

Encore

Southeast Corner of State Route 143 and Van Buren Street

Planned Unit Development
Development Narrative

Case No. Z-17-16-8

CITY OF PHOENIX

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**Planning & Development
Department**

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A. PURPOSE AND INTENT

1. PLANNED UNIT DEVELOPMENT

This Planned Unit Development (PUD) is intended to be a stand-alone document of zoning regulations for this particular project. Provisions not specifically regulated by the PUD are governed by the Phoenix Zoning Ordinance. If there are conflicts between specific provisions of this PUD, and the Phoenix Zoning Ordinance or design guidelines, the terms of this PUD shall apply. The PUD only modifies zoning ordinance regulations and does not modify other City Codes or requirements. The purpose and intent statements are not requirements that will be enforced by the City.

2. PROJECT OVERVIEW AND GOALS

The intent of this application is to rezone approximately 6.9 acres from Industrial (A-2) to Planned Unit Development (PUD) to allow for a new, multi-family residential project with associated amenities. The Property is located just east of State Route 143 between Van Buren Street and Washington Streets as seen on the Area Vicinity Map and Site Aerial at **Exhibit 2**.

The subject Property is the epitome of a leftover, urban infill site, long past its original heyday, but potentially on the verge of a new revival. Van Buren Street, (and to a lesser extent Washington Street) were once bustling thoroughfares lined with popular “motor lodges” and swanky cocktail lounges. Several factors, including the completion of Interstate 10 and overall urban flight led to a sharp decline in the area starting in the late 1960’s. The Property has been shaped by infrastructure uses and the insertion of State Route 143. The majority of the site is currently vacant and unimproved. A small, dilapidated structure exists near the north end of the Property.

In recent years, some private and public investments have helped shed a positive light on the potential of the area. Perhaps the biggest public investment is the light rail corridor which passes directly south of the Property along Washington Street. A light rail station already exists at 44th Street and Washington Street and it was recently announced that a new station would be built at 50th Street and Washington Street, essentially bookending the Property with light rail station options. This application seeks

to validate these efforts with a significant private investment in the form of a high-quality residential development. The project will have a positive effect on the area, enhance pedestrian linkages along the Property frontages and providing new housing opportunities currently lacking in the area.

3. OVERALL DESIGN CONCEPT

Encore is designed as an urban-scaled development with multi-family residential uses and associated amenities. The project is planned with a number of design elements intended to compliment the urban setting, including an appropriate streetscape design along Van Buren Street, contextual building scale, color and design elements and complimentary landscaping. See Conceptual Site Plan at **Exhibit 1**. The site has two ingress/egress points along Van Buren Street and one from Washington Street. Pedestrian linkages, streetscapes and outdoor spaces will be provided with a contextually responsive approach to landscaping and design throughout the development site. The Van Buren Street façade, by virtue of its design and length, will be especially appealing and will have the most effect on the area. The diversity of materials, planes and shade components along this façade and pedestrian realm will be visually appealing and create a comfortable pedestrian experience. The project will be a catalyst for further redevelopment in the area and the proposed scale, building heights, character and design are all compatible with an urban redevelopment approach.

B. LAND USE PLAN

1. LAND USE CATEGORIES

The approximately 6.9 acre site is designed to allow a multi-family residential land use and associated amenities.

2. CONCEPTUAL SITE PLAN

The site has two ingress/egress points along Van Buren Street and an emergency access point along Washington Street. The entrances also have dedicated pedestrian access points and all will be ADA accessible. Decorative paving is planned to enhance the entry drive aisle and add to the pedestrian experience. Two hundred and forty residential units are divided among two buildings. The northern building adjacent to Van Buren Street is four stories and designed around a central courtyard amenity space. The southern building, located closer to Washington Street, is three stories.

Both buildings have tuck-under garages and surface parking will be provided at convenient locations throughout the site. A concerted effort has been made to provide convenient and comfortable pedestrian pathways through the site and to the adjacent right-of-ways. On-site pedestrian pathways meander through parking lot landscaping islands, open space landscaping areas and through building entry and courtyard areas. Because of the proximity to the existing 44th Street light rail station and the future 50th Street light rail station, the pedestrian pathway connects all the way to the Washington Street right-of-way and existing off-site sidewalks.

C. SITE CONDITIONS AND LOCATION

1. ACREAGE

The Property consists of approximately 6.9 gross acres (6.4 net acres). See Legal Description at **Exhibit 13**.

2. LOCATION

The Property is located just east of State Route 143 between Washington Street and Van Buren Street. See Area Vicinity Map and Site Aerial at **Exhibit 2**.

3. TOPOGRAPHY

There are no significant topographical or natural features on the Property. The site is generally flat and mostly vacant land. See Context Plan and Site Photos at **Exhibit 3**.

D. GENERAL PLAN CONFORMANCE

The majority of the Property has a General Plan designation of Mixed Use. A small sliver along the west edge of the Property is designated as Transportation. The Property is also located within a designated Camelback East Village Core. The proposed use is supported by numerous goals, policies and objectives of the General Plan, including:

Connect People & Places – Cores, Centers & Corridors

- *Goal: Phoenix residents should have an abundance of places to connect with services, resources and each other.*
 - *Land Use & Design Principle: Plan cores, centers and corridors to include a variety of land uses: office, retail shopping, entertainment and cultural, housing, hotel and resort, and where appropriate, some types of industry.*
 - *Land Use & Design Principle: Encourage centers to provide a pedestrian environment with plazas, common open space, shaded walkways, separation of pedestrian and vehicular traffic, bicycle parking, and vehicle parking in architecturally disguised structures or underground where feasible*
 - *Land Use & Design Principle: Promote development in compact cores, centers and corridors that are connected by roads and transit, and are designed to encourage walking and bicycling*
- **Response:** The project is located within a designated Camelback East Village core and helps provide the desired variety of land uses. With the nearby Gateway Employment Center to the west, lower density residential to the north and additional retail and employment uses to the east and south, the project represents a welcomed, higher-density residential use to the immediate area. The proposed improvements along the Property frontage create a vastly improved pedestrian environment that separates the pedestrian from vehicular traffic. A portion of on-site parking is also architecturally disguised within tuck-under garages. Lastly, the project location and well-designed pedestrian linkages encourage walking / biking to nearby transit stations.

Connect People & Places –Opportunity Sites

- *Goal: To promote development of vacant parcels or redevelopment of underutilized parcels within the developed area of the city that are consistent with the character of the area or with the area’s transitional objectives.*

- *Land Use & Design Principle: Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods.*
 - *Land Use & Design Principle: Promote and encourage compatible development and redevelopment with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.*
- Response: The proposed project perfectly epitomizes this General Plan goal and land use principles. A vacant and underutilized property within the developed part of the City will be redeveloped in a manner consistent with the area’s transitional objectives. Development and density are encouraged along the light rail corridor and this area in particular is transitioning towards a more vibrant and livable area. The multi-family project will also help to contribute to the desired mix of housing types by injecting a new batch of quality rental apartments in to an area of single family homes and some older stock apartments. Lastly, the project is located in close proximity to one of the City’s designated employment centers (the Gateway Employment Center) and where alternative modes of transportation are readily available.

Connect People & Places – Transit Oriented Development

- *Goal: Design areas surrounding light rail and major transit corridors to create a walkable environment & increase activity levels.*
 - *Land Use & Design Principle: Encourage high-density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.*
- Response: Encore represents an infusion of high-density housing immediately adjacent to the light rail corridor and within easy walking distance to the nearby light rail station at 44th Street and Washington Street as well as the planned station at 50th Street and Washington Street. The site is also located in close proximity to major employers, including Sky Harbor. Additionally, the perimeter design of the project will enhance the walkable environment currently lacking along the property’s two major frontages.

Celebrate Our Diverse Communities & Neighborhoods – Certainty & Character

- *Goal: Every neighborhood and community should have a level of certainty. Ensure that development, redevelopment and infrastructure supports and reinforces the character and identity of each unique community and neighborhood.*

- *Land Use & Design Principle: Locate land uses with the greatest height and most intense uses within limits based on village character, land use needs, infrastructure and transportation system capacity.*
- Response: The project is well in-line with character and identity imagined for this Village and is consisted with expectations and goals. The property is located within a designated Camelback East Village Core, where the greatest intensity of development and height is expected for the Village. Although the project is not extremely high or intense, it does represent a more intense use of the land than currently occurring and is compatible with the Village character and transportation system capacity.

Celebrate Our Diverse Communities & Neighborhoods – Healthy Neighborhoods

- *Goal: Ensure all communities and neighborhoods are designed and have the necessary infrastructure to allow residents to enjoy a healthy lifestyle.*
- *Land Use & Design Principle: Encourage bicycle and pedestrian amenities in new major development projects in high density mixed-use areas or near transit stations or employment centers.*
- *Land Use & Design Principle: Design neighborhoods and buildings to provide pedestrian access to adjacent transportation infrastructure such as public transit.*
- Response: The community is designed with the necessary infrastructure for residents to enjoy healthy lifestyles. On-site amenities envisioned include a swimming pool and a variety of activity and game areas (bocce ball court, ping pong tables, etc.). Bike racks are also provided on-site. Enhanced pedestrian pathways and connections are also provided for convenient access to nearby public transit. The pedestrian pathways traverse the site and also connect to adjacent right-of-ways that have easy access to public transit.

Build the Sustainable Desert City – Green Building

- *Goal: Commit to brownfield cleanup and redevelopment.*
- *Land Use & Design Principle: Promote new development located on infill, previously developed, brownfield, and greyfield sites.*
- Response: The project location is the epitome of an infill, forgotten site in need of redevelopment.

Build the Sustainable Desert City – Green Building

- *Goal: Establish Phoenix as a leader in green/sustainable building through the use of green/sustainable building techniques in private and public development.*
- *Land Use & Design Principle: Encourage high-performance building designs that conserve resources, while balancing energy-efficient, water-efficient, cost-effective and low-maintenance engineering solutions and construction products through whole building life cycle assessment.*
- **Response:** The project will incorporate several energy conservancy and efficiency standards including the use of Energy Star appliances, 3rd party inspection of air sealing and insulation, water conserving shower heads and lavatory faucets, WaterSense Certified toilets and irrigation systems designed for high performance and reduced water use.

Build the Sustainable Desert City – Trees & Shade

- *Goal: Create a network of trees and shade that integrate with the built environment to conserve ecosystem functions and provide associated benefits to residents.*
- *Land Use & Design Principle: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.*
- **Response:** The existing right-of-ways adjacent to the Property along Washington Street and Van Buren Streets are incredibly un-welcoming to the pedestrian. Thin, cracked sidewalks, zero shade, no shade trees and minimal, if any shrubbery create an uninviting experience. The proposed redevelopment will vastly improve these conditions with improved streetscape on both frontages, including desert appropriate shade trees along sidewalks. Additional landscape from the sidewalk to the proposed structures will also provide additional relief for pedestrians. The project will fill a gaping hole in the connected pedestrian experience in the area.

TRANSIT ORIENTED DEVELOPMENT POLICY

In addition to the above listed General Plan Goals, the project is also in conformance with recommendations of the Transit Oriented Development Strategic Policy Framework. This policy designates the 44th Street light rail station as a Major Urban Center and the future 50th Street light rail station (which will be closer to the Property) as Minor Urban Center. The proposed project is in-line with the recommended housing types for this Place Type, primarily mid-rise housing and apartment housing. The proposed project height is also in-line with the Place Type, which recommends an Intensity of

2 to 5 stories with incentives up to 7 stories. The proposed project provides a 3 story and a 4 story building. Furthermore, the 50th Street station profile notes that vacant and underutilized properties west of 48th Street provide opportunities for development.

E. ZONING AND LAND USE COMPATIBILITY

1. EXISTING & SURROUNDING ZONING & CONFORMANCE

The Property is currently zoned Industrial (A-2), as are the immediately adjacent properties to the west, east and south. To the north, across Van Buren Street, is a small sliver of Commercial (C-3) zoned property followed by Multi-family Residential (R-3 and Single Family Residential (R1-6) districts. See Zoning Map at **Exhibit 4**. In summary, the immediate surrounding context includes:

- Site: A-2; Vacant and unimproved; rezone to PUD
- North: C-3; Van Buren Street with Motel, restaurant and vacant properties beyond
- East: A-2; Office use (Desert Schools)
- South: A-2; Washington Street with vacant property beyond
- West: A-2; State Route 143. C-2 MR and C-3 with office, hotel and retail beyond

The Property is located within a designated Village Primary Core where the greatest intensity of development and height for the Village is expected. See General Plan Map at **Exhibit 3**. Although the project is not massive in scale or intensity, the proposal is still more intense than the existing land use and is in conformance with the policies established for properties within a Village Core.

The Property also falls within the 44th Street Corridor Specific Plan, which designates the Property as Mixed Use 1. Although this document was completed some years ago (circa 1991), the project still adheres to some of the more timely recommendations of the Plan including recognizing Mixed Use 1 sites for the highest potential multi-family density designation (15+ du/acre) and a maximum building height of 90 feet. Most importantly, the project is located along the light rail corridor. Development along the corridor should be designed to complement pedestrian oriented uses and encourage greater ridership.

Overall, the requested zoning and the planned project represent a highly compatible land use for the Property while also representing a step towards the stated goals and long term vision for the surrounding community.

2. EXISTING & SURROUNDING LAND USES

To the immediate west of the Property is State Route 143, followed by the large, mixed-use commercial project known as the Washington Corporate Center. To the immediate north of the Property, the land uses consist of a few single-story office, hotel or restaurant uses as well as some vacant

properties. Beyond these properties are single family and duplex houses. To the immediate east of the Property is the Desert Schools Credit Union campus, highlighted by the 7-story office building. Beyond this is the Main Phoenix US Post Office. To the immediate south of the Property is vacant and unimproved industrial zoned property.

3. EXISTING & SURROUNDING CHARACTER

The overall character of the area surrounding the Property is very mixed. Single family homes look out onto freeway on-ramps. Vacant or abandoned properties are just a short walk from bustling office complexes and new, modern hotels. The Pueblo Grande Museum Archaeological Park is just a short walk west from the Property, as is the 44th Street and Washington Street light rail station and adjoining Phx Sky Train to Sky Harbor Airport. Building heights are also mixed in the area. The adjacent Desert School Credit Union building is 7 stories while the residential uses to the north are single story. Office uses to the southeast are 2 and 3 stories while office and hotel uses to the west are 5 and 6 stories. State Route 143 is also elevated along the west edge of the Property.

F. LIST OF USES

1. PERMITTED USES

Multi-family residential, non-single-family residential and all uses permitted per Section 1306, transect T5:5 of the Phoenix Zoning Ordinance, except the following uses shall be prohibited:

1. Bus Terminal
2. Compressed Natural Gas (CNG) Retail Sales
3. Motor Vehicle Service Station, Fuel Sales
4. Motor Vehicle Service and Repair, Minor
5. Motor Vehicle and Sales (new) and Leasing
6. Motor Vehicle Washing
7. Guns, Retail Sales and/or Repairs
8. Surface Parking Lot
9. Outdoor Storage
10. Pocket Shelter (accessory to Religious Assembly)

2. TEMPORARY USES

Temporary uses shall be subject to Section 708 of the Phoenix Zoning Ordinance.

G. DEVELOPMENT STANDARDS

It is the purpose and intent of the provisions defined within this PUD to promote the development of a quality multi-family development. The provisions of this PUD will ensure compatibility with surrounding properties and the provision of quality housing options currently lacking in the area. The Encore Residential development standards and design guidelines are reflective of the environment envisioned for the project.

Development of the Encore Residential on Van Buren project shall comply with the provisions governed by the Phoenix Zoning Ordinance, unless modified by this PUD. This provision shall not limit the ability of the applicant or end user to apply for use permits which can be requested per Section 1306 of the Phoenix Zoning Ordinance and not identified by this PUD. If there are conflicts between specific provisions of this PUD, and the Phoenix Zoning Ordinance or design guidelines, the terms of this PUD shall apply. This PUD only modifies Phoenix Zoning Ordinance regulations and does not modify other Phoenix City Codes or requirements. The Development Standards below apply to multi-family development. All other uses will adhere to the T5:5 standards set forth in Chapter 13 of the Phoenix Zoning Ordinance.

1. DEVELOPMENT STANDARDS TABLE

Number of Dwelling units	Maximum: 39.13 units/acre
Minimum Building Setback Standards	Washington Street: 20' minimum. No maximum Van Buren Street: 15' minimum. 40' maximum Sideyards: 10' minimum. No maximum
Minimum Landscape Setback Standards	Van Buren Street: 15' – from property line Washington Street: 20' – from property line Sideyards: 5'
Building Separation	Per adopted code
Building Height	60' maximum
Lot Coverage	80% maximum

2. PARKING STANDARDS TABLE

Off-street parking	1 space per bedroom with a maximum of 1.5 spaces per unit Residential Guest Parking: 0.3 spaces/unit of unreserved parking (unreserved parking to be counted towards required parking)
Off-street parking setback	Parking shall be located a minimum of 20' from property line abutting a public streets Parking shall be located a minimum of 5' from any building.
Off-street parking shade	A minimum of 25% of provided parking spaces shall be covered spaces
Bicycle Parking	1 space per every 4 units. 50 spaces maximum Bike parking will be located within 50' of building entry points

3. LANDSCAPE STANDARDS TABLE

Minimum Common Open Space	15% gross site area
Public Sidewalk Shade	75% minimum. Shade calculations based on Summer Solstice at 12:00 noon as described in Section 5.0 Shade hereafter
Minimum Landscape Setbacks	Van Buren Street: 15' from property line Washington Street: 20' from property line Sideyards: 5'
Minimum Landscape Standards & Planting Guidelines	
Adjacent to Public Right-of-way	(1) 2-inch caliper drought-resistant tree for each 500 sf of required setback area, less driveways and sidewalks.

	(2) 5 gallon drought-resistant shrub for each 100 sf of required setback area, less driveways and sidewalks and 50% of living ground-cover.
Adjacent to Interior Property Lines	2-inch caliper tree planted 20-feet on center (60% of required trees) 1-inch caliper tree planted 20-feet on center (40% of required trees) (5) 3-gallon shrub for each tree and minimum 50% of living groundcover
Sidewalks	5 foot minimum landscape setback to be located between back of curb and sidewalk
Tree locations in conflict with overhead power lines may use alternative tree species that are on the approved SRP or APS utility plant list.	

Perimeter Treatments

The perimeter will be developed to have a consistent look and will be compatible with the character of the nearby Gateway Center and the Arizona Federal Credit Union. The front yard (Van Buren Street) and rear yard (Washington Street) are designed with larger setback and a variety of landscaping and hardscaping treatments. The side yards (east and west perimeters) provide large building setbacks but have reduced landscape setbacks. This is appropriate at this location given the irregular shaped parcel and the inability for future development to occur to the west of the site where a canal and freeway exist. Additionally, the east and west landscape setbacks are designed with minimum 2 inch caliper trees located 20 feet on center to create a dense buffer to adjacent properties. See Conceptual Landscape Section at **Exhibit 9**.

The perimeter of the site will incorporate the use of low water use trees and shrubs with evergreen flowering groundcovers to provide a comfortable sense of place. Canopy shade trees and columnar trees will be placed to provide a minimum of 75% shade along sidewalks. The sidewalk along Van Buren Street and Washington Street will be detached from the back of curb to allow for a five foot (5') wide landscape planter area. This area will be planted with trees and shrub material to create a separation from the active roadways. See Street Section and Plan at **Exhibit 7**. The trees will provide shade and count toward the shade requirements noted in this narrative.

The frontage along Van Buren Street will, along with the building articulation provided, also incorporate decorative accent walls for screening. Additional

screen walls will be incorporated along all site edges. See Theme Wall, Fence and Entry Gate at **Exhibit 12**.

The site entrances off Van Buren Street will include enhanced plant material with increased densities and decorative paving (colored stamped asphalt). This will enhance the entry drive aisles and add to the pedestrian experience. Examples of the enhanced landscape treatments in these entry areas shall include larger ornamental trees, with understory shrub accents and groundcovers that add to decorative screen walls and provide visual awareness to directional signage.

Plant Materials:

The landscape theme for plant materials were selected from a palette that represents an urban-contemporary environment for the project. See Conceptual Landscape Plan at **Exhibit 9**. Trees and shrubs have been carefully selected and designed to complement the architecture, blend with the surrounding environment and to provide shade for pedestrians and buildings. The trees will be a mix of evergreen and deciduous, native and non-native species which will create a sense of place. The proposed mix of evergreen and deciduous trees will provide a variety of color and texture as the seasons change.

The open spaces will accommodate pedestrian amenities such as benches, shade trees, and aesthetic paving treatments to encourage pedestrian use and connectivity to various facilities on the site. Further, the proposed landscape design is comprised of low water use flowering trees, shrubs and groundcover plantings. The landscape will be watered through an automated drip irrigation system, to ensure maximum water conservation.

4. AMENITIES

This residential development will encourage social interaction within the community by providing multiple gathering places for residents and visitors. The northern building adjacent to Van Buren Street is designed around a central courtyard amenity space. See Conceptual Pool Amenity Plan at **Exhibit 11**. This central amenity area will function as a community gathering and entertainment area complete with bocce ball courts, a resort style pool, shade cabanas, gathering and seating areas, game tables and dining area with outdoor kitchen. The southern building is designed around turf areas, a shade structure, a dog park and barbeque areas. See Landscape Plan at **Exhibit 9**. The amenities provided will be in general conformance with **Exhibit 9** and **Exhibit 11**.

Interior Amenities envisioned for Encore Residential on Van Buren include:

- +/- 4,500 sf Clubhouse / Leasing Office
- Lobby and Coffee Bar
- Resident Fitness Center with Cross-Fit area, Cardio and Weight Area, and Stretching / Pilate area

- Mail Room / Package Concierge
- Clubhouse Room with Party Lounge and access to Pool Courtyard
- Business Lounge / Wi-Fi café

Exterior Amenities envisioned for Encore Residential on Van Buren include:

- Outdoor Pool courtyard with Sunning Pool Shelves, Private Pool Cabanas and other lounge seating options
- Fire Pit and Water Feature with informal gathering/relaxing areas
- Outdoor Barbeque and Grilling Area / Outdoor Dining
- Bicycle Parking/storage
- Dog park
- Trail network connecting the site from Van Buren Street to Washington Street

5. SHADE

The residential project will incorporate shading elements such as covered parking areas, and landscape shaded pedestrian pathways. Additionally, the project proposes to incorporate building overhangs and recesses, awnings, shade trellises, trees, and other shade structures on the building and in the resident courtyard. A minimum of 75% of the public sidewalks adjacent to the project will be shaded. As required by the City, shade calculations will be based on the Summer Solstice at 12:00 noon.

6. LIGHTING PLAN

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

H. DESIGN GUIDELINES

The unique environment of Phoenix and the project's design objectives are to respond contextually with an urban residential project incorporating contextual architectural design, sustainability / green building design elements, and pedestrian friendly urban streetscape. Additionally, a further design goal of the project is to help establish an urban identity along Van Buren Street and create a neighborhood identity and sense of place. To accomplish this, the development will give attention to the urban design principles which are part of the Planned Unit Development's design expectations.

The goals of the Encore PUD design guidelines are to create a uniquely contextual project with a sense of place and establish a sense of an urban neighborhood that is superior to what would be otherwise be attainable through existing or conventional zoning. The urban residential project is envisioned for 240 residential units and is designed with an urban and pedestrian friendly streetscape. The proposed high density, urban, multi-family project is consistent with the City of Phoenix's General Plan. The proposed project also fulfills the goal of adding housing options and bringing development and diversity to the neighborhood while helping establish a vibrant and walkable pedestrian environment.

The proposed project will consist of two buildings; a four story larger building of stacked flat units with an internal pool courtyard along Van Buren Street with ground level private parking garages towards the interior parking court (away from the street view). Situated towards the southern end of the site (Washington Street) is a smaller three story residential building of stacked flats and ground level private parking garages. Additional residential parking is situated in an urban parking court layout.

The architectural design of the buildings incorporates surface articulation, balconies and patios, and vertical design elements breaking up the façade. The main building, while primarily horizontally oriented, will have vertical accent elements of windows, bay windows and balcony elements that will articulate the façade and add visual interest.

- To break up the façade walls – street facing facades will have a building articulation of a minimum 1 foot every 50 feet of length.
- A minimum of two different façade materials will be provided on each street facing façade.
- A minimum of 50% of street-facing / street-level dwelling units will have entries, stoops or porches.

- A minimum of 50% of street facing units above grade will have balconies with a minimum depth of 3 feet.
- Stoops and porches will be allowed to project up to 4 feet into the front, side or rear setbacks.

The height of the buildings shall not exceed 60 feet and will be contextually appropriate given the scale of the surroundings and the width / scale of Van Buren Street. The main façade along Van Buren Street will feature an urban streetscape, a “retail looking” Leasing Center and a varied / articulated façade. Refer to Conceptual Elevations at **Exhibit 6**.

- Architectural elements shall be provided at the street facing corners and public entry points – these may be architecturally prominent entrances / canopies, awnings, towers / turrets, or bay window type projections.
- Architectural elements – bay windows, balconies or other features may be allowed to project up to 5 feet into required setbacks.
- A minimum of two of the following pedestrian / streetscape amenities shall be provided along each street frontage: benches, trash receptacles, bike racks, and possibly others.

The design and contextual architectural character for Encore will emphasize a modern design aesthetic invoking Palm Springs Modernism and luxurious Resort inspirations. These are articulated through clean design forms, bold earth tone colors, with vibrant accent colors, flat roofs, cantilevered balconies and architectural bay window projections. A varied architectural massing utilizing architectural projections and interesting window patterns and reveals will help enliven the Van Buren Street and side elevation façades. The predominant exterior material shall be stucco with cementitious siding and metal awning accents. The primary color scheme will be whites and cool greys and some vibrant accent colors in limited areas. The Details, Colors and Materials will be modernistic but with a contextual southwestern color and design emphasis.

Decorative fencing will be provided surrounding the development. Fencing will be comprised of masonry and decorative metal in a design that complements the building architecture. Fencing for the project shall be in general conformance with the plans provided in **Exhibit 12**.

I. SIGNS

All signage will comply with the City of Phoenix Zoning Ordinance Section 1308, T5:5 standards. Ground signs shall be limited to 8 feet in height.

J. SUSTAINABILTY

Encore Multi-Family strives to incorporate sustainability into every project, making building decisions to address current and future challenges in areas of environmental sustainability and in community building, health and efficiency. Encore has chosen to not only design and build the project to its own level of green standards, but to also obtain third-party certification. This is important to Encore in terms credibility and validation, outside the organization, in regards to building / project decisions that are made. In that effort, the project will incorporate several sustainable/green building strategies including:

City Enforceable Standards

- Water conservation through the selection of drought tolerant landscaping
- Water conservation through efficient drip irrigation system
- Reduce heat island effect with light colored roofing material
- Reduced heat island with a minimum of 25% of parking provided within covered garage or shade structure
- Encourage recycling through the inclusion of a recycling bin within garbage enclosure

Additional Non-Enforceable Standards

- Reduce sprawl with greyfield site selected with minimal slope
- Encourage non-vehicular transportation with site proximity to community resources and public transit
- Energy use reduction with dual glazing windows
- 3rd party inspection of correct air sealing and insulation instillation
- ENERGY STAR Appliances
- Energy use reduction with increased efficiency rating HVAC systems and tested to ensure performance
- Water conservation with efficient shower heads and lavatory faucets
- Water conservation with WaterSense Certified toilets
- Owner and maintenance teams are educated and provided material on all the green features of the project to ensure future performance.

K. INFRASTRUCTURE

1. CIRCULATION

Encore will strive to separate pedestrian and vehicular circulation throughout the site's development. See Circulation Plan at **Exhibit 8**. The primary vehicular entry shall be from the northwest portion of the site along Van Buren Street where a controlled entry with a guest call box will be situated. This will be the main entry point adjacent to the Leasing Center. Additionally, gated but resident controlled access points will be from the northeast corner along Van Buren Street and from Washington Street to the south of the site. New curbing and entry points will be installed. No other Public street improvements are planned in the development of this project.

The architectural design will be accented by shaded hardscape and streetscape pedestrian elements and contextually responsive landscape design elements which will create an inviting and pedestrian friendly entry to the project from Van Buren Street. Ample distance between the Van Buren Street access / entry points will assure that vehicular conflicts are minimized or eliminated.

- Internal pedestrian pathways will be a minimum of 4 feet (6 feet desired) and be articulated, striped or otherwise denoted as necessary to distinguish from vehicular ways.
- Internal pedestrian pathways will be painted and / or include enhanced paving materials where they cross drive aisles.
- Internal pedestrian pathways will be a minimum of 50% shaded. Shade calculations based on Summer Solstice at 12:00 noon.
- In general, surfacing materials for pathways will be paved or consist of other hard surfaced materials - smooth, paved, all-weather surface such as asphalt or concrete. Perimeter walkways may be constructed of materials that blend with the natural setting.
- All paths and trail materials need to provide a firm, stable, and slip-resistant surface throughout.
- Where a pathway follows a given street and encounters an entry drive, the path crossing should utilize a normal pedestrian crosswalk and truncated dome, detectable warnings to delineate the street edge at the crossing of the drive.

Residents will be able to safely and conveniently access the residential buildings through the Main Lobby entry, gated ground floor Carriageway entries and from private garages. Once inside the residential buildings residents will be able to access their units thru air conditioned corridors, strategically positioned elevators and stairways and through additional passageways. The pool courtyard and its amenities will also be accessible

from the Leasing and Clubhouse center, carriageways and other interior entry points.

2. GRADING AND DRAINAGE

The existing site slopes approximately 8 feet from the north end at Van Buren Street to the south end at Washington Street. In its existing condition, the site provides no onsite retention facilities other than surface ground infiltration. The proposed development will provide a combination of retention requirements. The north portion of the site will provide retention for a "pre vs. post" condition and the south portion of the site will provide retention for the 100-year, 2-hour rainfall event. Retention will be provided within surface landscape areas combined with 10-foot diameter underground storage tanks. Basins and tanks will be connected to Drywells to assist in providing percolation within the required 36-hour time period. Offsite flows do not impact this site. All finished floors will be established at elevations above the inundation level for the 100-year, 2-hour rainfall event.

3. WATER AND SEWER

Domestic service, Landscape service and Fire Protection will be provided from an existing 8" waterline located along the north side of Van Buren Street. The fireline will have two connection points within Van Buren Street. Fire hydrants will be placed within the site at approximately 300 feet from one another. The maximum distance from the Fire Department connection to a fire hydrant shall not exceed 200 feet.

Sewer service will be provided from an existing 30 inch sewer main located along the west side of the site. Services must come from existing taps or to new offset manholes. No new direct connection can be made into the existing 30 inch main. The 30 inch main will require a new 30 foot sewer easement to be recorded for the property.

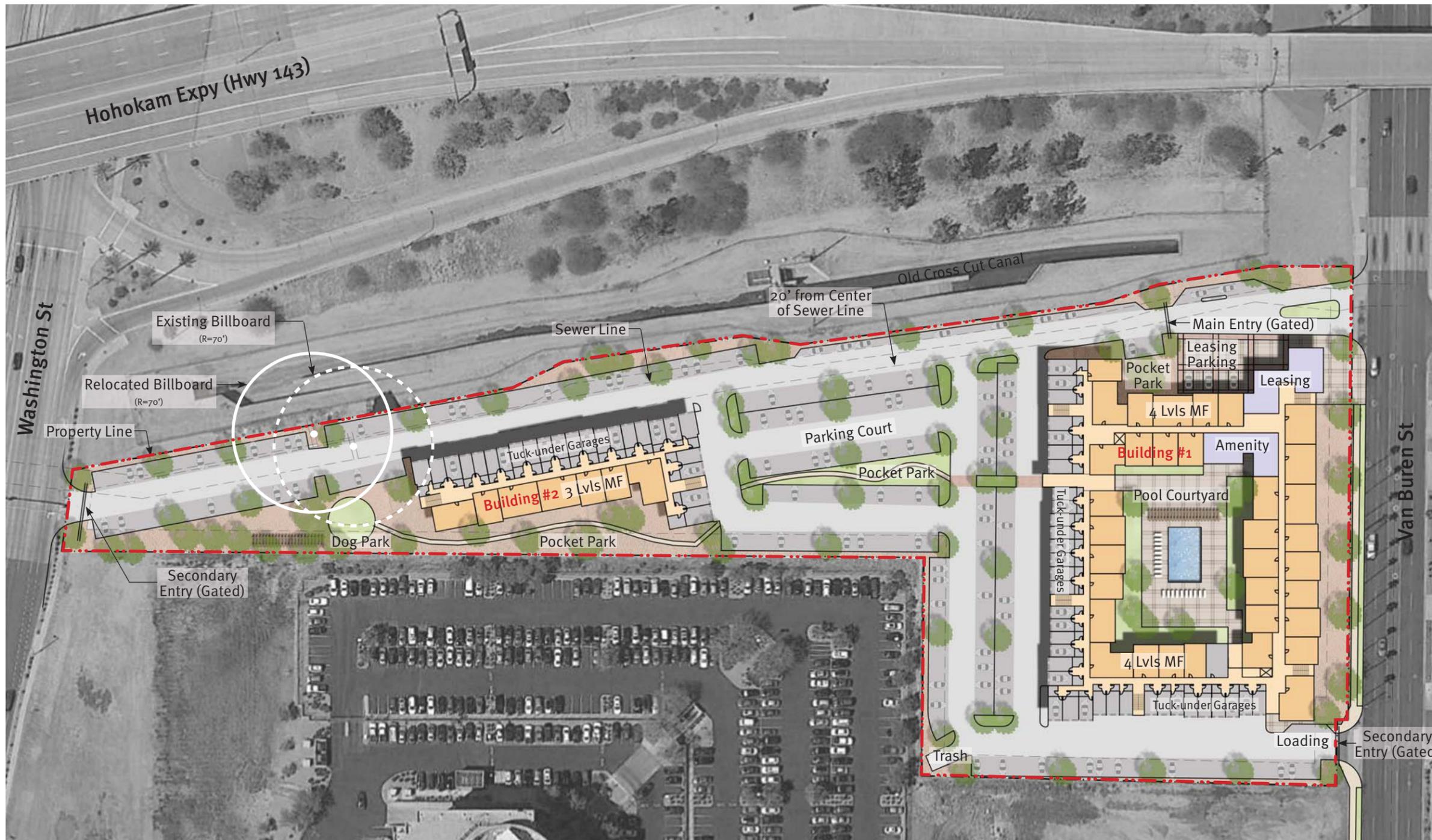
L. PHASING PLAN

There will be no phasing for this project.

M. EXHIBITS

Conceptual Site Plan	1
Area Vicinity Map and Site Aerial	2
General Plan Map and Context Map/Photos	3
Zoning Map and Comparative Zoning Table	4
Floor Plans	5
Conceptual Elevations	6
Illustrative Street Section and Plan	7
Circulation Plan	8
Conceptual Landscape Plan	9
Conceptual Landscape Section	10
Conceptual Amenity Plan for Primary Courtyard	11
Theme Wall, Fence and Entry Gate	12
Legal Description	13
Traffic Generation Statement	14

Exhibit 1



Project Data	
MF Units: (852 sf/avg)	240 units [270 units Max Allowed]
Leasing/Amenity:	4,500 s.f.
Parking Provided:	
Surface Parking:	300 sps
Tuck-under Garages:	60 sps
Total:	360 sps (1.5 sp/unit)
Site Area:	6.9 acres gross
Density:	34.78 units/acre [39.13 U/A max allowed]



Washington Street
Phoenix, Arizona



Site Plan
Scale: 1" = 100'



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Exhibit 2

AREA VICINITY MAP



SITE AERIAL



Exhibit 3

LEGEND

LAND USE

- 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
- Parks/Open Space - Publicly Owned
- Parks/Open Space - Privately Owned
- Future Parks/Open Space or 1 du/acre
- Mixed Use Agricultural
- Nurseries/Flower Gardens with alternative 3.5 to 5 du/acre
- Commercial
- Mixed Use (MU)
- Mixed Use (Areas C, D and Northwest Area only)
- Industrial
- Commerce / Business Park
- Public/Quasi-Public
- Floodplain
- Undesignated Area

NOTE:
Movement within large lot, traditional lot and higher density residential categories does not require a General Plan amendment.

- Proposed Park in Area
- Proposed School in Area
- R Resort (See NOTES: below)
- 10 Density Cap
- Density Cap Limit
- * 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)

CONTEXT MAP

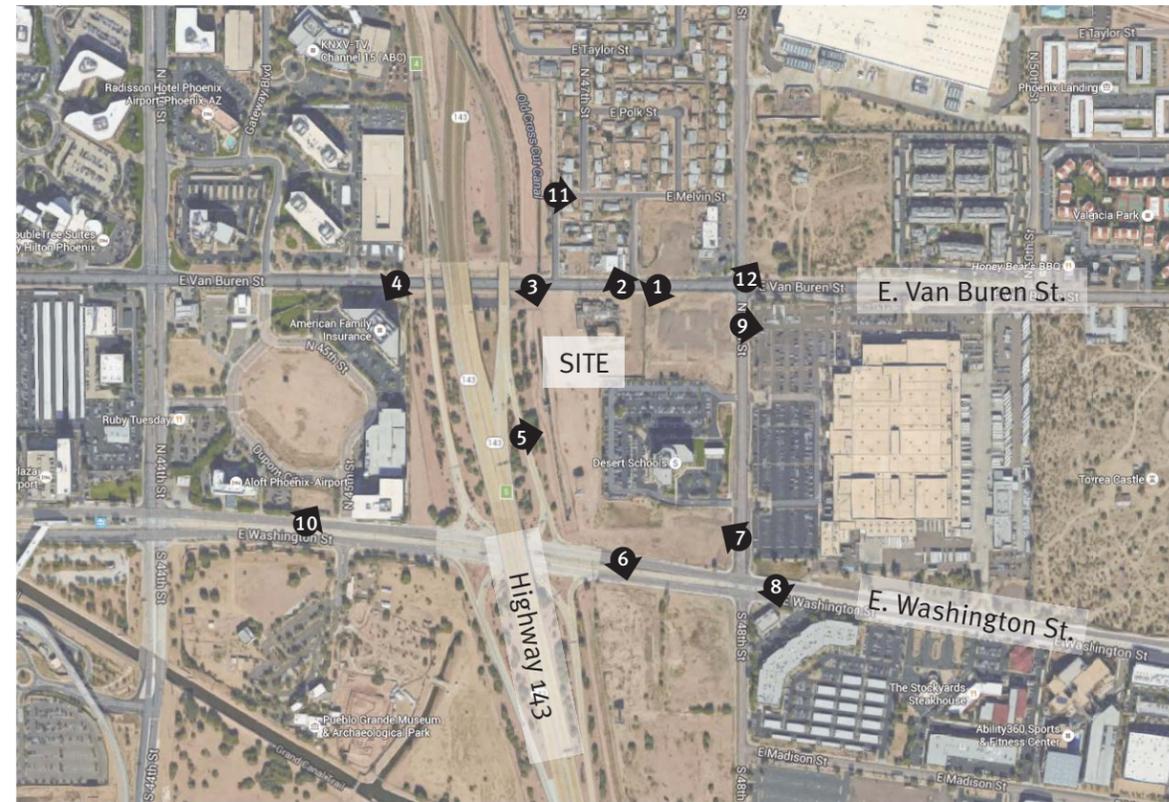
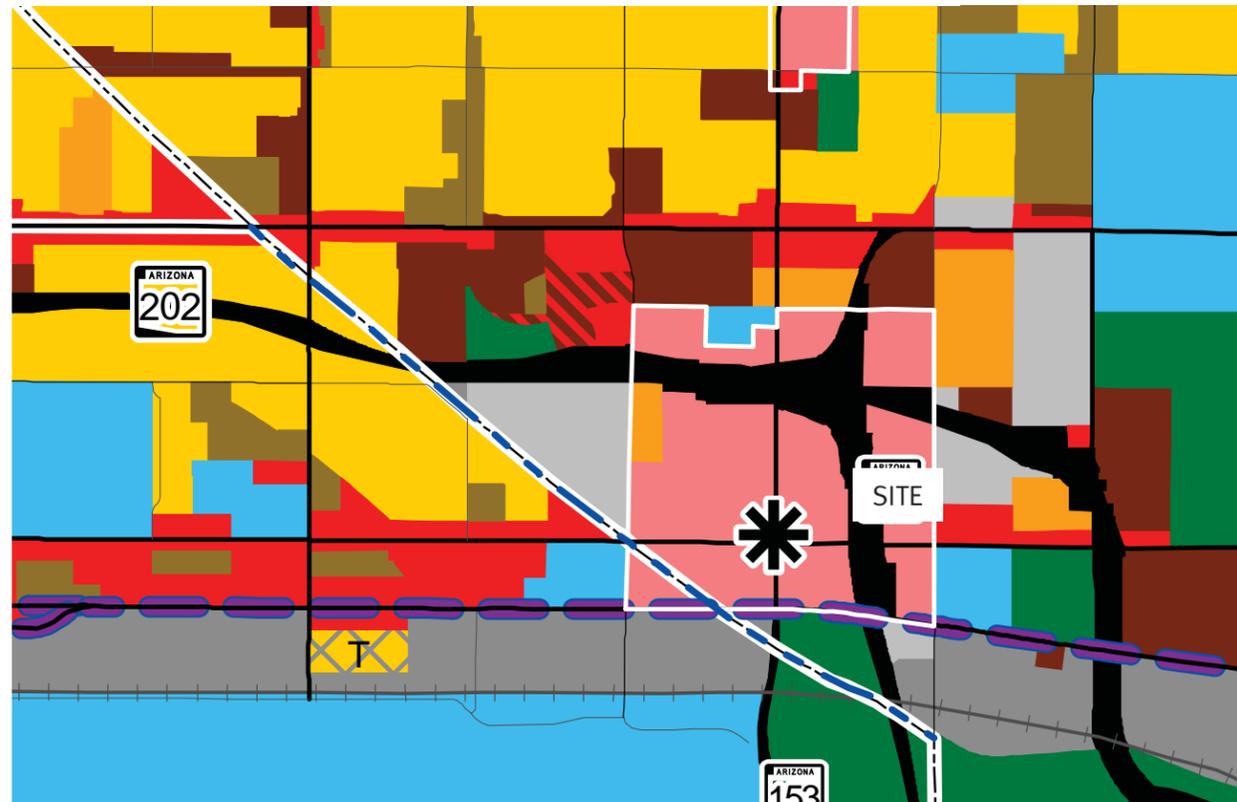
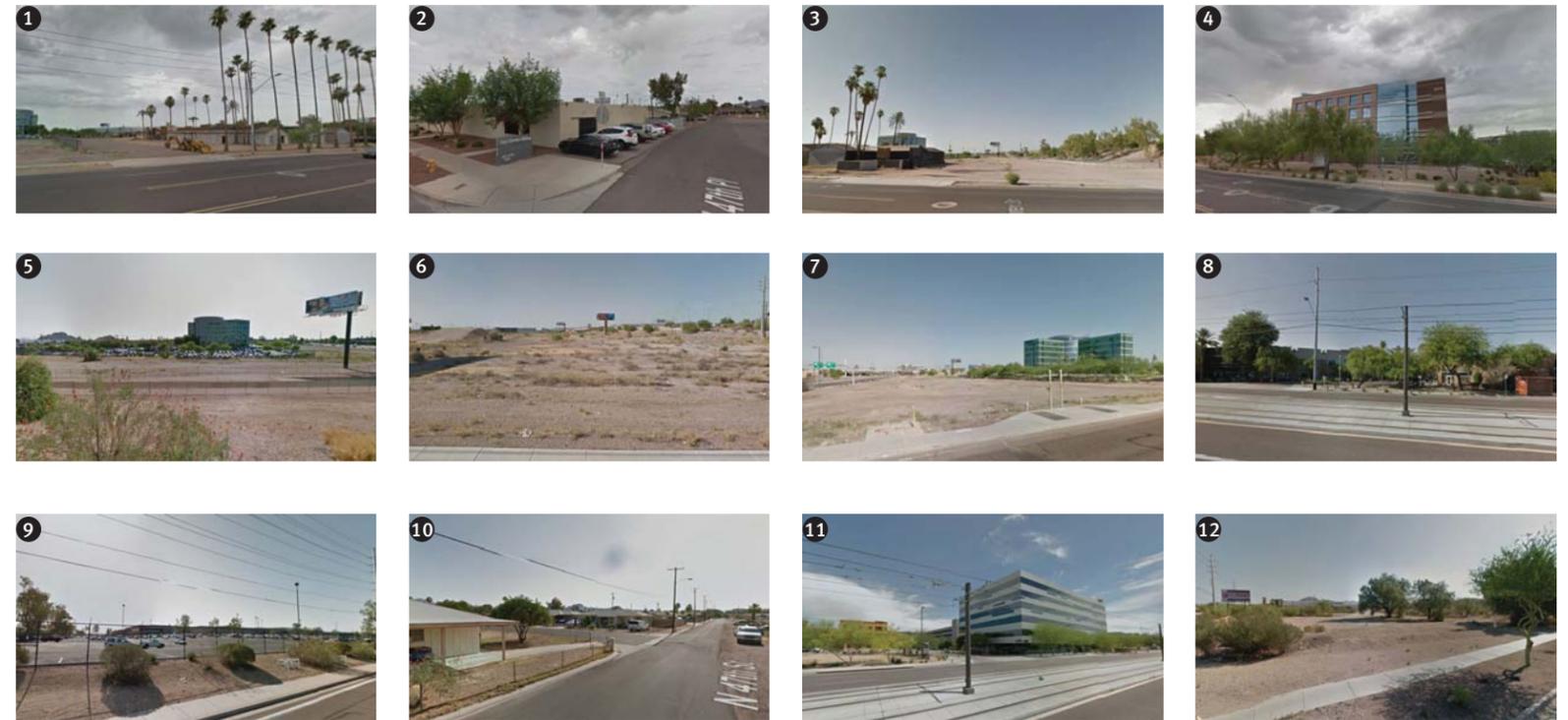


Exhibit 4

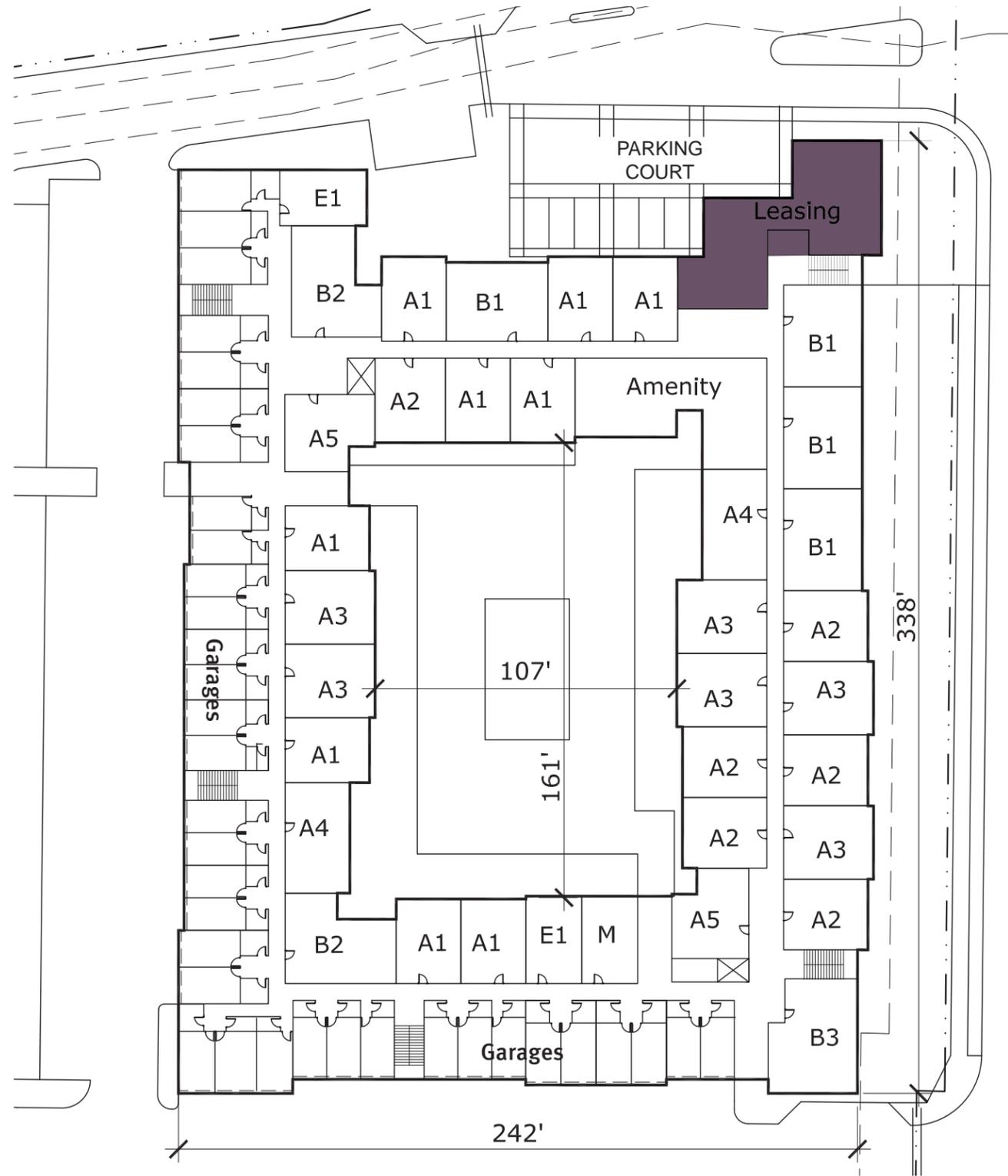
ZONING MAP



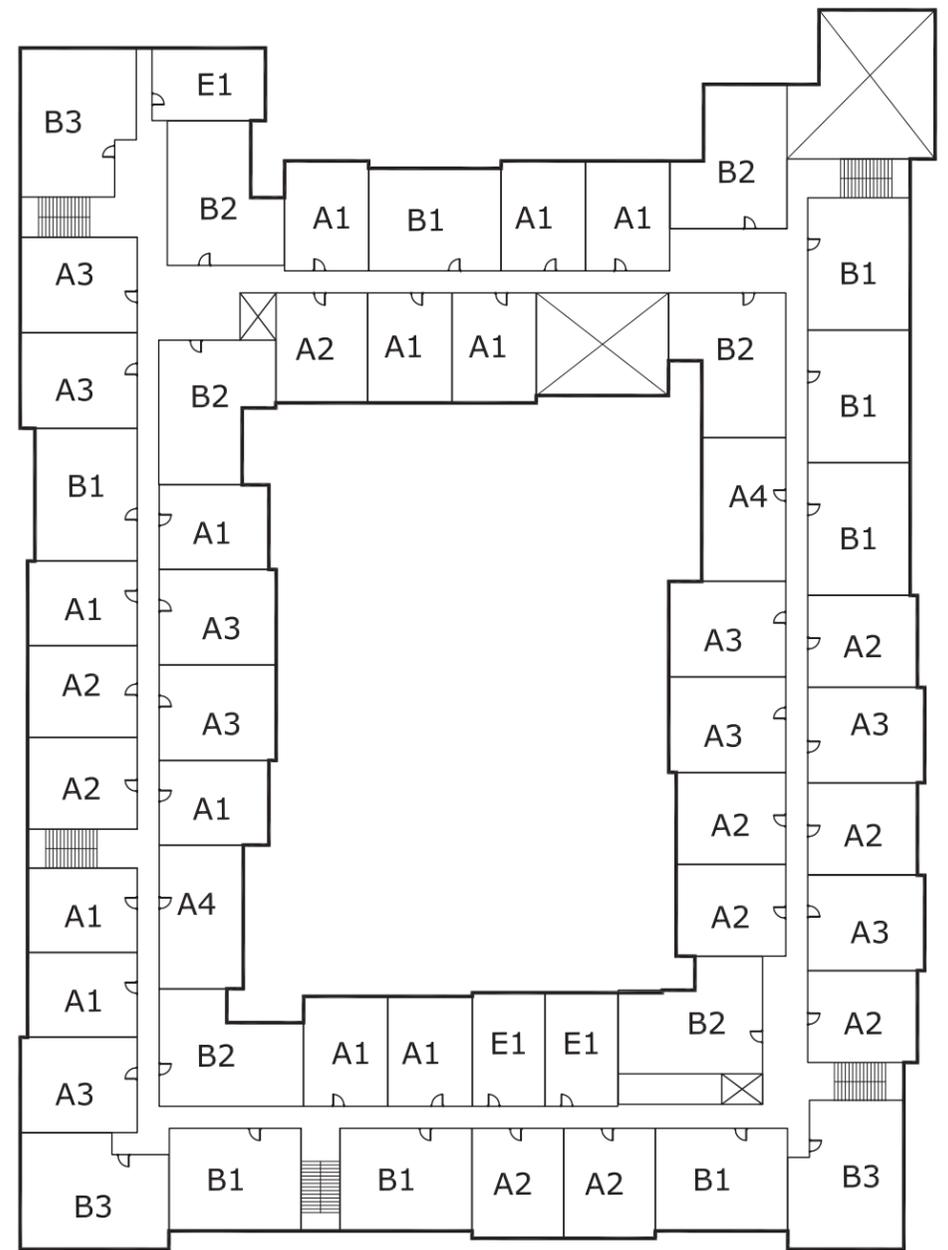
COMPARATIVE ZONING TABLE

Standards	A-2 Zoning	R-5 Zoning (Conventional)	R-5 Zoning (Planned Residential Development)	PUD Zoning
Density Number of DU (Multifamily)	N/A	43.5 unit/gross acre	45.68 units/gross acre 52.20 with bonus	Max: 39.13 units/acre Max: 270 units
Minimum Lot Width/Depth	N/A	40' minimum width 50' minimum depth	None	N/A
Building Setback	30' when adjacent to closed building	10' front 30' front plus rear	10' front	Washington St: min. 20'/max. - none E. Van Buren: min. 10' / max 40' Sideyards: min. 5' / max. - none
Landscape Setbacks	N/A	None	15' average, 10' minimum	Washington St: 20' E. Van Buren: 10' Sideyards: 5'
Building Separation	N/A	10' minimum	None	Per adopted code
Height	56' maximum	4 stories and 48' maximum	4 stories and 48' maximum	5 stories, 60' maximum
Lot Coverage	N/A	Total: 50%	Total: 50%	80% maximum
Division of Uses	Industrial	Multifamily Residential	Multifamily Residential	Multifamily Residential

Exhibit 5



01 First Floor
Building #1



02 Second Floor
Building #1

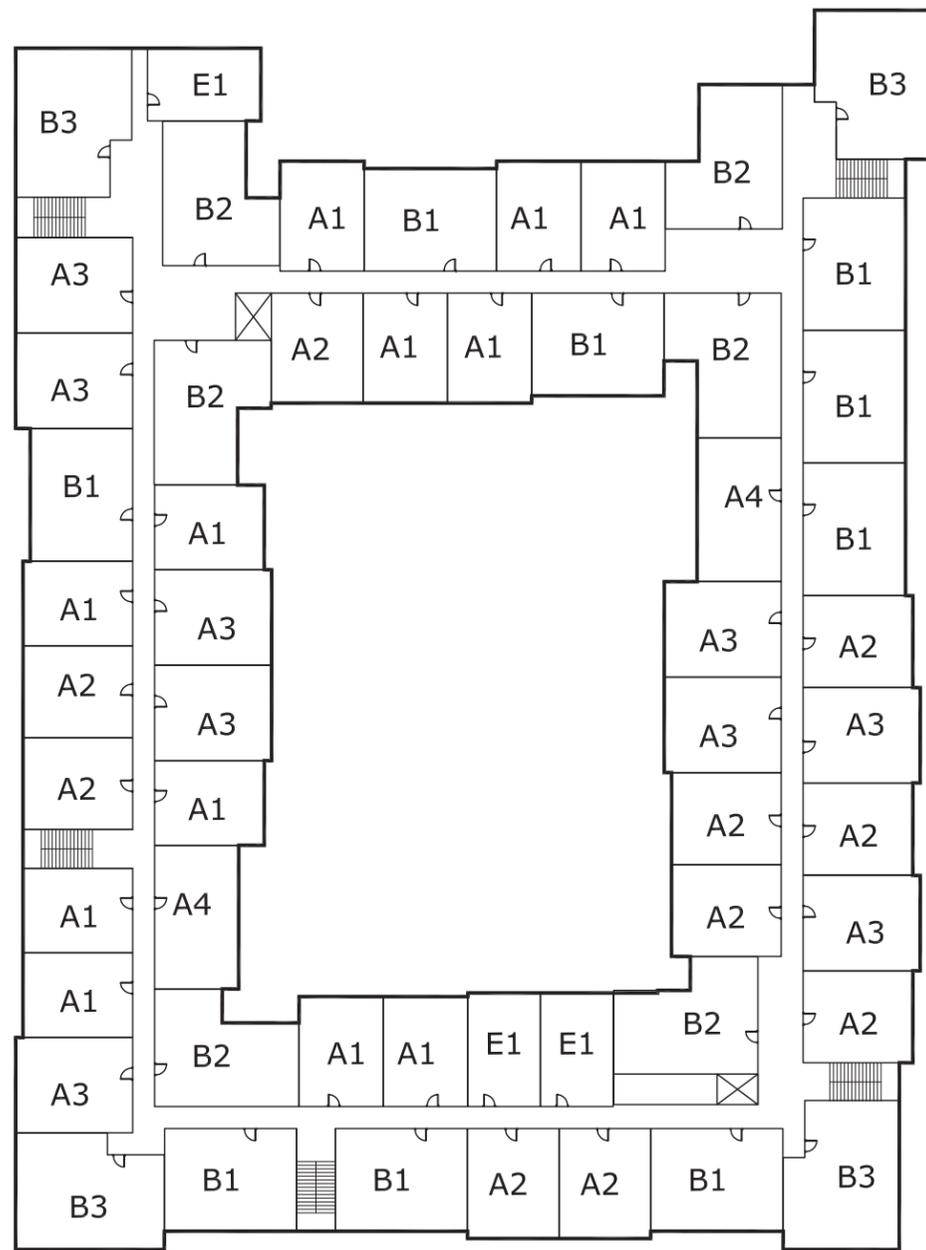


Washington Street
Phoenix, Arizona

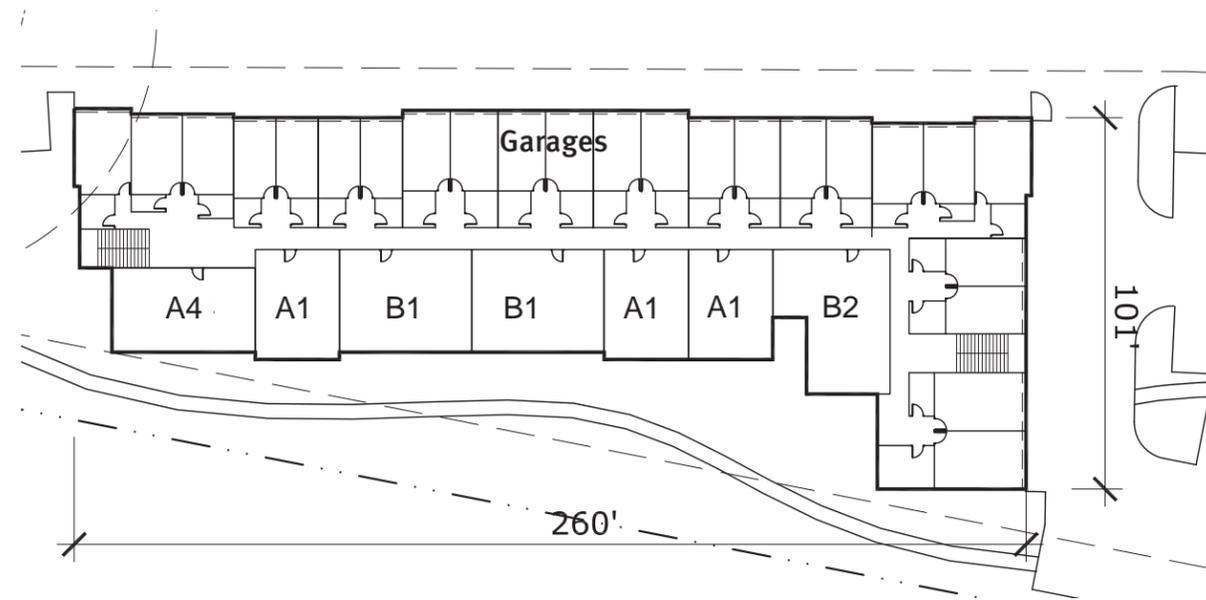


Building Plan
Scale: 1" = 50'

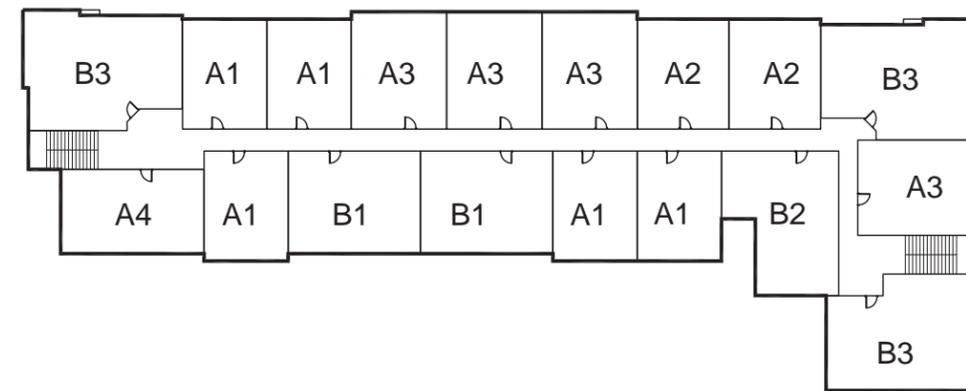
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01 3rd~4th Floor
Building #1



02 First Floor
Building #2



03 2nd~3rd Floor
Building #2

Exhibit 6



METAL AWNING

STUCCO

CEMENTITIOUS SIDING

STUCCO

CEMENTITIOUS SIDING

METAL AWNING

STUCCO

STUCCO

METAL AWNING

LEASING OFFICE



Exhibit 7



Exhibit 8

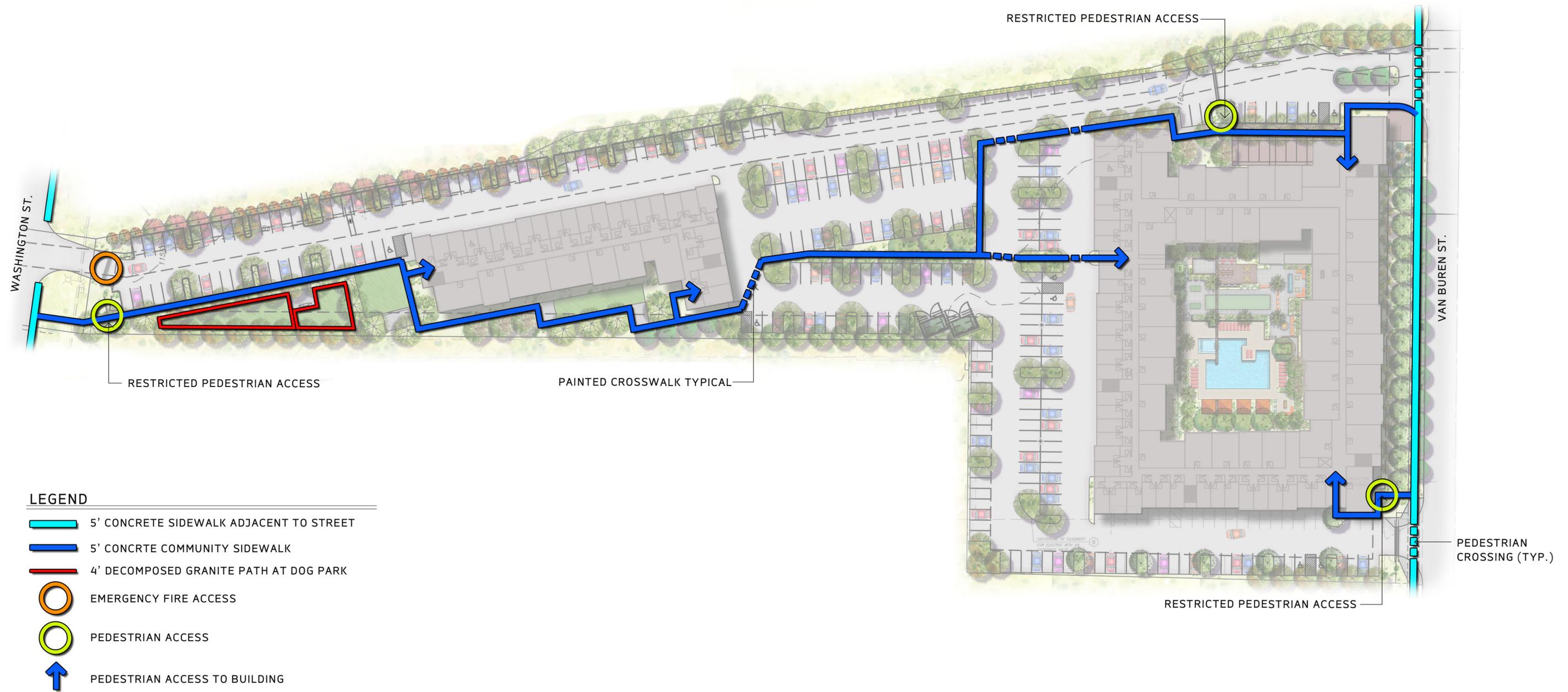


Exhibit 9



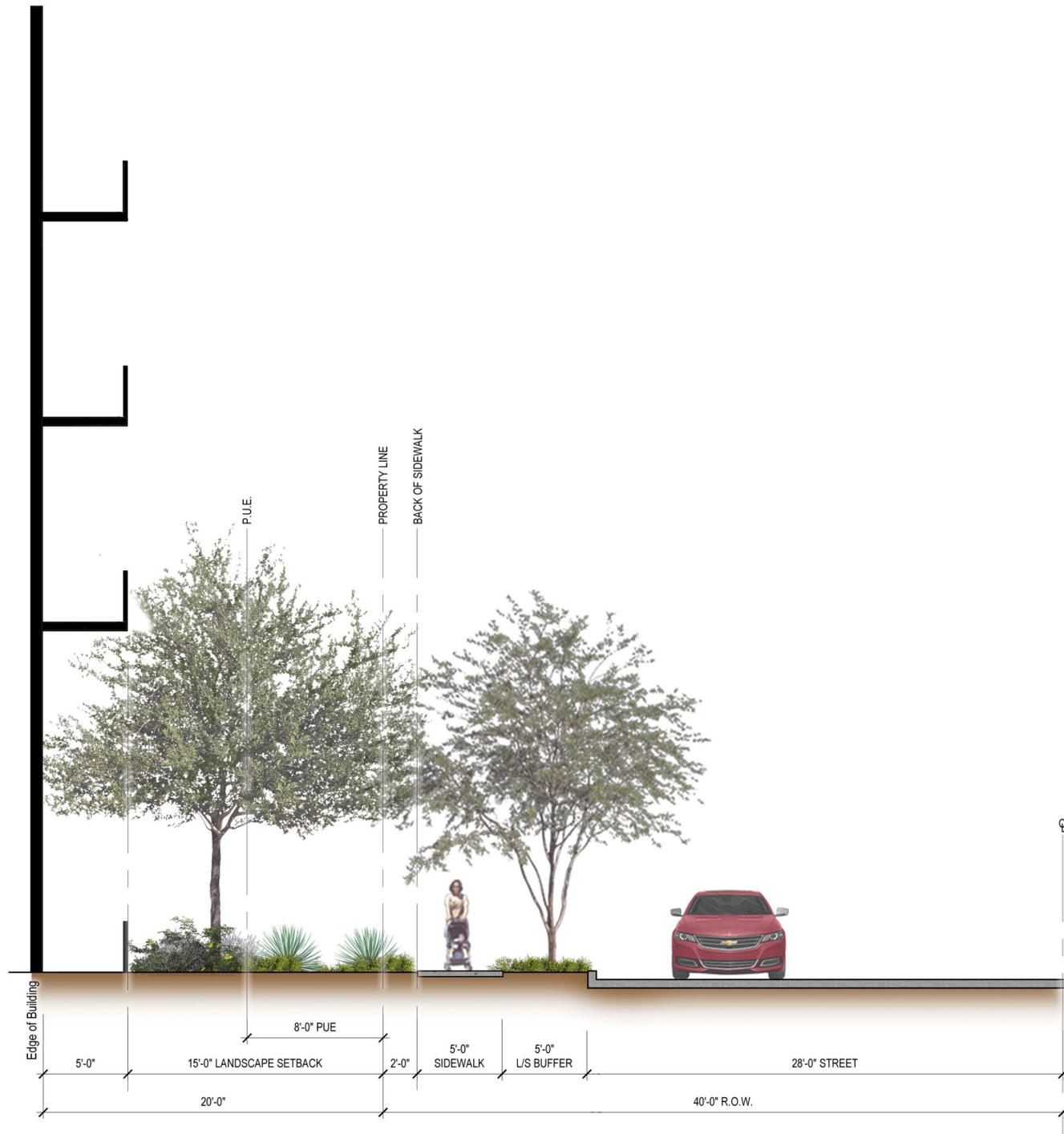
PLANT MATERIALS LEGEND

Botanical Name Common Name	Size	Height (in feet)	Width (in inches)	Caliper (in inches)
<i>Cerodiam</i> sp. Palo Verde	24" Box	7	4	1
<i>Acacia aneura</i> Mulga Acacia	36" Box	10	8	2.5
<i>Caesalpinia cacalaco</i> 'Smoothie' Cascalote	36" Box	8	5	1.5
<i>Chilopsis linearis</i> Desert Willow	24" Box	7	4	1.25
<i>Chitalpa tashkinensis</i> Chitalpa	24" Box	8	7	2.5
<i>Olneya tesota</i> Ironwood	36" Box Multi-Trunk	8	6	2
<i>Olea europaea</i> 'Wilson' Olive	24" BOX	8	5.5	1.5
<i>Parkinsonia x hybrid</i> 'Desert Museum' Palo Verde	24" box Multi-Trunk	9.0	6.0	1.5
<i>Phoenix dactylifera</i> Date Palm	16" to head	16'-0" to pineapple	N/A	
<i>Pistacia lentiscus</i> Mastic Tree	24 Box	9.0	4.0	1.5
<i>Pithecolobium flexicaule</i> Texas Ebony	24" Box Multi-Trunk	60	4.0	1.0
<i>Prosopis hybrid</i> Thornless Mesquite	24" Box Multi-Trunk	8.0	5.0	1.0
<i>Quercus virginiana</i> 'Empire Oak'	36" Box	13.0	8.0	2.75
<i>Sophora secundiflora</i> Texas Mountain Laurel	36" Box Multi-Trunk	6.0	4.0	2.0
<i>Ulmus parvifolia</i> 'Alice' Elm	24" BOX	8	3	1.25

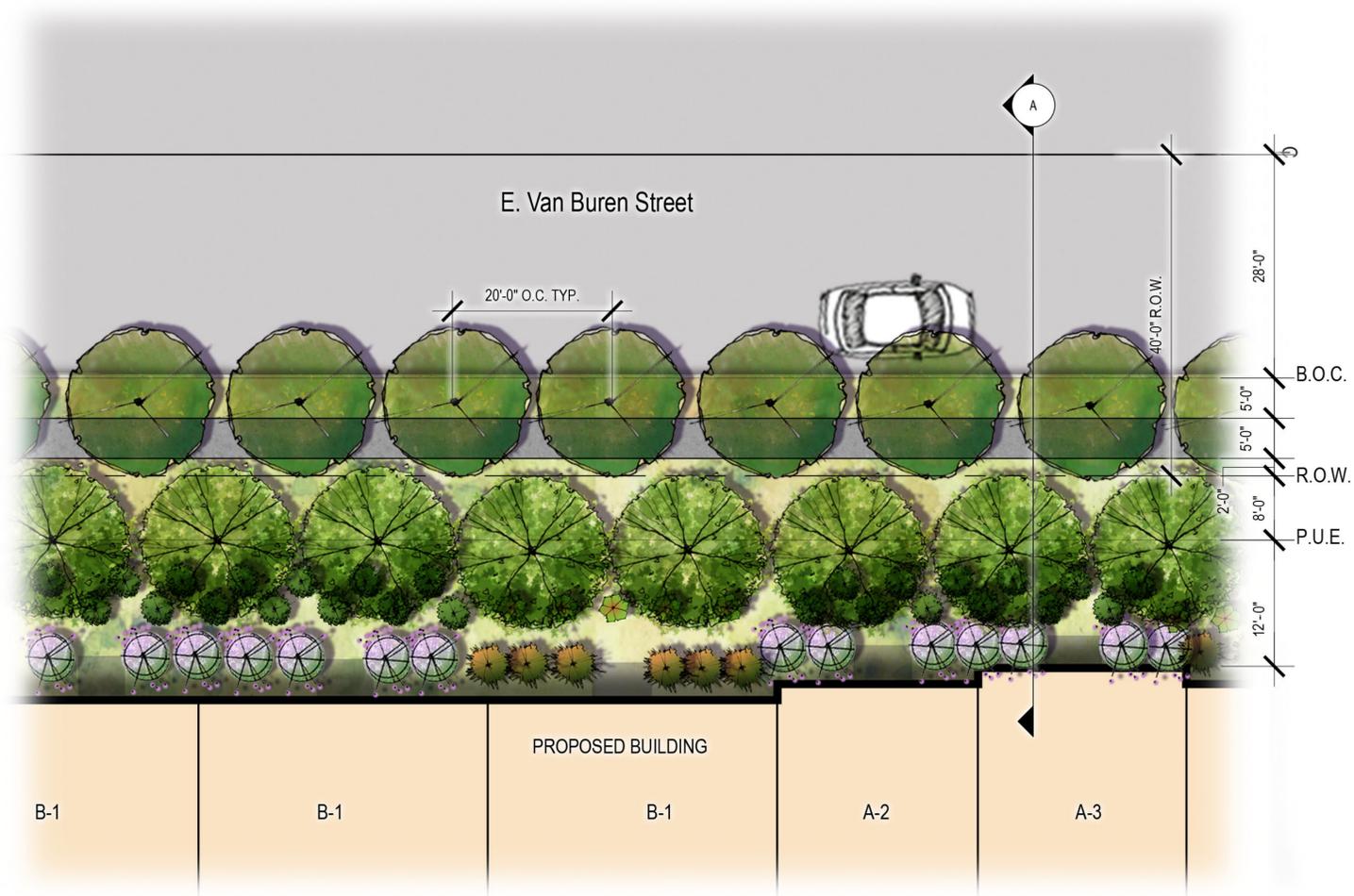
Symbol	Plant Name	Size	Symbol	Plant Name	Size
⊗	<i>Dodonaea viscosa</i>	5 gal.	○	Aloe hyb. 'Blue Elf'	5 gal.
⊗	Hopbush	5 gal.	○	Blue Elf Aloe	5 gal.
⊗	<i>Vauquelinia californica</i>	15 gal.	○	<i>Agave angustifolia</i> 'variegata'	5 gal.
⊗	Arizona Rosewood	15 gal.	○	Variegated Agave	5 gal.
⊗	Large Shrubs	Size	⊗	<i>Agave victoriae-reginae</i>	15 gal.
⊗	<i>Larrea tridentata</i>	5 gal.	⊗	Queen Victoria Agave	15 gal.
⊗	Cresote	5 gal.	⊗	<i>Bouteloua gracilis</i>	1 gal.
⊗	<i>Leucophyllum langmaniae</i> 'Rio Bravo'	5 gal.	⊗	Blond Ambition	1 gal.
⊗	Rio Bravo Sage	5 gal.	⊗	<i>Dasyliyon longissimum</i>	5 gal.
⊗	<i>Ligustrum japonicum</i>	5 gal.	⊗	Mexican Grass Tree	5 gal.
⊗	Japanese Privet	5 gal.	⊗	<i>Dasyliyon wheeleri</i>	5 gal.
⊗	<i>Leucophyllum zygophyllum</i>	5 gal.	⊗	Desert Spoon	5 gal.
⊗	Cinarron Sage	5 gal.	⊗	<i>Echinocereus grusonii</i>	5 gal.
⊗	<i>Salvia clevelandii</i>	5 gal.	⊗	Golden Barrel	5 gal.
⊗	Chaparral Sage	5 gal.	⊗	<i>Euphorbia antisyphilitica</i>	1 gal.
⊗	<i>Simmondsia chinensis</i> 'Vista'	15 gal.	⊗	Candleilla	1 gal.
⊗	Compact Jojoba	15 gal.	⊗	<i>Euphorbia rigida</i>	5 gal.
⊗	Medium Shrubs	Size	⊗	Gopher Plant	5 gal.
⊗	<i>Eremophila glabra</i> spp. <i>caranosa</i> Winter Blaze	5 gal.	⊗	<i>Euphorbia royleana</i>	15 gal.
⊗	Winter Blaze	5 gal.	⊗	Churee	15 gal.
⊗	<i>Eremophila maculata</i> 'Valentine'	5 gal.	⊗	<i>Fouquieria splendens</i>	8 cane min.
⊗	Valentine Bush	5 gal.	⊗	Ocotillo	8 cane min.
⊗	Small Shrubs	Size	⊗	<i>Opuntia x Kelly's Choice</i>	5 gal.
⊗	<i>Calliandra eriophylla</i>	5 gal.	⊗	Kelly's Choice Prickly Pear	5 gal.
⊗	Pink Fairy Duster	5 gal.	⊗	<i>Opuntia santa rita</i>	5 gal.
⊗	<i>Myrtus communis</i> 'compacta'	5 gal.	⊗	Purple Prickly Pear	5 gal.
⊗	Dwarf Myrtle	5 gal.	⊗	<i>Pachycercus marginatus</i>	5 gal.
⊗	<i>Sphaeralcea ambigua</i>	1 gal.	⊗	Mexican Fence Post Cactus	5 gal.
⊗	Desert Mallow	1 gal.	⊗	<i>Pedilanthus microcarpus</i>	5 gal.
⊗	Groundcovers	Size	⊗	Slipper Plant	5 gal.
⊗	<i>Convolvulus mauritanicus</i>	1 gal.	⊗	<i>Yucca pallida</i>	5 gal.
⊗	Ground Morning Glory	1 gal.	⊗	Pale Leaf Yucca	5 gal.
⊗	<i>Baileya multiradiata</i>	1 gal.	⊗	Vines	Size
⊗	Desert Mandala	1 gal.	⊗	<i>Bougainvillea 'Barbara Karst'</i>	5 gal.
⊗	<i>Eremophila prostrata</i> 'Outback Sunrise'	1 gal.	⊗	<i>Bougainvillea</i>	5 gal.
⊗	Outback Sunrise Eremophila	1 gal.	⊗	<i>Ficus pumila</i>	5 gal.
⊗	<i>Ophiopogon jaburan</i> 'Dwarf Kyoto'	1 gal.	⊗	Creeping Fig	5 gal.
⊗	Dwarf Mondo Grass	1 gal.	⊗	<i>Hardebergia comptoniana</i>	5 gal.
⊗	<i>Trachodespermum jasminoides</i>	1 gal.	⊗	Purple Lilac Vine	5 gal.
⊗	Asiatic Jasmine	1 gal.	⊗	<i>Rosa banksiae</i>	5 gal.
⊗	<i>Teucrium chamaedrys</i> 'Prostratum'	1 gal.	⊗	Lady Bank's Rose	5 gal.
⊗	Prostrate Germander	1 gal.	⊗	Inerts	
⊗	Cacti/ Accents	Size	⊗	Seasonal Color	
⊗	Aloe hyb. 'Blue Elf'	5 gal.	⊗	Decomposed Granite 3/4" Screened, MIN 2" depth	
⊗	Blue Elf Aloe	5 gal.	⊗	Apache Brown	
			⊗	3-6" Cobble	
			⊗	Apache Brown	
			⊗	Concrete Header	6" Wide
			⊗	Standard Color and Finish	6" Wide

*ALL TREES SHALL COMPLY WITH THE LATEST AMENDED EDITION OF THE 'ARIZONA NURSERY ASSOCIATION RECOMMENDED TREE SPECIFICATIONS'.

Exhibit 10



A TYPICAL STREET SECTION - VAN BUREN STREET
SCALE: 1/4" = 1'-0"



B TYPICAL STREETScape - VAN BUREN STREET
SCALE: 1" = 10'-0"

Exhibit 11



PLANT MATERIALS LEGEND

Botanical Name Common Name	Size	Height (in feet)	Width (in feet)	Caliper (in inches)
Cercadium sp Palo Verde	24" Box	7	4	1
Acacia aneura Mulga Acacia	36" Box	10	8	2.5
Caesalpinia cacalaco 'Smoothie' Cascalote	36" Box	8	5	1.5
Chilopsis linearis Desert Willow	24" Box	7	4	1.25
Chitralpa tashkinensis Chitralpa	24" Box	8	7	2.5
Olneya tesota Ironwood	36" Box Multi-Trunk	8	6	2
Olea europea 'Wilson' Olive	24" BOX	8	5.5	1.5
Parkinsonia x hybrid 'Desert Museum' Palo Verde	24" box Multi-Trunk	9.0	6.0	1.5
Phoenix dactylifera Date Palm	16" to head	16'-0" to pineapple	N/A	
Pistacia lentiscus Mastic Tree	24 Box	9.0	4.0	1.5
Pithecolobium flexicaule Texas Ebony	24" Box Multi-Trunk	6.0	4.0	1.0
Prosopis hybrid Thornless Mesquite	24" Box Multi-Trunk	8.0	5.0	1.0
Quercus virginiana 'Empire Oak'	36" Box	13.0	8.0	2.75
Sophora secundiflora Texas Mountain Laurel	36" Box Multi-Trunk	6.0	4.0	2.0
Ulmus parvifolia 'Alice' Elm	24" BOX	8	3	1.25

Extra Large Shrubs	Size	Cacti/ Accents	Size
Dodonaea viscosa	5 gal.	Aloe hyb. 'Blue Elf'	5 gal.
Hopbush	5 gal.	Blue Elf Aloe	5 gal.
Vaqueria californica	15 gal.	Agave angustifolia 'variegata'	5 gal.
Arizona Rosewood	15 gal.	Variegated Agave	5 gal.
Large Shrubs	Size	Agave victoriae-reginae	15 gal.
Larrea tridentata	5 gal.	Queen Victoria Agave	15 gal.
Creosote	5 gal.	Bouteloua gracilis	1 gal.
Leucophyllum langmaniae 'Rio Bravo'	5 gal.	Blond Ambition	1 gal.
Rio Bravo Sage	5 gal.	Dasylium longissimum	5 gal.
Ligustrum japonicum	5 gal.	Mexican Grass Tree	5 gal.
Japanese Privet	5 gal.	Dasylium wheeleri	5 gal.
Leucophyllum zygophyllum	5 gal.	Desert Spoon	5 gal.
Cinnaron Sage	5 gal.	Echinocereus grusonii	5 gal.
Salvia clevelandii	5 gal.	Golden Barrel	5 gal.
Chaparral Sage	5 gal.	Euphorbia antisyphilitica	1 gal.
Simmondsia chinensis 'Vista'	15 gal.	Candellila	1 gal.
Compact Jojoba	15 gal.	Euphorbia rigida	5 gal.
Medium Shrubs	Size	Euphorbia royleana	15 gal.
Eremophila glabra spp. caranosa-Winter Blaze	5 gal.	Churree	15 gal.
Winter Blaze	5 gal.	Fouquieria splendens	8 cane min.
Eremophila maculata 'Valentine'	5 gal.	Ocotillo	8 cane min.
Valentine Bush	5 gal.	Opuntia x 'Kelly's Choice'	5 gal.
Small Shrubs	Size	Kelly's Choice Prickly Pear	5 gal.
Calliandra eriophylla	5 gal.	Opuntia santa nita	5 gal.
Pink Fairy Duster	5 gal.	Purple Prickly Pear	5 gal.
Myrtus communis 'compacta'	5 gal.	Pachycereus marginatus	5 gal.
Dwarf Myrtle	5 gal.	Mexican Fence Post Cactus	5 gal.
Sphaeralcea ambigua	1 gal.	Pedilanthus microcarpus	5 gal.
Desert Mallow	1 gal.	Slipper Plant	5 gal.
Groundcovers	Size	Yucca pallida	5 gal.
Convolvulus mauritanicus	1 gal.	Pale Leaf Yucca	5 gal.
Ground Morning Glory	1 gal.	Vines	Size
Baileya multiradiata	1 gal.	Bougainvillea 'Barbara Karst'	5 gal.
Desert Mangold	1 gal.	Bougainvillea	5 gal.
Eremophila prostrata 'Outback Sunrise'	1 gal.	Ficus pumila	5 gal.
Outback Sunrise Eremophila	1 gal.	Creeping Fig	5 gal.
Ophiopogon jaburan 'Dwarf Kyoto'	1 gal.	Hardebergia comptoniana	5 gal.
Dwarf Mondo Grass	1 gal.	Purple Lilac Vine	5 gal.
Trachelospermum jasminoides	1 gal.	Rosa banksiae	5 gal.
Asiatic Jasmine	1 gal.	Lady Bank's Rose	5 gal.
Teucrium chamaedrys 'Prostratum'	1 gal.	Inerts	
Prostrate Germander	1 gal.	Seasonal Color	
Cacti/ Accents	Size	No Inerts	
Aloe hyb. 'Blue Elf'	5 gal.	Decomposed Granite 3/4" Screened, MIN 2" depth	
Blue Elf Aloe	5 gal.	Apache Brown	
		3-6" Cobble	
		Apache Brown	
		Concrete Header	6" Wide
		Standard Color and Finish	

KEYNOTES

- A** LOUNGE CHAIRS AT POOL DECK
- B** PRE-FABRICATED CONCRETE FIREPIT
- C** 3M ACRYLIC SCREEN PANELS TO PROVIDE PRIVACY & SEPARATION BETWEEN POOL CABANAS
- D** FABRIC SHADE POOL CABANA
- E** ACCENT MASONRY WALL WITH TILE VANNER
- F** POOL CONTROL FENCE TO SEPARATE A4 & B2
- G** POOL
- H** SPA WITH ACCENT WALL AND WATER FEATURE
- I** FENCE AND GATES FOR POOL CONTROL
- J** BOCCIE BALL COURT 12'(W)X55'(L)
- K** PING PONG TABLES AT ACTIVE PLAY AREA
- L** ACCENT 'SPINE' WALL WITH TILE VANNER
- M** STABILIZED DG PATH FOR MAINTENANCE ACCESS TO POOL EQUIPMENT
- N** ROOF STRUCTURE TO SCREEN POOL EQUIPMENT FROM UNITS ABOVE
- O** POOL EQUIPMENT ROOM
- P** BBQ BAR OUTSIDE ROOF LINE
- Q** OUTDOOR KITCHEN ISLAND
- R** SHADE STRUCTURE OVER OUTDOOR KITCHEN AREA
- S** PATIO ROOF. REFERENCE ARCHITECTURE
- T** DATE PALMS WITH TREE GRATES
- U** OUTDOOR SECTIONAL FURNITURE AND TABLES
- V** +18" (H) LINEAR WATER FEATURE WITH NEGATIVE EDGE AND OVERFLOW BASIN
- W** BUILT IN FURNITURE AND PRECAST CONCRETE FIREPIT

*ALL TREES SHALL COMPLY WITH THE LATEST AMENDED EDITION OF THE 'ARIZONA NURSERY ASSOCIATION RECOMMENDED TREE SPECIFICATIONS'

Exhibit 12



WALL LEGEND

SYMBOL	DESCRIPTION
	EXISTING WALL
	THEME WALL. SEE WALL DETAILS EXHIBIT - DETAIL A
	PARTIAL VIEW FENCE. SEE WALL DETAILS EXHIBIT - DETAIL B
	VIEW FENCE. SEE WALL DETAILS EXHIBIT - DETAIL C
	PEDESTRIAN GATES. SEE WALL DETAILS EXHIBIT - DETAIL D
	VEHICULAR GATES. SEE WALL DETAILS EXHIBIT - DETAIL D



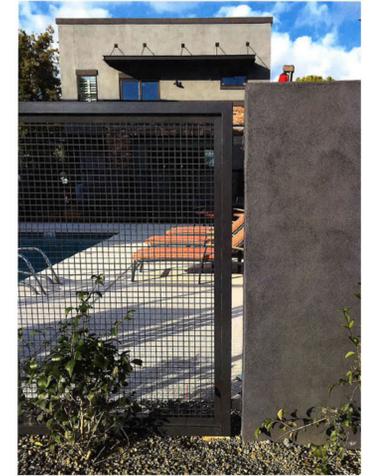
A THEME WALL
SCALE: 1/2"=1'-0"



B PARTIAL VIEW FENCE
SCALE: 1/2"=1'-0"



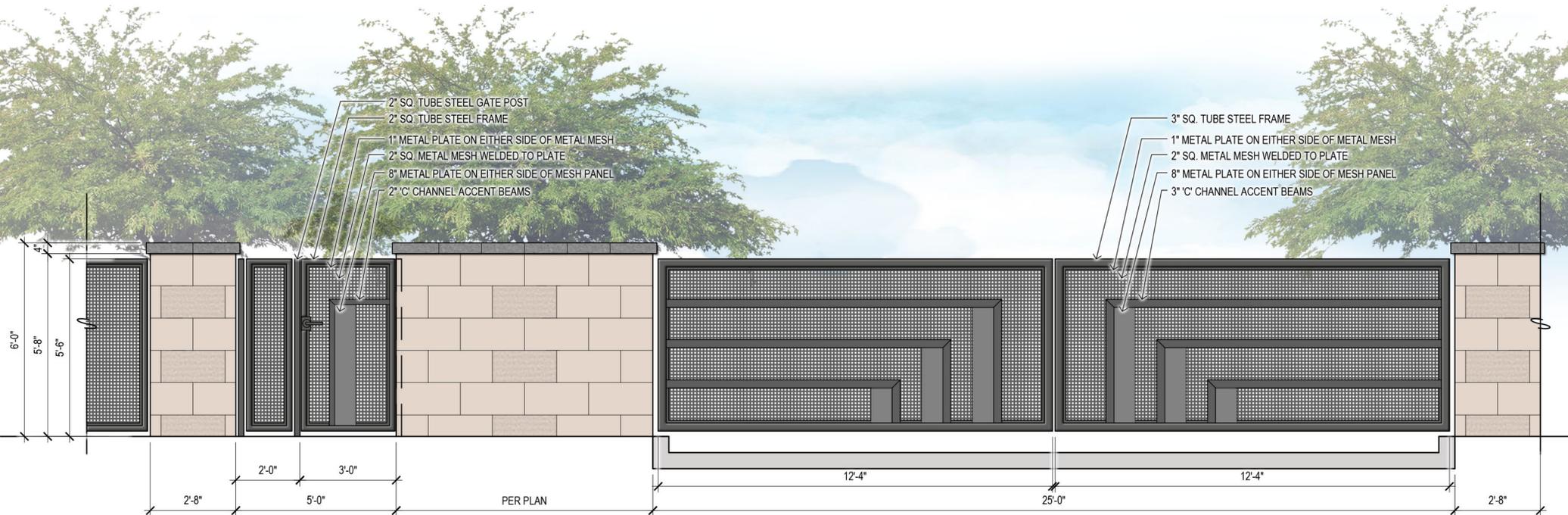
C VIEW FENCE
SCALE: 1/2"=1'-0"



PERFORATED MESH PANEL



'C' CHANNEL GATE FRAME



D GATED VEHICULAR ENTRY
SCALE: 1/2"=1'-0"



CONCRETE TILE VENEER

Exhibit 13

EXHIBIT A
TO THE SPECIAL WARRANTY DEED

Legal Description of the Property

PARCEL A:

PARCEL NO. 2:

A PORTION OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 7;

THENCE SOUTH (ASSUMED BEARING) ALONG THE EAST LINE OF SAID SECTION 7, A DISTANCE OF 40 FEET;

THENCE NORTH 89 DEGREES 20 MINUTES 00 SECONDS WEST, PARALLEL WITH AND 40.00 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 7, A DISTANCE OF 489.82 FEET TO THE TRUE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL;

THENCE SOUTH 1 DEGREES 30 MINUTES 00 SECONDS WEST, 240.42 FEET;

THENCE NORTH 89 DEGREES 20 MINUTES 00 SECONDS WEST AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 7, A DISTANCE OF 139.94 FEET;

THENCE SOUTH 0 DEGREES 20 MINUTES 00 SECONDS WEST, 27.00 FEET;

THENCE NORTH 89 DEGREES 20 MINUTES 00 SECONDS WEST AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 7, A DISTANCE 71.00 FEET;

THENCE NORTH 0 DEGREES 29 MINUTES 00 SECONDS EAST, 59.90 FEET;

THENCE NORTH 89 DEGREES 20 MINUTES 00 SECONDS WEST AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 7, A DISTANCE OF 42.50 FEET;

THENCE NORTH 0 DEGREES 29 MINUTES 00 SECONDS EAST, 48.50 FEET;

THENCE NORTH 89 DEGREES 20 MINUTES 00 SECONDS WEST AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 7, A DISTANCE OF 3.00 FEET;

THENCE NORTH 0 DEGREES 29 MINUTES 00 SECONDS EAST, 22.50 FEET;

THENCE NORTH 89 DEGREES 20 MINUTES 00 SECONDS WEST AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 7, A DISTANCE OF 5.00 FEET;

THENCE NORTH 0 DEGREES 29 MINUTES 00 SECONDS EAST 80.80 FEET;

THENCE SOUTH 89 DEGREES 20 MINUTES 00 SECONDS EAST AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 7, A DISTANCE OF 11.00 FEET;

THENCE NORTH 0 DEGREES 29 MINUTES 00 SECONDS EAST, 55.70 FEET TO A POINT 40 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 7;

THENCE SOUTH 89 DEGREES 20 MINUTES 00 SECONDS EAST, PARALLEL WITH AND 40 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 7, A DISTANCE OF 254.71 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL NO. 3:

A PORTION OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 7;

THENCE SOUTH (ASSUMED BEARING) Unofficial Document ALONG THE EAST LINE OF SAID SECTION 7, A DISTANCE OF 40 FEET;

THENCE NORTH 89 DEGREES 20 MINUTES WEST, PARALLEL WITH AND 40 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 7, A DISTANCE OF 429.82 FEET TO THE TRUE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL;

THENCE SOUTH 1 DEGREES 30 MINUTES 00 SECONDS WEST 377.44 FEET;

THENCE NORTH 89 DEGREES 20 MINUTES 00 SECONDS WEST AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 7, A DISTANCE OF 197.51 FEET;

THENCE NORTH 0 DEGREES 29 MINUTES 00 SECONDS EAST 137.00 FEET;

THENCE SOUTH 89 DEGREES 20 MINUTES 00 SECONDS EAST AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 7 A DISTANCE OF 139.94 FEET;

THENCE NORTH 1 DEGREES 30 MINUTES 00 SECONDS EAST 240.42 FEET TO A POINT 40 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 7;

THENCE SOUTH 89 DEGREES 20 MINUTES 00 SECONDS EAST, PARALLEL WITH AND 40 FEET SOUTH OF SAID NORTH LINE, 60.00 FEET TO THE TRUE PONT OF BEGINNING;

EXCEPT THAT PART LYING WITHIN THE NORTH 50 FEET OF SAID NORTHEAST QUARTER AS CONVEYED TO THE CITY OF PHOENIX BY DEED RECORDED NOVEMBER 30, 1987 IN 87-716021, OF OFFICIAL RECORDS.

PARCEL B:

PARCEL NO. 5:

THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 1 NORTH, RANGE 4 EAST, GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SECTION 7, FROM WHICH THE NORTH QUARTER CORNER OF SAID SECTION BEARS NORTH 89 DEGREES 23 MINUTES 30 SECONDS WEST, A DISTANCE OF 2664.11 FEET;

THENCE NORTH 89 DEGREES 23 MINUTES 30 SECONDS WEST, ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7, A DISTANCE OF 744.58 FEET;

THENCE SOUTH 00 DEGREES 36 MINUTES 30 SECONDS WEST, A DISTANCE OF 40.00 FEET TO THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF VAN BUREN STREET;

THENCE NORTH 89 DEGREES 23 MINUTES 30 SECONDS WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 75.00 FEET TO THE NORTHEAST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN DOCUMENT NO. 97-0785414, MARICOPA COUNTY RECORDS;

THENCE SOUTH 00 DEGREES 45 MINUTES 30 SECONDS WEST, ALONG THE EASTERLY LINE OF SAID PARCEL, A DISTANCE OF 135.69 FEET;

THENCE CONTINUING ALONG SAID EASTERLY LINE, SOUTH 12 DEGREES 08 MINUTES 28 SECONDS EAST, A DISTANCE OF 134.77 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 89 DEGREES 03 MINUTES 30 SECONDS EAST, A DISTANCE OF 84.41 FEET TO THE SOUTHWESTERN MOST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN DOCUMENT NO. 04-0497147;

THENCE CONTINUING SOUTH 89 DEGREES 03 MINUTES 30 SECONDS EAST, A DISTANCE OF 71.00 FEET TO AN ANGLE POINT ON THE WESTERLY LINE OF LAST SAID PARCEL;

THENCE SOUTH 00 DEGREES 45 MINUTES 30 SECONDS WEST, ALONG SAID WESTERLY LINE, A DISTANCE OF 110.00 FEET TO THE NORTHWESTERN MOST CORNER SHOWN ON THE FINAL PLAT OF "DESERT SCHOOLS FEDERAL CREDIT UNION", BOOK 453, PAGE 14, MARICOPA COUNTY RECORDS;

THENCE NORTH 89 DEGREES 23 MINUTES 30 SECONDS WEST, PARALLEL TO THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7, A DISTANCE OF 130.03 FEET;

THENCE NORTH 12 DEGREES 08 MINUTES 28 SECONDS WEST, A DISTANCE OF 113.71 FEET TO THE POINT OF BEGINNING.

PARCEL C:

PARCEL NO. 1:

THAT PART OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF SAID SECTION 7, FROM WHICH THE NORTHEAST CORNER OF SAID SECTION 7 BEARS SOUTH 89 DEGREES 23 MINUTES 30 SECONDS EAST, 744.58 FEET;

THENCE SOUTH 00 DEGREES 36 MINUTES 30 SECONDS WEST, 40.00 FEET TO THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF VAN BUREN STREET AND THE EXISTING EASTERLY RIGHT OF WAY LINE OF STATE ROUTE 202 LOOP (EAST PAPAGO HIGHWAY);

Unofficial Document

THENCE ALONG SAID VAN BUREN STREET RIGHT OF WAY LINE NORTH 89 DEGREES 23 MINUTES 30 SECONDS WEST, 75.00 FEET TO THE TRUE POINT OF BEGINNING;

THENCE SOUTH 00 DEGREES 45 MINUTES 30 SECONDS WEST, 135.69 FEET;

THENCE SOUTH 12 DEGREES 08 MINUTES 28 SECONDS EAST, 134.77 FEET;

THENCE SOUTH 89 DEGREES 03 MINUTES 30 SECONDS EAST, 84.41 FEET;

THENCE NORTH 83 DEGREES 11 MINUTES 35 SECONDS EAST 1.78 FEET TO A POINT ON THE EASTERLY BOUNDARY OF THAT TRACT OF LAND KNOWN AS PARCEL 1, RECORDED IN BOOK 600 OF DEEDS, PAGE 39, MARICOPA COUNTY RECORDS AND THE MOST SOUTHERLY SOUTHWEST CORNER OF THAT TRACT OF LAND KNOWN AS PARCEL 1 RECORDED IN RECORDING NO. 91-534060, MARICOPA COUNTY RECORDS;

THENCE SOUTH 89 DEGREES 23 MINUTES 30 SECONDS EAST, ALONG THE EASTERLY BOUNDARY OF SAID PARCEL 1 RECORDED IN BOOK 600 OF DEEDS, PAGE 39 AND THE SOUTHERLY BOUNDARY OF SAID PARCEL 1 RECORDED IN RECORDING NO. 91-534060, A DISTANCE OF 71.02 FEET TO THE MOST SOUTHERLY SOUTHEAST

CORNER OF SAID PARCEL 1 RECORDED IN RECORDING NO. 91-534060, MARICOPA COUNTY RECORDS AND A POINT OF THE WEST LINE OF PARCEL 2 RECORDED IN THE RECORDING NO. 91-534060, MARICOPA COUNTY RECORDS;

THENCE SOUTH 00 DEGREES 25 MINUTES 50 SECONDS WEST, ALONG THE EASTERLY BOUNDARY OF SAID PARCEL 1 RECORDED IN BOOK 600 OF DEEDS, PAGE 39, MARICOPA COUNTY RECORDS AND THE WEST LINE OF SAID PARCEL 2 RECORDED IN RECORDING NO. 91-534060, 109.83 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 2 RECORDED IN RECORDING NO. 91-534060, MARICOPA COUNTY RECORDS AND THE MOST WESTERLY NORTHWEST CORNER OF LOT 1 "DESERT SCHOOLS FEDERAL CREDIT UNION" RECORDED IN BOOK 453 OF MAPS, PAGE 14, MARICOPA COUNTY RECORDS;

THENCE SOUTH 00 DEGREES 25 MINUTES 50 SECONDS WEST, ALONG THE EASTERLY BOUNDARY OF SAID PARCEL 1 RECORDED IN BOOK 600 OF DEEDS, PAGE 39, MARICOPA COUNTY RECORDS AND THE WEST LINE OF SAID LOT 1, 783.76 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1;

THENCE NORTH 81 DEGREES 52 MINUTES 18 SECONDS WEST, DEPARTING THE EASTERLY BOUNDARY OF SAID PARCEL 1 RECORDED IN BOOK 600 OF DEEDS, PAGE 39 MARICOPA COUNTY RECORDS AND THE WEST LINE OF SAID LOT 1, 6.96 FEET TO THE SOUTHEAST CORNER OF THAT TRACT OF LAND RECORDED IN RECORDING NO, 97-0785414, MARICOPA COUNTY RECORDS;

Unofficial Document

THENCE NORTH 71 DEGREES 48 MINUTES 35 SECONDS WEST ALONG SAID NORTHERLY RIGHT OF WAY LINE OF WASHINGTON STREET, 75.24 FEET TO THE EXISTING EASTERLY RIGHT OF WAY LINE OF THE NEW CROSSCUT CANAL;

THENCE NORTH 10 DEGREES 40 MINUTES 58 SECONDS WEST, 383.12 FEET;

THENCE NORTH 25 DEGREES 43 MINUTES 35 SECONDS WEST, 50.51 FEET;

THENCE NORTH 08 DEGREES 10 MINUTES 07 SECONDS WEST, 16500 FEET;

THENCE NORTH 07 DEGREES 47 MINUTES 08 SECONDS EAST, 51.85 FEET;

THENCE NORTH 07 DEGREES 53 MINUTES 40 SECONDS WEST, 279.76 FEET;

THENCE NORTH 16 DEGREES 44 MINUTES 30 SECONDS WEST, 50.03 FEET;

THENCE NORTH 10 DEGREES 02 MINUTES 52 SECONDS WEST, 101.85 FEET;

THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, 77.36 FEET TO THE AFORESAID SOUTHERLY RIGHT OF WAY LINE OF VAN BUREN STREET;

THENCE SOUTH 89 DEGREES 23 MINUTES 30 SECONDS EAST ALONG SAID RIGHT OF WAY LINE 81.32 FEET TO THE TRUE POINT OF BEGINNING;

EXCEPT THEREFROM ANY PORTION LYING WITHIN THE FOLLOWING DESCRIBED PROPERTY:

COMMENCING AT THE NORTHEAST CORNER OF SECTION 7, FROM WHICH THE NORTH QUARTER CORNER OF SAID SECTION BEARS NORTH 89 DEGREES 23 MINUTES 30 SECONDS WEST, A DISTANCE OF 2664.11 FEET;

THENCE NORTH 89 DEGREES 23 MINUTES 30 SECONDS WEST, ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7, A DISTANCE OF 744.58 FEET;

THENCE SOUTH 00 DEGREES 36 MINUTES 30 SECONDS WEST, A DISTANCE OF 40.00 FEET TO THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF VAN BUREN STREET;

THENCE NORTH 89 DEGREES 23 MINUTES 30 SECONDS WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 75.00 FEET TO THE NORTHEAST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN DOCUMENT NO. 97-0785414, MARICOPA COUNTY RECORDS;

THENCE SOUTH 00 DEGREES 45 MINUTES 30 SECONDS WEST, ALONG THE EASTERLY LINE OF SAID PARCEL, A DISTANCE OF 135.69 FEET;

Unofficial Document

THENCE CONTINUING ALONG SAID EASTERLY LINE, SOUTH 12 DEGREES 08 MINUTES 28 SECONDS EAST, A DISTANCE OF 134.77 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 89 DEGREES 03 MINUTES 30 SECONDS EAST, A DISTANCE OF 84.41 FEET TO THE SOUTHWESTERN MOST CORNER OF THAT CERTAIN PARCEL DESCRIBED IN DOCUMENT NO. 04-0497147;

THENCE CONTINUING SOUTH 89 DEGREES 03 MINUTES 30 SECONDS EAST, A DISTANCE OF 71.00 FEET TO AN ANGLE POINT ON THE WESTERLY LINE OF LAST SAID PARCEL;

THENCE SOUTH 00 DEGREES 45 MINUTES 30 SECONDS WEST, ALONG SAID WESTERLY LINE A DISTANCE OF 110.00 FEET TO THE NORTHWESTERN MOST CORNER SHOWN ON THE FINAL PLAT OF "DESERT SCHOOLS FEDERAL CREDIT UNION", BOOK 453, PAGE 14, MARICOPA COUNTY RECORDS;

THENCE NORTH 89 DEGREES 23 MINUTES 30 SECONDS WEST, PARALLEL TO THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7, A DISTANCE OF 130.03 FEET;

THENCE NORTH 12 DEGREES 08 MINUTES 28 SECONDS WEST, A DISTANCE OF 113.71 FEET TO THE POINT OF BEGINNING; AND

FURTHER EXCEPT THAT PORTION GRANTED TO THE CITY OF PHOENIX, A MUNICIPAL CORPORATION OF THE STATE OF ARIZONA, IN SPECIAL WARRANTY DEED RECORDED IN DOCUMENT NO. 2006-0628267, DESCRIBED AS FOLLOWS:

A PORTION OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF 48TH STREET AND WASHINGTON STREET;

THENCE, NORTH 81 DEGREES 52 MINUTES 18 SECONDS WEST, A DISTANCE OF 660.49 FEET;

THENCE, NORTH 08 DEGREES 07 MINUTES 42 SECONDS EAST, A DISTANCE OF 69.00 FEET TO THE POINT OF BEGINNING;

THENCE, NORTH 80 DEGREES 23 MINUTES 38 SECONDS WEST, A DISTANCE OF 6.98 FEET;

THENCE, NORTH 71 DEGREES 48 MINUTES 43 SECONDS WEST, A DISTANCE OF 75.24 FEET;

Unofficial Document

THENCE, NORTH 10 DEGREES 41 MINUTES 06 SECONDS WEST, A DISTANCE OF 12.90 FEET TO A POINT OF CUSP TO A CURVE WHOSE 10898.00 FEET RADIUS BEARS NORTH 08 DEGREES 07 MINUTES 59 SECONDS EAST AND IS CONCAVE NORTHEAST;

THENCE, SOUTHEASTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 0 DEGREES 25 MINUTES 47 SECONDS, A DISTANCE OF 81.73 FEET;

THENCE, SOUTH 00 DEGREES 25 MINUTES 54 SECONDS WEST A DISTANCE OF 26.07 FEET TO THE POINT OF BEGINNING.

PARCEL NO. 4:

THAT PART OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF SAID SECTION 7, FROM WHICH THE NORTHEAST CORNER OF SAID SECTION 7 BEARS SOUTH 89 DEGREES 23 MINUTES 30 SECONDS EAST 744.58 FEET;

THENCE SOUTH 0 DEGREES 36 MINUTES 30 SECONDS WEST 40.00 FEET TO THE TRUE POINT OF BEGINNING, ON THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF VAN BUREN STREET AND THE EXISTING EASTERLY RIGHT OF WAY LINE OF STATE ROUTE 202 LOOP (EAST PAPAGO HIGHWAY);

THENCE ALONG SAID EXISTING STATE ROUTE 202 LOOP RIGHT OF WAY LINE THE FOLLOWING NINE (9) COURSES;

THENCE SOUTH 0 DEGREES 45 MINUTES 30 SECONDS WEST 55.70 FEET;

THENCE NORTH 89 DEGREES 03 MINUTES 30 SECONDS WEST 11 .00 FEET;

THENCE SOUTH 0 DEGREES 45 MINUTES 30 SECONDS WEST 80.80 FEET;

THENCE SOUTH 89 DEGREES 03 MINUTES 30 SECONDS EAST 5.00 FEET;

THENCE SOUTH 0 DEGREES 45 MINUTES 30 SECONDS WEST 22.50 FEET;

THENCE SOUTH 89 DEGREES 03 MINUTES 30 SECONDS EAST 3.00 FEET;

THENCE SOUTH 0 DEGREES 45 MINUTES 30 SECONDS WEST 48.50 FEET;

THENCE SOUTH 89 DEGREES 03 MINUTES 30 SECONDS EAST 42.50 FEET;

THENCE SOUTH 0 DEGREES 45 MINUTES 30 SECONDS WEST 59.90 FEET;

THENCE NORTH 89 DEGREES 03 MINUTES 30 SECONDS WEST 84.41 FEET;

THENCE NORTH 12 DEGREES 08 MINUTES 28 SECONDS WEST 134.77 FEET;

THENCE NORTH 0 DEGREES 45 MINUTES 30 SECONDS EAST 135.69 FEET TO THE AFORESAID SOUTHERLY RIGHT OF WAY LINE OF VAN BUREN STREET;

THENCE ALONG SAID RIGHT OF WAY LINE SOUTH 89 DEGREES 23 MINUTES 30 SECONDS EAST 75.00 FEET TO THE TRUE POINT OF BEGINNING.

Exhibit 14



March 18, 2016

Brett Flaten
Senior Development Manager
Encore Multi-Family, LLC
5005 LBJ Freeway, Suite 1200
Dallas, TX 75244
214-259-7000 Office
214-259-7044 Direct
bflaten@encore.bz Email

**RE: Trip Generation Statement for Encore Washington Street
SEC Hohokam Expressway (State Route 143) and Van Buren Street – Phoenix**

Dear Mr. Flaten:

CivTech is pleased to present you with this Trip Generation Statement (TGS) for the proposed Encore Washington Street development located on the southeast corner of the Hohokam Expressway (State Route 143) and Van Buren Street in the City of Phoenix, Arizona. This project will be a 240-dwelling unit, 4-story apartment complex between Washington and Van Buren Streets along SR 143. The site is comprised of three Maricopa County Assessor parcels totaling approximately 6.6 acres. **Attachment 1** is a site plan.

Briefly, the following conclusions are documented below:

- The site will be served by a main entrance on Van Buren Street across from 47th Street and a second residents-only access on Van Buren Street across from 47th Place. Access to Washington Street will be for emergency vehicles. All driveways will be constructed to City of Phoenix standards.
- The proposed development could generate 1,596 trips daily, with 123 trips during the AM peak hour (25 in/98 out) and 149 trips during the PM peak hour (97 in/52 out).
- CivTech recommends that sight visibility triangles be designated by AASHTO guidelines according to the distances summarized in **Table 2** or as otherwise specified by the City of Phoenix. Within designated sight visibility triangles, landscaping and/or native vegetation should be maintained at a maximum of three feet in height.

BACKGROUND

Based on our correspondence, CivTech understands that City staff confirmed that the extent of this study could be limited to a TGS and that a full TIA would not be necessary. A preliminary trip generation had estimated that a maximum trip generation of approximately 150 trips per hour, which is well below the City's criterion of a minimum threshold of 500 trips per hour before a full traffic impact analysis is required under their *Traffic Impact Studies Guidelines* (dated December 1, 2009). This TGS was completed in conformance to City of Phoenix guidelines.

EXISTING CONDITIONS

Adjacent to the site, Van Buren and Washington Streets are two-way roadways (to the west, Washington and Jefferson Streets operate as one-way directional roads forming a couplet). The

Metro Light Rail line, which provides transit service to the east and west, was constructed in the center of Washington Street and opened in December 2008.

PROPOSED DEVELOPMENT

The Encore Washington Street development will be a 240-dwelling unit, 4-story apartment complex between Washington and Van Buren Streets along SR 143 and can be described as being located on the southeast corner of the Hohokam Expressway and Van Buren Street. The site is comprised of three Maricopa County Assessor parcels totaling approximately 6.6 acres.

Site Access. Traffic will be distributed to the local street network via a main entrance on Van Buren Street across from 47th Street and a second residents-only access on Van Buren Street across from 47th Place. Access to Washington Street will be for emergency vehicles only because the site’s Washington Street frontage is very short and falls within the limits of an existing westbound right turn lane that becomes a freeway on-ramp. All accesses will be gated, with the main entrance gated beyond the leasing office, and all driveways will be constructed to City of Phoenix standards.

TRIP GENERATION

The trip generation potential of a development is usually estimated using the most current edition of the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual* as a primary reference. The *Trip Generation Manual* contains data for a wide variety of land uses and is currently in its 9th edition, published in 2012. The data are summarized in the document and average rates and equations developed from the data are provided that correlate the relationship between an independent variable that describes the development size and the trips generated for each categorized land use. The manual provides information for daily and peak hour trips and, for certain uses, for other time periods as well.

Table 1 is a detailed trip generation that shows the amount of trips that could be generated by the proposed development consisting solely of apartments.

Table 1 – Trip Generation Calculations

Land Use	ITE LUC	ITE Land Use Name	Dwelling Units	AM Distribution		PM Distribution				
				In	Out	In	Out			
Apartments	230	Apartments	240	20%	80%	65%	35%			
Land Use	ADT		AM Peak Hour			PM Peak Hour				
	Average Rate*	Total	Average Rate*	In	Out	Total	Average Rate*	In	Out	Total
Apartments	6.65	1,596	0.51	25	98	123	0.62	97	52	149

A review of the trip generation presented in **Table 1** reveals that the proposed development could generate 1,596 trips daily, with 123 trips during the AM peak hour (25 in/98 out) and 149 trips during the PM peak hour (97 in/52 out).

SIGHT DISTANCE

Intersection sight distance calculations were performed to set guidelines for establishing lines of sight for the proposed development at the site access point. Using the guidelines set forth by *A Policy on Geometric Design of Highways and Streets*, appropriate sight distances were calculated for the right and left turn/crossing movements out of each site driveway (“Case B2” and “Case B3/B1,” respectively) and the left turn movement into these site driveways (“Case F”).

The posted speed limit Van Buren Street is 40 mph. The sight visibility calculations for the proposed driveway were made with a design speed of 45 mph. CivTech estimates the pavement of Van Buren Street to be 56 feet wide (between faces of curb) with five lanes: two lanes (12-foot wide curb lane plus 10-foot wide through lane) in each direction separated by a 12-foot wide continuous two-way left turn lane. No on-street parking is allowed on either side. Recommended sight distances for movements out from and into the site driveway are summarized in **Table 2**. Visibility calculations are attached. (See **Attachment 2**.)

Table 2: Required Sight Distances

Approach	Lanes on Cross-Street	Design Speed (mph)	Case B1 (To Right of Driveway)	Case B2/B3 (To Left of Driveway)	Case F (Ahead on Major Road)
Site Access at Van Buren Street	2	45	560'	495'	425'

Also, the City of Phoenix requires that

All landscaping or wall construction adjacent to driveway entrances is not to exceed three (3) feet in height within a triangle measuring ten (10) feet in depth from the property line tapering to the property line twenty (20) feet on either side of the driveway. All landscaping and wall construction shall comply with the vision obscurement requirement of the Phoenix City Code.

CivTech recommends that sight visibility triangles be designated by AASHTO guidelines according to the distances summarized in **Table 2** or as otherwise specified by the City of Phoenix. Within designated sight visibility triangles, landscaping and/or native vegetation should be maintained at a maximum of three feet in height.

Thank you for allowing CivTech to assist you on this project. Please contact me with any questions or comments you may have on this statement.

Sincerely,

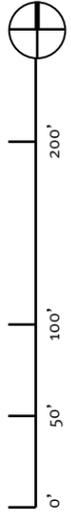


Joseph F. Spadafino, P.E., PTOE, PTP
Project Manager/Senior Traffic Engineer

Attachment 1 – Site Plan
Attachment 2 – Sight Distance Calculations



Project Data	
MF Units: (852 sf/avg)	240 units
Leasing/Amenity:	4,500 s.f.
Parking Provided:	
Surface Parking:	300 sps
Tuck-under Garages:	60 sps
Total:	360 sps (1.5 sp/unit)
Site Area: 6.6 acres gross	
Density: 36.3 units/acre	



Encore Washington Street Apartments

Sight Distance Analysis

Assumptions and/or Givens
Elements of Design from AASHTO

	6th Edition	AASHTO Ref
Driver Eye Height	3.50 ft	\$3.2.6, p 3-14
Passenger Vehicle	7.60 ft	\$3.2.6, p 3-14
Object Height		
Stopping Sight Distance	2.00 ft	\$3.2.6, p 3-14
Passing Sight Distance	3.50 ft	\$3.2.6, p 3-14
Vehicle Height	4.25 ft	\$3.2.6, p 3-14
Driver Eye Location		
From Edge of Major Rd Traveled Way	14.50 ft	9.5.3, B1
Deceleration Rate (a)	11.20 ft/sec ²	\$3.2.2, p 3-3
Passenger Vehicle	N/A ft	
Truck	2.50 sec	\$3.2.2, p 3-4
Brake reaction time (t)		

Site Specific Data

Major Street Design Speed (V_{major}) 45 MPH
 Grades - Approaching Minor Street from: (- = approaching downhill)

Left (G_L)	0.00%
Right (G_R)	0.00%

Approach Grade Adjustment Factor

Left	1.0
Right	1.0

Major Road Through Lanes on Each Approach

Median Width (in "Lane Equivalents")	1.8
Bicycle Lane Width (in "Lane Equivalents")	1.0
Minor Road Approach Upgrade, if >3%	0.00%

Minor Road Access (check restricted)

LI	LO/Th	RO
----	-------	----

Tbl 9-4, p 9-35

Stopping Sight Distance = Brake Reaction Distance + Braking Distance

Neglecting Effect of Grade
 $d = 1.47Vt + 1.075 \frac{V^2}{a}$ Eq 3-2, p 3-4

Calculated d= 359.8 ft
 Design d= 360 ft

With Effect of Grade
 $d = 1.47Vt + \frac{V^2}{30((\frac{a}{32.2}) \pm G)}$ Eq 3-3, p 3-5

Calculated d= 359.1 ft - left
 360 ft - right
 Design d= 359.1 ft - left
 360 ft - right

SSD's do not consider design for truck operations, since better visibility is considered to offset longer braking distance.



Encore Washington Street Apartments

Sight Distance Analysis

Intersection Sight Distances

Case B - Intersections with Stop Control on the Minor Road

Case B1 - Left Turn from the Minor Road

Design Vehicle	Time Gap (t_g)	AASHTO Ref
Passenger Car	7.5 sec	\$9.5.3, p 9-36
Single-Unit Truck	9.5 sec	Tbl 9-5, p 9-37
Combination Truck	11.5 sec	Tbl 9-5, p 9-37

Time gap adjustments

Add 1 lanes to cross (t^{st} is assumed)

Passenger Car	0.5 sec	See Notes below
Trucks	0.7 sec	
Minor Approach Upgrade (Per each 1% > 3%)	0.2 sec	Tbl 9-5, p 9-37

Site data

Major Road + Bike Lanes on Left Approach	1.8	\$9.5.3, p 9-37
Minor Road Approach Upgrade, if >3%	0 %	\$9.5.3, p 9-37

Time Gap based on site data

Design Vehicle Gap + Adj for Approach Grade > 3% + Adjs for Add'l Lanes & Median

Passenger Car	8.4 sec
Single-Unit Truck	10.8 sec
Combination Truck	12.8 sec

ISD to left & right along Major Road $ISD = 1.47V_{major}t_g$ (ft) Eq 9-1, p 9-37

Design Vehicle	calculated design ISD =	ISD to Left and Right
Passenger Car	556.8 ft	560 ft
Single-Unit Truck	713.3 ft	715 ft
Combination Truck	845.6 ft	850 ft



Encore Washington Street Apartments

Sight Distance Analysis

Intersection Sight Distances (cont'd)

Case B2—Right Turn from the Minor Road
&
Case B3—Crossing Maneuver from the Minor Road

Case F—Left Turns from the Major Road

Design Vehicle
Passenger Car
Single-Unit Truck
Combination Truck

Time gap adjustments - Case B-3 Only*
Add'l lanes to cross (1" is assumed)
Passenger Car
Trucks
Minor Approach Upgrade (Per each 1%>3%)

Site data
Major Road + Bike Lanes on Left Approach
Minor Road Approach Upgrade, if >3%

Time Gap based on site data (sec)
Design Vehicle Gap+Adj for Approach Grade>3% (+Adjs for Add'l Lanes & Median for B3)
Passenger Car
Single-Unit Truck
Combination Truck

ISD to left (B2/B3) & right (B3) along Major Rd (ISD=1.47V_{major}t_g) (ft) Eq 9-1, p 9-37

Design Vehicle
Passenger Car
Single-Unit Truck
Combination Truck

Time Gap (t_g)
5.5 sec
6.5 sec
7.5 sec

Time Gap (t_g)
0.5 sec
0.7 sec
0.1 sec

See Notes below
Tbl 9-7, p 9-40
Tbl 9-7, p 9-40
Tbl 9-7, p 9-40

See Notes to
bl 9-13, p 9-51
bl 9-13, p 9-51
bl 9-13, p 9-51

Intersection Sight Distances (cont'd)

AASHTO Ref
§9.5.3, p 9-40

Site data
Opposing Lanes (adj'd for x-wide median)

1.8

Time Gap based on site data
Design Vehicle Gap+Adj for Add'l Opposing Lanes
Passenger Car
Single-Unit Truck
Combination Truck

ISD to front along Major Road
Passenger Car
Single-Unit Truck
Combination Truck

ISD=1.47V_{major}t_g (ft)
calculated ISD= 424.5 ft
design ISD= 425 ft
calculated ISD= 514.9 ft
design ISD= 515 ft

Time Gap (t_g)
6.4 sec
7.8 sec
8.8 sec

calculated ISD= 581.0 ft
design ISD= 585 ft

The differences between Case B1 and Cases B2 & B3 are reduced time gaps and no time gap adjustment for any minor approach upgrade.

§9.5.3, p 9-43

Encore Washington Street Apartments

Sight Distance Analysis

Intersection Sight Distances (cont'd)

Case F—Left Turns from the Major Road

Design Vehicle
Passenger Car
Single-Unit Truck
Combination Truck

Time gap adjustments
Add'l lanes to cross (1 assumed)
Passenger Car
Trucks

Site data
Opposing Lanes (adj'd for x-wide median)

Time Gap based on site data
Design Vehicle Gap+Adj for Add'l Opposing Lanes
Passenger Car
Single-Unit Truck
Combination Truck

ISD to front along Major Road
Passenger Car
Single-Unit Truck
Combination Truck

ISD=1.47V_{major}t_g (ft)
calculated ISD= 424.5 ft
design ISD= 425 ft
calculated ISD= 514.9 ft
design ISD= 515 ft

Time Gap (t_g)
5.5 sec
6.5 sec
7.5 sec

Time Gap (t_g)
0.5 sec
0.7 sec

See Notes to
bl 9-13, p 9-51
bl 9-13, p 9-51
bl 9-13, p 9-51

Intersection Sight Distances (cont'd)

AASHTO Ref
§9.5.3, p 9-51

Site data
Opposing Lanes (adj'd for x-wide median)

1.8

Time Gap based on site data
Design Vehicle Gap+Adj for Add'l Opposing Lanes
Passenger Car
Single-Unit Truck
Combination Truck

ISD to front along Major Road
Passenger Car
Single-Unit Truck
Combination Truck

ISD=1.47V_{major}t_g (ft)
calculated ISD= 424.5 ft
design ISD= 425 ft
calculated ISD= 514.9 ft
design ISD= 515 ft

Time Gap (t_g)
6.4 sec
7.8 sec
8.8 sec

calculated ISD= 581.0 ft
design ISD= 585 ft

The differences between Case F and Cases B1, B2 & B3 are reduced time gaps and no time gap adjustment for any minor approach upgrade.

§9.5.3, p 9-43

SIGHT DISTANCE SUMMARY

Sight Distance Type	Governing Case		SU Truck	Combo Truck
	Car	Truck		
Stopping				
Without effect of grade	360	N/A	N/A	N/A
With effect of grade on left	360	N/A	N/A	N/A
With effect of grade on right	360	N/A	N/A	N/A
Intersection				
To Right	B1	560	715	850
To Left	B2/B3	495	650	780
On Major Road	F	425	515	585

