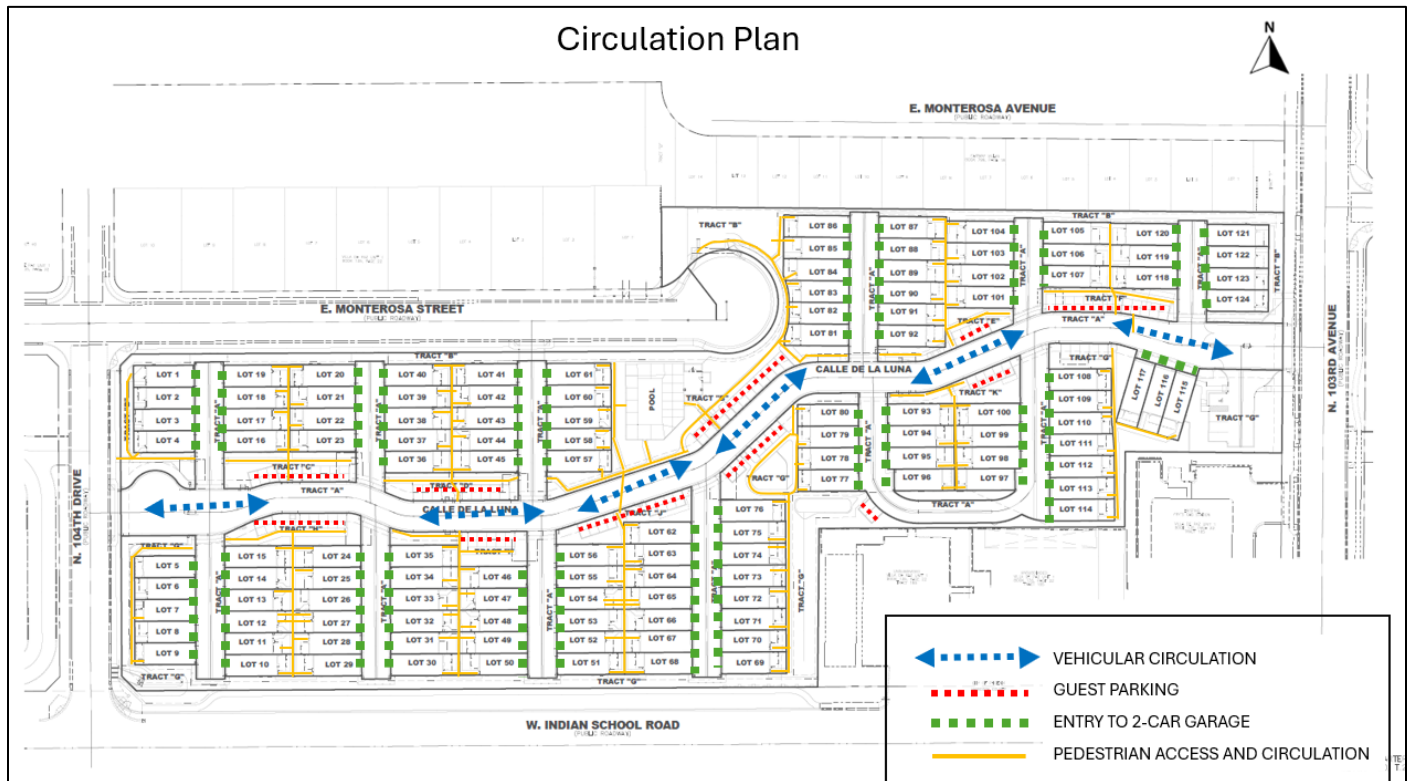
Sustainability has been integrated into the design and construction of this townhome community. While no physical changes are proposed as part of this PUD, the existing development includes a number of sustainable features that align with the City of Phoenix's goals for energy efficiency, water conservation, and responsible land use. The site includes low-water-use landscaping with plants on the ADWR Low-Water-Use/Drought Tolerant Plant List, which reduces irrigation needs. Energy efficient building materials, dual-pane windows, smart home technology, and modern insulation contribute to reduced energy consumption. The infill nature of the development supports walkability and proximity to existing uses. By maintaining all existing features, while enabling individual ownership opportunities, this PUD supports long-term environmental stewardship and sustainable growth consistent with City goals.

H. INFRASTRUCTURE

The existing development meets all infrastructure requirements as outlined by the City. No changes are proposed as part of this PUD, as the site was fully constructed in 2024 in accordance with approved civil and utility plans. All necessary infrastructure items including water, sewer, drainage, and roadway improvements have been installed, inspected, and are fully operational. The development is adequately served by existing public utilities and has appropriate access points from both 103rd Avenue and 104th Drive. Street improvements, fire access, and other essential services were reviewed and approved as part of the original permitting process.

Circulation Plan

The existing circulation plan is included below.



J. COMPARATIVE ZONING STANDARD TABLES

Perimeter Standards Comparison

PERIMETER BUILDING SETBACKS															
	104 th Drive		103 rd Avenue		Monterosa Street		Indian School Road		Northside Yard		Southside Yard		Private Accessway		
	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed	
PUD		20'		25'		10'		10'		5'		5'		10'	
R-4A	20'	20'	N/A	N/A	10'	10'	10'	10'	5'	5'	5'	15'	10'	10'	
C-1	N/A	N/A	N/A	N/A	N/A	N/A	10'	10'	N/A	N/A	10'	10'	N/A	N/A	
C-2	N/A	N/A	25'	25'	N/A	N/A	N/A	N/A	3'	10'	3'	5'	10'	10'	

PERIMETER LANDSCAPE SETBACKS													
	104 th Drive		103 rd Avenue		Monterosa Street		Indian School Road		Northside Yard		Southside Yard		
	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed	
PUD		20'		25'		10'		10'		5'		5'	
R-4A	20'	20'	N/A	N/A	10'	10'	10'	10'	5'	5'	5'	5'	
C-1	N/A	N/A	N/A	N/A	N/A	N/A	10'	10'	N/A	N/A	5'	5'	
C-2	N/A	N/A	25'	25'	N/A	N/A	N/A	N/A	5'	10'	5'	5'	

DENSITY CALCULATIONS				
Zone	NET AREA (acres)	GROSS AREA (acres)	UNIT ALLOWED	UNITS PROPOSED
PUD	8.21	9.62	285	124
R-4A	6.03	7.17	250	96
C-1	0.16	0.21	3	0
C-2	2.02	2.24	32	28

OVERALL PROJECT LOT COVERAGE CALCULATIONS			
Zone	NET AREA (acres)	ALLOWED (S.F.)	PROPOSED (S.F.)
PUD	357,807	174,136 (49%)	123,900 (35%)
R-4A	262,467	131,233 (50%)	96,180 (37%)
C-1	7,000	3,150 (45%)	0 (0%)
C-2	88,340	39,753 (45%)	27,720 (31%)

K. LEGAL DESCRIPTION

The legal description below is for the boundaries of the PUD.

LOT 1, LOT 2, AND TRACT 'A' OF ELEVATION AT THE TRAILS, ACCORDING TO THE PLAT RECORDED IN BOOK 1660, OF MAPS, PAGE 44, RECORDS OF MARICOPA COUNTY, ARIZONA.

AND

THE WESTERLY 25 FEET OF ABANDONED 104TH AVENUE, AS ABANDONED PER ROAD FILE NO. 2512, LYING ADJACENT TO THE EASTERLY LINE OF LOT 1, AND ALSO ALL THAT PORTION ABANDONED OF SAID 104TH AVENUE LYING BETWEEN THE EASTERLY PROLONGATION OF THE NORTH AND SOUTH LINE OF LOT 20, VILLA DE PAZ UNIT ONE, ACCORDING TO THE PLAT RECORDED IN BOOK 135 OF MAPS, PAGE 22, RECORDS OF MARICOPA COUNTY, ARIZONA; AND ADJACENT TO THE EASTERLY LINE OF SAID LOT 20 AND WESTERLY LINE OF TRACT 185, VILLA DE PAZ UNIT ONE, ACCORDING TO THE PLAT RECORDED IN BOOK 135 OF MAPS, PAGE 22, RECORDS OF MARICOPA COUNTY, ARIZONA; EXCEPT ANY PORTION LYING WITHIN FAIRWAY VILLAS, RECORDED IN BOOK 799 OF MAPS, PAGE 18, RECORDS OF MARICOPA COUNTY, ARIZONA.

L. SUMMARY

This PUD is for an existing, fully built townhome community. Approval of this PUD will allow for the introduction of a single-family plat to convert the multifamily townhomes into individually owned townhomes. No modifications to the existing built environment are proposed.

After conferring with senior planning staff, there is currently no other zoning mechanism available to convert this existing multifamily townhome community into a single-family,

ownership townhome community than through this PUD. Because the City Council and District 5 (where this project is located) are pursuing more ownership opportunities for its citizens, especially within middle housing, this proposal is nothing but positive for the City. Indeed, this is the type of effort that the City would want to require, but cannot require, a developer to pursue. Here, the developer is pursuing this option voluntarily and will bring a big win to the City and District 5.

Development Narrative Exhibits

Exhibit A - Conceptual Site Plan

Exhibit B – Conceptual Elevations

Exhibit C – Conceptual Renderings

Exhibit D - Context Map & Photos

Exhibit E - Proposed PUD Zoning Map

Exhibit F – Perimeter Setbacks Exhibit

Exhibit G – Conceptual Landscape Plan

Exhibit H – Dimensioned Auto Court Cluster Site Plan

SITE ANALYSIS

PROJECT DESCRIPTION:
THE PROJECT CONSISTS OF THE CREATION OF LOTS FOR THE 124 INDIVIDUAL EXISTING UNITS AND 5 TRACTS FOR COMMON AREAS.

ADDRESS:
4141 N 104TH DRIVE #1-124
PHOENIX, ARIZONA 85037

APN: 102-17-196C, 102-17-937A, 102-17-197M, 102-17-197Y AND 102-17-941B

ZONING: R4-A, C-1 AND C-2 *REZONE TO PUD

SITE AREA:
GROSS AREA: 402,883 SF (9.24 AC)
NET AREA: 357,887 SF (8.21 AC)
BUILDING AREA: 134,484 SF - 38% OF NET SITE AREA
PAVEMENT AREA: 90,856 SF - 25% OF NET SITE AREA
LANDSCAPE AREA: 132,467 SF - 37% OF NET SITE AREA
(INCLUDES 168 SF PRIVATE PATIO PER UNIT)

OPEN SPACE/
AMENITY AREA: 26,057 SF PROVIDED
TOWNHOMES: 21,845 SF REQUIRED
124 UNITS TOTAL
INTERNATIONAL RESIDENTIAL CODE - 2012
OCCUPANT R-3 CONSTRUCTION TYPE V-B
GROSS DENSITY: ALLOWED: 14.0 DU/AC
PROVIDED: 124/9.24 = 13.4 DU/AC

PARKING/LOADING:
REQUIRED: 124 DWELLING UNITS X 2 SP/UNIT: 248.0
0.25 SP/UNIT (GUEST) 31.0
TOTAL: 279.0

PROVIDED: (2) GARAGE SPACES PER UNIT: 248.0
GUEST SPACES (3 ACCESSIBLE) 83.0
TOTAL: 331.0

SEE BUILDING SETBACKS, LANDSCAPE SETBACKS, DENSITY CALCULATIONS, LOT COVERAGE AND BUILDING SQUARE FOOTAGE NEXT SHEET.

SITE PLAN FOR
CANOPY AT THE TRAILS
4141 N. 104TH DRIVE PHOENIX, ARIZONA
A PORTION SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 2 NORTH, RANGE 1 EAST OF THE
GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA

CITY OF PHOENIX GENERAL SITE PLAN NOTES

1. DEVELOPMENT AND USE OF THIS SITE WILL CONFIRM WITH ALL APPLICABLE CODES AND ORDINANCES.
2. THIS PROJECT IS LOCATED IN THE CITY OF PHOENIX WATER SERVICE AREA AND HAS BEEN DESIGNATED AS HAVING AN ASSURED WATER SUPPLY.
3. ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.
4. ALL SIGNAGE REQUIRES SEPARATE APPROVALS AND PERMITS.
5. ANY LIGHTING WILL BE PLACED SO AS TO DIRECT LIGHT AWAY FROM ADJACENT RESIDENTIAL DISTRICTS AND WILL NOT EXCEED ONE FOOT CANDLE AT THE PROPERTY LINE, NO NOISE, ODOR, OR VIBRATION WILL BE EMITTED AT ANY LEVEL EXCEEDING THE GENERAL LEVEL OF NOISE, ODOR, OR VIBRATION EMITTED BY USES IN THE AREA OUTSIDE OF THE SITE.
6. OWNERS OF PROPERTY ADJACENT TO PUBLIC RIGHTS-OF-WAY WILL HAVE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE RIGHTS-OF-WAY, IN ACCORDANCE WITH APPROVED PLANS.

LEGAL DESCRIPTION

LOT 1, LOT 2, AND TRACT 'A' OF ELEVATION AT THE TRAILS, ACCORDING TO THE PLAT RECORDED IN BOOK 1660, OF MAPS, PAGE 44, RECORDS OF MARICOPA COUNTY, ARIZONA.

AND

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NOTES

1. MAXIMUM BUILDING HEIGHT IS 2 STORIES AND 30'.
2. SOLID WASTE WILL USE A CONCIERGE SERVICE TO PICK UP WASTE MATERIAL FROM THE INDIVIDUAL UNITS AND DELIVER TO A SINGLE TRASH COMPACTOR.
3. FIRE SPRINKLERS IN TOWNHOMES PER NFPA 13D/ NO F.D.C.*

OWNER/DEVELOPER

ELEVATIONS LIVING LLC
4211 N. MARSHALL WAY, UNIT 200
SCOTTSDALE, ARIZONA 85255
PH: 480-695-7268
ATTN: MIKE KOCOUREK

CIVIL ENGINEER

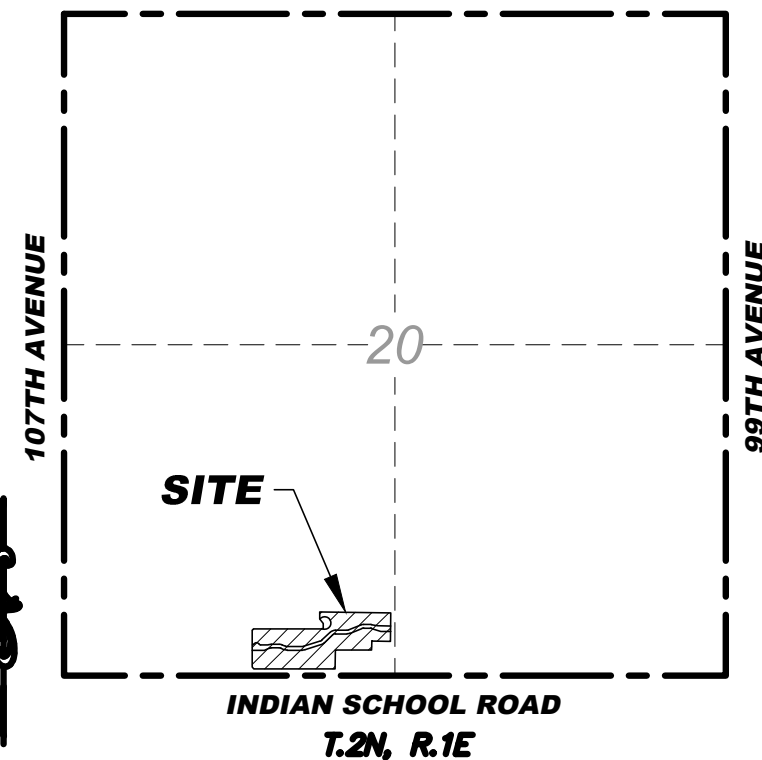
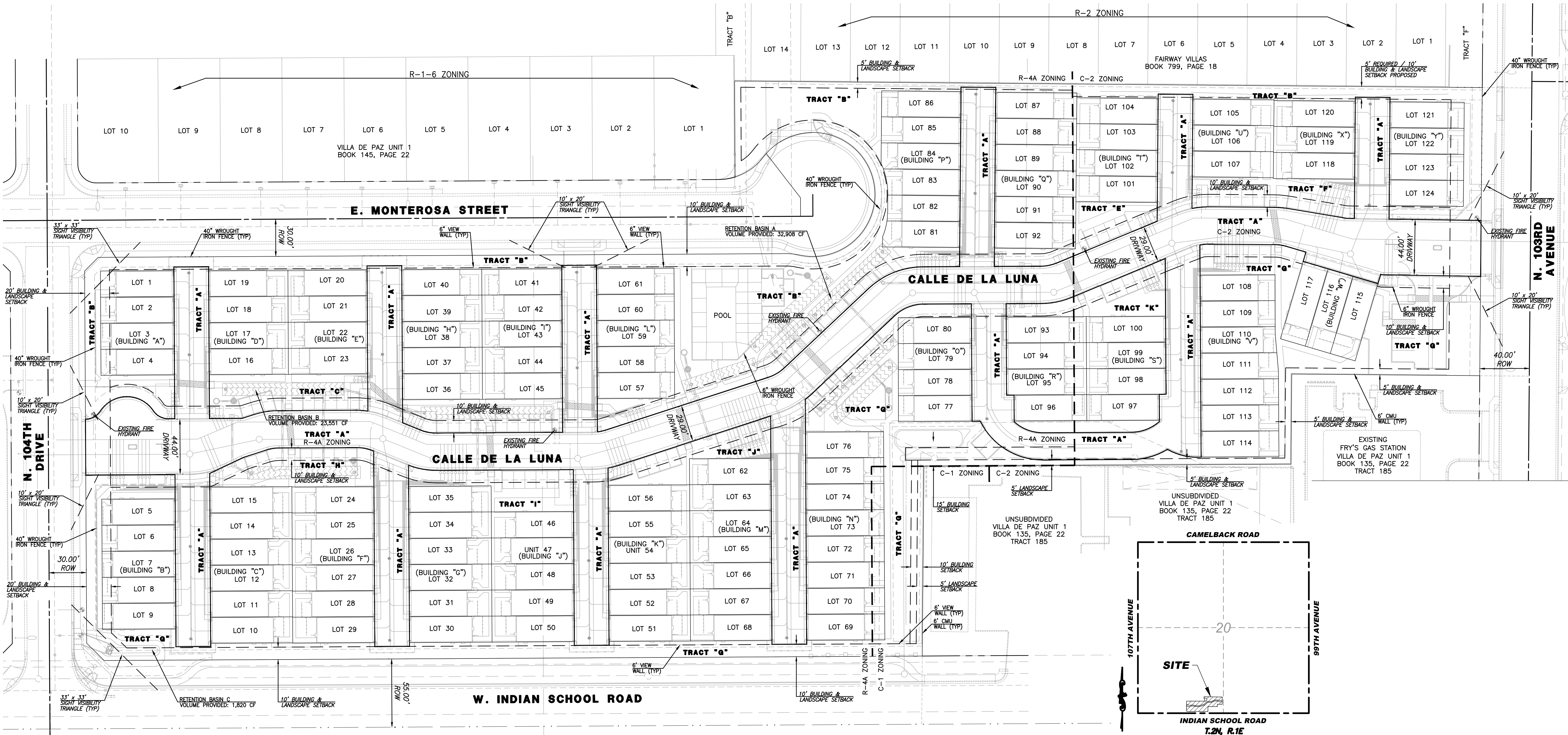
RICK
2401 WEST PEORIA AVENUE, #130
PHOENIX, ARIZONA 85029
PH: 602-957-3350
ATTN: JEFF HUNT, PE

ARCHITECT

WOODS ASSOCIATES ARCHITECTS LLC
3319 E McDOWELL ROAD
MESA, ARIZONA 85213
PH: 480-962-7672
ATTN: FRED WOODS

SHEET INDEX

1. COVER SHEET
2. TABLE SHEET
3. DETAILS



2401 W PEORIA AVE, SUITE 130
PHOENIX, AZ 85029

602-957-3350
rickengineering.com



SITE PLAN PREPARED FOR:
CANOPY AT THE TRAILS
4141 N 104TH DRIVE
PHOENIX, ARIZONA 85037
CITY OF PHOENIX



DRAWING NO.
SP1
SHEET NO. 1 OF 3

BUILDING SETBACKS

	104TH DR		103RD AVE		MONTEROSA ST.		INDIAN SCHOOL RD		NORTH SIDE YD		SOUTH SIDE YD		PRIVATE ACCESSWAY	
ZONE	(FT)		(FT)		(FT)		(FT)		(FT)		(FT)			
	ALLOWED & PROPOSED		ALLOWED & PROPOSED		ALLOWED & PROPOSED		ALLOWED & PROPOSED		ALLOWED & PROPOSED		ALLOWED & PROPOSED		ALLOWED & PROPOSED	
R4-A	20'	20'	N/A	N/A	10'	10'	10'	10'	5'	5'	5'	15'	10'	10'
C-1	N/A	N/A	N/A	N/A	N/A	N/A	10'	10'	N/A	N/A	10'	10'	N/A	N/A
C-2	N/A	N/A	25'	25'	N/A	N/A	N/A	N/A	3'	10'	3'	5'	10'	10'
PUD	20'	N/A	25'	25'	10'	N/A	10'	N/A	5'	10'	5'	5'	10'	10'

*C-1 35 FT SETBACK ALONG WATER AND SEWER EASEMENT

*C-2 25 FT SETBACK ALONG UTILITIES EASEMENT

LANDSCAPE SETBACKS

	104TH DR		103RD AVE		MONTEROSA ST.		INDIAN SCHOOL RD		NORTH SIDE YD		SOUTH SIDE YD	
ZONE	(FT)		(FT)		(FT)		(FT)		(FT)		(FT)	
	ALLOWED & PROPOSED		ALLOWED & PROPOSED		ALLOWED & PROPOSED		ALLOWED & PROPOSED		ALLOWED & PROPOSED		ALLOWED & PROPOSED	
R4-A	20'	20'	N/A	N/A	10'	10'	10'	10'	5'	5'	5'	5'
C-1	N/A	N/A	N/A	N/A	N/A	N/A	10'	10'	N/A	N/A	5'	5'
C-2	N/A	N/A	25'	25'	N/A	N/A	N/A	N/A	5'	10'	5'	5'
PUD	20'	N/A	25'	25'	10'	N/A	10'	N/A	5'	10'	5'	5'

DENSITY CALCULATIONS

ZONE	NET AREA (ACRES)	GROSS AREA (ACRES)	UNITS ALLOWED	UNITS PROPOSED
R4-A	6.02	6.84	250	96
C-1	0.14	0.14	3	0
C-2	2.05	2.26	32	28
TOTAL	8.21	9.24	285	124
PUD	8.21	9.24	132	124
TOTAL	8.21	9.24	132	124

LOT COVERAGE CALCULATIONS

ZONE	NET AREA (S.F.)	ALLOWED (S.F)	PROPOSED (S.F.)
R4-A	262,254	131,127 (50%)	96,180 (37%)
C-1	6,312	3,156 (50%)	0 (0%)
C-2	89,321	44,660 (50%)	27,720 (31%)
TOTAL	357,887	178,943 (49%)	123,900 (35%)
PUD	357,887	166,044 (100%) LOTS	125,140 (75%) LOTS
		191,763 (50%)	0 (50%)
		OTHER PARCELS OR TRACTS	OTHER PARCELS OR TRACTS
		166,044 (100%) LOTS	125,140 (75%) LOTS
		191,763 (50%)	0 (50%)
		OTHER PARCELS OR TRACTS	OTHER PARCELS OR TRACTS
TOTAL	357,887		

BUILDING	SQUARE FOOTAGE
A	8,064
B	9,996
C	12,264
D	8,064
E	8,064
F	12,264
G	12,264
H	9,996
I	9,996
J	9,996
K	12,264
L	9,996
M	14,028
N	15,960
O	7,728
P	12,264
Q	12,264
R	7,896
S	7,896
T	8,064
U	6,132
V	14,028
W	5,964
X	6,132
Y	7,728

SEAL:



**2401 W PEORIA AVE, SUITE 130
PHOENIX, AZ 85029**

602-957-3350
rickengineering.com



RICK

PROJECT NO:

1000

SITE PLAN PREPARED FOR:

CANOPY AT THE TRAILS

4141 N 104TH DRIVE

PHOENIX, ARIZONA 85001
CITY OF PHOENIX

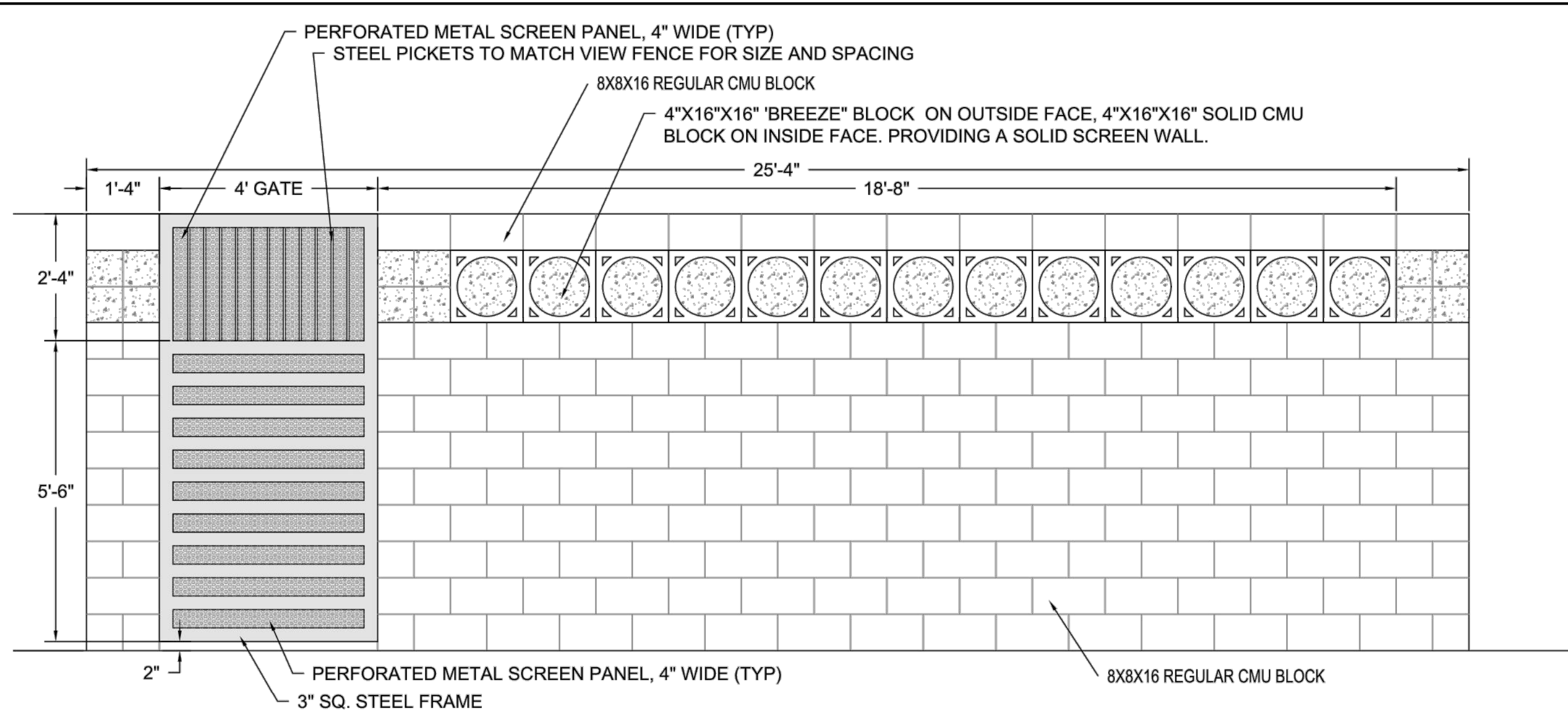
TABLES



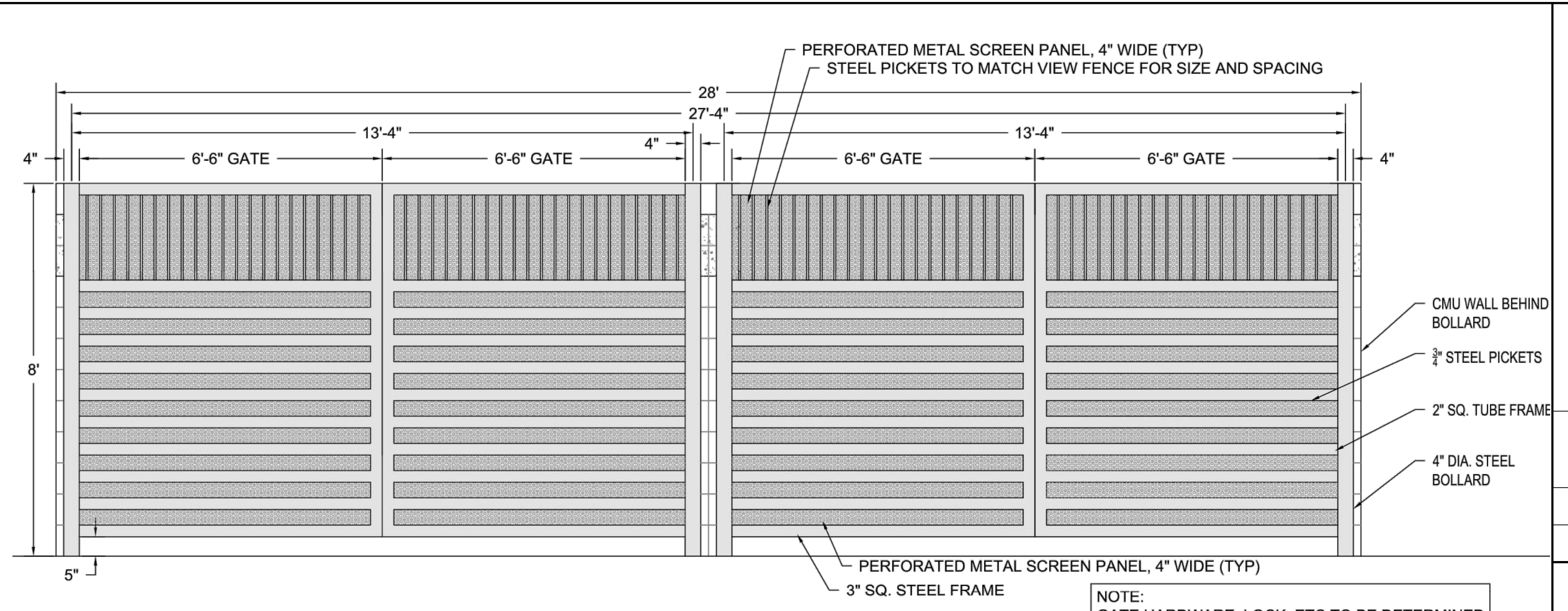
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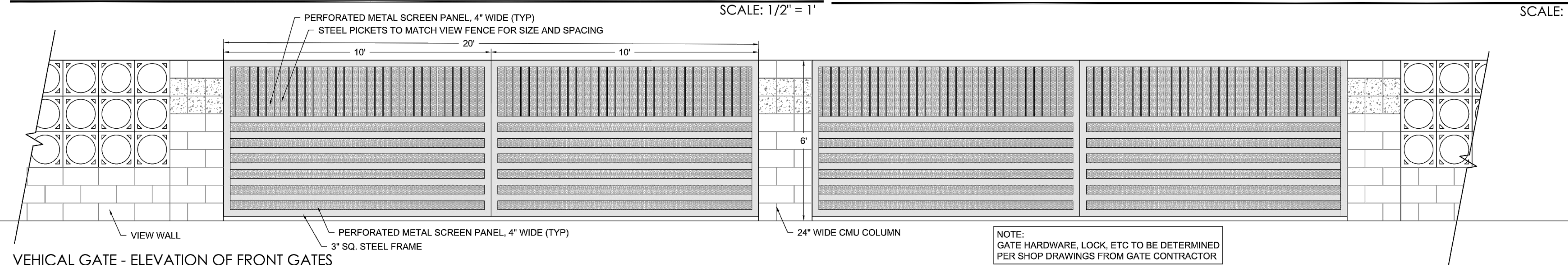
SHEET NO. 2 OF 3



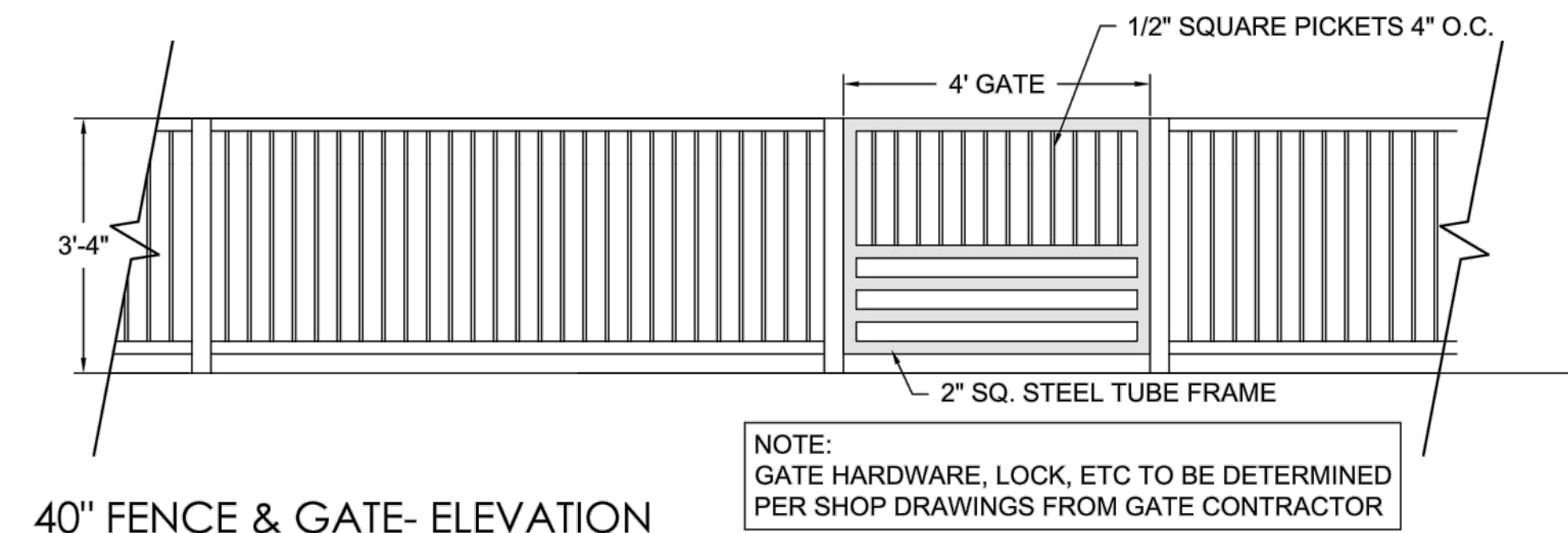
8' CMU REFUSE ENCLOSURE - ELEVATION OF SIDE AND PEDESTRIAN GATE



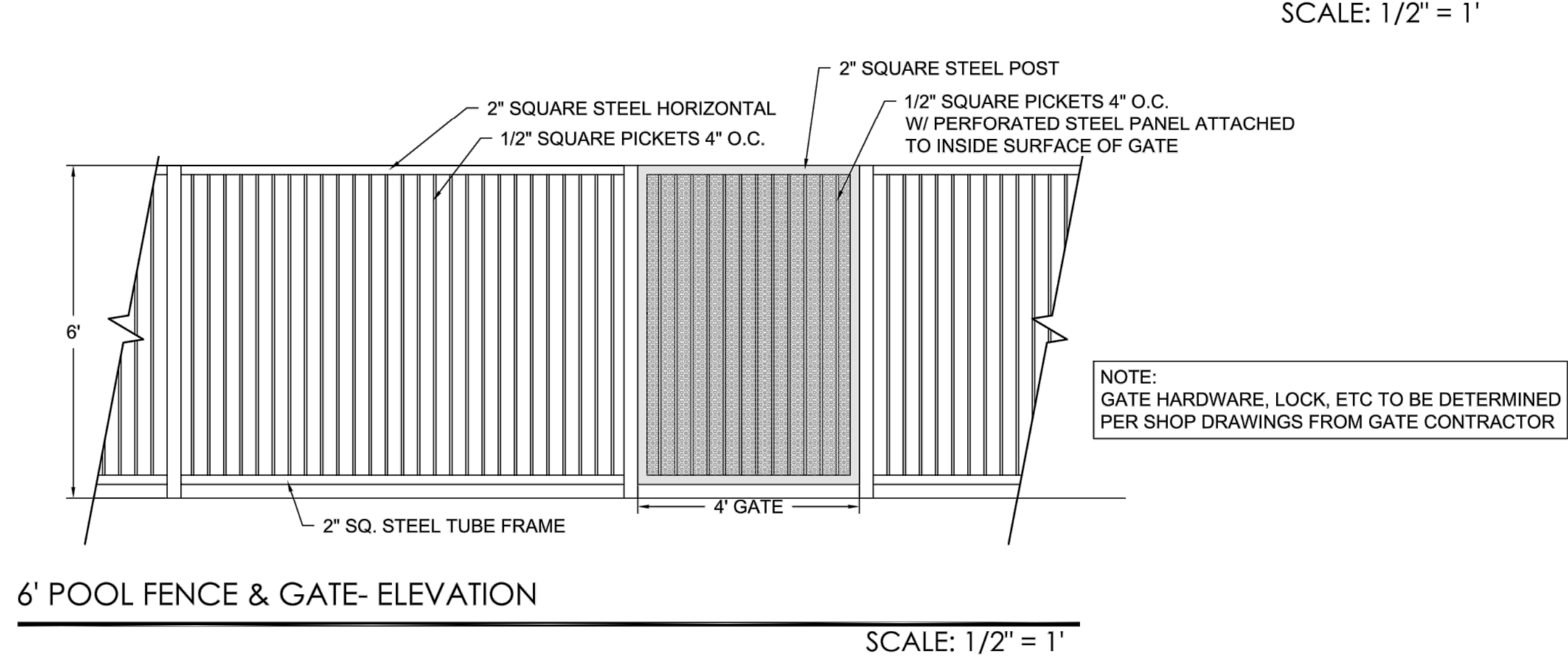
REFUSE ENCLOSURE - ELEVATION OF FRONT GATES



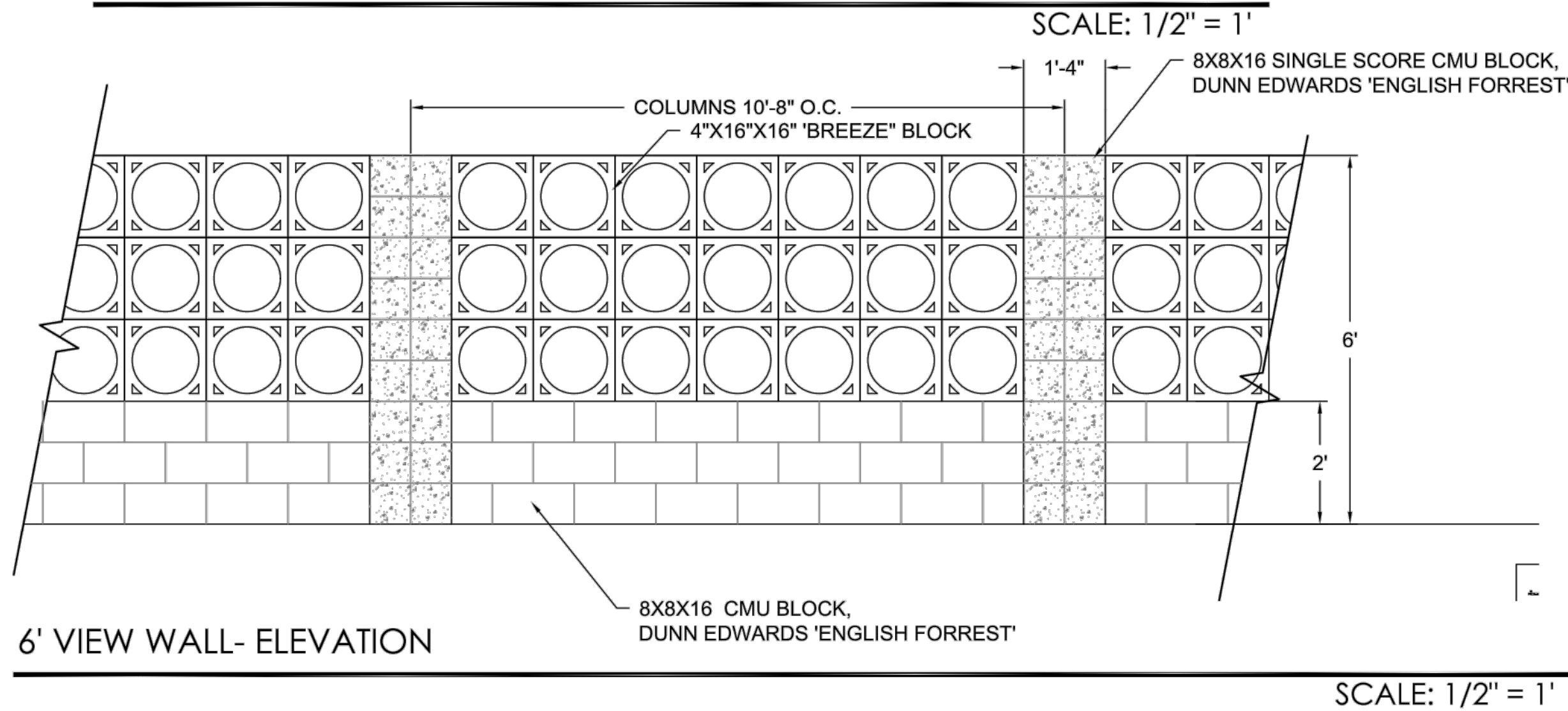
VEHICAL GATE - ELEVATION OF FRONT GATES



40' FENCE & GATE- ELEVATION



6' POOL FENCE & GATE- ELEVATION



6' VIEW WALL- ELEVATION

NO.	BY	DATE	REVISION



602-957-3350 rickengineering.com	2401 W PEORIA AVE, SUITE 130 PHOENIX, AZ 85029	CN	JH
SAN DIEGO ORANGE RIVERSIDE SACRAMENTO SAN LUIS OBISPO SANTA CLARITA PHOENIX TUCSON LAS VEGAS DENVER	7352 DRAWN/DESIGNED BY: 11/14/2025 CHECKED BY:	DATE:	PROJECT NO:

SITE PLAN PREPARED FOR:	CANOPY AT THE TRAILS
4141 N 104TH DRIVE PHOENIX, ARIZONA 85037 CITY OF PHOENIX	DETAILS



DRAWING NO.	SP3
SHEET NO.	3 OF 3

EXHIBIT B



OWNER: ELEVATION LIVING, LLC

DESIGN: WOODS ASSOCIATES ARCHITECTS, LLC

COLOR PALETTE:

- | | |
|--|--|
| 1 - IRON ORE - SW 7069
(SIDING ABOVE, WINDOWS, DOORS, AND TRIM) | 4 - NUANCE - SW 7049
(SIDING BELOW) |
| 2 - CASCADE GREEN - SW 0066
(STUCCO) | 5 - COPEN BLUE - SW 0068
(STUCCO) |
| 3 - INTERESTING AQUA - SW 6220
(STUCCO) | |

EXHIBIT C







WOODS ASSOCIATES ARCHITECTS LLC
3319 E MCDOWELL RD MESA, ARIZONA
85213
(480) 962-7672

ELEVATION AT THE TRAILS
ELEVATION LIVING



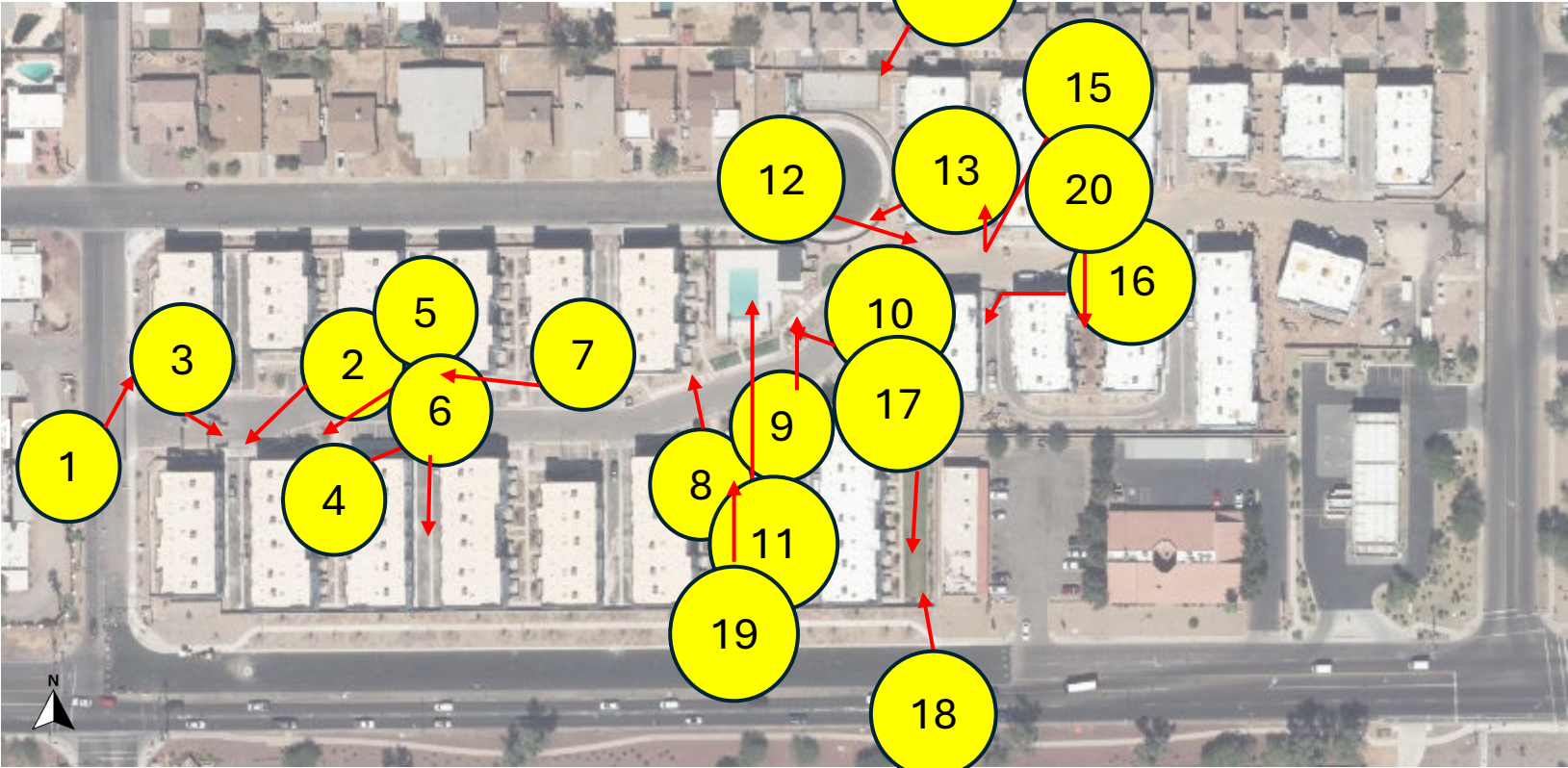
WOODS ASSOCIATES ARCHITECTS LLC
3319 E MCDOWELL RD MESA, ARIZONA
85213
(480) 962-7672

ELEVATION AT THE TRAILS
ELEVATION LIVING

EXHIBIT D - CONTEXT MAP AND PHOTOS



Context Photos



Context Photos



Context Photos

3



3

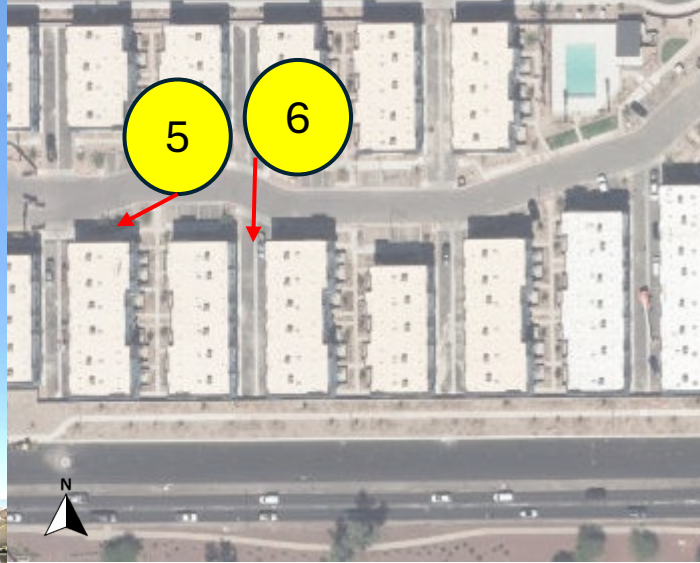
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4



Context Photos



Context Photos



Context Photos

9



10

9



10



Context Photos



Context Photos



13



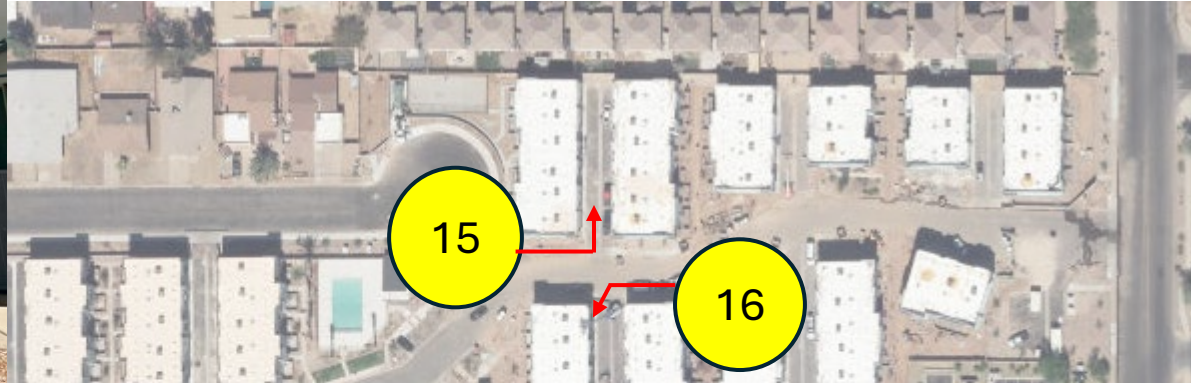
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13



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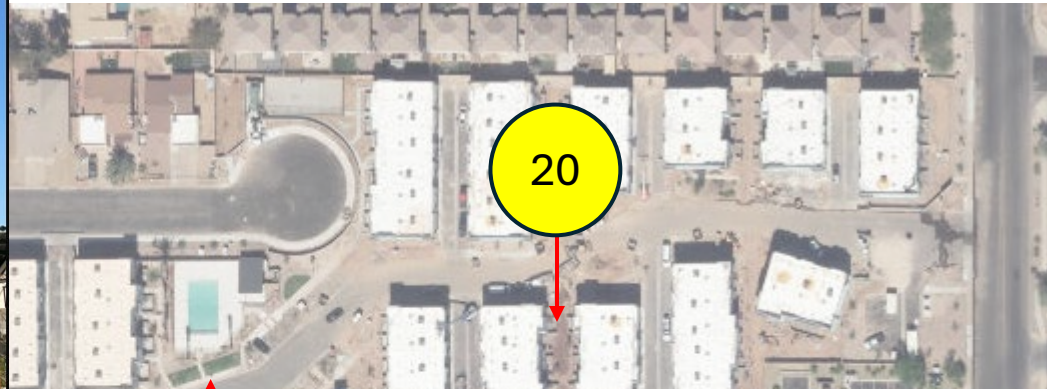
Context Photos



Context Photos



Context Photos



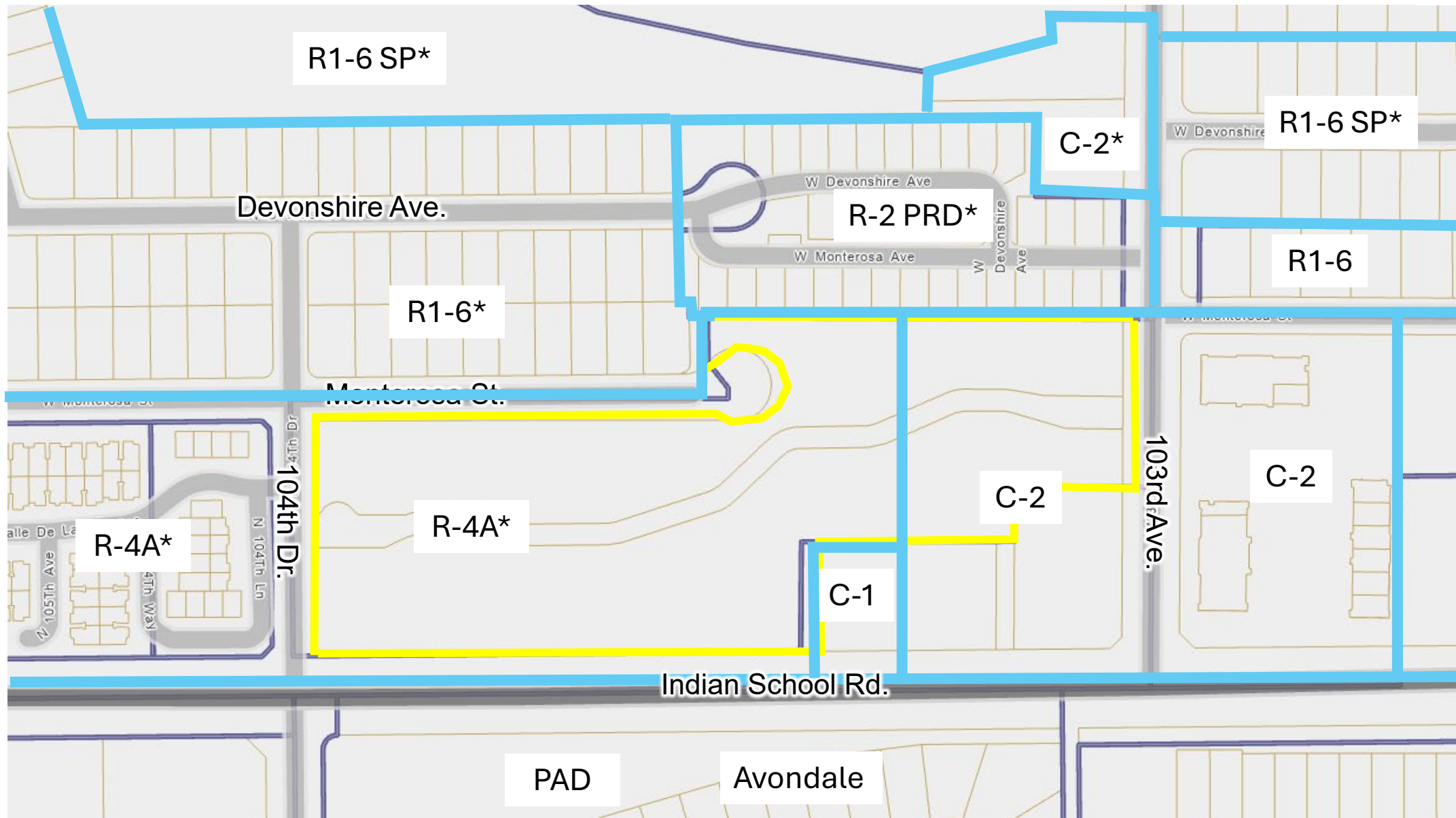


EXHIBIT F

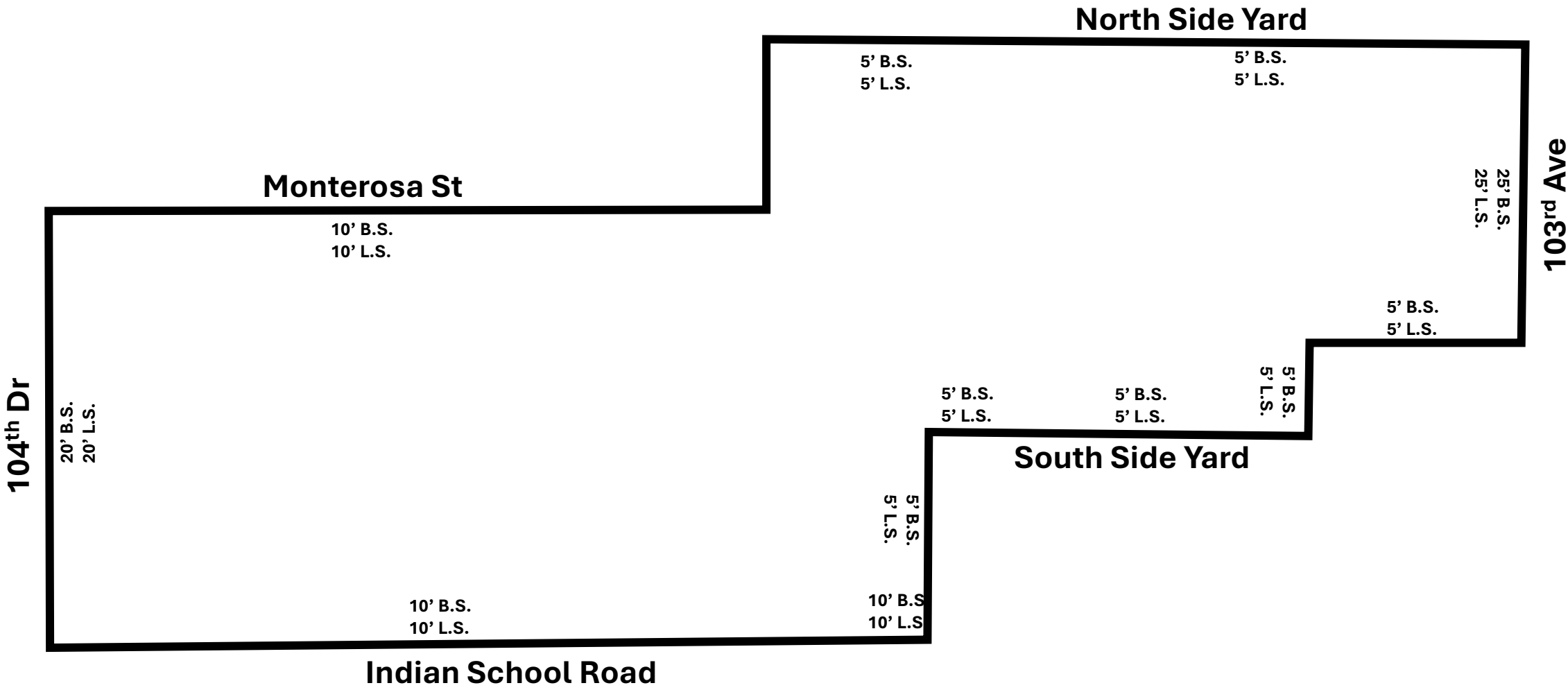
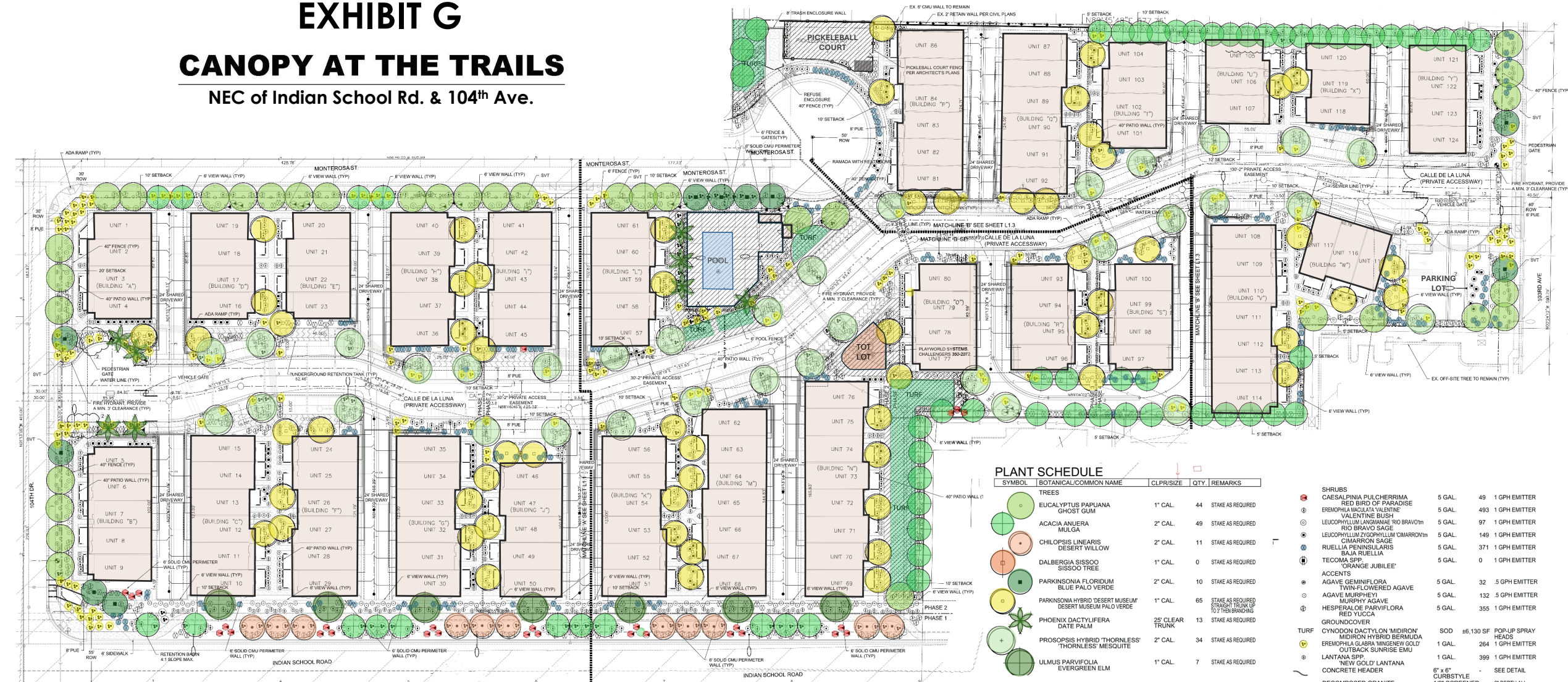


EXHIBIT G

CANOPY AT THE TRAILS

NEC of Indian School Rd. & 104th Ave.



NOTES:
1) TREE HEIGHTS AND CALIPERS WILL COMPLY WITH "ARIZONA NURSERY ASSOCIATION SPECIFICATIONS" FOR THAT TYPE AND SIZE OF TREE
2) LANDSCAPE TO BE WATERED BY AN UNDERGROUND AUTOMATIC IRRIGATION SYSTEM.

SITE ANALYSIS

PROJECT DESCRIPTION:
THE PROJECT CONSISTS OF THE CREATION OF LOTS FOR THE 124 INDIVIDUAL
EXISTING UNITS AND 5 TRACTS FOR COMMON AREAS.

ADDRESS:
4141 N 104TH DRIVE #1-124
PHOENIX, ARIZONA 85037

APN: 102-17-196C, 102-17-937A, 102-17-197M, 102-17-197Y AND
102-17-941B

ZONING: R4-A, C-1 AND C-2 *REZONE TO PUD

SITE AREA:
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LANDSCAPE AREA: 132,467 SF - 37% OF NET SITE AREA
(INCLUDES 168 SF PRIVATE PATIO PER UNIT)

OPEN SPACE/
AMENITY AREA: 26,057 SF PROVIDED
TOWNHOMES: 124 UNITS TOTAL
INTERNATIONAL RESIDENTIAL CODE - 2012
OCCUPANT R-3 CONSTRUCTION TYPE V-B
GROSS DENSITY: ALLOWED: 14.0 DU/AC
PROVIDED: 124/9.24 = 13.4 DU/AC

PARKING/LOADING:
REQUIRED: 124 DWELLING UNITS X 2 SP/UNIT: 248.0
0.25 SP/UNIT (GUEST) 31.0
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PROVIDED: (2) GARAGE SPACES PER UNIT: 248.0
GUEST SPACES (3 ACCESSIBLE) 83.0
TOTAL: 331.0

SEE BUILDING SETBACKS, LANDSCAPE SETBACKS, DENSITY CALCULATIONS, LOT
COVERAGE AND BUILDING SQUARE FOOTAGE NEXT SHEET.

SITE PLAN FOR
CANOPY AT THE TRAILS
4141 N. 104TH DRIVE PHOENIX, ARIZONA
A PORTION SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 2 NORTH, RANGE 1 EAST OF THE
GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA

EXHIBIT H

CITY OF PHOENIX GENERAL SITE PLAN NOTES

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6. OWNERS OF PROPERTY ADJACENT TO PUBLIC RIGHTS-OF-WAY WILL HAVE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE RIGHTS-OF-WAY, IN ACCORDANCE WITH APPROVED PLANS.

LEGAL DESCRIPTION

LOT 1, LOT 2, AND TRACT 'A' OF ELEVATION AT THE TRAILS, ACCORDING TO THE PLAT RECORDED IN BOOK 1660, OF MAPS, PAGE 44, RECORDS OF MARICOPA COUNTY, ARIZONA.

AND

THE WESTERLY 25 FEET OF ABANDONED 104TH AVENUE, AS ABANDONED PER ROAD FILE NO. 2512, LYING ADJACENT TO THE EASTERLY LINE OF LOT 1, AND ALSO ALL THAT PORTION ABANDONED OF SAID 104TH AVENUE LYING BETWEEN THE EASTERLY PROLONGATION OF THE NORTH AND SOUTH LINE OF LOT 20, VILLA DE PAZ UNIT ONE, ACCORDING TO THE PLAT RECORDED IN BOOK 135 OF MAPS, PAGE 22, RECORDS OF MARICOPA COUNTY, ARIZONA; AND ADJACENT TO THE EASTERLY LINE OF SAID LOT 20 AND WESTERLY LINE OF TRACT 185, VILLA DE PAZ UNIT ONE, ACCORDING TO THE PLAT RECORDED IN BOOK 135 OF MAPS, PAGE 22, RECORDS OF MARICOPA COUNTY, ARIZONA; EXCEPT ANY PORTION LYING WITHIN FAIRWAY VILLAS, RECORDED IN BOOK 799 OF MAPS, PAGE 18, RECORDS OF MARICOPA COUNTY, ARIZONA.

NOTES

1. MAXIMUM BUILDING HEIGHT IS 2 STORIES AND 30'.
2. SOLID WASTE WILL USE A CONCERGE SERVICE TO PICK UP WASTE MATERIAL FROM THE INDIVIDUAL UNITS AND DELIVER TO A SINGLE TRASH COMPACTOR.
3. FIRE SPRINKLERS IN TOWNHOMES PER NFPA 13D/ NO F.D.C.*

OWNER/DEVELOPER

ELEVATIONS LIVING LLC
4211 N. MARSHALL WAY, UNIT 200
SCOTTSDALE, ARIZONA 85255
PH: 480-695-7268
ATTN: MIKE KOCUREK

CIVIL ENGINEER

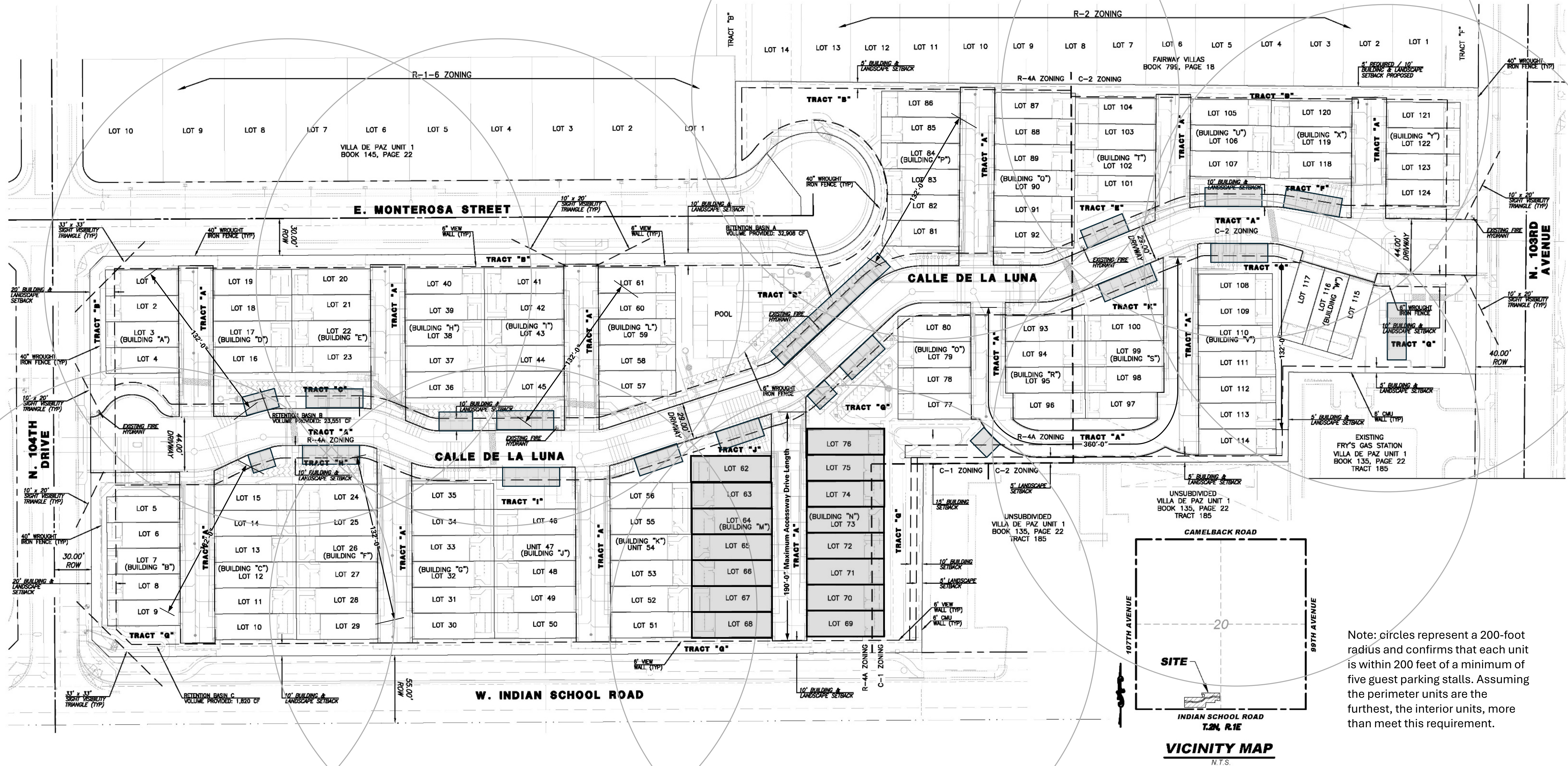
RICK
2401 WEST PEORIA AVENUE, #130
PHOENIX, ARIZONA 85029
PH: 602-957-3350
ATTN: JEFF HUNT, PE

ARCHITECT

WOODS ASSOCIATES ARCHITECTS LLC
3319 E MCDOWELL ROAD
MESA, ARIZONA 85213
PH: 480-962-7672
ATTN: FRED WOODS

SHEET INDEX

1. COVER SHEET
2. TABLE SHEET
3. DETAILS



Note: circles represent a 200-foot radius and confirms that each unit is within 200 feet of a minimum of five guest parking stalls. Assuming the perimeter units are the furthest, the interior units, more than meet this requirement.



SEAL: 2401 W PEORIA AVE, SUITE 130
PHOENIX, AZ 85029

602-957-3350
rickengineering.com

SITE PLAN PREPARED FOR:
CANOPY AT THE TRAILS
4141 N 104TH DRIVE
PHOENIX, ARIZONA 85037
CITY OF PHOENIX



DRAWING NO.
SP1
SHEET NO. 1 OF 3