



The Washington Enclave

Planned Unit Development
Land Use and Development Standards

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Planned Unit Development Disclaimer

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

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 in 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.

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A. PURPOSE AND INTENT



Project Overview and Goals

The purpose of this Planned Unit Development (PUD) is to enhance the framework for the development of a mid-rise multi-family residential project located on the south side of Washington Street and on the west side of 12th Street. This request seeks to allow development that is in line with the 2013 Transit Oriented Development Strategic Policy Framework, the Eastlake-Garfield Transit Oriented Development District Plan and the Walkable Urban Code for a vibrant mix of residential and commercial development that will cater to a pedestrian and transit-oriented population. The underlying zoning districts are not appropriate for this scale of development. The subject site's proximity to the light rail corridor and a light rail station, suggests the need for development intended to support a greater density of uses.

Urban sprawl is becoming increasingly undesirable for urban dwellers today. There is an increasing apprehension about current traffic congestion, extensive commutes, lack of open spaces, and deteriorating air quality in urban cities throughout the country. This PUD is intended to guide the

development of a distinguished urban multi-story project targeted at fulfilling the expressed desire of metro Phoenix residents to live, work and play in a unique, social and economic fabric, which promotes a distinctive sense of identity and place. The core philosophy of Washington Enclave is to offer healthy living opportunities for the building residents and the general community through a variety of amenities that may include: yoga and fitness classes, health club membership, a farmer's market featuring fresh locally grown food, location for CSA (Community Supported Agriculture) member pick-up, seasonal food cooking classes and a rooftop garden.

Among the project goals are the following:

- ✓ Facilitate a project of transit-oriented residential units which will entice a mixed social and economic demographic of residents.
- ✓ Create a vibrant residential community, with an emphasis on the ground-floor street-scape connections and healthy living choices.
- ✓ Enhance continuity between pedestrian traffic and the adjacent light rail corridor along Jefferson and Washington Streets.
- ✓ Support a suitable level of parking for vehicular traffic that is safely well-integrated with pedestrian and bicycle traffic.
- ✓ Preserve and protect surrounding existing neighborhoods from major development impacts (i.e. excessive traffic and blighted property increases.)

Overall Design Concept

The overall design concept is to create a multi-family mid-rise condominium development that will benefit the community because of the property's adjacency to the City's light rail transit system. The project intends to make use of one of the transit oriented lifestyle neighborhoods where residents are able to function daily without use of cars. The project will be an example of development that promotes healthy communities by providing on-site amenities for the public at large which may include a weekly farmer's market, a health club/fitness center, parking for light rail riders and space for a Grid Bike-Share location. One main advantage of mid-rise buildings includes their ability to ease height transitions between older, single-story residential neighborhoods and high-rise developments in the commercial downtown areas. A unique feature of this project is the automated car storage and retrieval system, which provides user convenience and uncompromising safety of vehicles.

New multi-story multi-family developments can act as vital buffers from highly commercialized properties. In these areas, daily activities are based on time of day, creating supportive residential communities with patronage for nearby small businesses. The Washington Enclave condominiums are designed and targeted to potential buyers who will bring greater social and economic diversity into the area, as envisioned in the Eastlake-Garfield TOD District Plan. The project's proximity to the City's light rail makes it a desirable location for students attending the ASU Main and Downtown Campus, as well as for employees working downtown.

The proposed development is slated for 90 new condominium units with 8 floors of extraordinary City views. Density will be approximately 82 dwelling units per acre.

Ground Floor

The pedestrian experience will be enhanced by street landscape improvements and building-integrated shade elements. The ground level's awnings will provide much needed shade for sidewalks along Washington and 12th Streets. The Washington Street building frontage will act as the primary street frontage. The building entry will face Washington Street to further engage the urban pedestrian experience.

The Applicant will stipulate to the followed described enhanced amenities that benefit the Project residents as well as the general community: (1) provide a community meeting room on the premises for local community groups to use for general meetings, by reservation and at no charge; and (2) work with the City to determine an appropriate location on-site or in the sidewalk area for a Grid Bike-Share, if a need is identified. Additionally, while it is not practical to have secured tenants two years prior to project development, developers of the Washington Enclave are seeking letters of interest from a farmer's market group to locate on the ground floor of the project. The ground floor will also house the sales office, business center, visitor parking and all service related entrances.

Levels 2-7

The residential unit mix is comprised of 78, 2 bedroom units and 6, 3 bedroom units, ranging in size from 1,100 to 1,350 square feet.

Level 8

There are six 3 bedroom units planned for the penthouse level, ranging in size from 2,000 to 2,800 square feet.

Roof Top

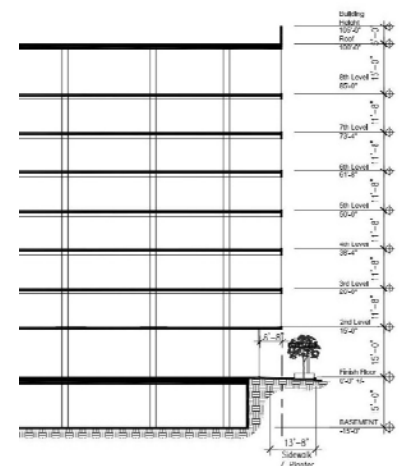
The roof level will house several shared amenities including the pool, outdoor dining space, exterior covered patios, outdoor grill, poolside restrooms and vegetable and herb gardens.

B. DEVELOPMENT PLAN

Brief Discussion of Conceptual Site Plan

The project proposed by Royal Green Development is located at the southwest corner of 12th Street and Washington Street and comprised of a single 8 story building, 100 feet in height. This structure will replace a vacant single story block construction office building. The lobby, main entrance and pedestrian entrance for the building will face Washington Street and one of the City's light rail stations at 12th Street. The building contains shared outdoor and indoor amenities, swimming pool, barbeque, and covered patio areas.

Service vehicles will enter on 12th Street, park in the designated loading/unloading zones and exit onto Washington Street. Security gates will be provided for the



WASHINGTON ENCLAVE – Southwest Corner 12th St. & Washington St.

Planned Unit Development

vehicles of residents, resident visitors' and non-resident parking lessees. Access to the automated parking garage system will be available 24/7, described further in the last paragraph of Section I – Sustainability. Refuse truck access will also be controlled on-site, entering on 12th Street and exiting on Washington Street.

Landscaping for the project will play an important role in maintaining continuity for the streetscape, pedestrian experience and vehicular movement. Landscaping, as well as awnings and screens, are an integrated part of the pedestrian experience. Tree line vegetation allows for favorable micro climates and adds attractiveness to streetscapes. Selective paving will help to delineate paths of travel and allow interconnectivity between building and street thoroughfares.

C. SITE CONDITIONS AND LOCATION



Acreage

The project site comprises 47,970 square feet or 1.1 gross acres.

Location in Relation to Major Intersections or Areas of Regional Significance

This site lies within the Eastlake-Garfield Transit-Oriented Development District, which is defined as the area between 7th Street and Interstate 10, and north of the Union Pacific Railroad up to Interstate 10. The site is approximately a mile away from the Downtown Phoenix area, and minutes away from local parks, theaters, business centers, civic centers, restaurants, event stadiums and arenas.

The Eastlake Park neighborhood has a rich history as the heart of Phoenix's African American community. Many of the historic churches, including Pilgrim Rest Baptist Church, still remain as active spiritual and community centers serving the area. The Eastlake Park Community Center is located just a couple of blocks east, at 15th Street and Jefferson Street. Opened in 1914, it is the second oldest park in Phoenix and provides a gathering spot for residents with opportunities for cultural programs, dance classes, arts and crafts, aerobics and sports, as well as a fitness room with state-of-the-art resistance, aerobic machines and outdoor swimming pool. The Center and its park played a central role in the civil rights movement in Arizona. It has been home to many civil rights rallies, visits from civil rights leaders and was the starting point of many civil rights marches to the Arizona State Capitol. It is host to Annual Juneteenth Celebrations and home to the Phoenix Arts Commission Civil Rights Memorial.

A nearby restaurant, previously known as the Century Skyroom, was the gathering place for African American professionals in the 1960's and 1970's. It became well-known as a premiere jazz club hosting famous entertainers, including Duke Ellington. Mrs. White's Golden Rule Café, another restaurant in the area, was opened in the 1960's and continues to be a favorite dining choice for those seeking the comfort of "soul food".

This project sits between two light rail stations, as the City's 12th Street light rail station is split between two platforms - the westbound platform located on Washington and 12th Streets and the eastbound platform located on Jefferson and 12th Streets. These platforms are approximately 500 feet apart. In 2013, there was an average of over 900 light rail commuters passing through the 12th Street station on a daily basis. Residential development under construction and planned for the immediate corridor will add 400+ dwelling units and contribute to the ridership at the 12th street light rail stations.

Topography and Natural Features

The topography of the site is relatively flat. The site contains existing trees, including a various assortment of Desert Palo Verde trees and acacias. Storm water retention is currently provided on site in a landscaped area within the parking lot adjacent to Washington Street.

D. GENERAL PLAN CONFORMANCE

The City's current General Plan designation for the subject property is "Commercial", which allows the following types of uses: commercial, retail and multi-family housing development. The property's zoning is predominantly C-1 and a small part is C-3. The property is also within a special overlay zoning district - the Transit-Oriented Development (TOD-1) overlay zone - which provides guidelines for developing properties within a quarter mile of the Light Rail. Transit Oriented Development is broadly defined as compact, pedestrian-scaled, mixed use development located within a short walk of high capacity transit stations.



The Transit Oriented Development Strategic Policy Framework

In 2013, the Phoenix City Council approved an amendment to the General Plan by adopting the Transit Oriented Development Strategic Policy Framework (the TOD Policy). As stated in the Overview section of the TOD Policy document: *"This policy framework is intended to improve the investment environment around key nodes in the Phoenix transit network and guide sustainable urban development to benefit all residents."* The subject property is located directly across from the 12th Street/Washington Street light rail station (Station #15) and is one of these key nodes. The TOD Policy identifies this station area as a "Minor Urban Center" Place Type. The development intensity of the Minor Urban Center is described as medium low intensity, 2-5 stories, and up to 7 stories with incentives.

Building Height: the Connection between Stories and Feet

The TOD Policy does not define how the number of stories translates into building height in terms of feet. The connection between building stories and building height was not specifically discussed in the ReinventPHX public engagement process in which visions and policy plans were created for five specific TOD districts, including the Eastlake-Garfield District. In order to recognize that the 8 story, 100 foot high building proposed for the Washington Enclave is consistent with the Minor Urban Center Place Type in the TOD Policy and with the Eastlake-Garfield TOD Policy Plan, the relationship between building stories and building height must be understood.

The public engagement processes for the 2013 TOD Policy Framework and for the ReinventPHX TOD District Policy Plans used building stories as a way of expressing height because this form of measurement was more readily understandable and relatable for the public than was building height expressed in feet. However, in identifying development standards to be adopted as part of the Walkable Urban Code section of the Zoning Ordinance, building and design professionals serving on the City's Design Standards Committee (DSC) use feet,

not stories, to establish standard measurements for maximum building height because measuring by footage better defines the actual height and massing of a building. In order to accommodate the variation in floor-to-floor heights for different types of building uses, the DSC recognizes 15 feet as the average height for one building story.

This relationship between building height and building stories can be seen in the Definitions Section of the Phoenix Zoning Ordinance (Section 202), where “Building Height” is defined as: *“The vertical distance measured from the higher of the natural grade level or the finished grade level established by the Planning and Development Department pursuant to the Floodplain or Grading and Drainage Regulations of the City to the highest level of the roof surface of flat roofs; or to the mean height between eaves and ridge of gable, gambrel, or hip roofs.”*

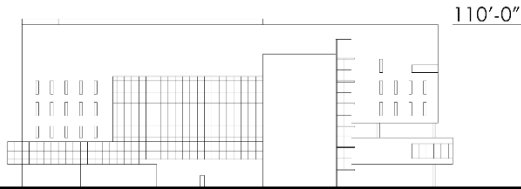
In the same section of the Zoning Ordinance, “Story” is defined as: *“That portion of a building included between the surface of any floor and the surface of the next floor above it, or if there is no floor above it, then the space between the floor and the ceiling next above it. A basement, the ceiling of which is less than four feet six inches (4'6") above the natural grade, shall not be considered a story. A mezzanine floor shall not be considered a story if it is less than thirty-three and one-third percent (33 1/3%) of the area of the floor next below it.”*

The following pages provide a visual comparison of the proposed Washington Enclave project with four recognizable buildings of varying stories and heights in Phoenix. These examples illustrate that the uses within a building are a determining factor in the floor-to-floor height (i.e. stories) and consequently, the overall building height. For example, the Cronkite School of Journalism has 6 stories, but is 110 feet in height, compared with the proposed Washington Enclave at 8 stories and 100 feet in height. The Health Sciences Education Building also has 6 stories and is 108 feet in height. As office and education buildings, they require a larger floor-to-floor height to accommodate mechanical, electrical and air circulation systems, than do residential buildings.

On the other hand, the Skyline Lofts and Roosevelt Point, are both 8-story apartment buildings, with heights of 92 feet 8 inches and 86 feet, respectively. As apartments, they require a smaller floor-to-floor height and can accommodate 8 stories in less than 100 feet. As condominiums, the Washington Enclave requires a slightly larger floor-to-floor height, where 8 stories result in a building height of 100 feet. These examples also illustrate that building mass is more a function of height than the number of stories within a building.



Cronkite School of Journalism
Central and Fillmore
Educational, Offices



110'-0"

Cronkite School of Journalism
6 Floors, 110'-0"



100'-0"

Washington Enclave
8 Floors, 100'-0"

Building Height Comparison



Health Sciences Education Building
7th Street and Van Buren
Educational, Healthcare



108'-0"

Health Sciences Education Building
6 Floors, 108'-0"



100'-0"

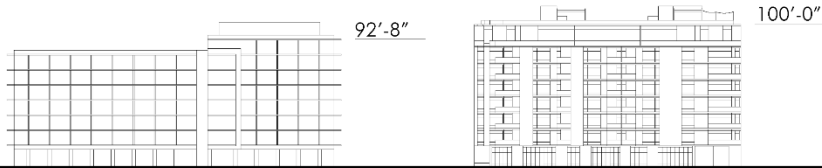
Washington Enclave
8 Floors, 100'-0"

Building Height Comparison





Skyline Lofts
4th Street and Fillmore
Apartments, Retail



Skyline Lofts
8 Floors, 92'-8"

Washington Enclave
8 Floors, 100'-0"

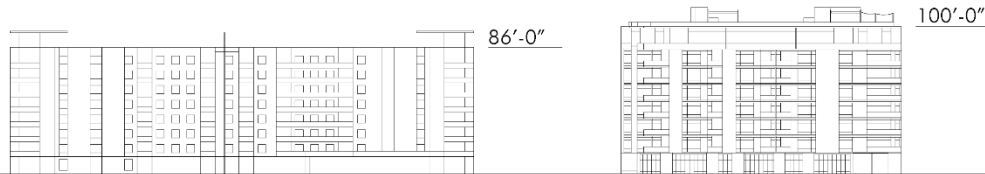
Building Height Comparison



4.28.15



Roosevelt Point
4th Street and Garfield
Student Housing, Apartments



Roosevelt Point
8 Floors, 86'-0"

Washington Enclave
8 Floors, 100'-0"

Building Height Comparison



4.28.15

Proposed Project Meets Justifications for More than Five Stories in Station Place Type

With an understanding of the relationship between building height and building stories, the proposed Washington Enclave condominium project is clearly consistent with all of the key policies identified in the 2013 TOD Strategic Policy Framework, providing reasonable justification for approving a building with more than five stories in a Minor Urban Center Place Type:

Policy E.1 - Increase heights and intensities on applicable properties within a ¼ mile radius of light rail stations within the parameters of the station's Place Type.

Justification: The subject property is not only within a ¼ mile of the light rail station, it is directly across the street from the 12th Street/Washington Street Station. The station's Place Type is "Minor Urban Center", which allows up to 7 stories, when incentives are met. As discussed earlier in this PUD Narrative, the public engagement process discussed building height in terms of stories, not height in feet, for ease of understanding. The Design Standards Committee identified the average story to be 15 feet in height, where 7 stories translates to over 100 feet in height. The proposed 8-story building, at 100 feet in height, is consistent with the height and intensity envisioned for this light rail station Place Type.

Policy E.2 - Increase heights and intensities only for proposals that meet or exceed the standards of the Walkable Urban (WU) zoning district or the Interim TOD Zoning Overlay if proposed prior to adoption of the WU zoning district.

Justification: The proposed Washington Enclave is designed to meet the standards of the Walkable Urban Code for the T5 Transect District, which includes a maximum height of 100 feet. The project also meets the standards of the 2013 TOD Strategic Policy Framework, as described in Policy E.1 above.

Policy E.3 – Only permit the maximum height within the Place Type for properties that have the highest degree of neighborhood compatibility and station accessibility.

Justification: The proposed Washington Enclave is directly south of the 12th Street light rail station, giving it the highest degree of station accessibility that is possible. The height and massing of this building is highly compatible with the surrounding area which is comprised of varying building heights of office and medical buildings, and existing and proposed multi-family developments. The Liberty apartment project proposed for the northeast corner of 12th Street and Washington Street was approved by the City Council in January 2015 with a 60 foot building height. The Presidential apartment project is proposed to be located on the southeast corner of 11th Street and Washington Street with a building height of 60 feet. In May 2015, a PUD application for a 250 unit apartment project called St. Ambrose was submitted to the City for the southwest corner of 12th Street and Van Buren Street, to be developed in two buildings, one at four stories and 60 feet in height and the other at seven stories and 100 feet in height.

Policy E.4 - When located on highly neighborhood-compatible and station-accessible properties, mixed-use buildings that comply with the Phoenix Green Construction Code are eligible for increased entitlement up to the incentive in the Place Type when one of the following performance standards are met:

- A minimum of 30 percent of housing units are dedicated for long-term affordability for moderate income households (between 50% and 100% of the metro area median), as approved by the Housing Department. As a condominium project, the Washington Enclave cannot meet this performance standard.

- *A minimum of 30 percent of the gross site area is dedicated for public open space, as approved by the Parks Department. As an urban infill project on just one acre, the Washington Enclave cannot meet this performance standard.*
- *A Deed of Conservation easement is dedicated for an eligible historic property, as approved by the Historic Preservation Officer. The subject property is not historic, therefore the Washington Enclave cannot meet this performance standard.*
- *A proportionate in-lieu fee is paid (if a program is available) for affordable housing, parks, public parking or other infrastructure, as approved by the City.*

Justification: The Washington Enclave will comply with the Phoenix Green Construction Code. While the City does not currently have an in-lieu fee program available, the developers of the Washington Enclave shall meet the intent of this Policy by making a financial contribution of \$50,000 to the City for a future Parking District that will provide public parking within a quarter-mile of the Project (essentially, the 12th Street/Washington Street and 12th Street/Jefferson Street Light Rail Station Areas). Such funds shall be placed into an escrow account which the City will use to provide public parking within a quarter-mile of the Project. The City shall establish an escrow account for receipt and holding of funds specifically for the Parking District. The Applicant shall place one-half of the financial contribution into the escrow account upon City Council approval of the PUD zoning as requested by Applicant; the second half of the funds shall be placed into the escrow account upon issuance of building permits for the Project. If such funds are not used for establishing public parking within the prescribed Parking District within five years from the date of the second payment into the escrow account, then such funds shall be used for establishing/or improving affordable housing, parks/public open space, or other infrastructure within the same quarter mile area, as approved by the City.

Policy E.5 – *Increase heights and intensities in accordance with adopted District Plans. If there is a conflict between the District Plan and the Place Type, the District Plan prevails.*

Justification: The Minor Urban Center Place Type and the Eastlake-Garfield District Policy Plan (the E-G Policy Plan) both identify the area adjacent to the 12th Street Light Rail station as the most appropriate for the greatest building heights. While both documents refer to buildings up to 7 stories, as previously discussed in this PUD Narrative, the Walkable Urban Code in the T5 Transect, establishes standards using feet, not stories, and established a maximum 100 foot building height as the measurement, as stated in the following two sections of the WU Code:

Section 1302. A.1.d defines T5:5, T5:6 and T5:7 Districts as: a medium-high-intensity mixed-use fabric characterized by a broad mix of buildings that integrate retail, offices, live-work and residential units adjacent to the Light Rail Corridor, averaging 56-feet to 100-feet in height.

Table 1303.2 defines Transect T5 as: Building Height and Step backs which shows a 100 foot maximum building height for the T5:7 transect

It is clear that both documents encourage the greatest heights and densities to be located within a few blocks and adjacent to the 12th Street light rail station. The paragraph below is from the E-G Policy Plan section titled “Vision for 2040”:

“Taller mixed-use buildings on major streets and near light rail stations have reduced transportation and infrastructure costs. Overall, height varies from two to five stories, and

a few blocks with six and seven stories adjacent to the 12th street light rail stop, which preserves and protects existing residential neighborhoods, while taking advantage of the high capacity transit infrastructure.”

Additionally, on page 114 of the E-G Policy Plan is a “Master Plan/Walkable Urban Code”, a conceptual zoning map intended as policy to guide future application of specific Transect districts on property in the Eastlake-Garfield area. The subject property is depicted as Transect T5:7. Furthermore, the adjacency of the subject property to the 12th Street light rail station makes supports its inclusion on the conceptual zoning map and rezoning to the Walkable Urban Code, or in this instance, a PUD designed to WU Code standards, per the following paragraph referencing the “Master Plan/Walkable Urban Code” in the E-G Policy Plan:

“The Walkable Urban Code plan guides rezoning to the new WU Code. The plan identifies the rezoning locations and intensity level Transect sub-districts that are consistent with the Vision and Master Plan. The plan serves as policy guidance and is not regulatory. Additional outreach and research on underlying entitlements and appropriateness of specific properties will be conducted during the rezoning process. The first phase of the rezoning to the Walkable Urban Code will be the properties generally within 1/4 mile of the 12th street light rail station.”

Proposed Project is consistent with the 2013 TOD Strategic Policy Framework, Eastlake-Garfield TOD Policy Plan and the Walkable Urban Code

Development of the proposed Washington Enclave condominium project will achieve the intended vision of these three inter-related policy documents. The development standards of the Walkable Urban Code will be applied in this area and to specific parcels. This PUD is designed to be consistent with the Walkable Urban Code. The design and scale of Washington Enclave is consistent with the adjacent pattern for higher density residential units, the Eastlake-Garfield TOD Policy Plan and Walkable Urban Code objectives to encourage a mixture and density of activity around Phoenix Metro’s transit stations, to increase ridership and to promote walkability and alternate forms of transportation and at this location, a building height of no more than 100 feet.

The Washington Enclave supports the “Health” community benefit identified in *PlanPHX*, which reads in part:

“A vibrant Downtown is a prerequisite for a healthier city, encouraging people to live active lifestyles. People will live within or closer to Downtown if it’s a place they want to experience. When more people live Downtown, it influences land use patterns which in turn impacts driving and public transit use. Two benefits of this are an improvement in air quality and less urban sprawl...The other benefit of a vibrant, walkable, bikeable downtown is that it combats urban sprawl by creating a sense of place where people gather and a sense of belonging where people want to live, work and play.”

The Washington Enclave is designed to maintain balance between the varying demands of different modes of transportation on and around the new buildings. Driveway ingress and egress will be from 12th Street. Washington Street will provide egress only, as a way to ease traffic flow for vehicles merging with the one-way traffic heading west. New residential development can help deter crime by activating a currently underutilized piece of property. The proposed community spaces and potential for retail uses will enable this site to be a place where people can live, work, and play.

E. ZONING AND LAND USE COMPATIBILITY

Existing Zoning on and Adjacent to Site

Zoning adjacent to the site and existing land uses are shown in Exhibits 5 & 8.

Existing Land Uses on and Adjacent to Site

The property is the current site of a vacant office complex. Existing development along the light rail corridor includes a variety of residential and commercial uses. An owner shared business center office space is located on southwest corner of Washington Street and 11th Street. On the north side of Washington Street are several commercial retail spaces including a dance studio and a 2-story office building with a restaurant at the ground floor. Office uses occupy several one and two-story buildings east and south of the site, including an office for the City of Phoenix Street Transportation Department. A 5-story apartment building is currently under construction on the southeast corner of 12th Street and Washington Street. Another multi-story apartment building is proposed for the northeast corner of 12th Street and Washington Street.

Existing and Adjacent Character

There is a wide variety of adjacent building character due to the historic nature of the area combined with recent redevelopment efforts and the route of the light rail. The homes in the Eastlake Park subdivision vary in years of construction from as early as 1916 up to the 1990's. Buildings north and south of Washington Street were constructed primarily in the mid to late 1980's.

F. LIST OF USES

All T5:7 land uses, including accessory uses, shall be permitted, permitted with conditions, permitted with the approval of a special permit, permitted with the approval of a use permit or not permitted on the property according to the WU Code.

Unless specifically modified by the uses below, all T5:7 land uses in the WU Code shall apply to the Washington Enclave PUD. Where different standards (more or less restrictive) are specified below, these uses shall prevail over the uses in the WU Code.

LIST OF USES	
(P) Permitted (PC) Permitted with Conditions (UP) Use Permit (SP) Special Permit	
Animals	
Pet Day Care Facility	P
Pet Grooming	P
Services	
Appliance Repair	P
Business Services	P
Local Food Production	
Community Garden (per Section 608.F.3)	P
Farmers Market (per Section 608.F.4)	P

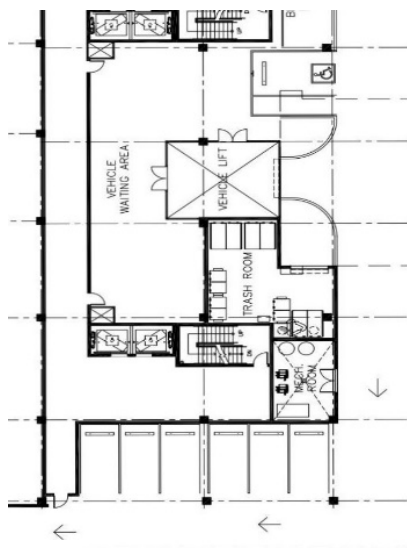
G. DEVELOPMENT STANDARDS TABLE

Unless specifically modified by the development standards below, all T5:7 development standards in the Walkable Urban (WU) Code (Chapter 13 of the Zoning Ordinance) shall apply on the property. Where different standards (more or less restrictive) are specified below, these standards shall prevail over the development standards in the WU Code.

Development Standards and Guidelines	
Maximum Density	None
Main Building Setbacks	
Washington Street 12 th Street Side Lot Line Rear Lot Line	12-foot maximum 10-foot maximum 0-foot minimum 3-foot minimum
Where public utility easements conflict with required setbacks or built to dimensions, the measurement may be taken from the back of the easement.	
Building Height	100-foot maximum
Building Stories	8 stories maximum
Lot Coverage	100% maximum
Parking Setbacks (except where parking is located underground)	
Washington Street 12 th Street Side/Rear Lot Lines	30-foot minimum or behind building 15-foot minimum, 10-foot landscape setback from street right-of-way 0-foot minimum
Parking	
Fitness Center, Commercial	None
Bicycle Parking	
Multi-family Residential	0.25 spaces per dwelling unit, no maximum number of spaces
Bicycle parking for multi-family residential shall be provided as follows: For residents: in a secured location, within 50-feet of a building entry point, which may include individual lockers or a secured area accessible only to residents; For guests: in an area within 50-feet of a building entry point and accessible to visitors.	
Minimum Common Open Space (Residential, Commercial, Mixed Use)	
Shading for all accessible private open space areas	50% minimum
Open space accessible to the public	No minimum required
Private open space may be provided on the rooftop	No minimum required
Fences	
Washington Street 12 th Street	48-inches maximum 48-inches maximum height solid fence. Above 48-

	inches to 72-inches allowed only as a 70 percent open view fence, unless screening above grade utilities or trash enclosures.
Streetscape Standards	
Washington Street Sidewalk Width Landscape/streetscape width	6 feet minimum 5 feet minimum
12 th Street Sidewalk Width Landscape/streetscape width	5 feet minimum 5 feet minimum (if no public utility conflict)
Signage Standards	
Per Walkable Urban Code as adopted and amended by the City of Phoenix.	

H. DESIGN GUIDELINES



The PUD shall conform to the Guidelines for Design Review, set forth in the Phoenix Zoning Ordinance. Where standards differ (either more or less restrictive) between the two, the PUD standards shall prevail over the standards in the zoning ordinance.

Building Design

The building façade should be designed to provide a sense of human scale at the ground level by providing a clear architectural distinction between ground floor levels and all additional levels.

1. All visible sides of a building are given equal design consideration. All building sides are designed purposefully

2. Buildings are pushed close to the street, and incorporate a variety of ground story activation elements (eg. windows, awnings, outdoor patios) to create a pedestrian-friendly environment.

3. Monotonous building elevations should be avoided. Building accents should be expressed through differing materials or architectural detailing.

Pedestrian-scaled Base for Multi-story Buildings

The building base should be designed to provide interest and durability. It shall be appropriate to the architectural style of the building. Emphasis and careful attention should be dedicated to the design to create functional, pedestrian-oriented spaces on the ground plane. Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level for unified developments.

1. Building frontage onto streets and open spaces should be maximized. Refer to the Urban Design Standards in the Development Standards Table for frontage requirements.

2. Recesses and projections are encouraged to divide horizontal planes of the building at the ground floor level into smaller-scale elements.

3. Pedestrian walkway zones shall be unobstructed and clear at all times.

4. The unobstructed pedestrian walking zone shall be organized to create a continuous pedestrian walkway through the site.

Corner Treatments

Buildings located at street intersections should be designed to mark the intersection as a landmark, focal point, or gateway. This can include defined entryways by the use of architectural details, change in materials and colors, and/or recessed entrances in addition to addressing minimum shade requirements.

Sidewalk Shading

Where they do not conflict with street trees, the use of awnings, canopies, and overhangs is encouraged on building façades to add color, weather protection, and opportunities for signage. They may also be used to unify the building façade. Building mounted shade elements should be integrated with the design of the architectural façade.

1. Street trees and landscaping treatments shall be provided in accordance with the Urban Design Standards and Shade Standards sections in the Development Guidelines Table, unless there is a conflict with an existing or proposed public utility easement.
2. The Planning and Development Department staff has the authority to accept modifications to landscaping requirements in the streetscape to accommodate for public utility easement conditions, and to accept alternative design solutions consistent with a pedestrian environment.
3. If street trees cannot be planted due to public utility conflict, public amenities shall be provided within the area. Amenities include, but are not limited to the following:
 - a. Additional stand-alone structural shade elements (not including building or frontage shade requirements).
 - b. Seating (benches/chairs).
 - c. Public art elements.
 - d. Community information/news event board/kiosk.
 - e. Area way-finding signage.

Parking Placement

Off-street parking shall be located at the side or rear of buildings, and behind the primary structure. Off-street parking shall occupy no more than 30% of the primary street front, or 75% of secondary street front.

1. Parking lots shall be screened.
2. Screen walls of materials and design consistent with the primary building.
3. Parking garages should have a maximum 50 percent of the ground floor area facing the street right-of-way, excluding driveways.
4. Any portion of parking garage areas that are visible from the parking right-of way should be screened with material and design consistent with the primary building.
5. Appropriate visibility triangles and pedestrian crossings at parking garage exits and entrances should be provided.

Outdoor Dining

Sidewalk cafes and outdoor dining should be encouraged as a means to activate the streetscape, provide opportunities for pedestrian interaction, and promote commerce in a dynamic transit corridor. Greater efficiencies can also be achieved through functional blending of indoor and outdoor spaces. Folding or opening glass walls and doors along street facing exterior walls can enhance connectivity between indoor and outdoor spaces.

Blank Walls

Continuous blank walls over 3 feet in height shall be minimized to increase visual connectivity and deter vandalism and graffiti. Blank walls near streets or adjacent to sidewalks shall be limited to a maximum of 20 feet along a continuous horizontal plane, and shall be mitigated with landscaping, artwork, or other treatment. Example: Tree grates used for integration of shade and outdoor functions.

I. SUSTAINABILITY

The idea of “sustainability” (versus the commercialized term, “green”) is defined as a process that *“meets the needs of the present, without compromising the ability of future generations to meet their own needs.”* Creating walkable, transit-friendly communities is a necessary component in the larger effort to reduce our environmental impacts and carbon footprint, improve human health, and increase social resilience. Sustainability is the community responsibility to the planet and the urban and rural community to lessen the overall impact on healthy social and ecological systems.

Mixed-use developments along the transit corridors help to support ecological principles by decreasing the distribution demand for resources across large areas. Smart strategic growth is encouraged by the support for a balance of housing, job opportunities, and community supported businesses. This project will help to support the demand for a residential base in the immediate area that will, in turn, promote and increase business and increase ridership on the light rail.

The Washington Enclave PUD shall require the following standards that are measurable and enforceable by the City:

1. A minimum of 75% shade of all public sidewalks by means of vegetation and/or shade structures.
2. A minimum of 50% shade of all accessible private open space areas and public building entries.
3. Will provide an appropriate location on-site or in the sidewalk area for a Grid Bike-Share, if a need is identified and approved by the City.
4. Make a financial contribution of \$50,000 to the City for a future Parking District that will provide public parking within a quarter-mile of the Project. Such funds shall be placed into an escrow account which the City will use to provide public parking within a quarter-mile of the Project. The City shall establish an escrow account for receipt and holding of funds specifically for the Parking District. The Applicant shall place one-half of the financial contribution into the escrow account upon City Council approval of the PUD zoning as requested by Applicant; the second half of the funds shall be placed into the escrow account upon issuance of building permits for the Project. If such funds are not used for establishing public parking within the prescribed Parking District within five years from the date of the second payment into the escrow account, then such funds shall be used for establishing/or improving affordable housing, parks/public open space, or other infrastructure within the same quarter mile area, as approved by the City. (See further discussion of this proposal on page 13)
5. Implement strategies to reduce the Urban Heat Island (UHI) effect, including reflective roofing and covered and/or pervious paving.
6. Provide water efficient landscaping (drought tolerant plants) and utilize a drip irrigation system to minimize water waste.

7. Provide dedicated on-site locations and containers to promote recycling.
8. Provide electric vehicle (EV) charging stations to be located near building and/or residents' entrances. Provide a 3-foot by 3-foot space in front of the EV supply equipment, in addition to the space dedicated for a parked vehicle.
9. Implement a roof-top solar energy system to contribute to heating/cooling of the building, with gas generators provided as back-up.

Other specific sustainability practices and techniques for which the developer will be responsible include:

1. Additional trees and plantings will be provided as part of the landscape improvements for this project to further help reduce heat gain and promote pedestrian comfort and public health.
2. Design the building's HVAC systems to minimize/eliminate the usage of CFC's and CFC based refrigerants.
3. Encourage the use of water based adhesives on all VCT and vinyl flooring to minimize VOC off gassing.
4. Obtain LEED certification for the building.

The project parking strategy is to minimize the vehicular impact of a traditional parking structure by providing an automated parking garage system. It is devised to offer an urban access to a fully automated car storage and retrieval system. This system offers maximized parking capacity while using minimal space, which limits the amount of excavation needed for additional levels of underground parking. This system provides user convenience and uncompromising safety of vehicles. A description of how automated systems work can be seen on videos accessed on this link: <http://www.westfaliausa.com/solutions/automated-parking/>

J. INFRASTRUCTURE

Grading and Drainage

Engineering plans will be submitted as part of the Planning and Development Department Site Plan submittal.

Water and Waste Water

The site will be serviced from the existing water and sewer lines in the adjacent streets and/or alley. Private on-site water and sewer lines will be provided and installed in accordance with the adopted plumbing code.

K. PHASING PLAN

The project will not be phased.

L. EXHIBITS

Exhibits 1 through 21 can be found on the following pages.

EXHIBIT 1 - Comparative Zoning Standards Table

	C-1 with TOD-1 Overlay	PUD
Maximum Building Height	56'-0" Max. with Height Waiver	100'-0"
Maximum # Stories	4 stories, with Height Waiver	n/a
Maximum Density	52.2 DU/acre max. with Planned Residential Development + bonus	82 du/acre
Building Frontage	75%	75%
Building Setbacks		
Front (Washington St)	6'-0" Max.	12'-0" Max
Side (12th St.)	6'-0" Max.	10'-0" Max.
Side	0'	0'
Rear	0'	3'
Lot Coverage	75% Min. (No limit - for parcels along a transit street)	100% Max.
Landscape Setbacks		
Frontage - Primary (Washington St.)	Single row of trees 20 feet on center, with shade elements parallel to landscape.	22'-0" total landscape/pedestrian streetscape measured to back of existing curb
Side (12th St.)		0'
Rear		0'
Street and Sidewalks		
Minimum Width	8'-0"	8'-0"
Private Use of Sidewalks (Minimum unobstructed path)	8'-0"	8'-0"
Parking Required	106 spaces Min. per TOD-1	90 spaces min.

EXHIBIT 2 - Legal Description

Lots 11, 12, 13, and 14, BLOCK 3, PORTER AND BAXTER'S SUBDIVISION OF TRACT "B" MURPHY'S ADDITION, according to the Plat of Record in the office of the County Recorder of Maricopa County, Arizona, in Book1 of Maps, Page 28 and is located in the northwest quarter of Section 9, Township 1 North, Range 3 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona;

EXCEPT that part conveyed to the City of Phoenix, for the Light Rail Transit Recorded in Recorder's No. 2005-1248633 and 2005-1248634 described as follows:
Commencing at the intersection of 12th street and Washington Street;
Thence North 89° 53' 30" West, along the centerline of Washington Street, a distance of 40.00 feet;
Thence south 00° 10' 03" West, a distance of 50.00 feet to the Point of Beginning;
Thence Continuing South 00° 10' 03" West, a distance of 18.09 feet;
Thence North 44° 51' 42" West, a distance of 19.79 feet;
Thence North 89° 53' 30" West, a distance of 64.47 Feet;
Thence North 00° 06' 30" East, a distance of 4.10 Feet;
Thence South 89° 53' 30" East, a distance of 78.47 Feet to the Point of Beginning.

AND ALSO:

Commencing at the intersection of 12th street and Washington Street;
Thence North 89° 53' 30" West, along the centerline of Washington Street, a distance of 156.75 feet;
Thence South 00° 06' 30" West, a distance of 50.00 Feet to the Point of Beginning;
Thence continuing South 00° 06' 30" West, a distance of 4.10 Feet;
Thence North 89° 53' 30" West, a distance of 83.17 Feet;
Thence North 00° 10' 06" East, a distance of 4.10 Feet;
Thence South 89° 53' 30" East, a distance of 83.19 Feet to the Point of Beginning.

EXHIBIT 3 - Area Vicinity Map

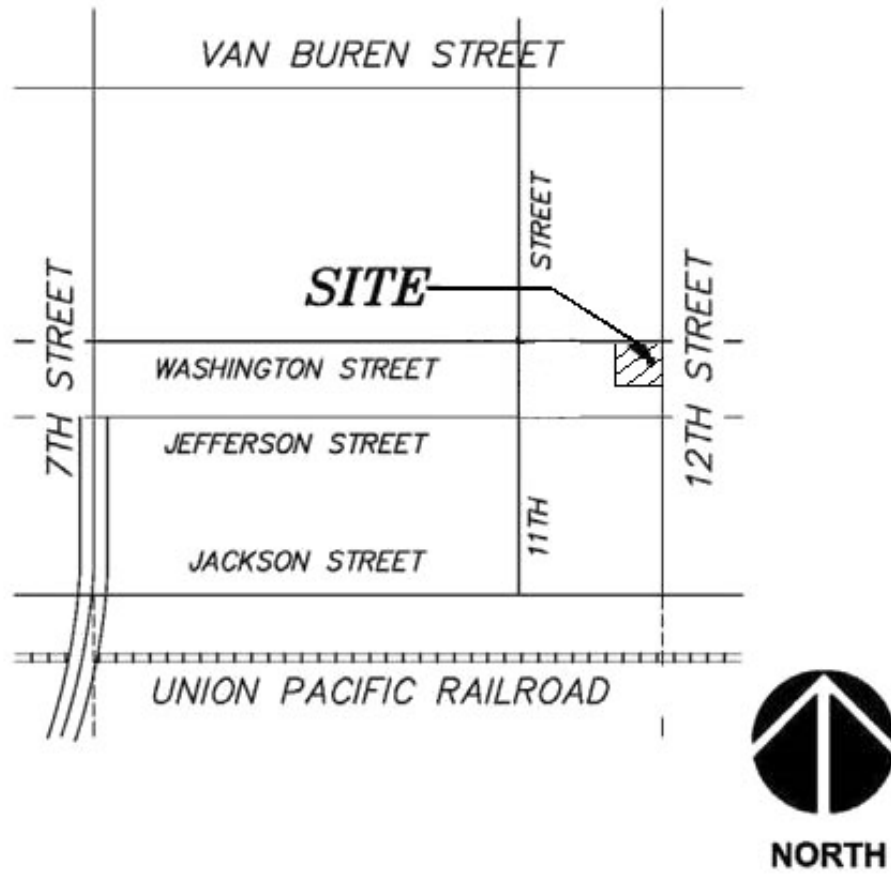
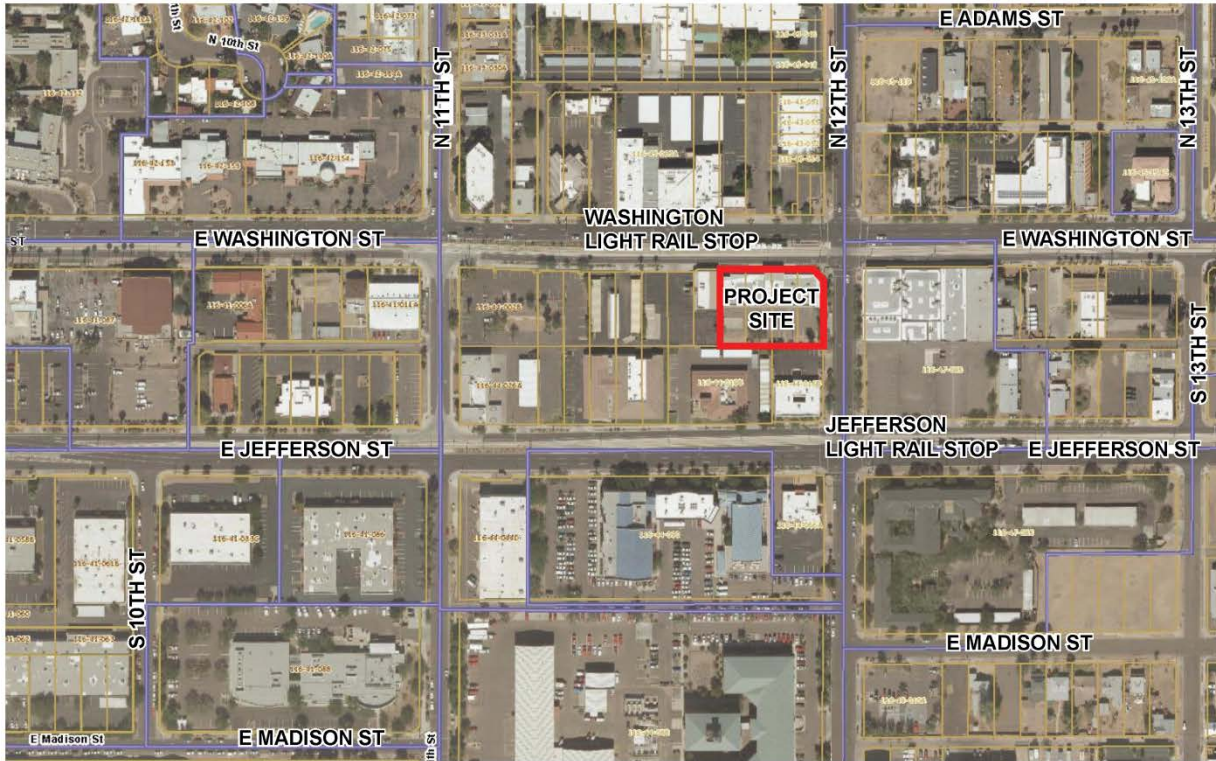


EXHIBIT 4 - Aerial Map



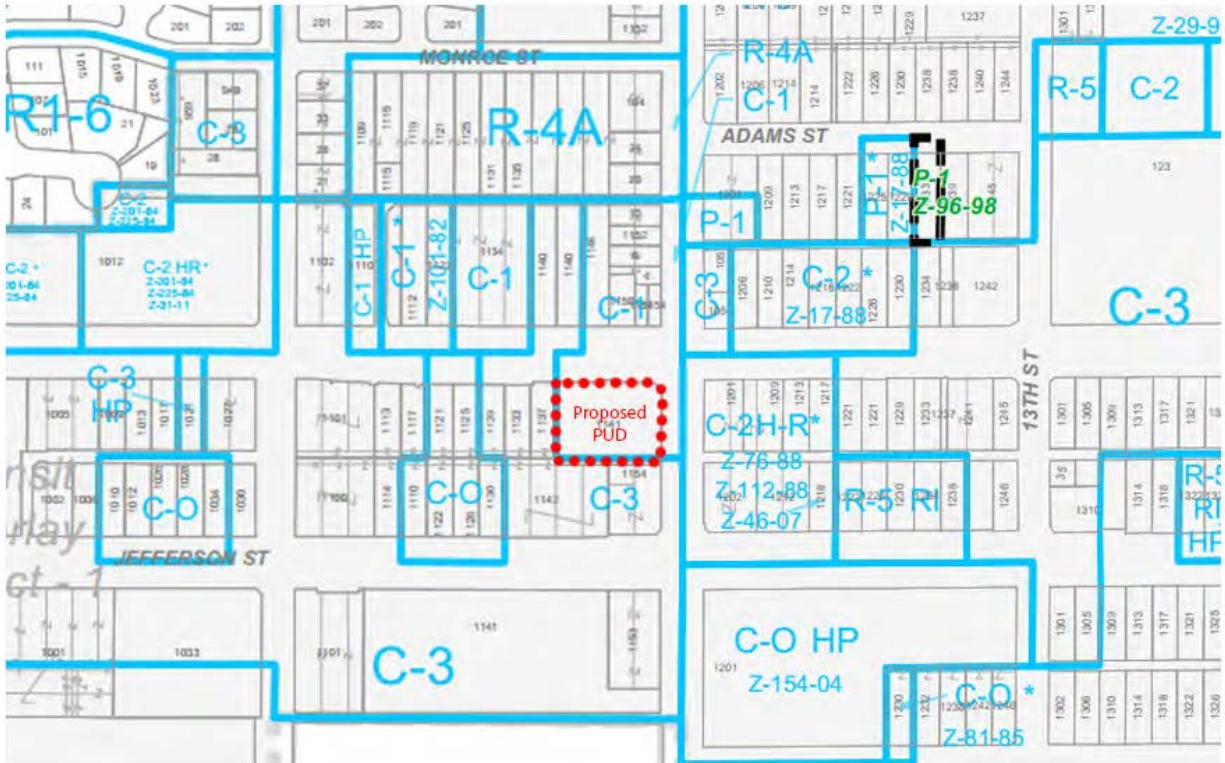
12th Street / Washington Street

Phoenix, Arizona

Aerial Map

Perlman
Architects of Arizona
p 480.951.5900 f 480.951.3045
Date: 7.13.15

EXHIBIT 5 - Zoning Map
Existing and Proposed Zoning



12th Street / Washington Street

Phoenix, Arizona

Zoning Map

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Proposed PUD

EXHIBIT 6 - Context Plan



12th Street / Washington Street

Phoenix, Arizona

Context Map

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Date: 7.13.15



1 North



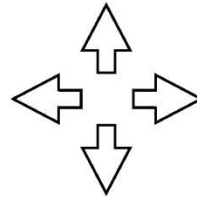
3 South



2 East



4 West



12th Street / Washington Street

Phoenix, Arizona

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 Date: 7.13.15

Context Photos



5 North



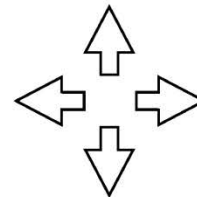
7 South



6 East



8 West



12th Street / Washington Street

Phoenix, Arizona

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 Date: 7.13.15

Context Photos



9 North



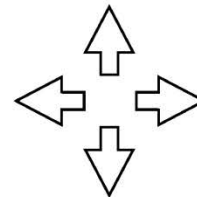
11 South



10 East



12 West



12th Street / Washington Street

Phoenix, Arizona

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Date: 7.13.15

Context Photos



13 North



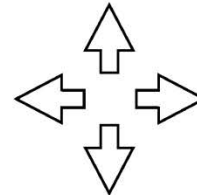
15 South



14 East



16 West



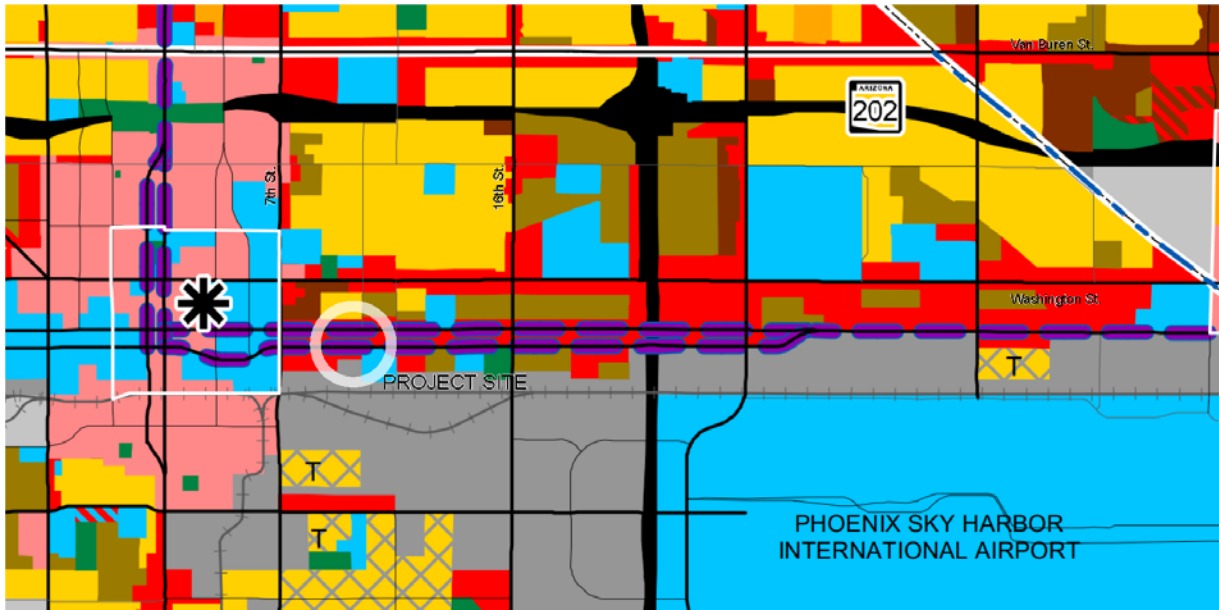
12th Street / Washington Street

Phoenix, Arizona

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Date: 7.13.15

Context Photos

EXHIBIT 7 - General Plan Map



- | | | |
|--|--|---|
| <ul style="list-style-type: none"> 0 to 1 du/acre - Large Lot 1 to 2 du/acre - Large Lot 2 to 3.5 du/acre - Traditional Lot 3.5 to 5 du/acre - Traditional Lot 5 to 10 du/acre - Traditional Lot 10 to 15 du/acre - Higher density attached townhouses, condos, or apartments 15+ du/acre - Higher density attached townhouses, condos, or apartments 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 | <ul style="list-style-type: none"> Commercial Mixed Use (MU) Mixed Use (Areas C, D and Northwest Area only) Industrial Commerce / Business Park Public/Quasi-Public Floodplain Undesignated Area | <ul style="list-style-type: none"> * Primary Core * Secondary Core --- Canal, Watercourse, Wash --- Existing Railroad --- Arterial and Collector Streets --- Future Transportation --- Light Rail --- Laveen Conveyance Channel --- Infrastructure Limit Line (North Black Canyon) |
|--|--|---|



12th Street / Washington Street

Phoenix, Arizona

General Plan Map

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Date: 7.13.15

EXHIBIT 8 - Land Use Map



12th Street / Washington Street
Phoenix, Arizona

Land Use Map

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Date: 7.13.15

EXHIBIT 12 - Conceptual Elevation: NORTH



North Elevation

12th Street and Washington



EXHIBIT 13 - Conceptual Elevation: SOUTH



South Elevation

12th Street and Washington

EXHIBIT 14 - Conceptual Elevation: EAST



East Elevation

12th Street and Washington

EXHIBIT 15 - Conceptual Elevation: WEST



West Elevation

12th Street and Washington

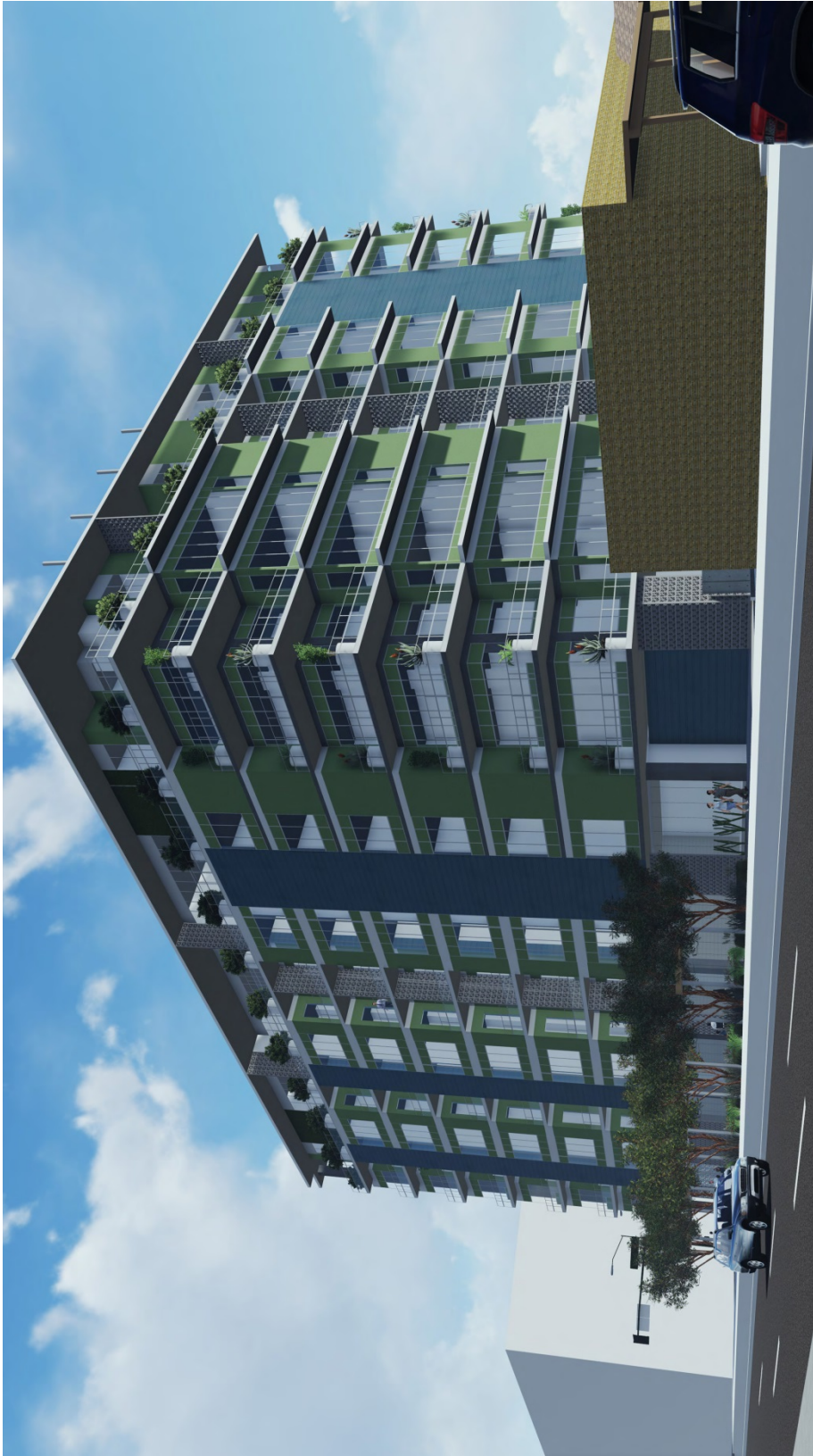
EXHIBIT 16 - Conceptual Perspective Views - Northeast Corner



Northeast Corner
12th Street and Washington

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7.13.15

EXHIBIT 17 - Conceptual Perspective Views - Northwest Corner

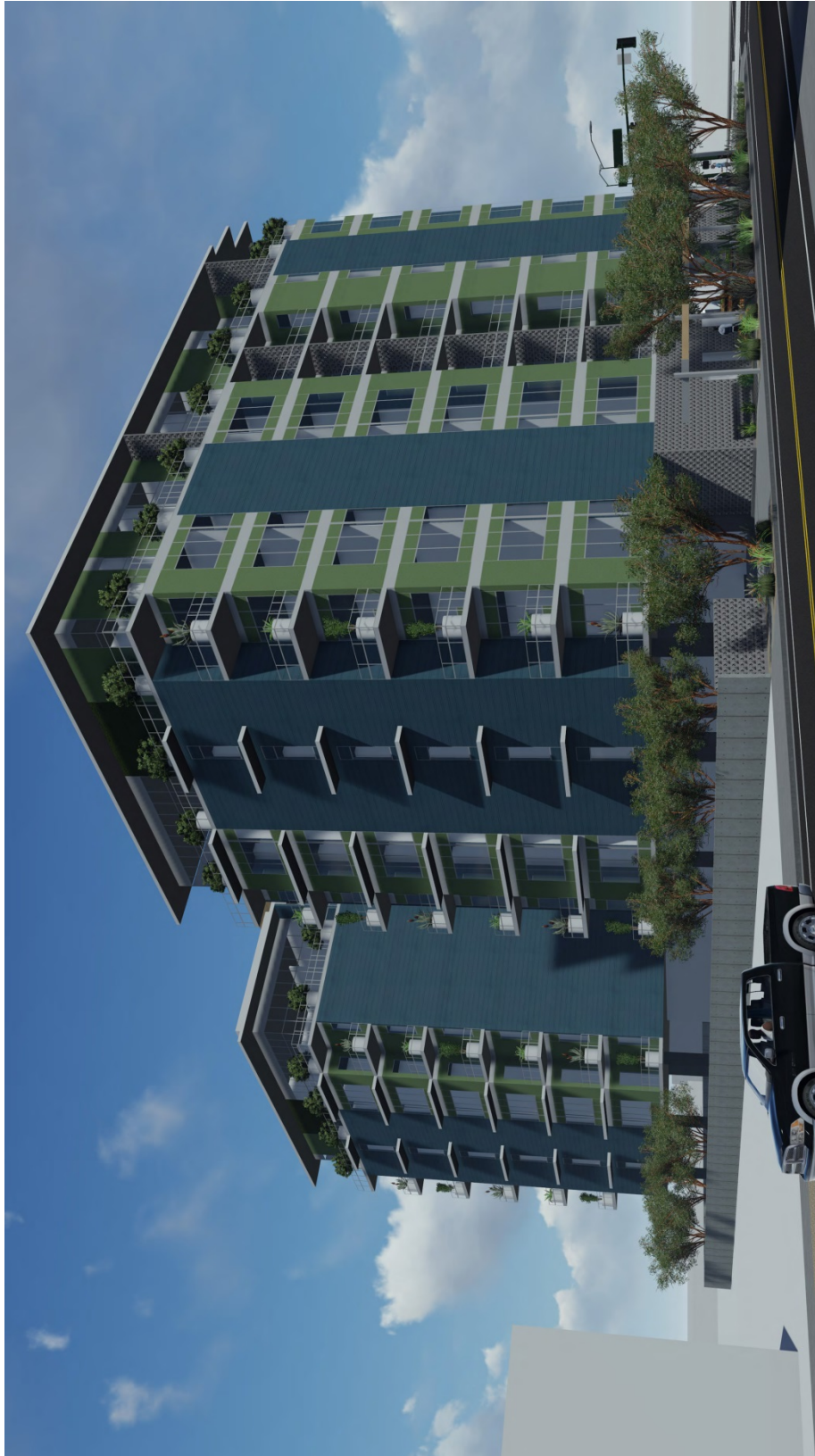


Northwest Corner
12th Street and Washington

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EXHIBIT 18 - Conceptual Perspective Views - Southeast Corner



Southeast Corner
12th Street and Washington

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EXHIBIT 19 - Conceptual Perspective Views - Northeast Building Entry



Northeast Building Entry
12th Street and Washington

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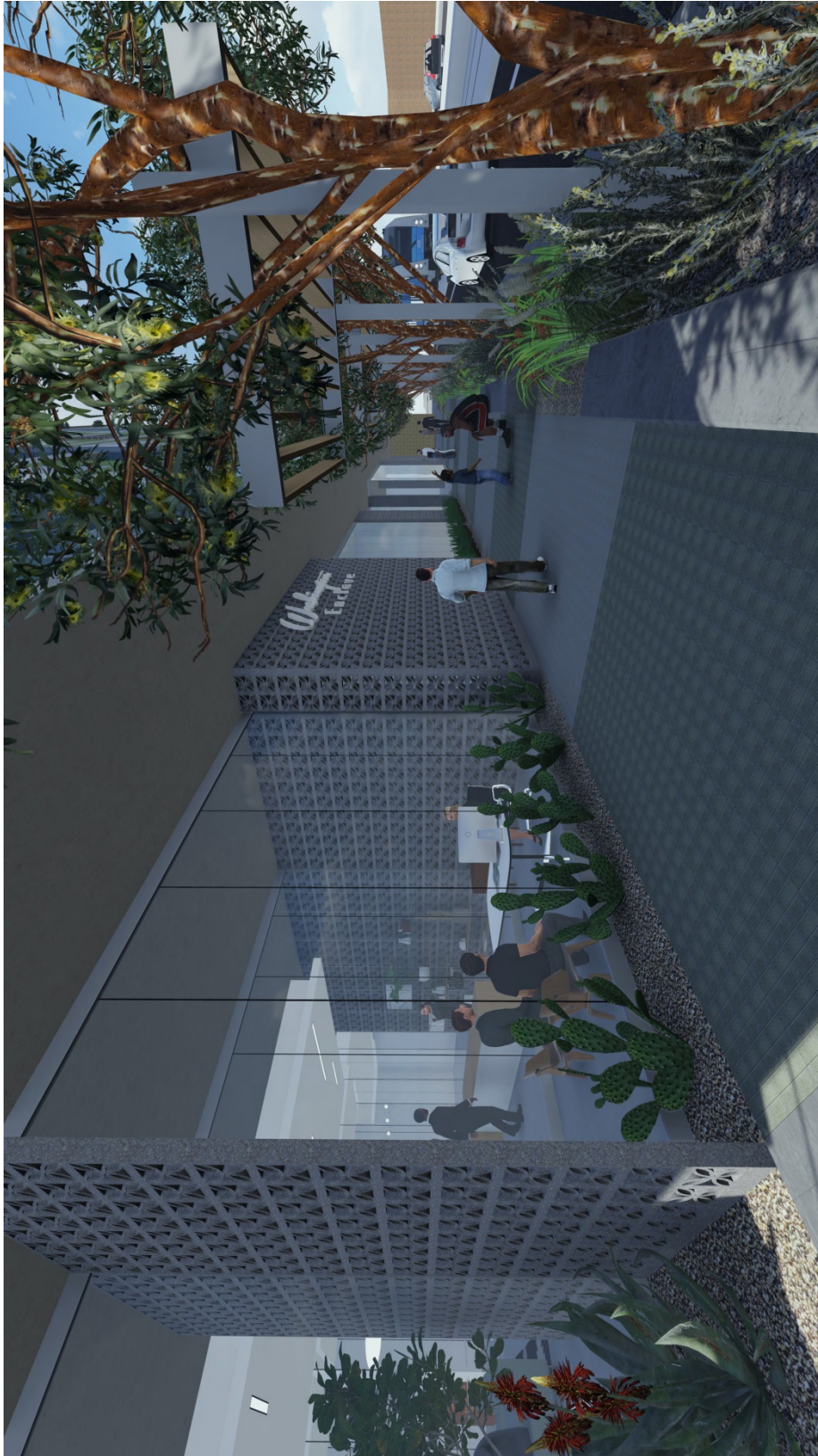
EXHIBIT 20 - Conceptual Perspective Views - East Ground Floor



View of East Ground Floor
12th Street and Washington

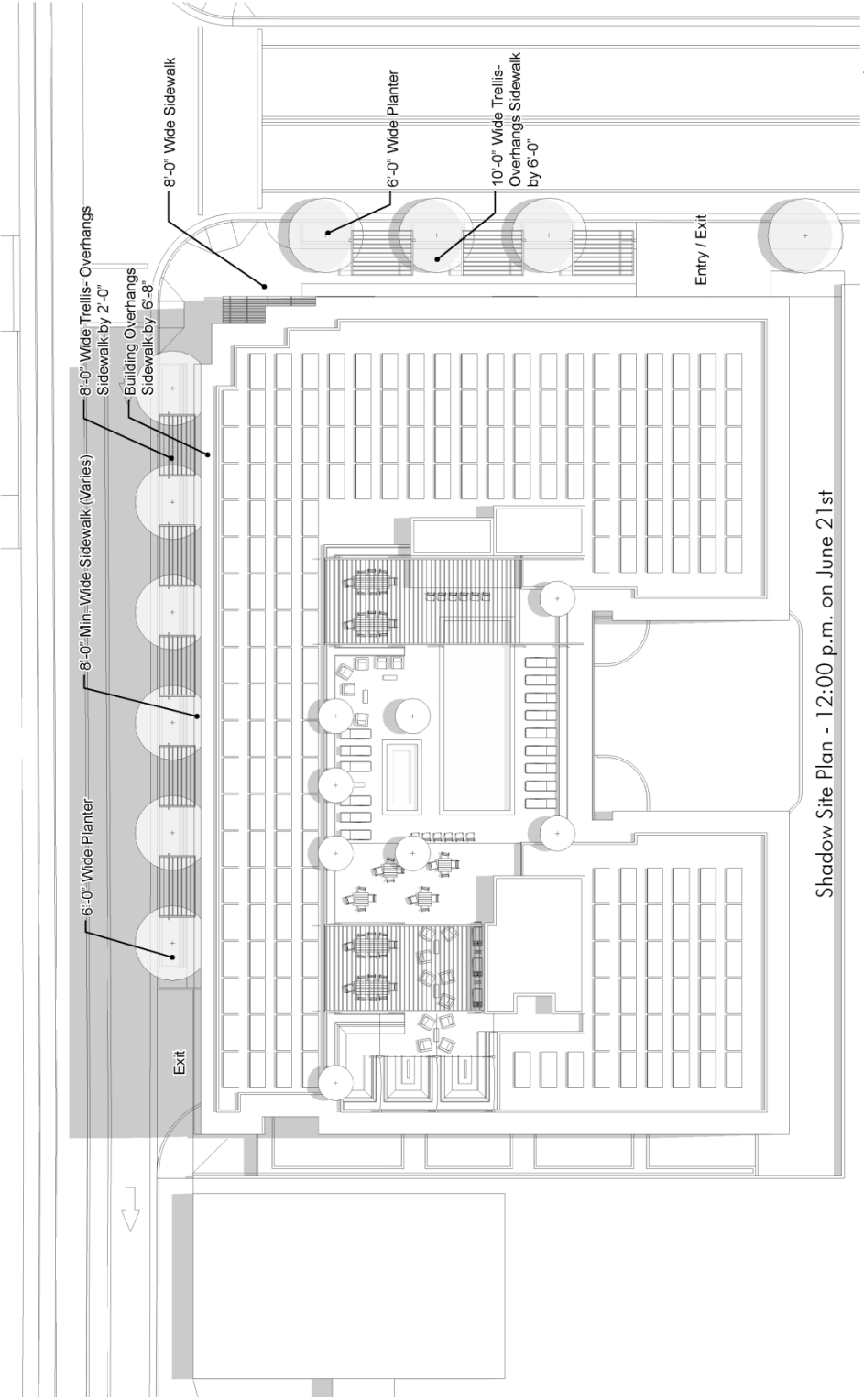
Perlman
Architects of Arizona
7.13.15

EXHIBIT 21 - Conceptual Perspective Views - North Ground Floor



View of North Ground Floor
12th Street and Washington

EXHIBIT 22 - Shadow Plan



Shadow Site Plan - 12:00 p.m. on June 21st

12th Street and Washington