

# **ZEN @ McDOWELL**

NWC 81<sup>st</sup> Avenue and McDowell Road, Phoenix

## **Planned Unit Development Development Narrative**

Case No. Z-17-23-5

1st Submittal: March 16, 2023  
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July 1, 2024

**CITY OF PHOENIX**

JUL 29 2024

**Planning & Development  
Department**

**PLANNED UNIT DEVELOPMENT DISCLAIMER**

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

This PUD will provide the set of regulatory zoning provisions designed to guide the implementation of the overall development plan through the City of Phoenix development review and permit process. The provisions provided within this PUD shall apply to all property within the PUD project boundary. The zoning and development standards provided herein shall amend the various noted provisions of 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

### 1. PROJECT OVERVIEW

The intent of this application is to rezone approximately 4.02 gross acres from PSC (Planned Shopping Center), an outdated zoning district at the City of Phoenix, to PUD (Planned Unit Development) to allow for a townhome development. This PUD application has been specifically tailored to establish development standards and guidelines that will ensure a high-quality, townhome community that is within the Maryvale Village Core. The site is located on the west side of 81<sup>st</sup> Avenue and bounded by McDowell Road on the south, as seen in the Vicinity Map at **Exhibit 1**.

The Property, which has a General Plan designation of Commercial, is also known as Maricopa County Assessor Parcel Number APN 102-37-008B. The site is currently undeveloped and currently used for agricultural purposes. See Aerial Map at **Exhibit 2**.

The proposed project is consistent with the revitalization and rejuvenation occurring within the Maryvale Village Core tied to the new light rail corridor that will end near this property at the intersection of 79<sup>th</sup> Avenue and McDowell Road. See Valley Metro light rail map at **Exhibit 3**.

Housing options near the future light rail line in this area are limited, or severely outdated. The project will help provide more variety in available living options in this vicinity.

### 2. OVERALL DESIGN CONCEPT

The overall design concept for the project aims to create a residential community townhomes with an urban feel. Inspired by the City of Phoenix's walkable urban code zoning, Zen @ McDowell features homes with street connectivity through patio frontages. Townhomes along McDowell Road and a portion of 81<sup>st</sup> Avenue have been placed adjacent to and face the street to encourage pedestrian connectivity and walkability. The proposed townhomes have a direct connection from the adjacent sidewalk to enclosed garden patio and then to the front door.

The primary community access is off 81<sup>st</sup> Avenue. That access is gated and controlled by a resident key fob. For guests & deliveries, the site plan incorporates a pull off area along 81st Avenue which is intended for guests/delivery access. This entrance will be identified with signage noting

“Guest/Delivery Access”. This innovative design allows guests to enter the driveway location, enter the passcode, and then turn left and enter the main gates. If a guest is unable to use the passcode, then they can turn right and continue back to 81<sup>st</sup> Avenue without blocking the way with a turn around movement. Of course, residents will always be able to directly enter the main driveway and through the gates without using the guest/delivery pull-in.

Residences within the interior of the community will have a similar urban entry experience. Each has its own pedestrian gate with secured access into a private garden patio. The pedestrian paths link these homes to 81<sup>st</sup> Avenue.

The townhomes adjacent to the interior property lines have been designed to back up to the adjacent properties. These homes feature a private yard to buffer the adjacent property and focus the dwelling into the community. These are highlighted through east/west pedestrian spines to provide direct pedestrian connections to the central amenity area.

Each townhouse has a full size two car garage which has been carefully separated from the community pedestrian paths. In addition to these private parking spaces, ample visitor and guest parking is provided with convenient access to the communities shaded and landscaped paths to each front door.

Residents securely enter through the gate with drives directly into their private garage. Guest and visitor parking is located on surface parking spaces throughout the community, with overflow provided on the street if needed.

See Conceptual Site Plan at **Exhibit 4** and Conceptual Elevations at **Exhibit 5**. The Conceptual Landscape Plan is at **Exhibit 6**. The Circulation Plan is at **Exhibit 7**.

### **3. Maryvale Core Plan**

This Property is located within the Maryvale Core Plan, which includes approximately 690 acres of land, generally bounded by McDowell Road, 75th Avenue, Thomas Road and 83rd Avenue. The vision for the Maryvale Core Plan is a desire to have a balance land uses, and buildings that offer lush landscaping and scaled to the experience of a pedestrian. In addition, the Maryvale Core envisions various housing styles incorporating all income levels throughout all stages of life. This thoughtful pedestrian-oriented development will promote walkability and connectivity between land uses and transportation.

Within the Maryvale Core Plan, the Property is noted a “Change” transition area (pg. 32 of Maryvale Core Plan), which notes areas that are appropriate for redevelopment and encourages more investment. In addition, the proposed project is meeting various goals and policies outlined in the Maryvale Core Plan, as outlined below:

Land Use Goals:

- Location Efficiency. The Maryvale Core should enable residents to reduce the number of driving trips and save on transportation expenses without sacrificing convenience.
  - This project is located within ¼ mile of a future light rail station and by provided housing options will help to reduce vehicle trips for residents.
- Housing Diversity. The Maryvale Core should include a rich mix of housing choices at a range of price points in order to make neighborhoods attractive to a broad section of the market and provide residents more opportunities to maintain residency in the area throughout changes in household size, income level, and physical ability.
  - The proposal will provide townhome units, which is a product type that is in demand and will attract quality renters within the Maryvale Core.
- Sense of Place. The Maryvale Core should be a unique destination that welcomes diversity by reflecting multi-culturalism in the urban environment. Cultural facilities and events should be promoted. Bright colors, patios, murals, zocalos, paseos and traditional Southwestern and Latin American-influenced building designs are encouraged. Neighborhood parks should facilitate family gatherings by providing playgrounds, community gardens, and furniture.
  - The proposal incorporates a open space area/paseo that will provide an area of rest and social interaction as well as art for the public to enjoy and establish a sense of place.

Commuter Center Placetype Policies:

- Policy A.2.a. Permit increases development intensity and building heights up to four stories.

- The proposal is proposing two stories/30 feet which is increasing development intensity than what would be allowed with the current zoning district.
- Policy A.2.f. Require pedestrian-oriented designs to encourage a safe, active, comfortable and convenient walking environment. Buildings, entrances and windows should front along sidewalks and parking should be located behind buildings.
  - The proposal, as seen on the Pedestrian Circulation Exhibit, provides extensive north/south and east/west pedestrian connections to connect to/from the site and to amenities within the community. The design of the frontages particularly along McDowell Road and 81<sup>st</sup> Avenue are pedestrian scaled and provide direct entrances from the streets via a gate to and from the units. In addition, parking is located within the buildings.

#### Mobility Policies:

- Policy B.7. Require at least a minimum amount of bicycle parking in new development.
  - The proposal has included bicycle parking within the new development, as required by the Walkable Urban Code.
- Policy B.5. Require appropriately spaced street trees in order to provide additional shading and buffers between sidewalks and vehicle travel lanes. Encourage native broadleaf trees that provide dense shade and discourage ornamental trees like Palms.
  - The proposal includes ample shade trees along the detached sidewalks on McDowell Road and adjacent to the attached sidewalk along 81<sup>st</sup> Avenue. In addition, there is lush landscaping throughout the site to create an appealing pedestrian experience.

#### Design Policies:

- Policy C.1.a. Allow on-street parking and surface parking behind the units.

- The proposal includes surface parking behind or within units via garages.
- Policy C.1.c. Frontage should be a maximum 10-foot building setback and 6-feet from sidewalk to porch.
  - The McDowell Road frontage is an 8-foot building setback maximum and set back 7 feet from the sidewalk.
- Policy C.8. Encourage architectural design that complements the style, character, and materials of surrounding structures that contribute to the neighborhood character and reflect the culture of Maryvale.
  - The proposal has included many design elements that enhance the architecture and bring decorative and harmonious ramadas and entry way features that create a sense of place and reflect the culture of Maryvale.

## B. LAND USE PLAN

### 1. LAND USE CATEGORIES

The approximately 4.02 gross acre site is designed to allow the townhomes.

### 2. CONCEPTUAL SITE PLAN

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

As depicted in the Conceptual Site Plan (**Exhibit 4**), the primary site access is provided from 81<sup>st</sup> Avenue, and no driveway will be positioned on McDowell Road. Parking is provided for residents with 2-car garages and guest parking is located adjacent to the main amenity area.

Pedestrian circulation is provided along McDowell Road and 81<sup>st</sup> Avenue and throughout the community to connect to the central recreation and amenity area.

## C. LIST OF USES

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

- Permitted Uses shall be limited to the permitted use provisions in Section 1306, T4 standards of the Phoenix Zoning Ordinance.
- Temporary Uses shall be limited to the temporary use provisions in Chapter 13 of the Phoenix Zoning Ordinance
- Accessory Uses shall be limited to the accessory use provisions in Chapter 13 of the Phoenix Zoning Ordinance

## D. DEVELOPMENT STANDARDS

It is the purpose and intent of the provisions defined within this PUD to promote a quality multifamily development and improved pedestrian experience along the Property frontage. The provisions of this PUD will ensure compatibility with surrounding properties and the framework for eventual development. The development standards shall comply with the Walkable Urban Code Transect T4:3, except as modified below.

### 1. DEVELOPMENT STANDARDS TABLE

	<b>PUD STANDARDS</b>
<b>Open Space</b>	
Common Open Space, Minimum	12%
Public Open Space, Minimum	1% of the Gross Site Area
<b>Building Frontage</b>	
Secondary Building Frontage (81st Avenue)	Porch, patio, stoop, forecourt or alternative frontages per Section 1305.B.1.c will be provided for the units which front 81st Avenue between 107 feet to 327 feet measured from the south property line.

<b>Maximum Building Setbacks</b>	
Primary Frontage (McDowell Road)	21 feet maximum
Secondary Frontage (81 <sup>st</sup> Avenue)	42 feet maximum, including the following: <ul style="list-style-type: none"> <li>• 28% of the 81<sup>st</sup> Avenue frontage shall be a maximum setback of 8 feet</li> <li>• 35% of the 81<sup>st</sup> Avenue frontage shall be a maximum setback of 16 feet</li> </ul>
<b>Parking Calculations</b>	
Vehicle Parking, Residential	<p>Parking for the project will be as follows:</p> <p>1.3 spaces per efficiency unit  1.5 spaces per 1 or 2 bedroom unit  2 spaces per 3 or more bedroom unit  1.0 space per unit less than 600 square feet regardless of number of bedrooms</p> <p>An additional 0.25 unreserved space per dwelling unit must be provided elsewhere within the development for visitor parking.</p>
EV Parking	EV ready infrastructure shall be provided in the garages for each unit.

## 2. LANDSCAPE STANDARDS

The landscape standards shall comply with the Walkable Urban Code Section 1309: Landscape Standards.

## 3. STREETScape STANDARDS

The landscape standards shall comply with the Walkable Urban Code Section 1309, with the following modifications.

McDowell Rd	Landscape strip located between back of curb and sidewalk will include an 8-foot landscape strip and between the sidewalk and back of curb along McDowell Road.
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	<p>Landscape strip planting standards:</p> <ul style="list-style-type: none"> <li>• Shade trees are limited to those specified in Table 1309.1 of the WU Code.</li> <li>• Tree locations in conflict with overhead power lines may use alternative tree species that are on the approved SRP or APS utility plant list.</li> <li>• Minimum 2" caliper trees 25 feet on center or equivalent grouping.</li> <li>• Minimum 30% of all trees to be 3" caliper.</li> <li>• Shrubs, accents, and groundcovers to achieve a minimum of 75% living vegetative ground coverage at maturity. <ul style="list-style-type: none"> <li>○ Where utility conflicts exist, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.</li> </ul> </li> <li>• Minimum 75% of the sidewalks will be shaded at tree maturity. <ul style="list-style-type: none"> <li>○ Areas where existing easements and/or fire lane access prohibit the installation of trees are exempt from the 75% coverage requirement.</li> <li>○ Shade shall be calculated at tree maturity and at summer solstice at noon. A shade study shall be submitted for review and approval by the Planning and Development Department.</li> </ul> </li> <li>• All trees planted within 10' of a public water/sewer main must comply with the City of Phoenix Water Services Department's Design Standards Manual for Water and Wastewater Systems.</li> </ul> <p>Sidewalk width: Minimum 5 feet wide</p>
81 <sup>st</sup> Avenue	There shall be a 3 foot landscape strip along 81 <sup>st</sup> Avenue, located between sidewalk and back of curb.



	<p>Landscaping strip planting standards:</p> <ul style="list-style-type: none"><li>• Shade trees are limited to those specified in Table 1309.1 of the WU Code.</li><li>• Tree locations in conflict with overhead power lines may use alternative tree species that are on the approved SRP or APS utility plant list.</li><li>• Minimum 2" caliper trees 25 feet on center or equivalent grouping.</li><li>• Minimum 30% of all trees to be 3" caliper.</li><li>• Shrubs, accents, and groundcovers to achieve a minimum of 75% living vegetative ground coverage at maturity.<ul style="list-style-type: none"><li>○ Where utility conflicts exist, the developer shall work with the Planning and Development Department on an alternative design solution consistent with a pedestrian environment.</li></ul></li><li>• Minimum 75% of the sidewalks will be shaded at tree maturity.<ul style="list-style-type: none"><li>○ Areas where existing easements and/or fire lane access prohibit the installation of trees are exempt from the 75% coverage requirement.</li><li>○ Shade shall be calculated at tree maturity and at summer solstice at noon. A shade study shall be submitted for review and approval by the Planning and Development Department.</li></ul></li><li>• All trees planted within 10' of a public water/sewer main must comply with the City of Phoenix Water Services Department's Design Standards Manual for Water and Wastewater Systems.</li></ul> <p>Sidewalk width: Minimum 5 feet wide</p>
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#### **4. AMENITIES**

The proposed amenities for the residential development will help foster a social atmosphere and encourage social interaction for residents and visitors. The development will feature amenities that are desirable for residents. The development will include a minimum of five (5) amenities, which may include, but not be limited to the following:

##### Indoor Amenities:

- Automated package storage and delivery
- Bike Storage-In resident garage
- Bike Repair Station
- Resident Storage-in resident garage

##### Outdoor Amenities:

- Community Garden with drip irrigation
- Lawn Games
- Tot lot playground
- Dog park/run
- Dog Rinse/Bath area
- Resident Pool
- Resident Spa
- Barbeque Grill
- Shade Ramada
- Benches – distributed throughout the development
- Lawn and Turf – distributed throughout the development

#### **E. DESIGN GUIDELINES**

The design guidelines of the proposal will take into consideration the Site's orientation toward McDowell Road and within the Maryvale Village Core.

##### **1. Architecture**

The design shall comply with the following enhanced standards:

- Entry to each unit is covered by an awning.
- Entry courtyard patio is covered by an awning.
- Rear patios are covered by an awning.
- A minimum of two building materials and colors for each elevation. Materials can include but not limited to stuccos, brick façade, glazing and metal details.
- Warm earth and gray tones, with a pop of color, such as desert crimson. Façade to include a minimum of three (3) colors.

- Provide second floor patios to provide views toward 81<sup>st</sup> Avenue and McDowell Road.
- Gated entryway features, if proposed, shall be included to match materials incorporated within buildings.
- Include four-sided architecture for each elevation.
- Architectural detailing consistent or complementary to the building façade, shall be used for patio/screen walls.
- The accessory structures (e.g. ramadas and trellises) shall incorporate architectural elements from the main structures.

## **2. Shade**

- Shade along McDowell Road and 81<sup>st</sup> Avenue will be accomplished with City approved large shade trees and structures and there will be a minimum of 75% shade on McDowell Road, measured at full maturity of trees, unless utility or other similar conflicts occur.

## **3. Pedestrian Design**

- All pedestrian pathways that cross over parking lot surfaces shall feature enhanced surfacing materials, such as stamped or colored concrete, bricks or other pavement treatments, that visually contrast with the adjacent parking and drive aisle surfaces shall be provided to delineate all areas where pedestrian paths cross drive aisles and parking fields.

## **4. Public Open Space/Paseo**

- Art will be incorporated within the open space area located at McDowell Road and 81<sup>st</sup> Avenue, this could include a sculpture, artistic shade structures, murals, or other art features that activate the space. This will serve as a place to enjoy and rest for pedestrians traversing to and from the light rail station.

## **5. Green Infrastructure**

- A minimum of two green infrastructure (GI) techniques for stormwater management shall be implemented per the Greater Phoenix Metro Green Infrastructure and Low-Impact Development Details for Alternative Stormwater Management, as approved or modified by the Planning and Development Department.

## F. SIGNS

Signage shall comply with Section 1308, per the T4:3 standards, in the Phoenix Zoning Ordinance.

## G. SUSTAINABILTY

The project will incorporate several sustainable/green building strategies including:

### Energy Efficiency

The building and interiors are being designed and constructed with the goal of energy efficiency in mind. Modern energy saving appliances and HVAC systems will be used to minimize energy inefficiencies within the buildings: and low-e windows will be installed and appropriately sealed within the units and common areas. Other energy efficiency ideas will be discussed below in the following section.

### Recycled/ Renewable Materials

The buildings will be constructed with sustainable wood framing materials, which are renewable products that promote healthier buildings. Other recycled materials are often available in building products such as drywall, carpet and floor tile. Typical construction practices on the site may involve methods designed to preserve resources, such as excess wood and other unused products, and the limiting of waste.

Once occupied, residents will be provided with a dedicated recycling area for the discarding of their recyclable products. Property management will schedule regular collection pickups for the recyclable products to be taken off-site to be processed. The property management team will also ensure that all non-recyclable products are separated and removed from the recycling receptacle prior to processing.

### Indoor Environmental Quality

It is the desire to maintain an indoor air quality level within the residential spaces and common areas that are healthy and safe. This can be accomplished through the use of low VOC paints and flooring materials, efficient plumbing fixtures and HVAC equipment that provides proper filtration and circulation of fresh air into the system. Where economically feasible, such products and materials will be incorporated into the development.

In addition, the project will incorporate several sustainable/green building strategies including:

a. City Enforceable Standards

- Reduce heat island effect with minimum shade requirement for sidewalks.
- Encourage recycling through the inclusion of recycling bin within garbage enclosures.
- Encourage water conservation through the selection of drought tolerant landscaping.
- Encourage water conservation through drip irrigation system.
- Encourage the use of recycling collection.
- Only landscape materials listed in the Phoenix Active Management Area Low- Water-Use/Drought-Tolerant Plant List shall be utilized, as approved or modified by the Planning and Development Department.
- Natural turf shall only be utilized for required retention areas (bottom of basin, and only allowed on slopes if required for slope stabilization) and functional turf areas located on properties for uses such as parks, schools, and residential common areas, as approved by the Planning and Development Department.
- Landscaping shall be maintained by permanent and automatic/water efficient WaterSense labeled irrigation controllers (or similar smart controller) to minimize maintenance and irrigation water consumption for all on and offsite landscape irrigation.
- Pressure regulating sprinkler heads and/or drip lines shall be utilized in any turf areas to reduce water waste.
- A leak detection device shall be installed for the irrigation system.

b. Additional Non-Enforceable Standards

- Encourage energy use reduction with increased efficiency rating HVAC system.
- Encourage healthy air quality with low-VOC or no-VOC paints.
- Encourage water conservation with low-flow water fixtures.

## H. INFRASTRUCTURE

### 1. GRADING AND DRAINAGE

Development shall conform to the City of Phoenix Grading and Drainage regulations and design guidelines, as approved by the Planning and Development Department.

## **2. WATER AND WASTEWATER**

Development of the site may require infrastructure improvements based on proposed uses and capacity demand at that time. The improvements will be designed and constructed in accordance with city Code requirements and Water Service Department Design Standards and Policies

## **3. CIRCULATION SYSTEMS**

The existing roadway network within the study area includes 81st Avenue and McDowell Road.

81st Avenue is a north-south local roadway located in the City of Phoenix limits. Currently, there is a 33' half-street right-of-way provided which corresponds to the proposed development, which narrows down to 25' at the north. It is not expected that additional right-of-way will be required. Traffic volume is not expected to increase significantly due to development of 81st & McDowell Townhomes and it is not anticipated that 81st Avenue will connect to Palm Lane to the north. Improvements to 81st Avenue will include half-street pavement, curb, gutter and sidewalk, as approved by City of Phoenix.

McDowell Road is an east-west arterial roadway located in the City of Phoenix limits. McDowell Road is classified as an arterial roadway per the City of Phoenix Street Classification Map dated March 2014, with a B cross section (65 feet of right of way measured centerline to right of way line). Along the northern edge of the property, McDowell Road consists of three travel lanes in each direction separated by a raised median. The posted speed limit along McDowell Road within the vicinity of the site is 45 miles per hour. Due to future residential and commercial developments, it is expected that traffic volumes will increase over the next five years. Based on the current right-of-way and roadway width and improvements, it is not proposed that this site expand this road section of McDowell Road corresponding to subject property line beyond the minimum section as defined by City of Phoenix street improvements standards. Improvements to McDowell Road are expected to include driveway, curb, gutter and sidewalk, as approved by City of Phoenix.

## **4. Complete Streets**

Providing safe and comfortable streets is extremely important for pedestrian comfort and neighborhood character. The site has been designed in such a way that takes the following principles from the City of Phoenix Complete Streets Design Guidelines into consideration:

**Design for Context**

The project will enhance the area and create an engaging and inviting McDowell Road with residential style frontage types that are appropriate in scale and design for the area. There is direct access from the units to the sidewalk along McDowell Road for ease of access for pedestrians.

**Design for Safety**

The site was designed with pedestrian safety in mind. We did not include a driveway along McDowell Road with this in mind and all access is moved through 81<sup>st</sup> Avenue. In addition, a detached sidewalk is provided along the McDowell Road frontage.

**Design for Comfort and Convenience, Sustainability and Connectivity**

The site was designed and landscaped in such a way to provide thermal comfort to pedestrians year-round with the use of drought-tolerant shade trees. The McDowell Road and 81<sup>st</sup> Avenue frontages will be shaded at a minimum of 75 percent.

## I. COMPARATIVE ZONING TABLE

	<b>WUCO T4:3 STANDARDS</b>	<b>PUD STANDARDS</b>
<b>General Requirements</b>		
Building Height	40 foot maximum	40 foot maximum
Density	No maximum	No maximum
<b>Lot Requirements</b>		
Lot Coverage	70% maximum	70% maximum
Primary Building Frontage	60% minimum	60% minimum
Secondary Building Frontage	N/A	Porch, patio, stoop, forecourt or alternative frontages per Section 1305.B.1.c will be provided for the units which front 81st Avenue between 107 feet to 327 feet measured from the south property line.
Public Open Space	Five percent (5%) of the gross site area above one acre	1%
Common Open Space	5%	12%
<b>Building Setbacks</b>		
Primary Frontage (McDowell Road)	20-foot maximum	21-foot maximum
Secondary Frontage (81 <sup>st</sup> Avenue)	8-foot maximum	42 feet maximum, including the following: <ul style="list-style-type: none"> <li>• 28% of the 81<sup>st</sup> Avenue frontage should be a maximum setback of 8 feet</li> <li>• 35% of the 81<sup>st</sup> Avenue frontage should be a maximum setback of 16 feet</li> </ul>



Side Lot Line	0-foot minimum	0-foot minimum
Rear Lot Line	0-foot minimum	0-foot minimum
<b>Parking Setbacks</b>		
Primary Frontage (McDowell Road)	30-foot minimum or behind building (whichever is less restrictive)	30-foot minimum or behind building (whichever is less restrictive)
Secondary Frontage (81 <sup>st</sup> Avenue Place)	8-foot minimum, landscaping setback along the entire parking frontage	8-foot minimum, landscaping setback along the entire parking frontage
Side Lot Line	0-foot minimum	0-foot minimum
Rear Lot Line	0-foot minimum	0-foot minimum
<b>Parking Calculations</b>		
Vehicle Parking	Walkable Urban Code parking requirements, per Section 1307.	1.3 spaces per efficiency unit 1.5 spaces per 1 or 2 bedroom unit 2 spaces per 3 or more bedroom unit 1.0 space per unit less than 600 square feet regardless of number of bedrooms  An additional 0.25 unreserved space per dwelling unit must be provided elsewhere within the development for visitor parking.
Bicycle Parking	Walkable Urban Code parking requirements, per Section 1307.	Shall comply with parking requirements in Section 1307.H.6 of the Phoenix Zoning Ordinance
Non-Residential Uses	Walkable Urban Code parking requirements, per Section 1307.	Any non-residential uses shall comply with Walkable Urban Code parking

		requirements, per Section 1307.
<b>Frontage Types Allowed</b>		
Primary Building Frontage (McDowell Street)	Porch, patio, stoop, forecourt or alternative frontages as per Section 1305.B.1.c	Porch, patio, stoop, forecourt or alternative frontages as per Section 1305.B.1.c
<b>Glazing Requirements</b>		
Ground Floor	25%	25%
Second Floor	25% 10% east and west facing	25% 10% east and west facing
Upper Floors	N/A	N/A

## J. LEGAL DESCRIPTION

THE EAST 264.00 FEET OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 2 NORTH, RANGE 1 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 3-INCH BRASS CAP IN HANDHOLE (0.70' DOWN) MARKING THE SOUTHWEST CORNER OF SAID SECTION 35 FROM WHICH A 3-INCH BRASS CAP IN HANDHOLE (0.70' DOWN) MARKING THE SOUTH QUARTER CORNER OF SAID SECTION 35 BEARS NORTH 88 DEGREES 50 MINUTES 11 SECONDS EAST 2641.17 FEET, SAID LINE BEING THE BASIS OF BEARINGS FOR THIS DESCRIPTION;

THENCE NORTH 88 DEGREES 50 MINUTES 11 SECONDS EAST 1056.46 FEET ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER TO THE WEST LINE OF THE EAST 264.00 FEET OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE SAID SOUTHWEST QUARTER AND THE POINT OF BEGINNING;

THENCE NORTH 00 DEGREES 35 MINUTES 59 SECONDS EAST 660.32 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF SAID SOUTH HALF;

THENCE NORTH 88 DEGREES 48 MINUTES 43 SECONDS EAST 264.13 FEET ALONG SAID SOUTH LINE TO THE EAST LINE OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SAID SOUTHWEST QUARTER;

THENCE SOUTH 00 DEGREES 35 MINUTES 59 SECONDS WEST 660.43

FEET ALONG SAID EAST LINE TO THE TO THE SOUTH LINE OF SAID  
SOUTHWEST QUARTER;

THENCE SOUTH 88 DEGREES 50 MINUTES 11 SECONDS WEST 264.13  
FEET ALONG SAID SOUTH LINE TO THE POINT OF BEGINNING.

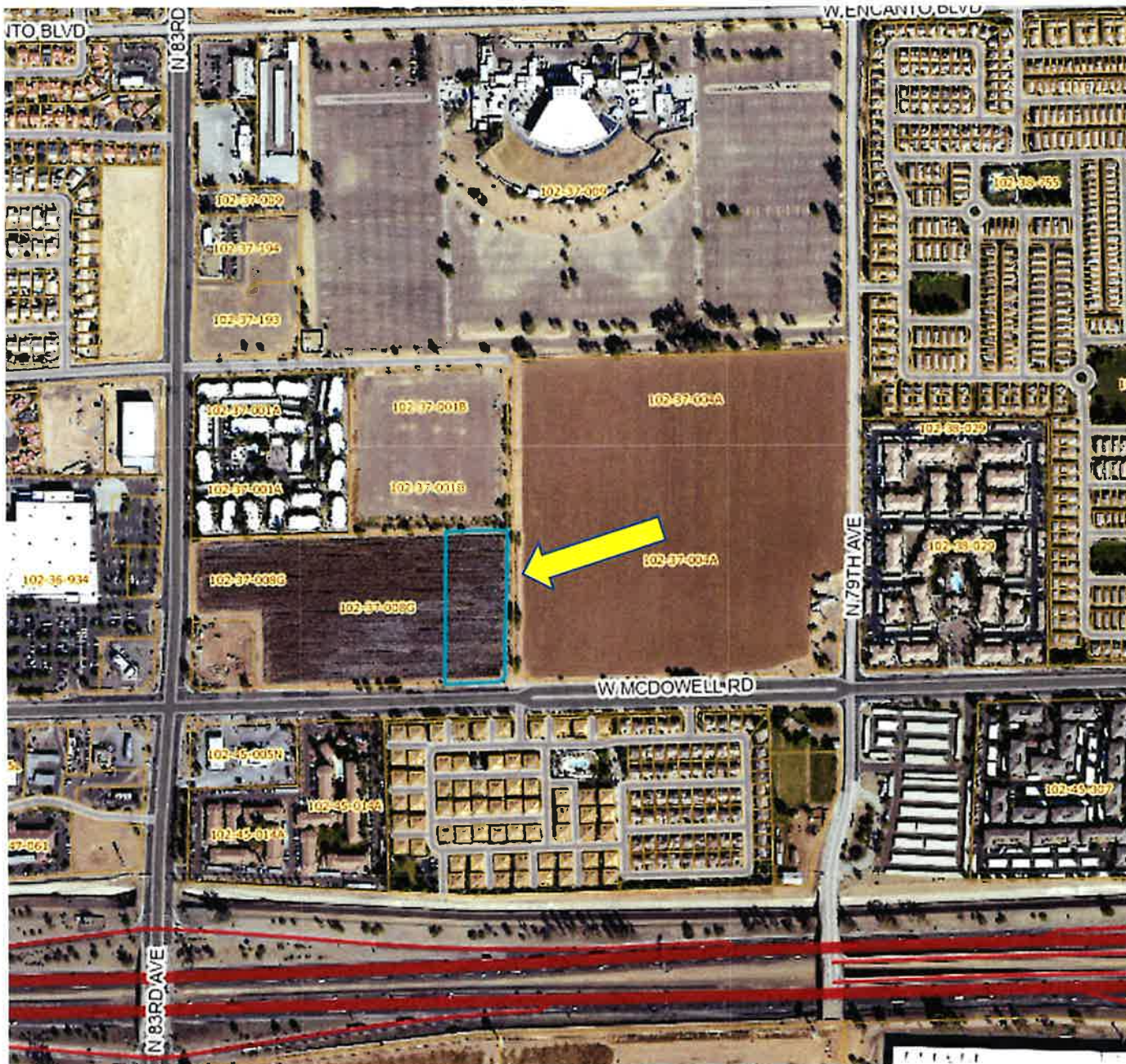
COMPRISING 174,338 SQUARE FEET, MORE OR LESS.

**K. EXHIBITS**

Area Vicinity Map	<b>1</b>
Site Aerial	<b>2</b>
Valley Metro Light Rail Map	<b>3</b>
Conceptual Site Plan	<b>4</b>
Conceptual Elevations	<b>5</b>
Conceptual Landscape Plan	<b>6</b>
Pedestrian Circulation plan	<b>7</b>

# Exhibit 1

# VICINITY MAP



## Exhibit 2







Exhibit 3



# Phoenix Transportation 2050 Plan

## Transit 2000

.4% Dedicated to Public Transit  
65% Voter Approved - March 2000  
Sunset in 2020



## Phoenix Transportation 2050

.7% Dedicated to Transit & Transportation  
55% Voter Approved - August 2015  
Sunset in 2050



# How Will the Transportation 2050 Plan Build Phoenix's Future?

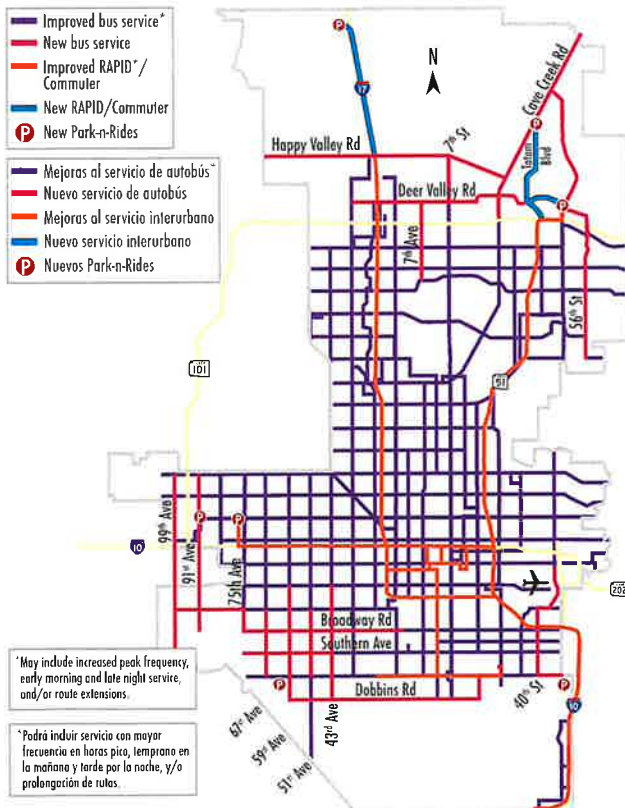
## Bus Service

- Increase bus frequency by 70%
- Increased weekend bus service
- New and extended routes
- Service increase through 12 a.m. on week days and 2 a.m. on weekends for local bus and Dial-A-Ride
- Enhanced ADA/ Dial-A-Ride service
- Wi-Fi on buses
- More shaded bus stops

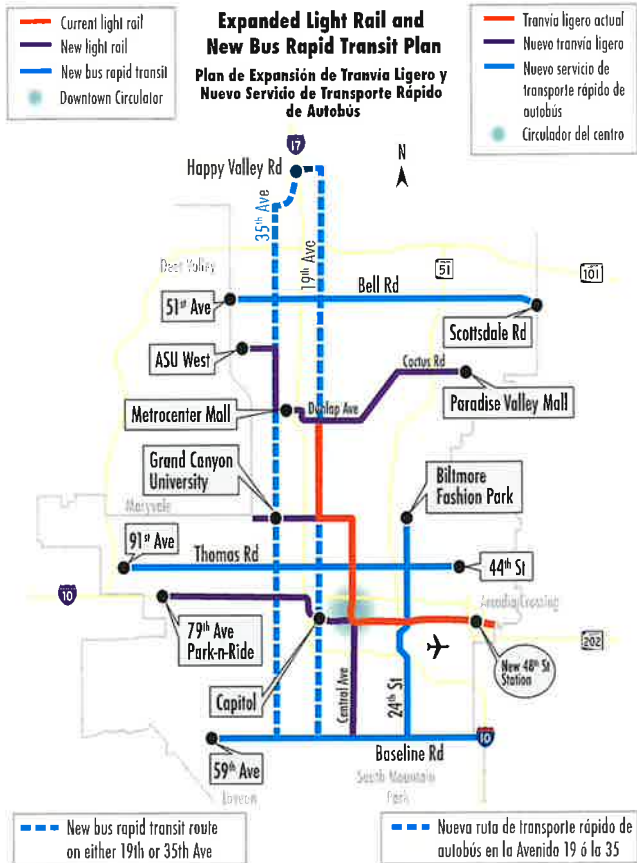
## Light Rail & Bus Rapid Transit

- 75 miles of new bus rapid transit
- 42 miles of new light rail stations
- Addition of new rail stations
- New Transit Centers
- Wi-Fi on rail
- Increased security/K-9 unit
- \$40 billion of economic return on light rail investment (estimate)
- Reloadable fare cards

### New and Improved Local and RAPID/Commuter Bus Service Plan Plan de Servicio Nuevo y Mejorado de Autobús Local e Interurbano



### Expanded Light Rail and New Bus Rapid Transit Plan Plan de Expansión de Tranvía Ligero y Nuevo Servicio de Transporte Rápido de Autobús







**Phoenix Transportation 2050 Plan**



**How Will the Transportation 2050 Plan Build Phoenix's Future?**

**Street, Bicycle, and Pedestrian Improvements**

- 680 miles of new asphalt pavement on major streets
- 1,080 miles of new bicycle lanes
- 135 miles of new sidewalks
- 2,000 new street lights
- \$240 million set aside for major street improvement projects
- Focus on connecting people to transit

**The Next 5 Years**

**Light Rail Studies & Engineering**

- Northwest Extension Phase 2
- Phoenix Capitol/I-10 West Corridor
- South Central Corridor
- Camelback Rd/Central Glendale Corridor
- Northeast Corridor

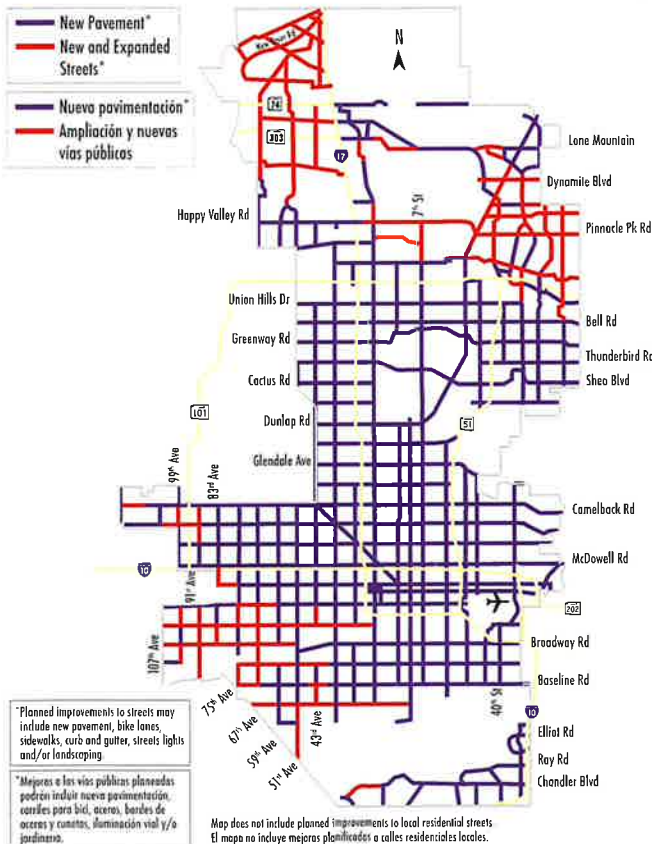
**Immediate Transit Improvements**

- Increase span of service: local bus & dial-a-ride hours of operation to match light rail
- Weekend local bus service to 30 minute frequencies
- Install over 300 shaded bus stops
- Add 4 new/extended bus routes

**Bicycle & Street Improvements**

- 84 miles of major street pavement overlays
- 20 miles of new/upgraded sidewalks
- 100 miles of new bicycle lanes
- Add 30 new bus bays
- Improvements to 3 major roadways









**Proposed Phoenix Major Street Improvement Plan**  
**Plan de Mejoras a Vías Principales de Phoenix**



## Exhibit 4



**LEGEND**

-  GUEST/ DELIVERY ACCESS SIGN
-  CALL BOX LOCATION
-  MAILBOX LOCATION
-  UNCOVERED PARKING
-  ADA ACCESSIBLE PARKING
-  PROPERTY LINE
-  FROM COURTYARD
-  REAR YARD

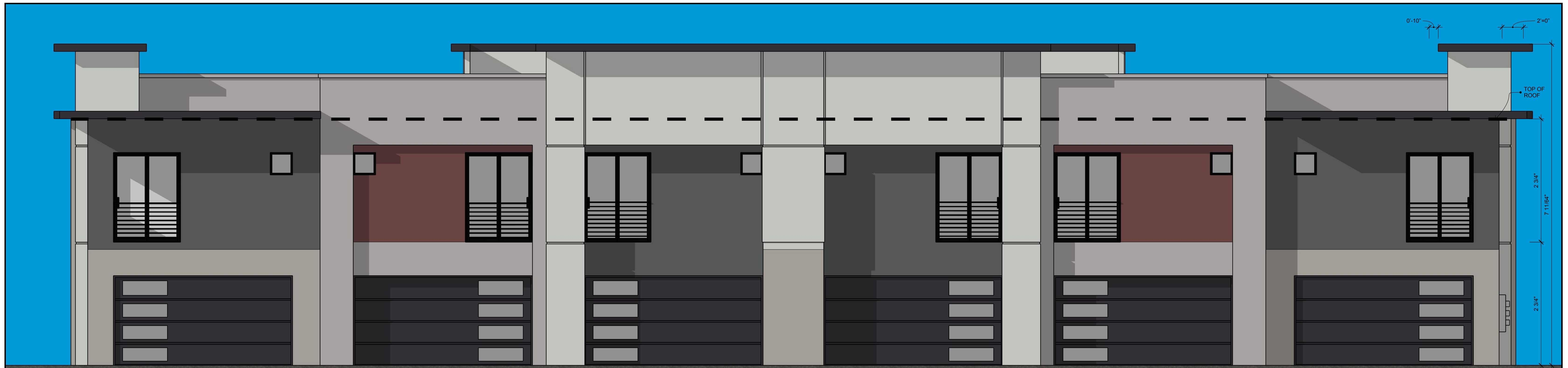




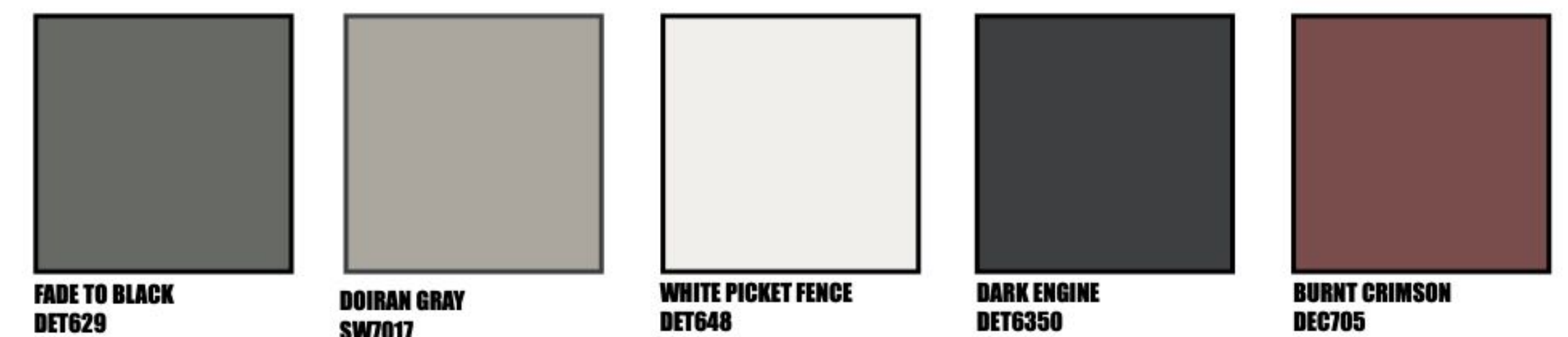
## Exhibit 5



PATIO ELEVATION



GARAGE ELEVATION

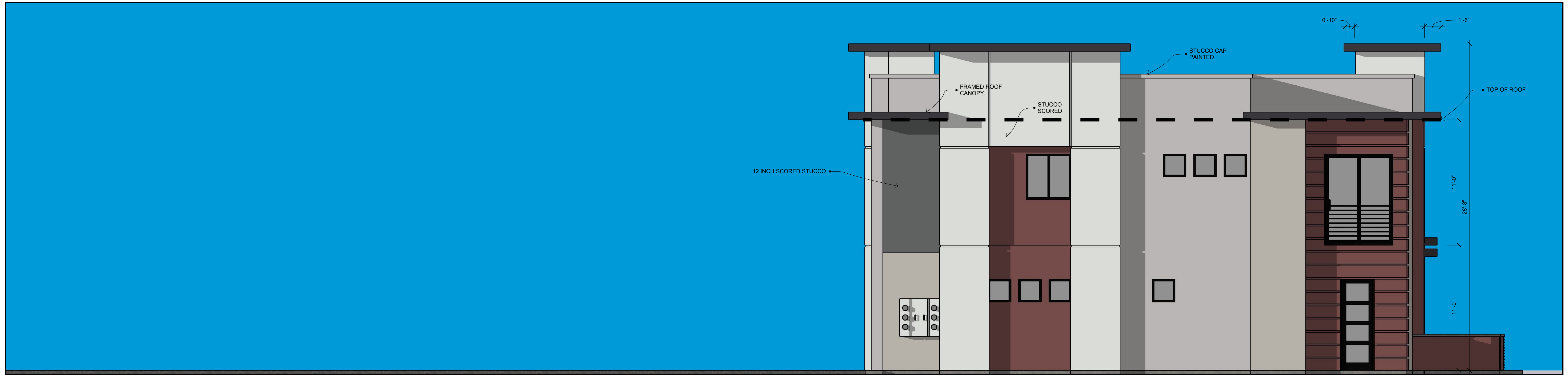


6-PLEX BUILDING

ZEN AT McDOWELL  
ZEN DEVELOPMENT



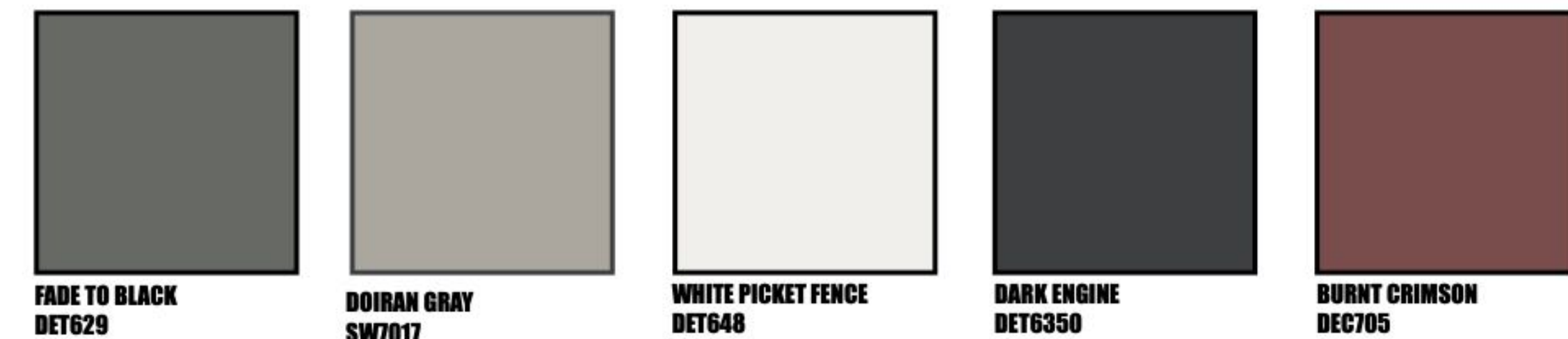
WOODS ASSOCIATES ARCHITECTS LLC  
3319 E MCDOWELL RD MESA, ARIZONA  
85213  
(480) 962-7672



SIDE ELEVATION



SIDE ELEVATION



6-PLEX BUILDING

**ZEN AT McDOWELL**  
ZEN DEVELOPMENT

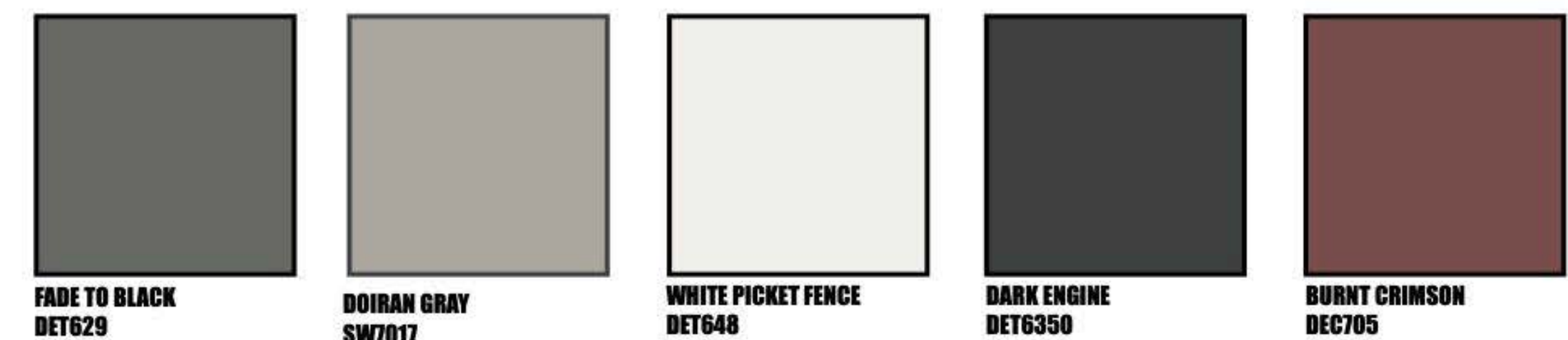




PATIO ELEVATION



GARAGE ELEVATION

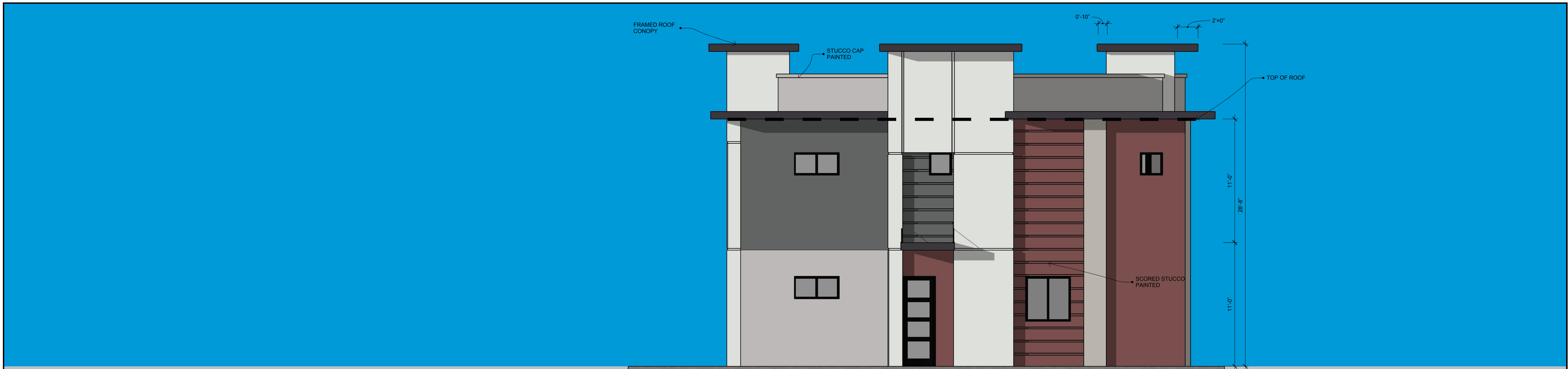


4-PLEX BUILDING

**ZEN AT McDOWELL**  
ZEN DEVELOPMENT



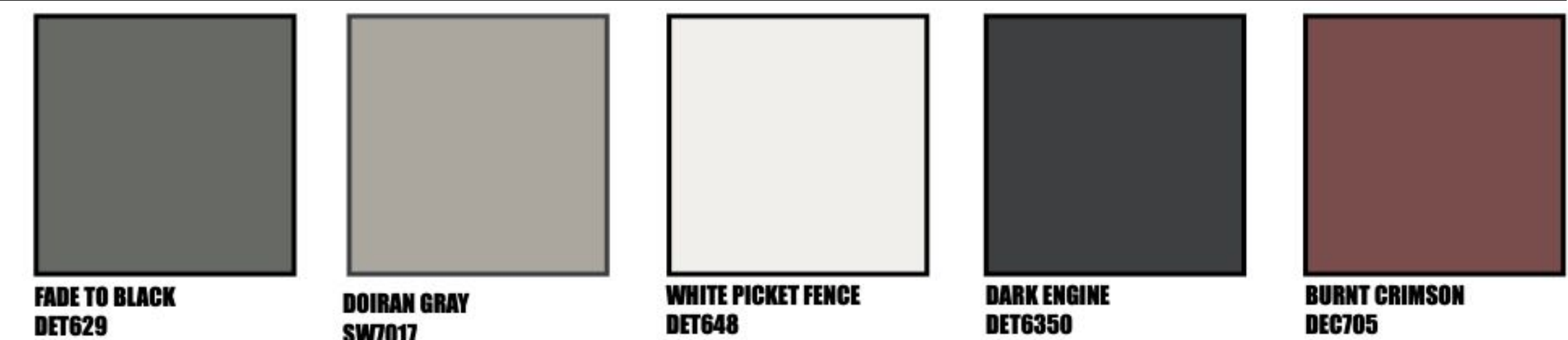
WOODS ASSOCIATES ARCHITECTS LLC  
3319 E MCDOWELL RD MESA, ARIZONA  
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SIDE ELEVATION



SIDE ELEVATION



4-PLEX BUILDING

**ZEN AT McDOWELL**  
ZEN DEVELOPMENT



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## Exhibit 6



PLANT MATERIALS LEGEND

Tree	Cal (in.)	Height (Ft.)	Width (Ft.)	Box (in.)
Acacia aneura	1"	6.0'	2.0'	24"
Mulga Acacia				
Chilopsis linearis	1"	5.0'	3.0'	24"
Desert Willow				
Pistacia chinensis	2"	7.0'	2.5'	24"
Chinese Pistache				
Pistacia lentiscus	1"	7.0'	2.5'	24"
Mastic Tree				
Quercus virginiana 'Joan Leonetti'	2"	7.0'	3.0'	24"
Ulmus parvifolia 'Allee' Elm	2"	7.0'	3.0'	24"

Extra Large Shrubs	Size
Dodonea viscosa Green Hopbush	5 gal.
Tecoma sp. 'Sparky' Sparky	5 gal.
Vaquelina californica Arizona Rosewood	15 gal.

Large Shrubs	Size
Leucophyllum langmaniae 'Rio Bravo' Rio Bravo Sage	5 gal.

Medium Shrubs	Size
Eremophila glabra spp. carnososa Winter Blaze	5 gal.
Eremophila hygrophana Blue Bells	5 gal.
Nerium oleander 'Little Red' Little Red Oleander	5 gal.

Small Shrubs	Size
Callistemon viminalis 'Little John' Little John Bottle Brush	5 gal.
Russelia equisetiformis Coral Fountain	5 gal.
Olea europaea 'Little Ollie' Dwarf Olive	5 gal.
Teucrium chamaedrys Bush Germander	5 gal.

Groundcovers	Size
Eremophila prostrata 'Outback Sunrise' Outback Sunrise Eremophila	gal
Lantana sp. 'New Gold' Lantana	1 gal.
Rosmarinus officinalis 'Prostratus' Trailing Rosemary	1 gal.
Teucrium chamaedrys 'prostratum' Prostrate Germander	1 gal.

Cacti/ Accents	Size
Aloe hyb. 'Blue Elf' Blue Elf Aloe	1 gal.
Bouteloua gracilis Blond Ambition	1 gal.
Hesperaloe parviflora 'Stoplights' Brakelights Red Yucca	3 gal.
Muhlenbergia capillaris 'Regal Mist'	5 gal.
Yucca filamentosa Adam's Needle	5 gal.

Inerts	Size
Decomposed Granite	
Rock Pro USA Carmel 3"	
Pool Deck	
Artificial Turf	
Artificial Pet Turf	
Stabilized Decomposed Granite	
Wood Fiber	
6" Concrete Header	

NOTES:  
1. ALL TREES SHALL COMPLY WITH THE LATEST AMENDED EDITION OF THE "ARIZONA NURSERY ASSOCIATION - RECOMMENDED TREE SPECIFICATIONS."





# EXHIBIT 7



# LEGEND

- ▬▬▬▬▬▬ PEDESTRIAN PATH
- ▬▬▬▬▬▬ PEDESTRIAN PATH TO RESIDENCE
- PEDESTRIAN ACCESS GATES
- PEDESTRIAN FOCAL FEATURE

