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CITY OF PHOENIX

MAR 08 2023

**Planning & Development
Department**



12TH & Greenway

CASE NO. Z-3-22-3

LOCATED NEAR THE NORTHWEST CORNER OF 12TH STREET
AND GREENWAY PARKWAY

DATE OF INITIAL SUBMISSION: JANUARY 26, 2022

2ND SUBMITTAL: APRIL 1, 2022

3RD SUBMITTAL: JUNE 3, 2022

HEARING DRAFT: JULY 21, 2022

CITY COUNCIL ADOPTED: OCTOBER 12, 2022

1ST MINOR AMENDMENT APPROVED: MARCH 1, 2023

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

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APPROVED AMENDMENTS

1. 1st Minor Amendment Approved: March 1, 2023

- Revision to Design Guidelines Section E1.a to reduce minimum percentage of glazing required for the side elevations for the “Townhomes: from 25% to 15%.”
- Revision to Design Guidelines Section E1.a to state exterior materials for the “Flats” shall contain a minimum 30% stucco or masonry with a stucco finish.
- Revision to Design Guidelines Section E1.a to state exterior materials for the “Townhomes” shall contain a minimum 30% stucco or masonry with a stucco finish.

A. PURPOSE AND INTENT

A1: Project Overview and Goals

12th & Greenway is a proposed luxury multifamily residential community on a 9.50-acre site located near the northwest corner of 12th Street and Greenway Parkway. The subject property is located within the Deer Valley Village, which is characterized by its diverse and growing communities and large employment centers.¹ The project provides an opportunity to redevelop an underutilized, vacant parcel as a luxury rental residential community. Development of the project will help to further diversify the availability of housing types and density ranges in the immediate surrounding area. It is important to maintain a job/housing balance that ensures that housing will be available at prices, sizes, and locations suited to workers who wish to live in the area. Many employers recognize that housing is an employee hiring and retention issue and will seek locations for establishing or expanding residential offerings to address this concern. This proposal will support the development of additional housing opportunities in close proximity to a large number of employers, including those within the Deer Valley Village Primary Core located approximately 3-miles from the subject property, as well as attract residents with disposable income to spend at the nearby retail/restaurant node located at 7th Street and Bell Road. As a result, the development of the project will help to support the long-term viability of the existing office and commercial uses in the surrounding area.

The Deer Valley Village is also characterized by its desert setting and open spaces.² While the subject property is in an urbanized portion of the Deer Valley Village, it is also adjacent to a major urban trail system located on the southside of Greenway Parkway along the Greenway Parkway Channel. There is an existing pedestrian connection located at the southeast corner of the property at 12th Street and Greenway Parkway (pictured in image below), which provides direct access under Greenway Parkway to this extensive urban trail system. The project will help to provide additional security in the area by activating a currently vacant property (i.e. eyes on the street). The design concept for the project, which is described in more detail in Section A2 below, reinforces a strong pedestrian environment by providing multi-use trail connections to trail users, future residents, and nearby retail amenities in keeping with the Design Principles of the Deer Valley Village Character Plan (Page 12).



Figure 1 (above): View of the existing trail connection located at the northwest corner of 12th Street and Greenway Parkway

¹ According to Page 2 of the Deer Valley Village Character Plan.

² According to Page 2 of the Deer Valley Village Character Plan.

The project’s architectural style is focused on a modern, contemporary design vernacular, which is intended to balance the commercial building forms and urbanized context to the north and west, while also complementing the existing, older multifamily development to the east (built in approximately 2002). The design objective reflects the intersection of commercial uses, residential uses, and the linear outdoor amenity that is the Greenway Parkway Channel. To implement this design concept, the project proposes thoughtful design techniques to create an appropriate transition in building form across the entire property by incorporating a medium-density townhouse product on the west side of the project with the east side of the project being a more contemporary multifamily form with internal corridors, elevators and a wrapped parking structure. This building form approach will not only increase the diversity of housing choice in the Deer Valley Village, but will also create visual variety along the southern boundary of the subject site—a highly visible and long frontage on Greenway Parkway.

Due to the length of the site and its visibility from four (4) adjacent public roadways (one major arterial, the others being minor roadways), the project incorporates durable, high-quality materials and lush landscaping treatments along the perimeter of the property that provide visual interest and establish a high-quality expression. The resulting design will create both a desirable place to live, as well as strengthen the attractiveness and livability of the surrounding area.



Figure 2 (above): View of the proposed building from the northwest corner of 12th Street and Greenway Parkway

In summary, the overall design is intended to (i) improve the range and availability of housing options in the larger surrounding community by providing different housing typologies/form, (ii) improve the pedestrian experience adjacent to the property along the adjacent public rights-of-way via quality design, and (iii) encourage additional use of the existing urban trail system located on the southside of Greenway Parkway, thus adding “eyes on the street” and improving security along the Greenway Parkway Channel and enhancing the movement to/from this system to destination points, such as the retail/commercial activity node at 7th Street and Bell Road.

B. LAND USE PLAN

B1: Proposed Land Use Categories

12th & Greenway is a luxury multifamily community consisting of up to 332 multifamily residential units and up to 28 townhome units, or a maximum of 360 total dwelling units (maximum 37.90 du/ac) with associated private residential amenities located on an approximately 9.50-acre site. In the event the property is not redeveloped with multifamily uses, commercial uses currently allowed by the existing C-2 Intermediate Commercial zoning district (Zoning Ordinance Section 623) have been retained within this PUD.

B2: Conceptual Site Plan Summary

As demonstrated on the conceptual site plan, the project’s primary access and frontage will occur along Greenway Parkway. This driveway entrance also serves as a dividing edge between two distinct development types within the project that demonstrate their own individual design and architectural styles—specifically, a multifamily residential development with a wrapped parking structure on the east side of the driveway and a townhome residential development on the west side of the driveway. Although the project will include two different residential product types, all units will be for lease and will function as one community with shared amenities. This primary driveway entrance will also serve as a pedestrian thoroughfare through the project by incorporating pedestrian-scale amenities, such as bike racks, benches, enhanced paving, shade trees, and landscape accent lighting near the primary entry.



Figure 3 (above): View of the proposed building looking northeast near the driveway entrance on Greenway Parkway

The multifamily residential development, coined “The Flats,” consists of a 4-story structure with up to 332 dwelling units that are designed to minimize the visibility of the parking structure from the adjacent public rights-of-way. Residential vehicular access to the parking structure will be provided on Phelps Road. See Section E1.d for specific garage screening requirements. The Flats portion of the project is also the location of the main building entrance, the management/leasing office, ground floor amenities, including a club room, mail room, fitness center, spa/pool courtyard, dog park, and open courtyard. Adjacent to the urban trail pedestrian connection located at 12th Street and Greenway Parkway, the project proposes to incorporate a significant open space for residents, which encourages additional use of the major urban trail system located on the southside of Greenway Parkway, while also creating movement and visual interest in the building façade along Greenway Parkway. As demonstrated on the enclosed conceptual landscape plan, the project will also incorporate a bike fix-it station and shaded seating node at the underpass connection to the Greenway Parkway sidewalk to encourage pedestrian activity and improve security along the Greenway Parkway Channel (i.e. “eyes on the street”).

To provide an appropriate transition of building height and intensity from The Flats to the single-family residential subdivision located to the southwest, the project proposes the development of 3-story townhomes with up to 28 dwelling units on the west side of the project’s primary driveway entrance, also referred to herein as “The Townhouses.” Vehicular parking for the townhome component of the project will be provided in a combination of garage parking located within the building structure and surface parking spaces.

C. LIST OF USES

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

C1: Permitted Uses

- Multifamily residential dwelling units, as governed herein
- C-2 uses as permitted by Section 623 of the City of Phoenix Zoning Ordinance

C2: Temporary Uses

- All temporary uses shall comply with Section 708 of the City of Phoenix Zoning Ordinance

C3: Prohibited Uses

The following land uses are not permitted:

- All Special Permit uses otherwise permitted in the C-2 Zoning District are prohibited
- Auto Title Loan Establishments
- Automobile Parts and Supplies, New Retail and Wholesale
- Boats, Retail Sale
- Car Wash
- Compressed Natural Gas Retail Sales
- Gas Stations
- Garage, Repair
- Hospital
- Motorcycles, Repair and Sales
- Non-Profit Medical Marijuana Dispensary Facility
- Pawn Shop
- Service Stations, Automobile
- Single-Family, Attached and Detached
- Tobacco Oriented Retailers
- Veterinarian Hospitals and Offices
- Window Glass Installation Shop

D. DEVELOPMENT STANDARDS

D1: Development Standards Table

The following development standards apply to any multifamily development of the property; in the event that non-residential development occurs, the development standards applicable to such development shall be those of Ordinance Section 623, Commercial C-2 District—Intermediate Commercial and Ordinance Section 702, Off-Street Parking and Loading.

Development Standards	
a. Density (Maximum)	360 Dwelling Units 37.90 Dwelling Units per Gross Acre
b. Building Setbacks	
North (Phelps Road)	10' (Minimum) ³
East (12 th Street)	20' (Minimum)
South (Greenway Parkway)	20' (Minimum); 30' (Average)
West (9 th Street)	15' (Minimum)
c. Building Separation (Minimum)	10' Between Townhome Block. Standard does not apply to the Flats.
d. Building Height (Maximum)	48'
e. Building Height Step-Backs	
Maximum Building Height	(Starting from the West Property Line)
38' (3 Stories)	Minimum 15'
48' (4 Stories)	Minimum 330'
f. Lot Coverage (Maximum)	40% of Total Net Site Area
Landscape Standards	
a. Landscape Setbacks (Minimum)	
North (Phelps Road)	10' (Minimum) ⁴
East (12 th Street)	20' (Minimum)
South (Greenway Parkway)	20' (Minimum)
West (9 th Street)	15' (Minimum)
b. Landscape Standards Adjacent to Phelps Road (North Property Line)	<p><u>Public Sidewalk</u>: Remove existing attached sidewalk and provide new minimum 5' wide detached sidewalk.</p> <p><u>Landscape Strip</u>: Provide a minimum 5' wide landscape strip between back of curb and sidewalk. A minimum of (75%) 2" and (25%) 3" caliper trees to be planted as needed to achieve shading as standard set forth in <u>Section D5</u>. Minimum of five (5) 5-gallon drought-resistant shrubs per tree to be planted at grade. Minimum 50% living groundcover coverage.</p> <p><u>Landscape Setback</u>: A minimum of (75%) 2" and (25%) 3" caliper trees to be planted 20' on center or in equivalent groupings within the minimum landscape setback. Trees within the Landscape Strip may be counted towards the required total. Minimum of five (5) 5-</p>

D2: Landscape Standards Table

³ Fences and screen walls intended to enclose and screen surface parking from Phelps Road may encroach into the required building setback by no more than 5'.

⁴ Fences and screen walls intended to enclose and screen surface parking from Phelps Road may encroach into the required landscape setback by no more than 5'.

	<p>gallon drought-resistant shrubs per tree to be planted at grade. Minimum 50% living groundcover coverage.</p> <p><u>Utility Conflict Resolution:</u> Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.</p>
<p>c. Landscape Standards Adjacent to 12th Street (East Property Line)</p>	<p><u>Public Sidewalk:</u> Provide minimum 8' wide detached sidewalk.</p> <p><u>Landscape Strip:</u> Provide a minimum 8' wide landscape strip between back of curb and sidewalk. A minimum of (75%) 2" and (25%) 3" caliper trees to be planted as needed to achieve shading as standard set forth in Section D5. Minimum of five (5) 5-gallon drought-resistant shrubs per tree to be planted at grade. Minimum 50% living groundcover coverage.</p> <p><u>Landscape Setback:</u> A minimum of (75%) 2" and (25%) 3" caliper trees to be planted 20' on center or in equivalent groupings, within the minimum landscape setback. Trees within the Landscape Strip may be counted towards the required total. In areas where 20' on center cannot be met, trees shall be planted to achieve shading standard set forth in Section D5. Minimum of five (5) 5-gallon drought-resistant shrubs per tree to be planted at grade. Minimum 50% living groundcover coverage.</p> <p><u>Utility Conflict Resolution:</u> Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.</p>
<p>d. Landscape Standards Adjacent to Greenway Parkway (South Property Line)</p>	<p><u>Public Sidewalk:</u> Remove existing attached sidewalk and replace with minimum 5' wide detached sidewalk.</p> <p><u>Landscape Strip:</u> Provide a minimum 11' wide landscape strip between back of curb and sidewalk. Where adjacent to deceleration lane, provide minimum 6' wide landscape strip between back of curb and sidewalk. A minimum of (50%) 2" and (50%) 3" caliper trees to be planted as needed to achieve shading as standard set forth in Section D5. Minimum of five (5) 5-gallon drought-resistant shrubs per tree to be planted at grade. Minimum 50% living groundcover coverage.</p> <p><u>Landscape Setback:</u> A minimum of (75%) 2" and (25%) 3" caliper trees to be planted 20' on center or in equivalent groupings within the minimum landscape setback. In areas where 20' on center cannot be met, trees shall be planted to achieve shading standard set forth in Section D5. Trees within the Landscape Strip may be counted towards the required total. Minimum of five (5) 5-gallon drought-resistant shrubs per tree to be planted at grade. Minimum 50% living groundcover coverage.</p>

	<p><u>Utility Conflict Resolution</u>: Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.</p>
<p>e. Landscape Standards Adjacent to 9th Street (West Property Line)</p>	<p><u>Public Sidewalk</u>: Provide minimum 6’ wide detached sidewalk.</p> <p><u>Landscape Strip</u>: Provide a minimum 8’ wide landscape strip between back of curb and sidewalk. A minimum of (75%) 2” and (25%) 3” caliper trees to be planted as needed to achieve shading as standard set forth in <u>Section D5</u>. Minimum of five (5) 5-gallon drought-resistant shrubs per tree to be planted at grade. Minimum 50% living groundcover coverage.</p> <p><u>Landscape Setback</u>: A minimum of (75%) 2” and (25%) 3” caliper trees to be planted 20’ on center or in equivalent groupings within the minimum landscape setback. In areas where 20’ on center cannot be met, trees shall be planted to achieve shading standard set forth in <u>Section D5</u>. Trees within the Landscape Strip may be counted towards the required total. Minimum of five (5) 5-gallon drought-resistant shrubs per tree to be planted at grade. Minimum 50% living groundcover coverage.</p> <p><u>Utility Conflict Resolution</u>: Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.</p>
<p>f. Minimum Common Open Spaces</p>	<p><u>Townhouse Courtyard</u>: An outdoor courtyard within the Townhouse portion of the project shall be provided. Said amenity shall be a minimum of 2,750 square feet in size.</p> <p><u>Pool Courtyard</u>: A pool courtyard shall be provided. Said amenity shall be a minimum of 15,500 square feet in size.</p> <p><u>Secondary Courtyard</u>: A secondary outdoor courtyard within the Flats portion of the project shall be provided. Said amenity shall be a minimum of 17,750 square feet in size.</p> <p>See <u>Section E2.B</u> of the PUD for landscape design guidelines.</p>
<p>g. Minimum Total Open Space</p>	<p>Minimum of 10% of total net site acreage. May include both active and passive open spaces. Excludes required landscape setback areas, private ground level patios and private balconies.</p>
<p>h. Pedestrian Accessway</p>	<p>A Pedestrian Accessway shall be provided to allow for north to south pedestrian access between Greenway Parkway and Phelps Road. Pedestrian accessway shall adhere to requirements of 1304.H. The accessway shall include a sidewalk/pedestrian access easement constructed with a sidewalk a minimum width of 6 feet.</p> <p>See <u>Section E1.h</u> and <u>Section E2.c</u> of the PUD for design guidelines and landscape design guidelines.</p>

D3: Parking

Parking Standards	
a. Minimum Parking Standards	
Vehicle Parking	1.60 spaces per dwelling unit
Bicycle Parking	Comply with Zoning Ordinance Section 1307.H.6.d
b. Parking Location, Automotive	Parking is to be provided as a mix of surface and garage parking spaces. See Section E1.d and Section E1.e of the PUD for garage screening and surface parking requirements, respectively. Ordinance Section 702.B.2.b.(5) does not apply. A minimum of two (2) garage parking spaces are to be provided for each townhome unit and to be incorporated into the building structure.
c. Parking Location, Bicycle	To be installed in conformance with Section 1307.H, except as follows: (i) Inverted-U style bicycle racks or artistic style racks consistent with the City of Phoenix preferred designs (see Comprehensive Bicycle Master Plan, Appendix K) shall be provided (ii) secure resident bike storage shall be located within the first level of the parking garage for no less than a total of 32 bicycles, and (iii) no less than 18 visitor bicycle parking spaces to be distributed throughout the site.
d. Loading Bay	One (1) off-street loading space shall be located adjacent to the parking garage entrance. Such space shall be 10'x30' (minimum) in size, exclusive of access aisles and maneuvering space.

D4: Fences/Walls

Fences and walls shall comply with Ordinance Section 703.

D5: Shade

Shade	
Building and Shade	
Shading, which may be architectural, vegetative or any combination thereof, shall be provided as follows. All shade calculations shall be based on the analysis of summer solstice at noon.	
a. Public Sidewalk Shading	Minimum 75%. See Exhibit 8 .
b. Private Sidewalk Shading	Minimum 50%. Total percentage required excludes pool surface and pool deck area (the area within the pool fence enclosure).

D6: Lighting Plan

All lighting will be consistent with the standards of Section 704, Section 507.Tab A.II.A.8 and Section 23-100 of the Phoenix Zoning Ordinance and City Code.

Pedestrian lighting to be provided along public and private sidewalks that comply with the standards of Section 1304.D and Section 1304.H.5.

E. DESIGN GUIDELINES

E1: Design Guidelines

The following design guidelines shall apply to any multifamily development. Those standards not addressed herein, and for non-residential development, shall comply with Ordinance Section 507 Tab A:

E1. Design Guidelines	
a. Exterior Materials	
The Flats	<p>All four sides or all elevations shall contain a minimum:</p> <ul style="list-style-type: none"> • 10% masonry • 30% stucco or masonry with a stucco finish • 25% glazing (excludes ground floor) <p>Other materials utilized (at least two):</p> <ul style="list-style-type: none"> • Concrete • Masonry • Brick • Non-reflective coated metals • Stucco • Wood, painted or stained • Tile
The Townhomes	<p>Front and rear building elevations shall contain a minimum:</p> <ul style="list-style-type: none"> • 10% masonry • 30% stucco or masonry with a stucco finish • 25% glazing (excludes ground floor) <p>Side building elevations shall contain a minimum:</p> <ul style="list-style-type: none"> • 10% masonry • 30% stucco or masonry with a stucco finish • 15% glazing (excludes ground floor) <p>Other materials utilized (at least two):</p> <ul style="list-style-type: none"> • Concrete • Masonry • Brick • Non-reflective coated metals • Stucco • Wood, painted or stained • Tile
b. Color Palette	Warm earth and gray tones with wood-like accents.
c. Screen Walls	Architectural detailing consistent or complementary to the building façade, which may include, but not be limited to, the use of masonry, masonry with a stucco finish, concrete, and/or brick.
d. Garage Screening	Any portion of the parking structure, other than the garage entry, that is visible from the public rights-of-way shall be screened by multifamily dwelling units and/or the primary structure.
e. Surface Parking	Surface parking shall be limited to 5% of the total net site area.

<p>f. Pedestrian Access and Circulation</p>	<p>Development shall encourage pedestrian travel to nearby uses by providing pedestrian connections to the adjacent public rights-of-way at each roadway frontage. Such connections shall feature an enhanced sidewalk zone (defined as alternative paving surface, 50% shading and lined with shrubs or flowering plants to establish visual connection) to connect from the point of access to the public sidewalk. Said connections (inclusive of gates, building doorways, or other openings) shall be visually enhanced to be easily identified as a pedestrian access point and include an access control point system (i.e. keypad or keyed door) to allow residents easy access to/from the site.</p> <p>At the parking garage entrance, enhanced surfacing material, such as stamped or colored concrete or other pavement treatment, that visually contrasts with the parking garage entrance surface, shall be provided to delineate where any pedestrian paths cross the access drives.</p>
<p>g. Urban Trail Connections</p>	<p>Site circulation system shall connect to the pedestrian underpass at the southeast corner of the site. Design should provide visibility to and from the site to the urban trail via the use of view fencing or other design solutions to ensure “eyes on the street.”</p>
<p>h. Pedestrian Accessway</p>	<p>Where buildings are adjacent to the Pedestrian Accessway, the building should be designed with windows and/or balconies overlooking the Accessway for a minimum of 50% of the building elevation.</p>

The following requirements apply to multifamily residential development (those standards not addressed herein, and for non-residential development, comply with Section 507 Tab A):

E2: Landscape Design Guidelines

<p>E2. Landscape Design Guidelines</p>	
<p>a. Uniform Landscape Design (See Section D2.b through D2.e for additional planting requirements.)</p>	<p>The landscaping will include a shade canopy of trees and a colorful mix of shrubs, accents, and groundcover. At a minimum, the landscape will be comprised of:</p> <ul style="list-style-type: none"> • A mix of 3” caliper and 2” caliper shade trees, and 1” caliper accent trees. The trees will be comprised of the following species: <ul style="list-style-type: none"> ○ Shade Trees: Desert Museum Hybrid Palo Verde, Hybrid Mesquite, Evergreen Elm, or Ghost Gum Eucalyptus ○ Accent Trees: Mulga, Sweet Acacia, Desert Willow, Yellow Bird of Paradise, or Monk’s Pepper • Three (3) different shrub species • Two (2) different accent species • Two (2) different groundcover species • Minimum 50% live ground coverage

<p>b. Minimum Common Open Spaces</p>	<p>The Townhouse Courtyard will include a shade canopy of trees and a colorful mix of shrub, accents, and groundcover to provide visual interest and create a comfortable seating environment. At a minimum, the landscape will be comprised of:</p> <ul style="list-style-type: none">• A mix of (50%) 2” caliper shade trees, and (50%) 1” caliper accent trees. The trees will be comprised of the following species:<ul style="list-style-type: none">○ Shade Trees: Desert Museum Hybrid Palo Verde, Hybrid Mesquite, Evergreen Elm, or Ghost Gum Eucalyptus○ Accent Trees: Mulga, Sweet Acacia, Desert Willow, Yellow Bird of Paradise, or Monk’s Pepper• Three (3) different shrub species• Two (2) different accent species• Two (2) different groundcover species• Minimum 50% live ground coverage <p>The Pool Courtyard will include a shade canopy of trees and a colorful mix of shrub, accents, and groundcover to provide visual interest and create a comfortable seating environment. At a minimum, the landscape will be comprised of:</p> <ul style="list-style-type: none">• A mix of (50%) 2” caliper shade trees, and (50%) 1” caliper accent trees. The trees will be comprised of the following species:<ul style="list-style-type: none">○ Shade Trees: Desert Museum Hybrid Palo Verde, Hybrid Mesquite, Evergreen Elm, or Ghost Gum Eucalyptus○ Accent Trees: Mulga, Sweet Acacia, Desert Willow, Yellow Bird of Paradise, or Monk’s Pepper• Two (2) different accent species• Two (2) different groundcover species• Minimum 50% live ground coverage <p>The Secondary Courtyard will include a shade canopy of trees and a colorful mix of shrub, accents, and groundcover to provide visual interest and create a comfortable seating environment. At a minimum, the landscape will be comprised of:</p> <ul style="list-style-type: none">• A mix of (50%) 2” caliper shade trees, and (50%) 1” caliper accent trees. The trees will be comprised of the following species:<ul style="list-style-type: none">○ Shade Trees: Desert Museum Hybrid Palo Verde, Hybrid Mesquite, Evergreen Elm, or Ghost Gum Eucalyptus
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	<ul style="list-style-type: none"> ○ Accent Trees: Mulga, Sweet Acacia, Desert Willow, Yellow Bird of Paradise, or Monk’s Pepper ● Two (2) different accent species ● Two (2) different groundcover species ● Minimum 50% live ground coverage
<p>c. Pedestrian Accessway</p>	<p>The Pedestrian Accessway will include a shade canopy of trees and a colorful mix of shrubs, accents, and groundcover. At a minimum, the landscape will be comprised of:</p> <ul style="list-style-type: none"> ● A mix of 3” caliper and 2” caliper shade trees, and 1” caliper accent trees. The trees will be comprised of the following species: <ul style="list-style-type: none"> ○ Shade Trees: Desert Museum Hybrid Palo Verde, Hybrid Mesquite, Evergreen Elm, or Ghost Gum Eucalyptus ○ Accent Trees: Mulga, Sweet Acacia, Desert Willow, Yellow Bird of Paradise, or Monk’s Pepper ● Three (3) different shrub species ● Two (2) different accent species ● Two (2) different groundcover species ● Minimum 50% live ground coverage <p>In order to create a comfortable pedestrian environment, at least one of the following elements should be provided at each street entrance to the Pedestrian Accessway:</p> <ul style="list-style-type: none"> ● Bollard path light ● Public art ● Decorative directional signage ● Building design elements that emphasize the paseo entrance <p>Alternative paving materials such as permeable pavers or similar materials should be used for on-site hardscaping to reduce urban heat island effect, and to allow natural drainage and filtration.</p>
<p>E3. Amenities</p>	
<p>a. Resident Amenities⁵</p>	<p>Within The Flats building:</p> <ul style="list-style-type: none"> ● Clubhouse no less than 5,000 square feet <p>Within The Flats pool courtyard,</p> <ul style="list-style-type: none"> ● Swimming pool and/or spa with at least three (3) of the following:

E3: Amenities

⁵ Although the amenities are located in The Flats building, these amenities are for the entire project.

	<ul style="list-style-type: none"> ○ Lounge deck ○ Covered patio for outdoor dining ○ Barbecue ○ Water feature(s) ○ Fire feature(s) ○ Seating node(s) ● Fitness center no less than 1,000 square feet <p>Within The Flats courtyard,</p> <ul style="list-style-type: none"> ● At least three of the following: <ul style="list-style-type: none"> ○ Dog Park ○ Outdoor lounge furniture ○ Recreational Lawn ○ Game Court (Cornhole, Bocce, etc.) ○ Barbecue ○ Water feature(s) ○ Fire feature(s) ○ Seating node(s)
<p>b. Implementation</p>	<p>To implement the above, amenities standards are provided below, where applicable:</p> <ul style="list-style-type: none"> ● Lounge Deck shall be a minimum of 500 square feet and include sufficient space for permanent or placed seating, tables, and/or reclining sun chairs for a minimum of 10 persons. ● Covered Patio for outdoor dining shall be a minimum of 500 square feet for the location of no less than four (4) table and chair sets under a cover (structural and/or vegetative) ● Water Features should be designed to limit loss of water by evaporation by avoiding placement in locations that experience long periods of direct sunlight and using non-spraying fountains (i.e. water features that move water via gravity, not larger pump driven fountains). Also see 507 Tab A.11.3.4.1. ● Fire Feature shall be designed as a gathering space that includes sufficient clear area around for seating and/or a built-in seating area around the feature (i.e. a fire pit with large border for sitting on). ● Seating Node areas shall be areas that are separated from other areas via wall, planters or other features to delineate the space.

F. SIGNS

F1: Permitted Signs

Signage shall comply with Section 705 of the Zoning Ordinance.

G. SUSTAINABILITY

G1: City Enforced Standards

The following are standards that are measurable and enforceable by the City and will be incorporated within the development:

- As encouraged by Reimagine Phoenix, recycling receptacles and chutes will be provided in the refuse room. These will be commercial bins, serviced by private solid waste provider.
- Dual Glaze Windows with High Performance Low-e Glazing.
- All landscape and exterior building lighting will be LED lighting.
- Provide water efficient landscaping (drought tolerant plants).
- Utilize a drip irrigation system with a 'smart' controller to minimize water waste.
- Retention of existing perimeter vegetation to the extent practical.
- Provide 75% shade on public sidewalks adjacent to the development, as demonstrated on [Exhibit 8](#).

G2: Developer Enforced Standards

The following are sustainability practices that are highly encouraged and planned to be utilized but which are not enforceable by the City:

- Utilize low water usage plumbing fixtures.
- Encourage the design of buildings' HVAC systems to eliminate the usage of CFC's and CFC based refrigerants.
- Encourage the use of water-based adhesives on all VCT and vinyl flooring to minimize VOC off gassing.
- Lower flow toilets and showerheads.
- Energy Star Rated appliances.
- Reduce heat island effect through ample open space, desert adapted landscaping and vegetation to include, shrubs etc.
- On-site amenities and activity programs to encourage residents to remain on property, reducing off-site traffic trips.
- Recycling services will be provided for tenants.
- Tenant invoicing and billing services will be paperless.
- Consider use of grey water or condensate to supplement potable irrigation water.

H. INFRASTRUCTURE

H1: Grading and Drainage

Existing grades in and around the improved site are generally flat and slope from north to south, east to west. The proposed development will accommodate the existing grades by cutting/filling on the site interior and tying back to the existing perimeter with slopes and/or retaining walls as necessary. Offsite flows do not impact the site.

The City of Phoenix storm water guidelines requires retention of the 100-year 2-hour storm event. For this site, this amounts to retaining 2.4-inches across the net site area and the half streets for 9th Street, 12 Street and Phelps Road. To meet this requirement, storm water will be retained in an underground storage system. Drywells will be installed to meet the dewatering requirements.

H2: Water and Wastewater

Public water infrastructure exists in portions of the adjacent public roads. City of Phoenix requires water lines and fire hydrants on 350' spacing to be constructed in all adjacent rights-of-way to new developments. The following improvements are anticipated:

- A 12" public waterline extension in East Greenway Parkway, approximately 1,350 LF of 12" DIP.
- An 8" public waterline extension in East Phelps Road, approximately 425 LF of 8" DIP.
- An 8" public waterline extension in North 9th Street, approximately 250 LF of 8" DIP.

Water for the project can be served off of the existing or new water lines. New private domestic and fire suppression services will be provided as necessary onsite per current City development codes and policies.

An existing 15-inch sewer line runs adjacent to the western boundary of the site in 9th Street. The depth of this line next to the site is about 17-feet. This sewer line starts from Bell Road to the north and flows south past the Property to East Greenway Parkway. There is an existing 8-inch stub at the southwest corner of the site. The proposed development will utilize this stub for sewer discharge.

H3: Circulation Systems

According to the traffic impact analysis that was conducted for 12th & Greenway (filed under separate cover and reviewed under STIA 2200695), it was determined that the proposed use of the site would generate 1,916 weekday trips with 117 trips (30 in/87 out) during the AM peak hour and 148 trips (90 in/58 out) during the PM peak hour.

The results of the Synchro analysis that was conducted indicate that all study intersections will operate with overall acceptable levels of service (LOS D or better) during the opening year with the exception of 9th Street and Greenway Parkway and 12th Street and Greenway Parkway. The unsignalized intersection of 9th Street and Greenway Parkway in the no build scenario is projected to operate with delay on the southbound shared movement of 37.2 sec/veh during the AM peak hour and on the southbound shared and eastbound left-turn movements of 194.7 sec/veh and 53.2 sec/veh, respectively, during the PM peak hour. In the build scenario, the intersection is projected to operate with delay on the southbound shared movement of 39.6 sec/veh during the AM peak hour and on the southbound shared and eastbound left-turn movements of 218.7 sec/veh and 55.7 sec/veh, respectively, during the PM peak hour.

The unsignalized intersection of 12th Street & Greenway Parkway in the no build scenario is projected to operate with delay on the southbound left movement of 37.5 sec/veh during the PM peak hour. In the build scenario, the intersection is projected to operate with delay on the southbound left movement of 47.1 sec/veh during the PM peak hour.

Heavy delays during peak hours are not uncommon on side street approaches to major roadways. The expected increase in traffic along Greenway Parkway is anticipated to decrease the number of acceptable gaps in traffic for left-turn movements exiting 9th Street. This could increase delay to these movements resulting in increased delay during the peak hours; however, it is expected that these movements will operate at acceptable LOS during non-peak hours. Drivers of vehicles waiting to make southbound left-turn movements may elect to take a different route, such as turning right instead and making a U-turn at the signalized intersection of 7th Street and Greenway Parkway or by entering Greenway Parkway at 12th Street, especially if a traffic signal as is currently warranted is installed by the City in cooperation with and with participation by the developer.

Similarly, the expected increase in traffic along Greenway Parkway is anticipated to decrease the number of acceptable gaps in traffic for left-turn movements exiting 12th Street. This could increase delay to these movements resulting in increased delay during the peak hours; however, it is expected that these movements will operate at acceptable LOS during non-peak hours.

With development of the site, the three adjacent streets (9th and 12th Streets and Phelps Road) will all be improved with half-street improvements to current City standards. This will provide full cross-sections on all three, from Bell Road to Greenway Parkway in the case of 9th and 12th Streets and between 9th and 12th Streets for Phelps Road. Widening beyond the existing cross-sections (where cross-sections have been completed to their full width) is not warranted or recommended.

With respect to parking, Zoning Ordinance Section 702, Off-Street Parking and Loading, was utilized to determine the number of parking spaces required for the proposed development. For this analysis, the proposed development plan revised consists of 341 dwelling units of mid-rise multifamily residential homes with 548 total parking spaces provided (36 surface parking spaces, 480 garage parking spaces, and 56 townhome garage parking spaces). The Zoning Ordinance was used to determine if the number of proposed parking spaces is adequate. Due to the 56 townhome garage parking spaces (i.e. reserved parking spaces), additional guest parking spaces need to be added to the parking calculation according to the Zoning Ordinance. The breakdown of the unit type, number of units, ratio required per code, and number of calculated spaces are presented in the table below.

Project Data		Motor Vehicle Spaces Required per Code		Motor Vehicle Spaces Proposed per PUD	
Unit Type	Number of Units	Ratio	Spaces	Proposed Ratios	Spaces
Resident Parking					
Efficiency	28	1.3 per unit	36.4	1.55 per Unit	
Studio & 1 Bedroom unit (Apartment)	202	1.5 per 1 Bedroom	303.0	1.55 per Unit	356.5
2 Bedrooms unit (Apartment)	83	1.5 per 2 Bedroom	124.5	1.55 per Unit	128.7
2 Bedrooms unit (Townhome)	14	1.5 per 2 Bedroom	21.0	2.25 per Unit	31.5
3 Bedrooms unit (Townhome)	14	2.0 per 3 Bedroom	28.0	2.25 per Unit	31.5
Guest Parking					
2 Bedrooms unit (Townhome)	14	0.5 per 2 Bedroom	7.0	Included above (2.25 Spaces per Unit = 2 Resident Spaces per Unit +0.25 Guest Space per Unit)	
3 Bedrooms unit (Townhome)	14	1.0 per 3 Bedroom	14.0		
Totals (rounded to nearest whole number)			534		548

A review of the results of the parking assessment summarized in the table above reveals that, per the Zoning Ordinance, the proposed development would require a total of 534 parking stalls. Based on the ratio in the proposed PUD, the development would provide a minimum of 548 parking stalls, 14 more than required by the Ordinance. Note that the base Ordinance requirements contemplates an excessive amount of guest parking when required spaces are reserved for specific resident use. This project proposes unreserved

parking allowing for maximum efficient use for parking by both residents and visitors, resulting in a lower overall parking need, as documented by the traffic impact analysis. A total of 572 spaces are being shown on the site plan, exceeding PUD requirements by 24 spaces (and “base” zoning code by 38 spaces).

H4: Complete Streets

The City of Phoenix Complete Streets Design Guidelines include a number of suggestions for new development, some of which are applicable to this project:

- Streets should be designed to promote safety for all users, particularly children, the elderly, those with disabilities, transit users and more vulnerable modes (walking, bicycling, transit). See **Section E1.f: Pedestrian Access and Circulation**, “At the parking garage entrance, enhanced surfacing material, such as stamped or colored concrete or other pavement treatment, that visually contrasts with the parking garage entrance surface, shall be provided to delineate where any pedestrian paths cross the access drives.
- Shade should be a primary technique in projects to reduce ambient temperatures and reduce direct sunlight exposure for pedestrians and cyclists. See **Section D5: Shade**, “Shading, which may be architectural, vegetative or any combination thereof, shall be provided ...” at a minimum of 75% for all public sidewalks and 50% for all private sidewalks.
- All new street designs should include pedestrian infrastructure with pedestrian through zones free of impediments. See **Section E1.g: Urban Trail Connections**, “Site circulation system shall connect to the trail at the southeast corner of the site, located per City direction.”
- Streets should be designed to expand the availability of public seating and bicycle racks. See **Section D3.a: Bicycle Parking**, “Comply with Zoning Ordinance Section 1307.H.6.d” and **Section D3.c: Parking Location, Bicycle**, “To be installed in conformance with Section 1307.H, except as follows: (i) Inverted-U style bicycle racks or artistic style racks consistent with the City of Phoenix preferred designs (see Comprehensive Bicycle Master Plan, Appendix K) shall be provided (ii) secure resident bike storage shall be located within the first level of the parking garage for no less than a total of 32 bicycles, and (iii) no less than 18 visitor bicycle parking spaces to be distributed throughout the site.”

I. COMPARATIVE ZONING STANDARDS

I: Comparative Zoning Standards Table

Standards	C-2 Standards (References R-3 for MultiFamily)	Proposed PUD Standards
a. Dwelling Unit Density (Units/Gross Acre)	Minimum 14.5 du/acre with “Density Waiver” option up to 43.5 du/acre per Section 623.E.1.b 119 to 359 dwelling units	37.90 du/ac 360 dwelling units
b. Building Setbacks		
North (Phelps Road):	15’	10’ (subject to exceptions noted in Footnote 4)
East (12th Street):	10’/3’	20’
South (Greenway Parkway):	25’	20’ (Minimum); 30’ (Average)
West (9th Street):	10’/3’	15’
c. Landscape Setbacks		
North (Phelps Road):	15’	10’ (subject to exceptions noted in Footnote 5)
East (12th Street):	10’/3’	20’
South (Greenway Parkway):	25’	20’
West (9th Street):	10’/3’	15’
d. Maximum Height	2 stories or 30’ up to 4 stories or 48’ with a “Height Waiver” (Section 623.E.1.b)	48’
e. Lot Coverage	45%	40%

J. LEGAL DESCRIPTION

J. Legal Description

PARCEL NO. 1:

LOCATED IN GLO LOT 3, SECTION 4, TOWNSHIP 3 NORTH, RANGE 3 EAST, GILA AND SALT RIVER MEDERIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 4;

THENCE SOUTH 00°16'59" EAST, ALONG THE NORTH – SOUTH MID-SECTION LINE OF SAID SECTION 4, A DISTANCE OF 662.73 FEET TO THE CENTER LINE OF PHELPS RD.;

THENCE DEPARTING SAID MID-SECTION LINE, SOUTH 89°39'15" WEST, ALONG SAID CENTER LINE, A DISTANCE OF 466.84 FEET;

THENCE DEPARTING SAID CENTERLINE, SOUTH 00°00'43" EAST, A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 00°00'43" EAST, A DISTANCE OF 233.20 FEET TO THE NORTH RIGHT OF WAY LINE OF GREEN WAY PARKWAY;

THENCE WESTERLY ALONG SAID NORTH RIGHT OF WAY LINE, THE FOLLOWING 8 COURSES;

THENCE SOUTH 89°36'41" WEST, A DISTANCE OF 43.73 FEET;

THENCE NORTH 85°29'22" WEST, A DISTANCE OF 140.51 FEET;

THENCE SOUTH 89°36'41" WEST, A DISTANCE OF 120.00 FEET;

THENCE NORTH 45°23'19" WEST, A DISTANCE OF 16.97 FEET;

THENCE SOUTH 89°36'41" WEST, A DISTANCE OF 46.00 FEET;

THENCE SOUTH 00°23'19" EAST, A DISTANCE OF 12.00 FEET;

THENCE SOUTH 44°36'41 WEST, A DISTANCE OF 16.97 FEET;

THENCE SOUTH 89°36'41" WEST, A DISTANCE OF 140.93 FEET, TO THE BEGINNING OF A 12.00 FEET RADIUS CURVE, CONCAVE NORTHEAST;

THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 90°08'50", AN ARC DISTANCE OF 18.88 FEET TO THE EAST RIGHT OF WAY LINE OF 9TH STREET;

THENCE DEPARTING SAID NORTH RIGHT OF WAY LINE, NORTH 00°14'29" WEST, ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 209.58 FEET, TO THE BEGINNING OF A 12.00 FEET RADIUS CURVE, CONCAVE SOUTHEAST;

THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 89°53'44", AN ARC DISTANCE OF 18.83 FEET TO THE SOUTH RIGHT OF WAY LINE OF PHELPS RD.;

THENCE DEPARTING SAID EAST RIGHT OF WAY LINE, NORTH 89°39'15" EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 515.63 FEET TO THE POINT OF BEGINNING.

PARCEL NO. 2:

LOCATED IN GLO LOT 3, SECTION 4, TOWNSHIP 3 NORTH, RANGE 3 EAST, GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 4;

THENCE SOUTH 00°16'59" EAST, ALONG THE NORTH – SOUTH MID-SECTION LINE OF SAID SECTION 4, A DISTANCE OF 662.73 FEET TO THE CENTER LINE OF PHELPS RD.;

THENCE DEPARTING SAID MID-SECTION LINE, SOUTH 00°00'43" EAST, A DISTANCE OF 25.00 FEET TO THE SOUTH RIGHT OF WAY LINE OF PHELPS RD. AND THE POINT OF BEGINNING;

THENCE NORTH 89°39'15" EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 724.95 FEET, TO THE BEGINNING OF A 12.00 FEET RADIUS CURVE, CONCAVE SOUTHWEST;

THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 90°03'46", AN ARC DISTANCE OF 18.86 FEET TO THE WEST RIGHT OF WAY LINE OF 12TH STREET;

THENCE DEPARTING SAID SOUTH RIGHT OF WAY LINE, SOUTH 00°16'59" EAST, ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 232.34 FEET;

THENCE DEPARTING SAID WEST RIGHT OF WAY LINE, NORTH 86°18'31" WEST, A DISTANCE OF 47.33 FEET;

THENCE SOUTH 67°37'58" WEST, A DISTANCE OF 61.24 FEET;

THENCE SOUTH 76°38'07" WEST, A DISTANCE OF 108.47 FEET, TO THE NORTH RIGHT OF WAY LINE OF GREENWAY PARKWAY AND THE BEGINNING OF A 1,490.29 FOOT RADIUS, NON-TANGENT CURVE, WHOSE CENTER BEARS SOUTH 15°38'52" WEST;

THENCE WESTERLY ALONG SAID NORTH RIGHT OF WAY LINE AND THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 15°42'11", AN ARC DISTANCE OF DISTANCE OF 408.44 FEET;

THENCE CONTINUING ALONG SAID NORTH RIGHT OF WAY LINE, SOUTH 89°36'41" WEST, A DISTANCE OF 124.99 FEET;

THENCE DEPARTING SAID NORTH RIGHT OF WAY LINE, NORTH 00°00'43" WEST, A DISTANCE OF 233.20 FEET TO THE POINT OF BEGINNING.

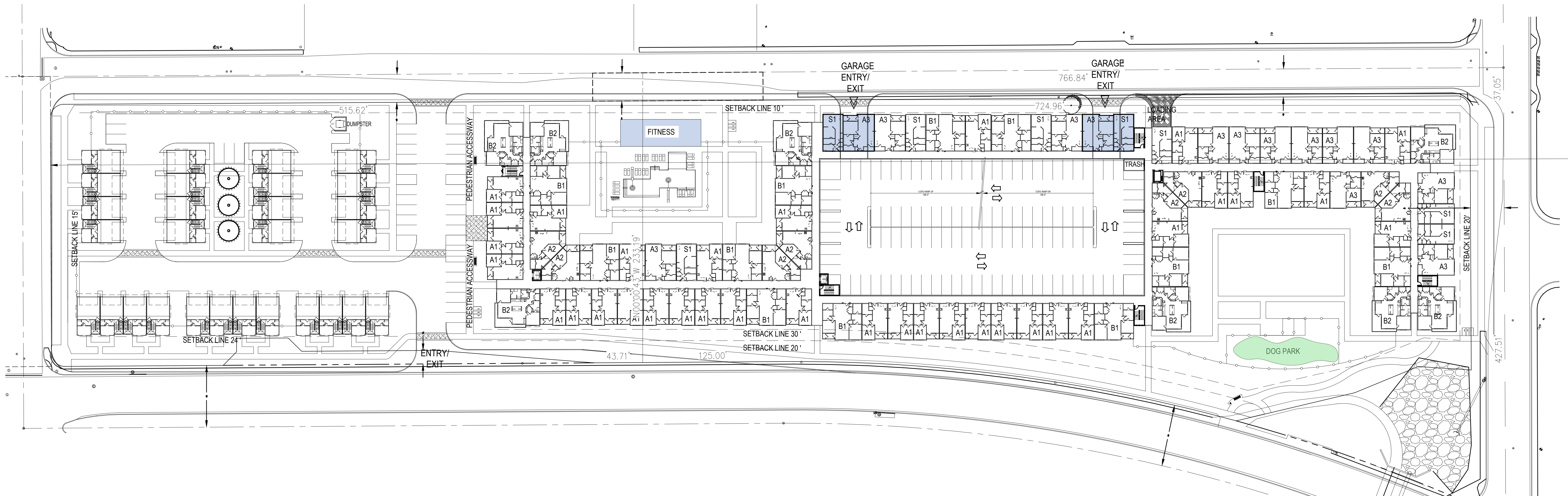


KEY:

- 3-STORY TOWNHOMES
38' HEIGHT MAX.
- 4-STORY APARTMENTS
48' HEIGHT MAX.



- KEY:**
- PEDESTRIAN CIRCULATION
 - PEDESTRIAN ACCESSWAY
 - BUILDING ACCESS CIRCULATION
 - BUILDING ACCESS
 - PRIVATE UNIT ACCESS

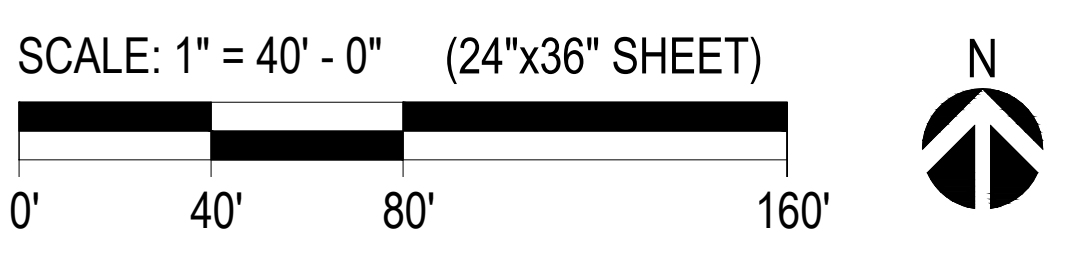


12 TH STREET & GREENWAY							2021332
UNIT TABULATION - 4 STORY RESIDENTIAL WRAP-TH							12/16/21
UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	BED COUNT	UNIT PERCENTAGE	TOTAL AREA	% BREAKDOWN
TH1	2br/2.5ba	1,455	14	28	50%	20,370	100%
TH2	3br/2.5ba	1,586	14	42	50%	22,204	
TOTALS			28	70	100%	42,574	
UNIT AVERAGE NET SF :					1,521		
* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.							
PROJECT DATA							
UNIT AVERAGE NET SF :		1,521 S.F.					
ACREAGE:		8.27 GROSS ACRES					
DENSITY:		3 UNITS/ACRE					
RESIDENTIAL PARKING:							
REQUIRED	63 SPACES (2.25/U)						
PROVIDED	74 SPACES						
SURFACE PARK	18 SPACES						
TH GARAGE	56 SPACES						
	2.64 SPACES/UNIT						

12 TH STREET & GREENWAY							2021332
UNIT TABULATION - 4 STORY RESIDENTIAL WRAP-TH							12/17/21
UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	BED COUNT	UNIT PERCENTAGE	TOTAL AREA	% BREAKDOWN
S1	1br/1ba	528	28	28	9%	14,784	9%
A1	1br/1ba	710	119	119	38%	84,490	64%
A2	1br/1ba	809	28	28	9%	22,652	
A3	1br/1ba	856	54	54	17%	46,224	27%
B1	2br/2ba	1,032	47	94	15%	48,504	
B2	2br/2ba	1,171	30	60	10%	35,130	
B3	2br/2ba	1,393	7	14	2%	9,751	
TOTALS			313	369	100%	261,535	
UNIT AVERAGE NET SF :					836		
* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.							
PROJECT DATA							
UNIT AVERAGE NET SF :					836 S.F.		
ACREAGE:					8.27 GROSS ACRES		
DENSITY:					38 UNITS/ACRE		
RESIDENTIAL PARKING:							
REQUIRED	485 SPACES						
PROVIDED	498 SPACES						
SURFACE PARKING	18 SPACES						
GARAGE PARKING	480 SPACES						
	1.59 SPACES/UNIT						
	1.35 SPACES/BED						

NOTE: PARKING SPACE SIZE : 9'X18'

12 TH STREET & GREENWAY							2021332
UNIT TABULATION - 4 STORY RESIDENTIAL WRAP-TH							12/20/21
UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	BED COUNT	UNIT PERCENTAGE	TOTAL AREA	% BREAKDOWN
S1	1br/1ba	528	28	28	8%	14,784	8%
A1	1br/1ba	710	119	119	35%	84,490	59%
A2	1br/1ba	809	28	28	8%	22,652	
A3	1br/1ba	856	54	54	16%	46,224	25%
B1	2br/2ba	1,032	47	94	14%	48,504	
B2	2br/2ba	1,171	30	60	9%	35,130	
B3	2br/2ba	1,393	7	14	2%	9,751	
TH1	2br/2.5ba	1,455	14	28	4%	20,370	8%
TH2	3br/2.5ba	1,586	14	42	4%	22,204	
TOTALS			341	369	100%	304,109	
UNIT AVERAGE NET SF :					892		
* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.							
PROJECT DATA							
UNIT AVERAGE NET SF :					892 S.F.		
ACREAGE:					8.27 GROSS ACRES		
DENSITY:					41 UNITS/ACRE		
RESIDENTIAL PARKING:							
REQUIRED	548 SPACES						
PROVIDED	572 SPACES						
SURFACE PARKING	18 SPACES						
GARAGE PARKING	480 SPACES						
TH GARAGE	56 SPACES						
SURFACE PARKING	18 SPACES						
	1.68 SPACES/UNIT						
	1.55 SPACES/BED						





KEY:

- AVERAGE BUILDING SETBACK
- MINIMUM BUILDING AND LANDSCAPE SETBACK
- MINIMUM BUILDING STEPBACK LINE



APARTMENT STREETSCAPE

NOT TO SCALE



ENLARGED APARTMENT ELEVATIONS

NOT TO SCALE



TOWNHOME STREETScape

NOT TO SCALE



TOWNHOME ELEVATIONS

NOT TO SCALE



KEY:

① LEASING / CLUBHOUSE	⑧ TRAIL CONNECTION
② FITNESS CENTER	⑨ TRASH ENCLOSURE VALET TRASH SERVICE
③ TOWNHOUSE	⑩ LOADING AREA
④ POOL COURTYARD	⑪ DOG PARK
⑤ TOWNHOUSE COURTYARD	⑫ BIKE RACKS
⑥ SECONDARY COURTYARD	⑬ PEDESTRIAN ACCESSWAY
⑦ EXISTING TRAIL CONNECTION	⑭ TRAIL ENTRY NODE BIKE FIX-IT STATION & BENCH
	AMENITY

PROJECT DATA:

UNIT COUNT:	360 UNITS (MAX.)
ACREAGE:	9.5 GROSS ACRES
DENSITY:	37.90 Du/Ac (MAX.)
OPEN SPACE:	49,500 SF PROVIDED (10% MIN. REQUIRED)
SETBACKS	
GREENWAY PARKWAY	30' AVERAGE/ 20' MINIMUM BUILDING AND LANDSCAPE
12TH STREET	20' BUILDING AND LANDSCAPE
PHELPS ROAD	10' BUILDING AND LANDSCAPE
9TH STREET	15' BUILDING AND LANDSCAPE

PERIMETER DEVELOPMENT STANDARDS:

TREE REQUIREMENTS	
GREENWAY PARKWAY	50% 2" AND 50% 3" CALIPER SHADE TREES AT 20' ON CENTER OR EQUIVALENT GROUPINGS
12TH STREET	75% 2" AND 25% 3" CALIPER SHADE TREES AT 20' ON CENTER OR EQUIVALENT GROUPINGS
PHELPS ROAD	75% 2" AND 25% 3" CALIPER SHADE TREES AT 20' ON CENTER OR EQUIVALENT GROUPINGS
9TH STREET	75% 2" AND 25% 3" CALIPER SHADE TREES AT 20' ON CENTER OR EQUIVALENT GROUPINGS
SIDEWALKS	
GREENWAY PARKWAY	5' PUBLIC SIDEWALK (MINIMUM 75% SHADE) WITH 11' LANDSCAPE STRIP 9' LANDSCAPE STRIP WHERE ADJACENT TO DECLARATION LANE
12TH STREET	6' PUBLIC SIDEWALK (MINIMUM 75% SHADE) WITH 8' LANDSCAPE STRIP
PHELPS ROAD	5' PUBLIC SIDEWALK (MINIMUM 75% SHADE) WITH 5' LANDSCAPE STRIP
9TH STREET	6' PUBLIC SIDEWALK (MINIMUM 75% SHADE) WITH 8' LANDSCAPE STRIP

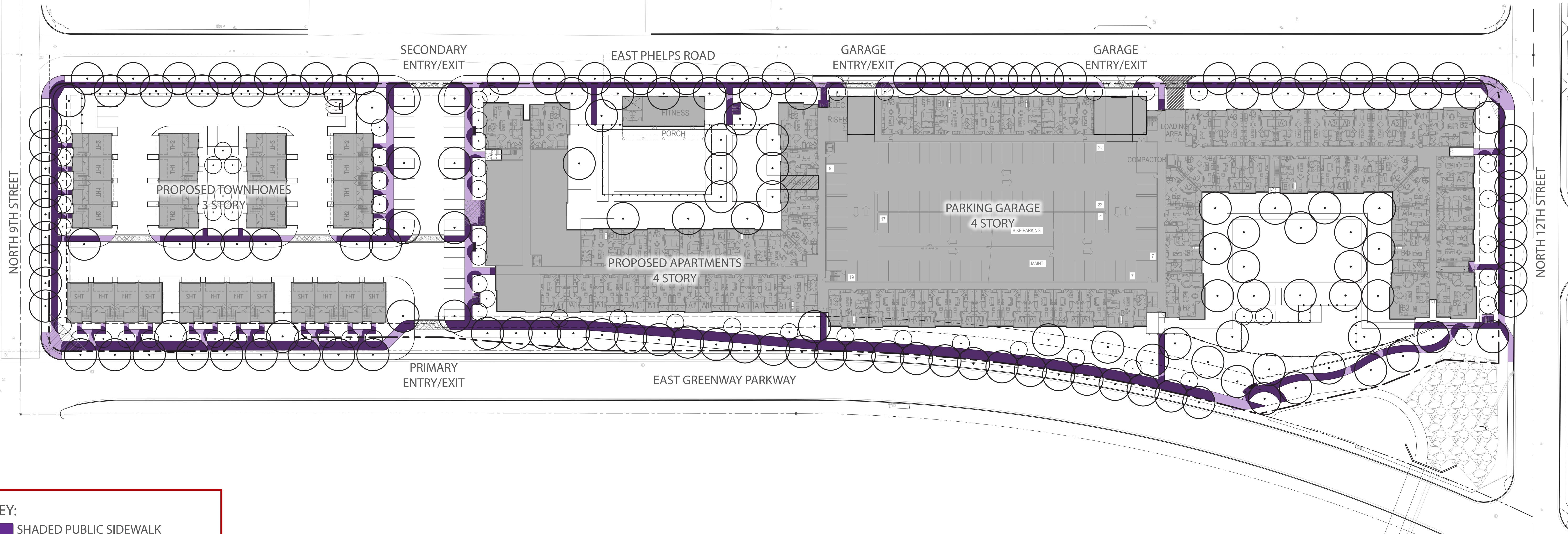


COMMON OPEN SPACE:

OPEN SPACE = ±49,500 S.F.

INTERIOR AMENITY AREA | ±8,000 S.F.*
 *INCLUDES FITNESS CENTER & CLUB

TOTAL COMMON AREA PROVIDED | ±57,500 S.F.



KEY:

- SHADED PUBLIC SIDEWALK
- NON-SHADED PUBLIC SIDEWALK

SHADE CALCULATIONS:

SHADING, WHICH MAY BE ARCHITECTURAL, VEGETATIVE OR ANY COMBINATION THEREOF, SHALL BE PROVIDED AS FOLLOWS. ALL SHADE CALCULATIONS SHALL BE BASED ON THE ANALYSIS OF SUMMER SOLSTICE AT NOON.

SHADED AREA:	REQUIRED:	PROVIDED:
PUBLIC SIDEWALK	75%	80%

NOTES:

1. PUBLIC SIDEWALK SHADE CALCULATIONS INCLUDE SIDEWALK CONNECTIONS FROM THE RIGHT OF WAY TO POINTS OF EGRESS AS SHOWN.
2. GROUND LEVEL AMENITY COURTYARDS NOT INCLUDED IN ABOVE CALCULATION. USABLE PEDESTRIAN SPACE IN GROUND LEVEL AMENITY COURTYARDS TO BE SHADED AT 50% MINIMUM.