
**H2O Urban Apartments
1675 E. Morten Avenue
Phoenix, Az 85020**

**Planned Unit Development PUD
Development Narrative**

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A. PURPOSE AND INTENT

Planned Unit Development

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. If there are conflicts between specific provisions of this PUD, and the Phoenix zoning ordinance or design guidelines, the terms of this PUD shall apply. The PUD only modifies zoning ordinance regulations and does not modify other City Codes or requirements. The purpose and intent statements are not requirements that will be enforced by the City.

1. Project Overview

Exceptional Redevelopment Opportunity

The subject PUD proposes an infill multifamily residential community planned for a vacant 6.2 gross acre/5.43 net acre site located just east of the southeast corner of 16th Street and Morten Avenue (the "Property"), within an area that is commonly referred to as the Pointe Squaw Peak Corridor. See Aerial and Parcel Maps at **Exhibits 1 and 2**. The site originally was developed to include a series of office buildings that were built as part of the original Pointe Squaw Peak master development. The buildings were razed and the site was cleared for a condominium development that never materialized. Consequently, this project presents an exceptional infill redevelopment opportunity for the neighborhood and the City of Phoenix.

Premier Location

A number of distinctive characteristics make this site uniquely suited for a new, urban infill residential redevelopment project: (1) the Property is ideally located directly across from the entrance to the Pointe Hilton Squaw Peak Resort; (2) the proposed project is surrounded by retail, commercial and office uses highly compatible with a contemporary residential rental development such as this. It is designed to provide upscale housing for young professionals, empty nesters, working couples and seasonal visitors; (3) residents will have quick and easy access to mass transit and the nearby State Route 51 (SR 51) Freeway as well as key employment centers; and (4) while urban in its location, the project site is situated at the base of one of Arizona's premier natural attractions, Piastewa Peak, and within the Phoenix Mountain Preserve which features 15 miles of interconnected hiking and biking trails. See the Area Vicinity Maps at **Exhibit 3**.

Innovative Design

H₂O Apartments (“H₂O”) by Frank Residential is a proposed maximum 225 unit Class A multi-family residential apartment community. H₂O is being designed to represent an enhanced level of style and contemporary elegance for rental living in the metropolitan Phoenix marketplace. Working in conjunction with a creative and sophisticated team of architects, Frank Residential envisions an innovative, upscale urban residential rental village. This state-of-the-art project is designed to create a vibrant, urban infill neighborhood featuring four-story buildings with tuck-under parking on a portion of the first-floor level and an impressive package of inspired amenities, innovative technologies and sustainable elements.

Access to Jobs

The exceptional location of the site makes it convenient and accessible to major employment centers at 24th St. and Camelback, midtown, downtown Phoenix, Desert Ridge, Scottsdale, the Mayo Clinic and more. The Property is located near the epicenter of the Piestewa Peak Office Corridor (formerly known as the “Squaw Peak Corridor”), which contains over two million square feet of office and commercial space within a commute of a few short minutes by pedestrian and bike pathways, automobile and bus. Three City of Phoenix bus stops, heading both north and south of the site, are located within a short walking distance from the site.

Sense of Place

Directly adjacent to the apartment site to the west is the Centre Pointe Shoppes, a retail/office center featuring restaurants, sports bar and grill, pilates studio, coffee house, nail spa, bank and other amenities extremely well suited for an adjacent apartment community. The Centre Pointe Shoppes were built with a pedestrian breezeway connecting the center with the Property; and the apartment development will provide a pedestrian spine that offers access directly into the center for residents without crossing any City street. The combination of mixed uses in the immediate vicinity of the site creates a walkability factor that is highly desirable to residents and local businesses who will experience an increase in demand for their products and services. The innovative design planned for the buildings, when coupled with their proximity to recreational facilities, office buildings, restaurants, bars, retail shops, parks, bus stops, freeway, and resort amenities, provides a unique opportunity to create a distinctive sense of place for its residents.

Existing and Surrounding Zoning

The Property is currently zoned Commercial Office with a Mid-Rise Overlay but was previously zoned for multi-family residential uses (R-3A) as recently as 2011. To the north are office, hotel, and resort uses zoned C-2 PCD. To the east are offices zoned C-O PCD; and to the west are retail uses zoned PSC PCD. To the south is single family residential zoned R1-10, R-3 and RO with uses such as a Church and a group home. See the Zoning Map at **Exhibit 4**.

Project Goals

- Create a new, dynamic urban-infill residential development in an established area. This area has an aging, declining rental-housing inventory that is not meeting the needs of the burgeoning urban landscape in this North Central Phoenix neighborhood.
- Provide a substantial influx of new customers to support local retail, service and commercial businesses in the immediate vicinity of the project site. Create an exciting and sophisticated living environment with pedestrian access to restaurants, bars, parks, offices and transportation nodes in order to attract young professionals, empty nesters, working couples, seasonal visitors and others seeking a stimulating, safe and reasonably priced rental lifestyle.
- Establish a convenient link for H₂O residents to nearby public recreational amenities such as Sumida Park, the urban trail system along the Arizona Canal and the hiking/biking paths that serve Piestewa Peak and the Phoenix Mountain Preserve. The development proposes the use of a resident bike share program, hiking club activities, dog walking meet-up groups and other planned outdoor events for residents.
- Create a walkable urban environment that incorporates the use of sustainable and recyclable building materials and encourages residents to use nearby bus routes and ride share/carpooling opportunities given the site's close proximity to three bus stops and the Piestewa Park Parkway.
- Offer residents spectacular views of Phoenix's premier natural attractions, Piestewa Peak, from within their apartments and other points within the development.
- Foster a network of social and professional opportunities between residents through the use of advanced technology, indoor and outdoor gathering spaces and a panoply of modern, urban amenities such as a dog wash, community garden, bike share, game room, post office, business office, resident lounge and pool lounge/barbecue/fireplace area for the community residents.
- Create relief from the desert sun through the use of extended overhangs, shade structures, low-e windows, mature trees, water features and other landscape and design features.

A. Overall Design Concept

H₂O Apartments will be a contemporary urban, infill development featuring a contemporary architectural design highlighted by a vibrant color palette and a diverse mix of building materials and textures. The 4-Story wood framed buildings will provide tuck under parking sharing a portion of the first floor building area with ground floor units and some individual private parking garages accessible to the exterior of the building. Detached garage units with carriage units above will offer a diversity of unit types and locations to appeal to a variety of rental consumers. With a density at 41.7 units per net acre, this project is a prime example of an urban redevelopment project on a formerly under-utilized office site, which represents a more efficient use of land and existing municipal infrastructure.

An important element that sets this project apart from other standard apartment developments is the innovative placement of amenity spaces. Unlike standard suburban apartment developments, the project's leasing office and amenity spaces, such as the exercise facility and business office, will not be located in a separate clubhouse building erected for the sole purpose of housing these facilities. Instead, H₂O will place the leasing office and amenities in separate spaces on the first floor of Buildings D and E located on both sides of the main entry street just off Morten Avenue. These amenity spaces, which will have their own separate entrances off the pedestrian sidewalks flanking the entry street, will be accessible only to residents via a key card access. Each amenity space along the main entry street will have its own glass "storefront" entrance along with individual signage identifying the space (for instance, the exercise facility may have a sign indicating "Fitness Center," the space housing the mailboxes may be identified with a sign for the "Post Stop," etc.) Situating the leasing office and amenity spaces along a linear street on both sides of the main entry drive will create the appearance and feel of a "Main Street," which creates a uniquely urban sense of place that distinguishes this apartment community from other apartment projects in the Phoenix metropolitan marketplace. This Main Street will be a tree-lined entry street featuring sidewalks on both sides of the street, individual storefront-style amenity spaces, and parallel parking for guests and prospective residents.

The name of the project—H₂O—is a reference to a water theme designed to create a cool, refreshing atmosphere to the urban environs in our desert climate. Through the use of strategically placed low-water use, water sheet fountains throughout the project and its amenity spaces, residents will experience the cool, relaxing sounds and the thermal comforts provided by rushing water.

The interior design and furnishings, and the common area amenity spaces will evoke the feel of a boutique, urban hotel. The hip, poolside lounge area will create a popular social gathering place for residents and their guests; and the community tasting room will provide an entertaining space for culinary events and wine tastings.

The buildings have been placed within the site to maximize the dramatic, unobstructed views of Piestewa Peak and to create shaded environments for residents to socialize. Building and landscape materials will be selected to enhance sustainability and encourage the conservation of water, water harvesting and the recycling of materials.

H₂O will be a state-of-the-art urban redevelopment conceived and designed as a project for the new millennium. An idea of the style of architectural elevations to be used on the buildings within the development is shown on the Illustrative Imagery Sheet is attached as **Exhibit 5**.

B. LAND USE PLAN

1. Proposed Land Use Category

The proposed land use category for the apartment development is multi-family residential*.

2. Conceptual Site Plan

The Conceptual Site Plan prepared by Shelter Architects shows five buildings comprising a maximum of 225 units of studios, loft-style carriage units, one-bedroom apartments and two-bedroom apartments. See the Conceptual Site Plan at **Exhibit 6**. The unit sizes range from approximately 600 square feet to 1,100 square feet, with a mix of studio and loft-style carriage units, one-bedroom and two-bedroom units. Each building will have some ground floor units with “tuck under” garage spaces behind the units.

The two smaller sized buildings, Buildings D and E, will be situated along Morten Avenue flanking both sides of the “Main Street” style entrance. The spaces within Buildings D and E identified, as “Common #1-4” will be the common area amenities such as the leasing office, exercise room, and the other facilities described in more detail below. These spaces will be accessed with a key-card for residents and their guests from the sidewalks, which line the entry street, and will be designed to create the appearance of storefront shops along the “Main Street”. The northwesterly section of the Property juts out into a triangular shaped area that wraps around the north edge of the existing adjacent retail shopping center, forming what functions as an integrated mixed-use project. A pedestrian spine will direct residents through the project into the existing breezeway providing access from the rear of the existing adjacent retail center to its retail shops and restaurants.

The two 4-story buildings on the south side of the site have been situated to create a shaded pedestrian colonnade that will feature areas to gather, cook, relax, socialize and lounge. The pedestrian spine will include a diverse collection of materials and plants, and will connect up with the pathway that leads to either the “Main Street” or the existing adjacent Centre Pointe Shoppes. Vehicular access to the garages on the first floor of Building A will be from the shared access easement between the Building A and the Centre Pointe Shoppes. Vehicular access to the garages on the first floor of the remaining buildings will be on the side of such buildings opposite the pedestrian sidewalk.

The smaller buildings marked “garages” represent a one-story detached garage structure that will feature single car garages (most likely with individual garage doors) and single-story loft-style carriage units above.

Parking for residents and their guests will be a mix of spaces situated under the buildings on the first floor, detached private garages, on-grade parking canopies, or in guest spaces. Currently, we are in discussions with two solar panel manufacturers to discuss the possibility of providing parking canopies throughout the project that are fitted with photovoltaic panels. Buildings A, B, C and D additionally have some private garages on the ends of the buildings which will be accessed from the exterior of the buildings.

The manner in which the apartment development is situated on the Property creates an active streetscape along Morten Avenue and wraps into the existing adjacent retail center to the west in a manner that fosters the synergy of a true mixed-use development. The project site plan integrates the buildings, amenities, pedestrian paths and parking areas so as to integrate the development with the neighborhood and enhance the long-term sustainability of the entire neighborhood. See Conceptual Site Plan at **Exhibit 6**.

*The existing approved Commercial Office (Major Office Option) land use shall also be permitted as an allowed alternative use in this PUD as provided in Case No. Z-28-10 (and its accompanying variance in case ZA-113-11) as approved by the City Council on April 25, 2011.

C. SITE CONDITIONS AND LOCATION

1. Acreage

The Property comprises approximately 6.2 gross acres, or 5.43 net acres, of vacant land. See Legal Description at **Exhibit 7**. The site has approximately 765 feet of frontage along Morten Avenue on the north and 270 feet of frontage along Orangewood Avenue on the south. Immediately to the west of the site is a retail shopping center and bank, and adjacent to the east are two office buildings. The retail shopping center property originally was carved out of the property on the west side, and the southeast corner of the site was notched out to accommodate a small office building. Consequently, the site is irregular in shape.

2. Location

The Property is located east of the southeast corner of 16th Street and Morten Avenue. See Vicinity Map at **Exhibit 4**.

The apartment development will be conveniently located close to mass transit and a major freeway intersection. There are three Valley Metro bus stops within a three-minute walk of the site; and the entrance ramp to the Piastewa Peak Parkway (SR 51) is located less than a third of a mile east of the site. Approximately one-half mile south of the site is the intersection of Glendale Avenue and 16th Street, where two retail centers occupy the southeast and northwest corners of the intersection. At the northwest corner are a Walgreens, UPS Store, Panda Express, a Water Store and some accessory shops such as a hair salon. The southeast corner retail center includes a Bruegger's Bagels, a Japanese restaurant, an Italian restaurant, Subway sandwich shop, McDonalds, a bike shop and café, a hair salon and a brand new Sprouts' Market that is scheduled to open in the fall. A gas station occupies the northeast corner of the intersection.

The 16th Street corridor from Glendale Avenue to Bethany Home Road, a mile to the south, has become a magnet for new, urban eateries that have brought a new and exciting vibe to this North Central location. These establishments include The Vig, Moto Japanese Cuisine, Cupcakes by Design, Babbo Italian restaurant, Richardson's of New Mexico, the Rokerij, Tex Az Grill, Dick's Hideaway, Zipp's Sports Bar and Grill, Phoenix City Grill, The Garage and a planned Z Tejas Grill.

Approximately three miles to the east and south of the site is the Biltmore Fashion Park, one of Phoenix's most exclusive shopping malls with Macy's and Saks Fifth Avenue as anchor tenants. The corner of 24th Street and Camelback also offers a movie theater, multiple dining options and other shopping and recreational opportunities for nearby residents and visitors.

One of the most significant attributes of the subject Property is its close proximity to the Phoenix Mountain Preserve and Piastewa Peak. The area of the site is linked to the Mountain Preserve area via hiking and biking trails that cross over the Piastewa Parkway by pedestrian bridge, or beneath the Parkway through an underground passageway. Piastewa Peak towers over the site creating dramatic views; and residents of H₂O will experience a unique connection to this incredible Phoenix landmark.

Another terrific regional amenity for residents of H₂O to enjoy is the City of Phoenix's Sumida Park. Located a few short minutes by foot to the east of the site, this park features a basketball court, BBQ grills, open green space, sidewalks and tot play facilities.

3. Topography

The existing site slopes to the south and is a vacant parcel that previously was graded and compacted with pad sites ready for the condominium development by Meritage Homes that was never built. See Context Plan and Site Photos at **Exhibit 8**.

D. GENERAL PLAN CONFORMANCE

The proposed multi-family development is supported by the following goals, policies and objectives of the General Plan, see General Plan Map at **Exhibit 9**.

Growth Area, Goal 1 –

“The City should maintain a high quality of life and an economically healthy community.”

- *“Future employment growth within any part of the region will be closely linked to the characteristics and growth of the surrounding residential areas located within a 30 to 45 minute commute.”*
- *“Future sales tax generation will be more tightly linked to providing retail opportunities close to residential areas and employment areas.”*

Innovative, infill redevelopments such as H₂O will help the City maintain a high quality of life and an economically healthy community. While once considered a premier resort and destination spot, the surrounding area has aged and is in need of new investment and revitalization. The proposed multi-family residential community is an ideal use that complements and strengthens the nearby commercial and office uses, while providing new housing opportunities close to existing jobs and commercial amenities

Land Use, Goal 2, Employment and Population Balance –

“Development of each village’s potential should be encouraged by distributing a diversity of employment and housing in a way that achieves a balanced citywide plan and that is consistent with commute travel patterns and the current character of each developed village.”

- *“Favor development proposals that improve the existing resident/employment balance when those proposals are consistent with other goals and policies in the General Plan.”*

The development will provide new residential housing and investment in an area that has seen a proliferation of office development, but very little new residential development. The project will create a residential use that will support and strengthen the nearby commercial and office uses and create a better balance of residential uses to employment uses. H₂O is being designed to provide upscale rental housing for young professionals, working couples, empty nesters and seasonal visitors—all demographics which will provide employees and patrons for nearby commercial facilities, medical offices and other existing employers operating in the area. Residents will have quick and easy access to mass transit and the nearby State Route 51 Freeway as well as key employment centers. The exceptional location of the site makes it convenient and accessible to major employment centers at 24th St. and Camelback, midtown Phoenix, downtown Phoenix, Desert Ridge, Scottsdale, the Mayo Clinic and more.

Land Use, Goal 3, Infill –

“Vacant and underdeveloped land in the older parts of the city should be developed or redeveloped in a manner that is compatible with viable existing development and the long term character and goals of the area.”

This project helps fill in a vacant and underutilized property with a new, urban infill residential development. The proposed infill development is compatible with surrounding resort, commercial, and office uses.

Land Use, Goal 4, Mixed Land Use Development –

“Mixed land use patterns should be developed within urban villages and at smaller scales to minimize the number and length of trips.”

The proposed PUD is the perfect complement to the existing adjacent commercial uses. Ideally located directly across from the entrance to the Pointe Hilton Squaw Peak Resort, the proposed project is surrounded by retail, commercial and office uses highly compatible with a contemporary residential rental development. The interconnectivity with the neighboring retail center and bank created by the proposed pedestrian spine helps create a mixed-use project benefitting the overall area and encourages residents to work and shop in close proximity to where they live. This integrated mix of uses in the area reduces the number and length of vehicular trips significantly.

Circulation, Policy 4 –

“Support the land use element goals of balancing housing and employment...and encouraging a mixture of land uses in neighborhoods to reduce the length and number of vehicle trips.”

No new apartment developments have occurred in the area of the Property for well over a decade, and the existing stock of rental housing has begun to deteriorate. The proposed multifamily residential community will restore a balance of housing opportunities that will help sustain area businesses and reduce the length and number of vehicle trips. Three City of Phoenix bus stops within walking distance of the Property, head both north and south of the site, creating an excellent opportunity for enhanced use of mass transit.

E. ZONING AND LAND USE COMPATIBILITY

1. Existing Zoning

The Property currently is zoned Commercial Office with a Mid-Rise Overlay but was previously zoned for multi-family residential uses (R-3A) as recently as 2011. To the north are properties zoned C-2 PCD. Zoning to the south is single family residential zoned R1-10 and R-3 along with RO. to the east are parcels zoned C-O PCD; and to the west are parcels with retail PSC PCD. See Zoning Map at **Exhibit 4** and Comparative Zoning Standards Table at **Exhibit 11**.

2. Existing Land Uses

Land uses on the parcel immediately north of the site are predominantly resort and accessory uses. Immediately west of the Property on the PSC PCD site is a retail strip center known as the Centre Pointe Shoppes. To the east are office buildings; and to the south there exist some single-family residences along with a Church and a group home. See Land Use Plan at **Exhibit 10**.

3. Existing Character

The area has seen stagnant growth over the years and reinvestment and revitalization is needed. The plan as proposed will create a new, dynamic urban-infill residential development in an area dominated by commercial and office uses. By creating pedestrian interconnectivity with the adjacent commercial retail businesses, the area will become a true mixed-use district. This proposed PUD is fully compatible with the surrounding commercial uses and the existing resort property. See Context Plan at **Exhibit 8**.

F. LIST OF USES

H₂O is intended to be a contemporary apartment community that offers an active, social lifestyle for its residents. The PUD allows for some flexibility regarding land uses and it is the intent of this PUD to promote residential uses with some supporting accessory and temporary uses. The PUD provides a comprehensive list of permitted land uses, as well as additional uses associated with the unique nature of this project.

Some of the events listed below may be sponsored by the development owner or property manager; and at other times such events may be sponsored by residents and reserved to a limited group of residents and their guests. The property developer, the project management company or individual owners may, from time-to-time seek an interpretation from the City of Phoenix Zoning Administrator to ensure that these activities may be conducted; and the Zoning Administrator may administratively approve a use analogous to those listed below as a means of resolving such issues.

A brief description of the type of permitted uses are defined below:

Permitted Principal Uses: Uses specifically permitted or analogous to those specifically permitted as determined by the Phoenix Zoning Administrator.

Permitted Accessory Uses: Uses permitted as an accessory use to a primary principal use.

Temporary Uses: Uses permitted on a temporary basis as approved by the developer or project management company as outlined in Table 1: Permitted Uses and Standards. No separate application or additional approval is required by the City of Phoenix to permit a temporary use.

(See next page for Permitted Uses and Standards Table)

Table 1: Permitted Uses and Standards

| Land Use | Permitted | Accessory | Temporary |
|--|------------------|------------------|------------------|
| Multifamily Residential | • | | |
| Facility Related Amenities & Events <ul style="list-style-type: none"> • Culinary events • Wine tastings • Social gatherings • Pool parties • Other indoor and outdoor occasions • Bike storage/rental and bike share • Dog wash/mobile grooming • Community gardens/plantings/vertical wall gardens • Live music gatherings/DJ events • Art display events • Mobile Food Vendors (for facility related events) • Dry Cleaning (pick-up/delivery for residents only) • Zip car rental/share • Electric car charging stations • Food/drink kiosk (ie coffee bar/espresso station) • Other analogous amenity uses for residents only | | • | |
| Leasing Office | | • | |
| Roof Deck / Mezzanine | | • | |
| Photovoltaic Solar Panels | | • | |
| Residential Convenience Market | | • | |
| Corporate Units* | | | • |
| All uses permitted in the Commercial Office (C-O) zoning district/Major Office Option per case No. Z-28-10. | • | | |

*Corporate units are fully furnished, short-term rentals ranging from weekly to monthly tenancy. No more than twenty (20) units in the project as corporate units at any one time.

G. DEVELOPMENT STANDARDS

1. Development Standards Table

It is the purpose and intent of the provisions defined within this PUD to promote the development of a dynamic residential development. The provisions of the PUD will ensure compatibility with surrounding properties, provide a good transitional land use, and create opportunities for residents to live in a central location close to employment centers.

Development of the H₂O Urban Apartments shall comply with the provisions governed by the R-5 zoning ordinance, unless specifically modified below. If there are conflicts between specific provisions of this PUD and the Phoenix zoning ordinance or design guidelines, the terms of this PUD shall apply. The PUD only modifies zoning ordinance regulations and does not modify other City Codes or requirements. Where PUD narrative is silent on a requirement, the applicable Zoning Ordinance provision shall control.

(See next page for Development Standards table)

Development Standards Table

| | Development Standards | PUD |
|----|---|--|
| A. | Density and Dwelling Units | 225 units (max); 36.3 Units per Gross Acres (6.2 Acres); 41.7 Units per Net Acres (5.4 Acres) |
| B. | Minimum Lot Width/Depth | Width: 270.98' and Depth: 341' |
| C. | Building Setbacks | <p>Morten Avenue: 7' min to 19' max to property line (does not include existing landscape buffer between property line and street)</p> <p>Orangewood Avenue: 8' min to property line - 21' max to street</p> <p>East Boundary: 9' min to 58' max to property line</p> <p>West Boundary: 17' minimum to 80' maximum to centerline of joint driveway easement</p> |
| D. | Landscape Setbacks on Public Street Frontages (does not include landscape buffer between property line and street) | <p>Morten: 7' minimum – 25.5' maximum to property line</p> <p>Orangewood: 8' to property line</p> <p>See Conceptual Site Plan (Exhibit 6), Thematic Street Cross Sections (Exhibit 12) and Conceptual Landscape Plan (Exhibit 13) for additional information.</p> |
| E. | Building Separation | 10' minimum |
| F. | Building Height(s) | <p><u>2 - 4 story residential</u></p> <p>Building A*: 48'</p> <p>Building B*: 48'</p> <p>Building C*: 48'</p> <p>Building D: 51'</p> <p>Building E: 51'</p> <p>Carriage Units: 24' – 32'</p> <p>*(Building A, B and C – 25% of 4th floor height will increase to 58' to allow for mezzanine as noted on "levels 2-4" sheet). See attached Site Plan and page 2 - Levels 2-4.</p> |
| G. | Lot Coverage | <p>Building Coverage: 31.8%</p> <p>Carport Coverage: 2.9%</p> <p>Total Lot Coverage: 34.7%</p> <p>Developer reserves the right to cover open parking spaces with solar canopies as feasible.</p> |
| H. | Division of Uses | Vehicle and pedestrian interconnectivity and cross access shall be permitted between the commercial and residential parcels by right. |

2. Landscape Standards

The preliminary landscape plan for this infill lifestyle apartment project aspires to incorporate a number of sustainable solutions. These include:

- Water harvesting-using captured rainwater to supplement irrigation of plants
- Use of drought tolerant materials
- Shade and micro climate comfort and design
- Green art and furnishings
- Edible landscape container gardens
- Permeable paving at shade tree root zones in parking and pavement areas
- Drip irrigation system
- Low voltage lighting
- Sensible water themed environment

The pedestrian environment will encourage walking throughout the project while linkages to adjacent commerce areas will help reinforce the district feel and multi-use environment of the context of the project. Streetscape is clean and ordered to complement the resort environment of Morton Avenue and scaled to the neighborhood edge of Orangewood Avenue on the south. The project edges adjacent to the commercial service drives will be secure, appropriately illuminated and buffered. See Conceptual Landscape Plan at **Exhibit 13** and Thematic Street Cross Sections at **Exhibit 12** for additional information. (See next page for Landscape Standards table)

Landscape Standards Table

| Landscape Standards | PUD |
|---|---|
| Streetscape along Morten Avenue | 6.5' to 7.5' existing sidewalk and landscape improvements with a 7' to 19' additional landscape/hardscape buffer to the face of the buildings (See Landscape Plan for additional information) |
| Street Scape along Orangewood Avenue | 13' existing sidewalk and landscape area (including PUE) from the street to property line, with a minimum 8' additional landscape buffer to the face of the buildings |
| Perimeter property lines not adjacent to a street | 4' minimum setback |
| Streetscape planting size | |
| Street Tree #1 ("Main Street" between Bldg D and E and along Morten Avenue) | Min. 2" caliper (50% of required trees) |
| Street Tree #2 (South border along Orangewood Avenue) | Min. 3" caliper or multi-trunk tree (25% of required trees) |
| Courtyard Tree (between Bldg. A and B) | Min. 4" caliper or multi-trunk tree (25% of required tree) |
| | 1 tree per 20' on center or equivalent groupings |
| Shrubs | Min. five (5) 5-gallon shrubs per tree |
| Perimeter & Parking Lot Area | |
| | At ends of each row of parking an approximately every 110'. Minimum of 120 s.f. |
| | Min. 10% (interior parking surface area exclusive of perimeter landscaping and all required setbacks) |
| Parking Lot Tree #1 | Min. 2" caliper (60% of required trees) |
| Parking Lot Tree #2 | Min. 1" caliper (40% of required trees) |
| | 1 tree per 20' on center or equivalent groupings |
| Shrubs | Min. five (5) 5-gallon shrubs per tree |

General Guidelines for the Entire Development:

- No material planted within 10 feet of the end of street median islands. Exceptions are allowed at predefined "nodes" of intersections. Certain points around a node's circumference will not block traffic view triangles.
- No multi-trunk or low-breaking trunk trees to be planted in areas less than 10 feet in width and/or at the end of the street median island.
- No vines or spreading ground cover plant material within 5 feet of curb or sidewalk.
- No shrubs with a mature height of 3 feet to be installed on street median islands or within 10 feet or curb on right-of-way.

Approved Plant Palette

The following plant list may be used for all landscaping within any Subdivision, Lot or Common Area within the development.

| Trees | Accents |
|---|--|
| <p><i>Pistache chinensis 'red push'</i> Red Push Pistache <i>Cercidium praecox</i> Palo Brea <i>Chilopsis linearis</i> Desert Willow <i>Pistache Lintiscus</i> Mastic Tree <i>Prosopis juliflora</i> Native Mesquite <i>Sophora secundiflora</i> Texas Mountain Laurel <i>Acacia willardiana</i> Palo Blanco <i>Acacia Stenophylla</i> Shoestring Acacia <i>Tabebuia chrysotricha</i> Yellow Tababuia</p> | <p><i>Aloe barbadensis 'Yellow'</i> Yellow Blooming Aloe <i>Asclepias subulata</i> Desert Milkweed <i>Bouteloua curtipendula</i> Side Oats Grama <i>Dasyilirion wheeleri</i> Desert Spoon <i>Euphorbia antisyphilitica</i> Candelilla <i>Hesperaloe funifera</i> Giant Hesperaloe <i>Opuntia santa rita Tubac</i> Purple Prickly Pear <i>Opuntia ficus indica</i> Indian Fig <i>Pedilanthus microcarpus</i> Slipper Plant <i>Yucca</i></p> |
| Shrubs | Groundcovers/vines |
| <p><i>Ambrosia deltoidea</i> Bursage <i>Calliandra eriophylla</i> Native Fairy Duster <i>Cordia boissieri</i> Texas Olive <i>Dodonaea viscosa</i> Hopbush <i>Encelia farinosa</i> Brittlebush <i>Ericameria laricifolia</i> Turpentine Bush <i>Euphorbia rigida</i> Gopher Plant <i>Justicia californica</i> Chuparosa <i>Larrea tridentata</i> Creosote <i>Simmondsia chinensis</i> Jojoba <i>Sphaeralcea ambigua</i> Globemallow <i>Tecoma stans</i> <i>Myrtus compacta</i> Compact myrtle Yellow Bells <i>Viguiera deltoidea</i> Goldeneye</p> | <p><i>Baileya multiradiata</i> Desert Marigold <i>Hymenoxys acaulis</i> Angelita Daisy <i>Penstemon eatonii</i> Firecracker Penstemon <i>Setcreasea pallida</i> Purple Heart</p> |

3. Parking

Parking for residents and guests will be provided on grade in a number of different parking conditions: (a) a number of “tuck-under” parking stalls in each building will be provided on the ground level underneath the upper floors; (b) a number of detached garages will be built with individual garages and carriage units above; (c) an adequate number of parking canopies will be provided so that there will be one “shaded space” (either “tuck under,” detached garage, or below canopy spaces) for each unit in the project; and (d) a number of uncovered spaces will be situated throughout the community. The parking ratio is to be above 1.65 parking spots per unit. The total number of spaces is shown on the preliminary site plan attached hereto.

| RESERVED | A | B | C | D | E | Carriage | Total |
|---------------------|----------|----------|----------|----------|-------------|-------------------|--------------|
| Bldg. Garage | 29 | 29 | 35 | 11 | 16 | | 120 |
| Ext. Private Garage | 21 | 17 | 3 | 5 | | 10 | 56 |
| Total | | | | | | | 176 |
| UNRESERVED | | | | | | | |
| Open Air | | | | | | | 147 |
| Carport | | | | | | | 44 |
| Total | | | | | | | 191 |
| GRAND TOTAL | | | | | 1.67 | Stall/Unit | 367 |

4. Amenities

H₂O Apartments will feature an amenity-rich environment that will offer a variety of activities designed to foster a sense of community and provide the comforts and conveniences of a contemporary urban setting to be enjoyed by the residents of H₂O Apartments only. The exceptional amenities presently planned for the development include the following:

- State-of-the-art exercise facility and yoga space
- Chic pool lounge area with spa, cabanas, lounge chairs, outdoor fire and water features
- Contemporary boutique style resident lounge
- Game room with coffee bar
- Community tasting room for culinary and wine tasting events
- Conference room for business meetings and social networking
- Dog wash (“Laundro-mutt”)
- Pet walk area
- Community herb/vegetable garden
- Bike share program and bike storage
- Post office/package pickup

These special areas will provide increased opportunities for informal and planned activities for residents beyond the typical 9 to 5 setting, thereby creating a social network that promotes positive interaction between residents. This type of interaction enhances the quality of life for residents and strengthens the neighborhood in which the development is located.

5. Shade

Parking areas will be shaded by trees that will at maturity provide canopies which achieve a shade factor not less than 50% of the parking area. Measures will be taken to promote healthy root zone growth to achieve wide canopies.

Courtyard areas will exceed fifty percent of open space area shaded calculated on the Summer solstice through a combination of buildings and mature shade trees and shade structures. (See Conceptual Site Plan, **Exhibit 6** for additional information)

6. Lighting Plan

The project lighting plan currently is under development and will be provided in detail in a later submittal. The lighting plan will be designed to provide for aesthetic enhancement of the buildings and public areas as well as to promote increased security and visibility. Exterior lighting will be architecturally integrated with the building style, material and colors. Parking areas and entry drives will be lighted to facilitate pedestrian movement and safety, while minimizing light pollution (not to exceed 15' in height except between Buildings D and E where Amenity signage will be mounted to the buildings not to exceed 40' in height and contain lighting features to achieve a "Main Street" look) and nuisance illumination. Light fixtures selected for the project will be of a contemporary design that will complement the urban architecture of the overall development.

H. DESIGN GUIDELINES

H₂O will feature a number of noteworthy design elements that fulfill the urban design principles and standards contained in the City of Phoenix's Design Review Code as set forth in Section 507 Tab A of the Phoenix Zoning Code.

The City of Phoenix is coming of age as a major metropolitan force with a unique urban fabric. H₂O brings to the City a unique and special development concept that will enhance the architectural diversity offered to Phoenix's residential population. 507 Tab A.I. H₂O is an exceptional example of a contemporary, urban apartment development that represents a new and higher standard for architectural design innovation, energy efficiency and pedestrian walkability within the Phoenix metropolitan marketplace. Situated adjacent to an existing retail center and within walking distance of a number of restaurants and commercial office buildings, this project will take on a mixed-use activity level that will enhance the sense of community for the entire neighborhood and provide much needed economic support for the local commercial establishments. 507 Tab A.1.D.

The creative minds at Shelter Architects in Los Angeles are designing this iconic project in conjunction with Frank Residential, a local builder who has been building inventive residential product in the Phoenix area since the early 1960's. The project architecture is being designed to pay particular respect to the following important urban architectural principles: CONTEXTUALISM, PLACEMAKING, PEDESTRIAN FRIENDLINESS AND VISUAL INTEREST. 507 Tab A.I.A,B,C,D. Given its unique design features and locational attributes, H₂O will enhance the economic viability of the surrounding neighborhood as well as establish a unique urban neighborhood environment that will foster a sense of place for its residents and guests. No new apartments have been developed in the area for well over a decade; and consequently, an upscale, urban apartment development at a higher density with reasonable rental rates is indicated – and quite overdo – for this area.

Creating a higher project density without the need for a massive structured parking garage is critical to both the viability of this project and the integrity of its design compatibility with the surrounding area. 507 Tab A.I.A. By avoiding the necessity of an expensive and bulky wrap garage or podium structure to accommodate site parking, this development will be able to limit the building heights to four stories, mirroring the building heights directly across the street, and keep rental rates at a reasonable price point—as much as twenty to twenty-five percent below the peak rates being charged at the new podium projects being constructed in Scottsdale and in the Biltmore Estates area. At 41 units per net acre, H₂O will be able to restrict its building heights to four stories while accommodating the required parking by tucking parking stalls partially under the buildings without the need to build an expensive garage structure. However, this level of density is required to maintain the financial viability of the project and to create the critical mass necessary for a modern urban environment.

The main building of the Pointe Hilton Squaw Peak Resort sits directly north across Morten Avenue from the Subject Site and is a four-story building on an elevated building pad. Shelter Architects has devised a plan for the site that matches the four-story height north of Morten Avenue (507 Tab A.I.A.1.), and provides a buffer of two-story carriage units over garages along Orangewood Avenue in order to avoid infringing on the existing privacy of the adjacent homes. 507 Tab A.II.B.1.3. In the interest of creating a harmonious balance of building heights, open space, pedestrian walkways and first-rate amenities, the proposed PUD establishes moderately reduced building setbacks on two sides of the project and a slight increase in building height in order to accommodate the structural and aesthetic requirements of a building with tuck under parking on the first floor of the building. 507 Tab A.I.J.4.

1. PUD Design Expectations

Sustainability

Sustainability features and standards will be discussed in detail in Section J below.

Architectural Design

The exceptional architecture for this project will establish an exciting, visually rich environment designed to inspire residents as well as the surrounding community. Visual interest will be created by utilizing architectural fenestrations and elements in a contemporary fashion. The harmonious balance of various forms, materials and building articulation conceptualized for this project is demonstrated in the illustrative Imagery Sheet in **Exhibit 5**. 507 Tab A.I.C. Building massing will be defined by a clear base, whether it be common uses, pedestrian pathways or parking. 507 Tab A.I.C.2. First floor living units will be buffered through the use of landscaping; patio overhangs in some locations, and private outdoor courtyards in the area between Buildings A and B which allow for the incorporation of architectural and landscaping elements at the pedestrian level. 507 Tab A.I.C.1. The building skin will vary in material texture and color, with simple use and mix of architectural materials such as stucco and cement plaster along with the strategic placement of metal siding, composite panels or similar architectural cladding materials. 507 Tab A.I.J.3.

Critical areas such as the “Main Street” gateway may be articulated with more vertical elements and dynamic forms, including extended overhangs and shading features to enhance the pedestrian scale and experience 507 Tab A.I.B.1,2. The introduction of special moments with the use of contrasting color and patterning will add to the creation of a sense of place and a unique character for the development. 507 Tab A.I.F. The buildings within the development will be individually articulated with an assorted palette of colors and textures, delineating the buildings from one another and creating an interesting and diverse neighborhood setting that avoids the monotonous look of many apartment complexes. 507 Tab A.II.B.5. Clean, simple detailing of potential window bays and balcony articulation will create a dramatic architectural impact that enhances building articulation. 507 Tab A.II.B.4.

Due to the fact that a portion of the first floor area of the buildings will be designed for “tuck under” parking, the structural beams and trusses will be sized to accommodate an increased load factor to support the three stories above the garage area. Hence, these structural elements will be deeper in size than standard trusses, which will necessitate that the standard building height for Buildings D and E be established at 51 feet (assuming a 12 foot ceiling plate on the first floor to accommodate the common area amenity spaces). Buildings A, B and C, which will not have amenity spaces on the first floor and therefore will not need the first floor ceiling heights of Buildings D and E, will have a minimum height of 48 feet. Notwithstanding the foregoing, with regard to Buildings A, B and C, 25% of the fourth floor height may increase the overall height of the building to 58 feet in the event a mezzanine is included in a portion of the top floor units (14 units). The garage buildings with carriage units along Orangewood Ave. will be limited to two stories, or 24 feet. The garage buildings within the interior of the development may include mezzanine lofts within the carriage units, which will increase the overall height to 32 feet.

Parking and shade canopy structures will reflect the architecture of the primary buildings and will represent an integral design element of the project. 507 Tab A.II.B.3.2. The project developers currently are in discussions with at least two contractors who have expressed interest in placing photovoltaic panels on top of the detached parking structures for the purpose of producing solar energy. In the event an agreement is reached, this PUD will permit the development of shading canopy structures over all of the parking spaces within the project, which technically will increase the “building area coverage” beyond that ordinarily permitted within the zoning code.

Rooftop equipment will be screened by parapets up to four and one-half feet on top of the buildings, other than the carriage units above the detached garages. 507 Tab A.II.B.7.2. Parapets will be integrally designed into the buildings and will be architecturally compatible with the primary structures. 507 Tab A.II.B.7.3.

Articulation of the buildings will be designed to respect the pedestrian scale of the apartment environment as well as to enhance the sense of place within the project. 507 Tab A.II.B.4.2. Entrances to the buildings and amenities will be easily identifiable and directly accessible from a pedestrian sidewalk. 507 Tab A.II.B.4.3. Ceiling plates in Buildings D and E along the “Main Street” will be set at approximately 12 feet, with storefront-type facades which create the look and feel of a commercial promenade where the project amenities will be located. This architectural distinction between the ground floor level and upper levels will create a building articulation which is inviting to the public. 507 Tab A.II.B.4.2. Other acceptable modes of architectural articulation for the project may include: changes in vertical or horizontal wall planes; variation in roof lines; use of balconies and building pop outs; change in materials or color; and window differentiation. Awnings or canopies that suspend over sidewalks will be allowed provided they meet existing code as to height and mounting requirements. Awnings and canopies providing architectural fenestration or shading may be used on any level of the buildings.

Site Design/Development

H₂O will be an apartment community that strives to integrate seamlessly with its surrounding neighbors in a cohesive fashion. 507 Tab A.I.A. The community edge at Morten Avenue is articulated as an urban edge punctuated by the buildings themselves. Variation of the longer building C is married with the shorter ends of Buildings A and B, which frame the main pedestrian and vehicular entry. 507 Tab A.II.B.1.2. The four-story massing mirrors the massing across the street at the Pointe Hilton Squaw Peak resort complex, and provides an inviting framework to the heart of the community. At the southern edge of Orangewood Avenue, the larger buildings are set back significantly, and two-story buildings (carriage unit lofts over garage) are introduced to respect the lower scaled residential community across the street. 507 Tab A.II. The mix of building sizes and heights will create a variation of scale and pattern which will respect the scale of existing development in the area while providing an orderly transition to the existing neighborhood. 507 Tab A.II.B.2.1.

All buildings within the development are strategically placed to connect to a safe, well-lit and shaded pedestrian network. 507 Tab A.I.B.7. Buildings within the development will be oriented, to the extent possible, to maximize the remarkable views of majestic Piestewa Peak from the Subject site. 507 Tab A.I.H.1. Buildings A and B are provided direct access to the landscaped promenade. Buildings D and E connect directly to the urban “Main Street,” and building C can access the Morten Avenue edge. These pedestrian networks all lead to the central recreation area with very little vehicular intrusion and enhance the sense of natural surveillance within the development. 507 Tab A.I.G. and 507 Tab A.II.B.1.5. Parking areas not located within buildings or private garages are segregated from the pedestrian pathways in order to enhance safety and security for residents and their guests. 507 Tab A.II.A.6.1.4. The overall parking ratio for the development will be approximately 1.65 spaces per unit, which takes into account the smaller unit sizes and the disproportionate number of studios and one-bedroom units within the project. The community design acknowledges the importance of linkages to the surrounding neighborhood context; and Residents will enjoy direct access to the retail center at the western edge via a walkway, which connects to a pleasant retail path leading to 16th Street. 507 Tab A.I.B.2.

In order to achieve the necessary project density and to create the desired urban, infill environment for the development, the buildings will be oriented into essentially three groupings that relate appropriately to the urban edge of the site, which is primarily commercial on three sides.

The public streets and sidewalks serving the development currently are fully improved, and while the development intends to provide landscaping and shade within the project, no additional landscape improvements are contemplated for public property outside the boundary of the development.

Open Space Design

The community will be designed as a progression from a distinctive main entry to a series of nodes or places, each with its own distinct personality and interest. The heart of this community will be the “Main Street,” with its wide, shaded pedestrian sidewalks evoking a comfortable urban experience. The entry configuration off of Morten Avenue will create an accessible flow from the existing streets and walkways into the project. 507 Tab A. Residents will be able to easily access a variety of community common area amenities and conveniences via pedestrian colonnade, such as an exercise/fitness (yoga) room, conference center, resident lounge and game room, postal stop, bike share and repair shop, pet wash station (“laundromutt”), and leasing center, which will be situated on the linear space along “Main Street.” 507 Tab A.I.B.1,2.

The progression leads south to a central recreation node, which will serve as an oasis for residents, with a pool, outdoor lounge area, televisions, barbeque and fireplace. 507 Tab A.I.A.5. The pool area, like the indoor amenity spaces, will be wired for Wi-Fi to provide residents with convenient Internet access. The pool area will be screened from the rear of the adjacent retail center’s trash facilities through the use of an 8-10 foot high wall which will feature a fireplace element, and possibly a water feature. From this center, residents may connect to a major north/south pedestrian promenade/colonnade that features community gardening containers, outdoor living areas and other passive uses, which will serve as a counterpoint to the more active recreation area. 507 Tab A.I.G.2. The pedestrian network within the development will lead directly into the Centre Pointe Shoppes adjacent to the site, and to the public walkways that lead to nearby parks, restaurants, office buildings and other public places. 507 Tab A.I.D.2 and 507 Tab A.I.G.1. The interweaving of the distinct outdoor spaces within the project, and the link to public spaces outside the development, represents the type of place making that distinguishes a well-planned urban community from the overused, mundane suburban model. 507 Tab A.I.B.3.

The exceptional package of amenities and landscaping areas within H₂O will create a variety of social spaces designed to encourage a sense of community between residents. 507 Tab A.I.B.3. These spaces will be functional in terms of area and location in order to promote safe human interaction. 507 Tab A.II.A.4.1. Connecting the amenities on the ground floor of a shaded “Main Street” style colonnade provides character and service at a human scale and creates a unique neighborhood identity. 507 Tab A.I.F.3. Maintaining a well-defined network of pedestrian walkways which connect to the project amenity spaces and nearby retail developments helps create a safe buffer between automobiles and pedestrians within the development (507 Tab A.I.B.6.) and encourages a sense of clarity and convenience for residents wishing to access different areas within the project, including those with physical disabilities. 507 Tab A.I.E.1.

Landscaping Enhancements

The landscaping within the project will be designed to enhance the harmonious balance between the architectural forms and spaces within the development. 507 Tab A.I.C.1. The Subject Site had been entirely cleared of vegetation and prepared for the development of a dense row-house condominium project by a homebuilder who scrapped the project before the commencement of vertical construction.

Consequently, development of H₂O will not require the removal of any existing trees, landscaping or other native or non-native vegetation. 507 Tab A.II.A.1.1 and 3.1.1. Landscaping along the “Main Street” promenade will feature a series of trees and plantings to create a distinctive and identifiable streetscape that will soften the buildings and enhance the pedestrian scale of the lower floor of the buildings. 507 Tab A.II.A.3.1.7. The promenade area between Buildings A and B will feature a variety of unique landscape courtyards and gathering spaces that create shade while promoting comfort and community socialization. 507 Tab A.II.A.4.1.

The project will incorporate screen walls with a finish to complement the architecture. Additionally, the use of vertical trellis and living wall treatments shall be used in narrow spaces where vegetative screening is desired. 507 Tab A.II.A.7. Screen walls will incorporate landscape vines and tall shrubs that will grow to a minimum height of 8’ in locations indicated on the conceptual Landscape Plan.

The pool area will incorporate a 10’ high screen wall on the west end of the common area to screen the pool from the backside of the adjacent existing retail center. It will incorporate landscape plants (shrubs and vines) that will complement the character of the screen wall.

Screen walls will be planted with adjacent shrubs planted at 6’ on center to achieve a height of 8’ at maturity.

The resort district of Morton Avenue is complemented by an ordered row of street trees fronting the entire length of the project on this street. 507 Tab A.II.A.3.1.5,7. Large deciduous, drought tolerant trees shall be planted between the sidewalk and the adjacent building frontage resulting in a handsome, shaded street and pedestrian environment. 507 Tab A.II.A.3.1.5. Massing of drought tolerant trees will be planted along the south side of the project on the Orangewood neighborhood scale street with an understory of desert shrubs, accents and color plantings.

Additional landscape concepts and materials are described in the attached Landscape Standards and Conceptual Landscape Plan at **Exhibit 13**.

I. SIGNS

The signage planned for the H₂O Apartments will be an integral and vibrant feature of this contemporary urban development. Signage within the development will feature attractive and contemporary fixtures designed to enhance the architectural character of the buildings and the image of the project as a contemporary, urban development. Signs will be designed to incorporate the use of materials, textures and colors, which enhance the image of the project and complement the building colors.

Project signage along the perimeter of the development will be designed to reinforce the visibility and identity of the project. The initial introduction of the project to prospective renters will be along 16th Street, where the upper floors of Building A will be visible above the Centre Pointe Shoppes, which is a one-story structure. Because the project will not have monument signage on 16th Street, a wall mounted ID sign will be attached to the upper area of Building A facing west to be visible to traffic traveling north and south on 16th Street. This very important signage will provide initial identification of the project to its primary traffic source. The sign is being placed on the parapet of the 4-story building in order to (1) enhance visibility over the existing retail center on 16th Street, and (2) provide for the fastening of the sign to an area of the building where an electrical source can be readily available and maintenance can be properly administered. The main entry to the project will be along Morten Avenue, where Buildings D and E have been designed to stair step from 3-story in height on the Morten side to 4-story. Entry signage consisting of projecting wall mount signs and wall mount graphic banners will create a vivid and appealing entry experience. Banners will be mounted with rigid banner frames using heavy weight exterior canvas with UV digital printing. Wall mount banners will be properly maintained, kept in "like-new" condition and replaced as necessary at the expense of project management. The type, size and location of project signage is illustrated on Exhibit 18.

Some signs identifying the amenity spaces available for use by residents of the project have been shown on Exhibit 18 for illustrative purposes; however, according to City ordinances, signage located within the interior of the project and not visible from the perimeter of the property do not require department approval.

Except as modified herein, all signage shall comply with the City's Zoning Ordinance, Section 705 Signs.

J. SUSTAINABILITY

1. Identify standards that are measurable and enforceable by the City.

LEED Certified Architects will Design the Project

H₂O Apartments is being conceived with the concept of sustainability in mind. The first order of business for Frank Residential was to select LEED® AP certified architects, Dave Mitani and Gladys Maldonado Bowen of Shelter Architects, LLC. These experienced architects intend to adhere to or exceed the generally accepted sustainable standards and practices in the apartment building industry. Where feasible, the development will strive to adopt a number of important sustainability criteria as set forth in the NAHB ICC 700 National Green Building Standard or the USGB LEED® Certification Program.

The five criteria established by the USGBC (US Green Building Council) are: (1) Sustainable Site Development, (2) Water conservation, (3) Energy Efficiency, (4) Recycled or Renewable Materials and (5) Indoor Environmental Quality addressed.

Sustainable Site Development

Frank Residential has selected a property for its development that is an infill, redevelopment site close to transit (often defined as being located within one-fourth mile or within a five-minute walk as noted in research by the Center for Transit-Oriented Development), and within walking or biking distance of a number of commercial and recreational facilities, including retail shops, office buildings, restaurants, a bank, a resort and spa, parks and hiking and biking trails. Keeping jobs and commercial establishments close to residential developments is an extremely effective means of creating sustainable site development within an urban context. Developing H₂O on this particular site will promote a pedestrian friendly environment that stresses walkability and substantially reduces automobile trips for residents and guests. H₂O will have a bike-share program along with bicycle storage facilities on site to promote alternate modes of transportation in and around the neighborhood.

Water Conservation

Water conservation techniques and practices will be applied to the extent they are practicable and feasible for the development. Water harvesting, permeable paving materials, storm-water management, low water use plantings, water-saving landscaping practices and devices, and low-flow plumbing fixtures are a number of techniques that are being considered. These techniques are extremely effective ways to enhance water conservation in an apartment environment.

Energy Efficiency

The buildings and interiors within H₂O are being designed and constructed with the goal of energy efficiency in mind. Naturally ventilated interior corridors with ceiling fans will be used in lieu of costly and inefficient air conditioning in the corridors. 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. Trade contractors and material suppliers who offer recyclable and renewable products will be considered as preferred vendors on the project. 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.

Indoor Environmental Quality

It is the desire of the developers of H₂O 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. Frank Residential is considering carpet tiles rather than sheet rolls to allow for easier replacement in high traffic areas. The insulation for the building will be specified to be “formaldehyde free”.

All of the combined efforts by Frank Residential in bringing together a qualified team of Architects, Structural Engineers, Civil Engineers, Landscape Architects and a General Contractor dedicated to the ideals of quality and sustainability will result in the creation of a vibrant and environmentally sensitive development, to be known as H₂O Urban Apartments.

2. Identify practices or techniques for which the applicant/developer will be responsible.

- Frank Residential and Shelter Architects are in the process of intelligently designing the development to maximize shading, through the use of building placement, overhangs and awnings.
- The parking areas will be shaded by trees as will the open space areas throughout the site and possible use of solar carports for additional energy efficiency. The developer is in discussions with a solar manufacturer who has expressed interest in providing solar shade canopies for the parking areas on the site.

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- Due to the nature of the shape of the site it will be necessary to create distinctive features around the buildings for maximum visual enhancement. The unique design of the “Main Street” will naturally lend itself to decorative signage, lighting and distinctive entry features to the amenity spaces.
 - The contemporary design will incorporate a variety of colors, textures and finishes for visual interest throughout the site.
 - H₂O Apartments will utilize different building types, two-story to four-story buildings to create an exciting and vibrant village for its inhabitants and visitors.
 - Site drainage will be addressed through the use of drought tolerant landscape materials and possibly the use of pervious paving (on a portion of the site).
 - Underground storage tanks will be used to reduce storm water run off and protect the local ecosystem.
 - “Cool decking” material will be applied around the pool to help reduce the heat island effect.
 - The project landscaping will be designed to feature elements of water as a means of thermal cooling. The landscaping may include water harvesting techniques, mature shade trees and drought tolerant plantings to assist in reduced water usage and lower maintenance costs. The soils will be enriched to sustain and extend the life of plantings in containers to reduce future replacement costs.
 - H₂O will utilize high-efficiency and drip irrigation systems that deliver water at the appropriate rate to targeted areas to conserve water so there is no runoff and little water lost to evaporation.
 - Pool equipment will be specified to use an efficient pool pump and motor system, operated at a low speed and that can reduce pumping costs up to 75%.
 - An effort will be made to apply solar techniques to heat the pool water in order to reduce energy costs and associated greenhouse gas emissions.
 - Low water use water features will be included throughout the site for visual appeal and to create a “cooling effect”.
 - The preferred interior lighting for the buildings in both the common areas and units will include compact fluorescent lamps (CFL’s) and LED exit signs to reduce electricity use, maintenance costs, greenhouse gas emissions and pollution.

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- High-efficiency water heating equipment will be considered as well to save money and reduce the energy use and subsequent maintenance costs throughout the units on site. Low flow plumbing fixtures in both the bathrooms and kitchens will be used in each unit to save energy and conserve water.
 - The developer aspires to use sustainable interior finishes and products, such as low VOC (volatile organic compounds) paint, ceiling fans, Green Label Plus carpets (which are certified low VOC products), and Energy Star appliances (refrigerators, dishwashers, and clothes washers).
 - Using sustainable and health-conscious products such as those described above will improve indoor air quality and promote a healthier home for the residents of H₂O. Frank Residential is currently working with Energy Star to develop a plan to enhance the energy conservation and efficiency factor in their H₂O Apartment homes.

1. Circulation Systems

Main access to the site is located on Morten Avenue. The main entrance has been lined up with the entrance to the resort parking lot directly across Morten. The main entrance will lead to the “Main Street” where the amenities are lined up on both sides of the street in a faux storefront configuration. Sidewalks will be situated along both sides of the “Main Street” providing pedestrian circulation from the existing sidewalks along Morten into the development. A pedestrian spine will be established to direct residents and guests from the amenity areas, leasing office and pool lounge into the interior of the project.

A pedestrian only promenade will be established between Buildings A and B creating an attractive landscaped network of passive and active recreational amenities. The pedestrian network will tie in to the breezeway providing access to the adjacent Centre Pointe Shoppes without the need to cross any City streets.

The main parking areas have been segregated into a lot on the northwest corner of the site and a lot on the east side, thereby preventing any significant traffic crossing areas. A bike share program will provide loaner bikes for residents to use, in order for them to access nearby trails. See Circulation Plan at **Exhibit 14** and Traffic Statement at **Exhibit 15**.

2. Grading and Drainage

Retention will be provided for the 100 yr-2hr storm event and will be in underground storage tanks that will be relocated from the existing site. The site is located in FEMA flood zone “X” (textured). Zone “X” (textured) areas are defined by FEMA as areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. The residential finish floors will be set one foot above the anticipated high water elevation during a 100 year storm event. See Proposed Retention Plan **Exhibit 16**.

3. Water and Wastewater Services

Water and Sewer mains exist in the perimeter streets adjacent to the site. An 8-inch sewer, 12-inch water, and 4-inch water line exist in Orangewood Avenue. An 8-inch sewer and 8-inch water line exist in Morten Avenue. There is also an existing private 8-inch sewer line along the west property line which will be used to serve the site. We anticipate serving the site from the existing 12-inch water main in Orangewood Avenue and 8-inch water main in Morten Avenue.

L. PHASING PLAN

It is intended at this time that the entire project will be constructed at one time with three anticipated Certificate of Occupancy groups. The first buildings set to open as Phase 1 will be, Buildings D and E along Morten Avenue. Phase 2 will consist of Building C, which will complete the Morten edge; and Phase 3 will be Buildings A and B. See Phasing Plan at **Exhibit 17**.

M. Exhibits

See attached Exhibits

EXHIBIT 1

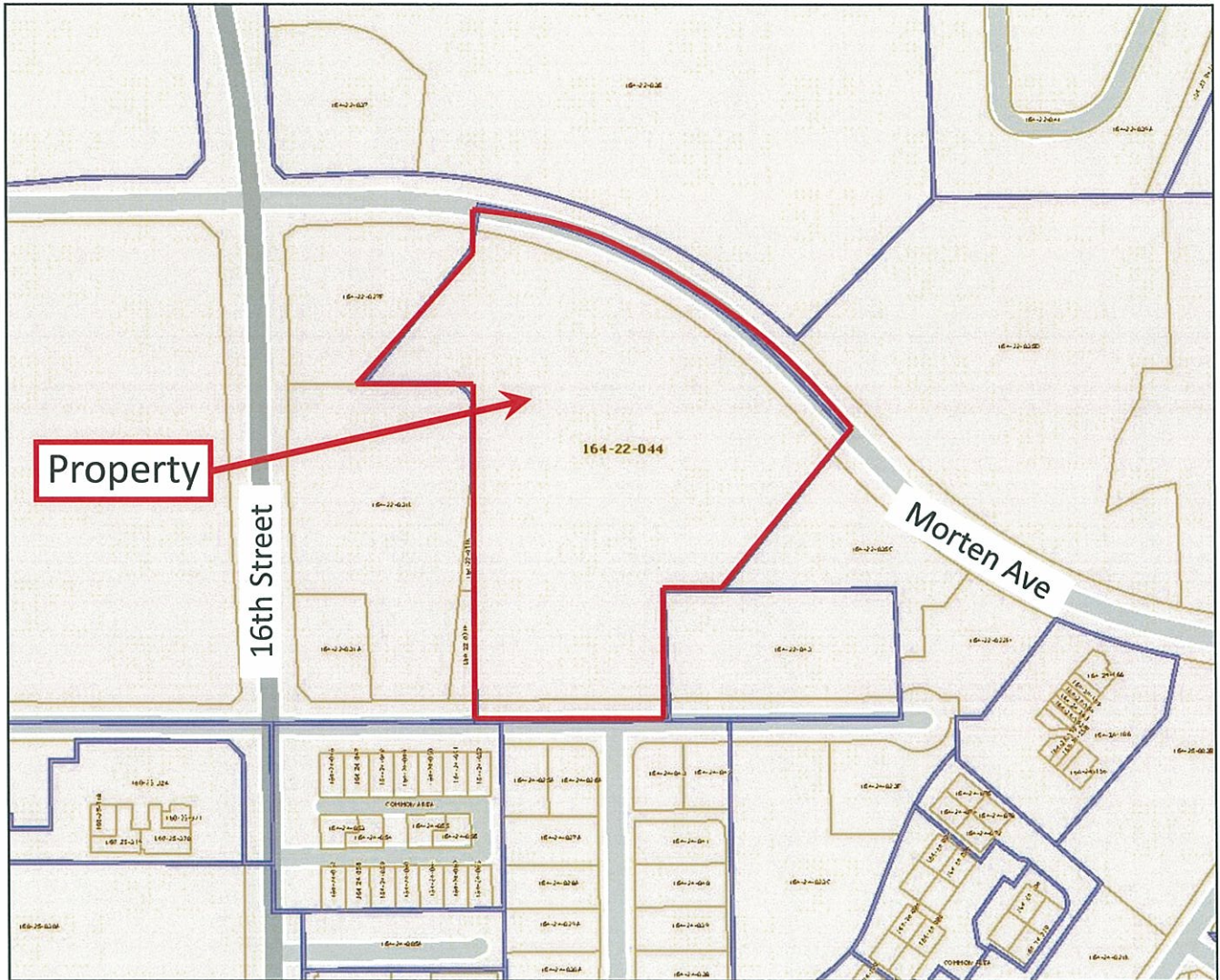
Exhibit 1 - Aerial Map



1675 EAST MORTEN AVENUE

EXHIBIT 2

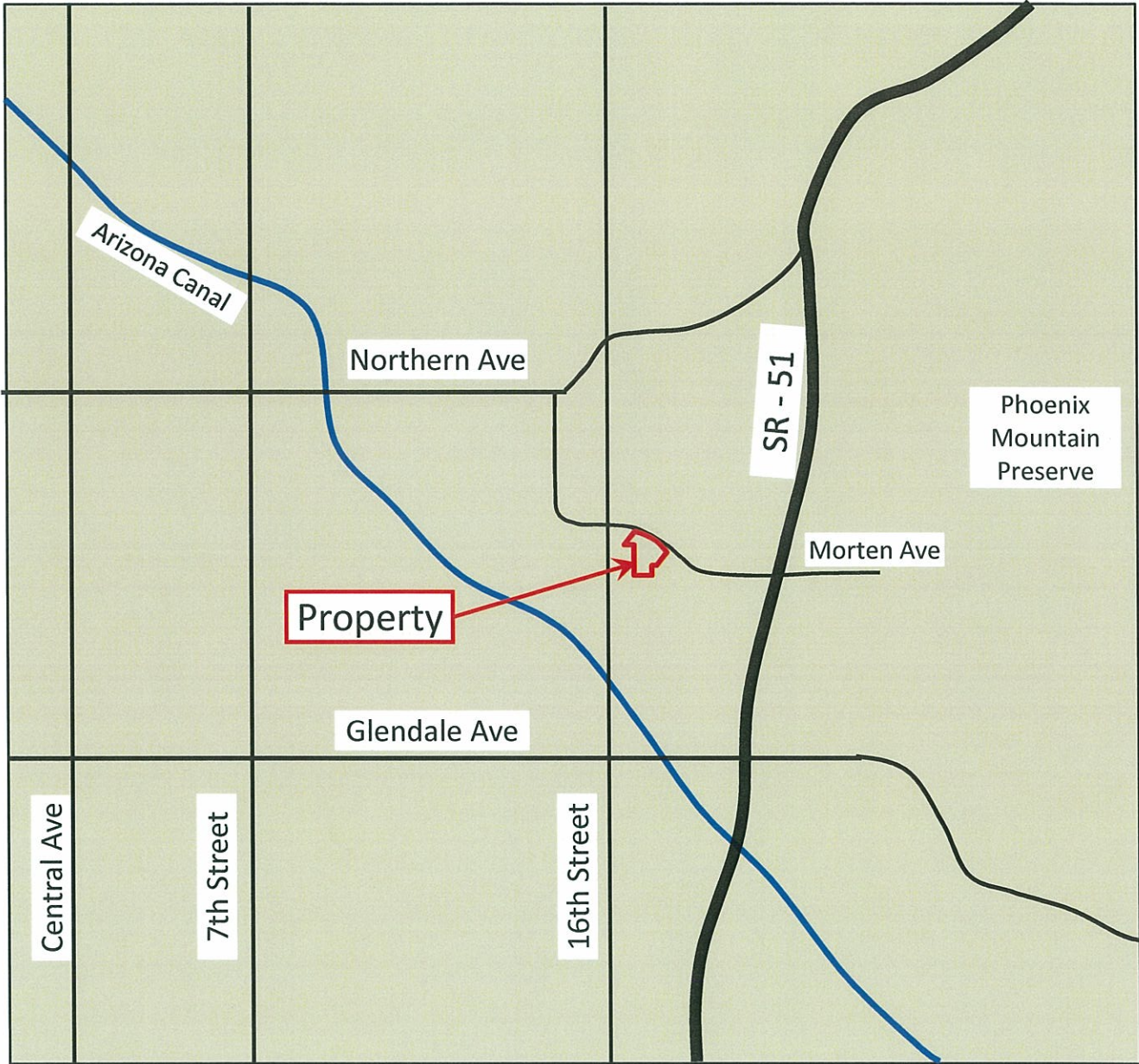
Exhibit 2 - Parcel Map



1675 EAST MORTEN AVENUE

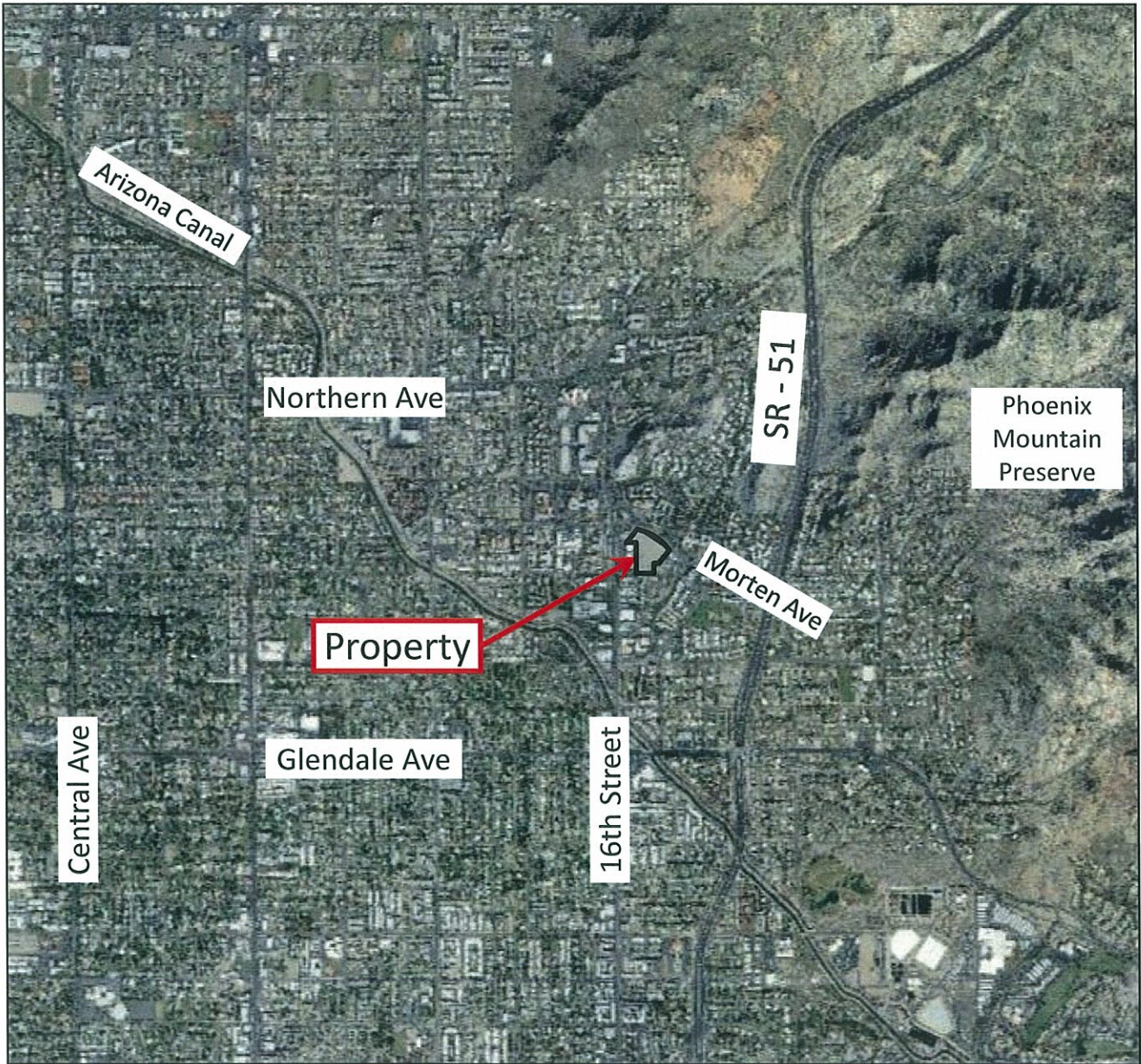
EXHIBIT 3

Exhibit 3 - Vicinity Map



1675 EAST MORTEN AVENUE

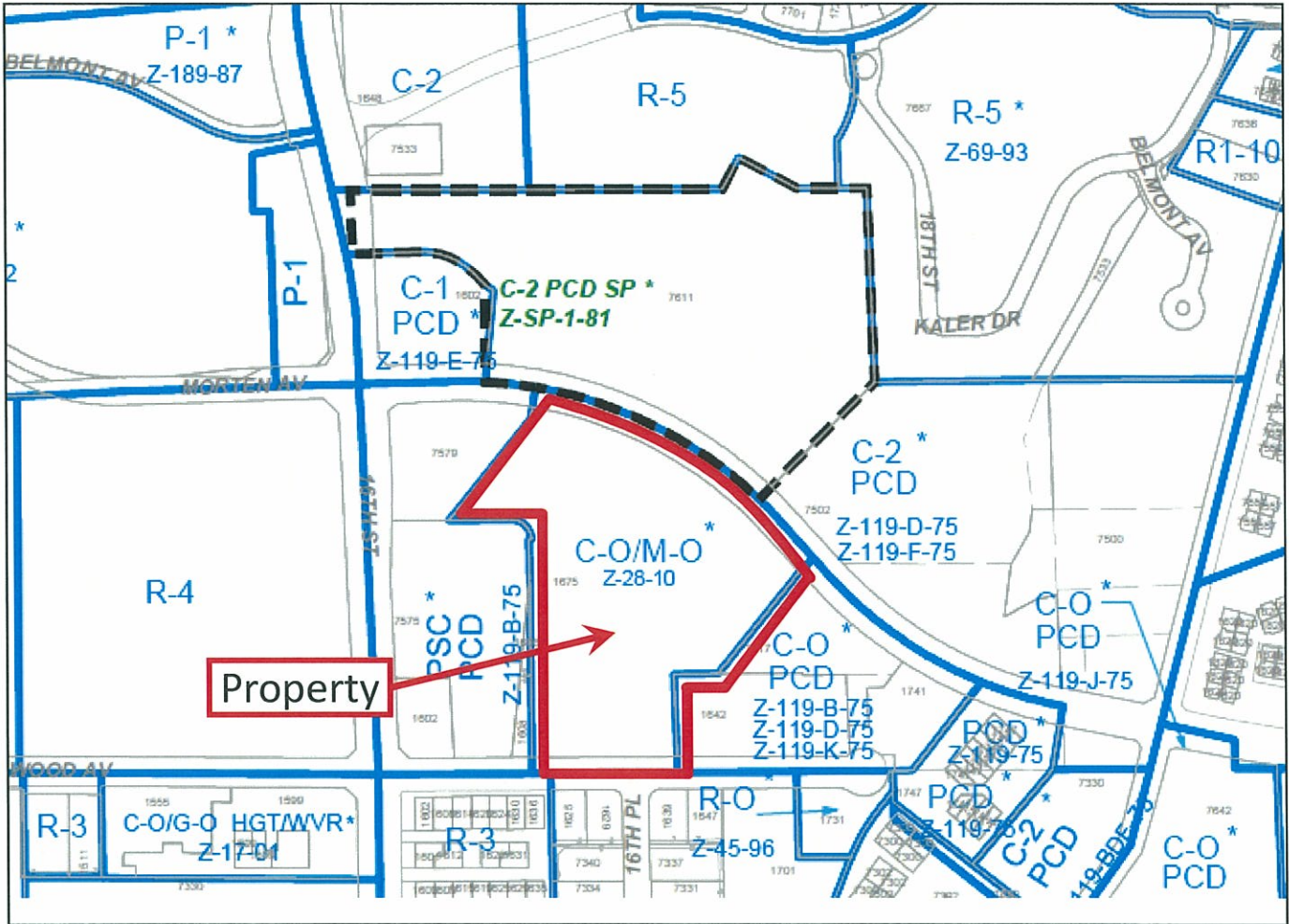
Exhibit 3 - Vicinity Map Aerial



1675 EAST MORTEN AVENUE

EXHIBIT 4

Exhibit 4 - Existing Zoning Map



1675 EAST MORTEN AVENUE

EXHIBIT 5

Exhibit 5 – Illustrative Imagery Sheet

See attached.

1675 EAST MORTEN AVENUE



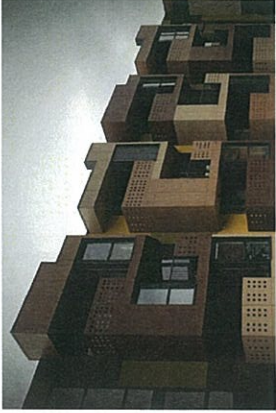
Massing and Articulation



Material Variation



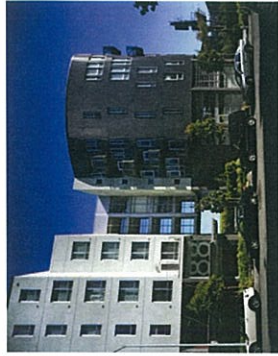
Use of Color



Detail



Iconic Elements



Patterning



H₂O URBAN APARTMENTS

FRANK DEVELOPMENT GROUP
E. Morten Avenue & E. Orangewood Avenue, Phoenix, Arizona

Shelter
Architects/llc

Reference Images

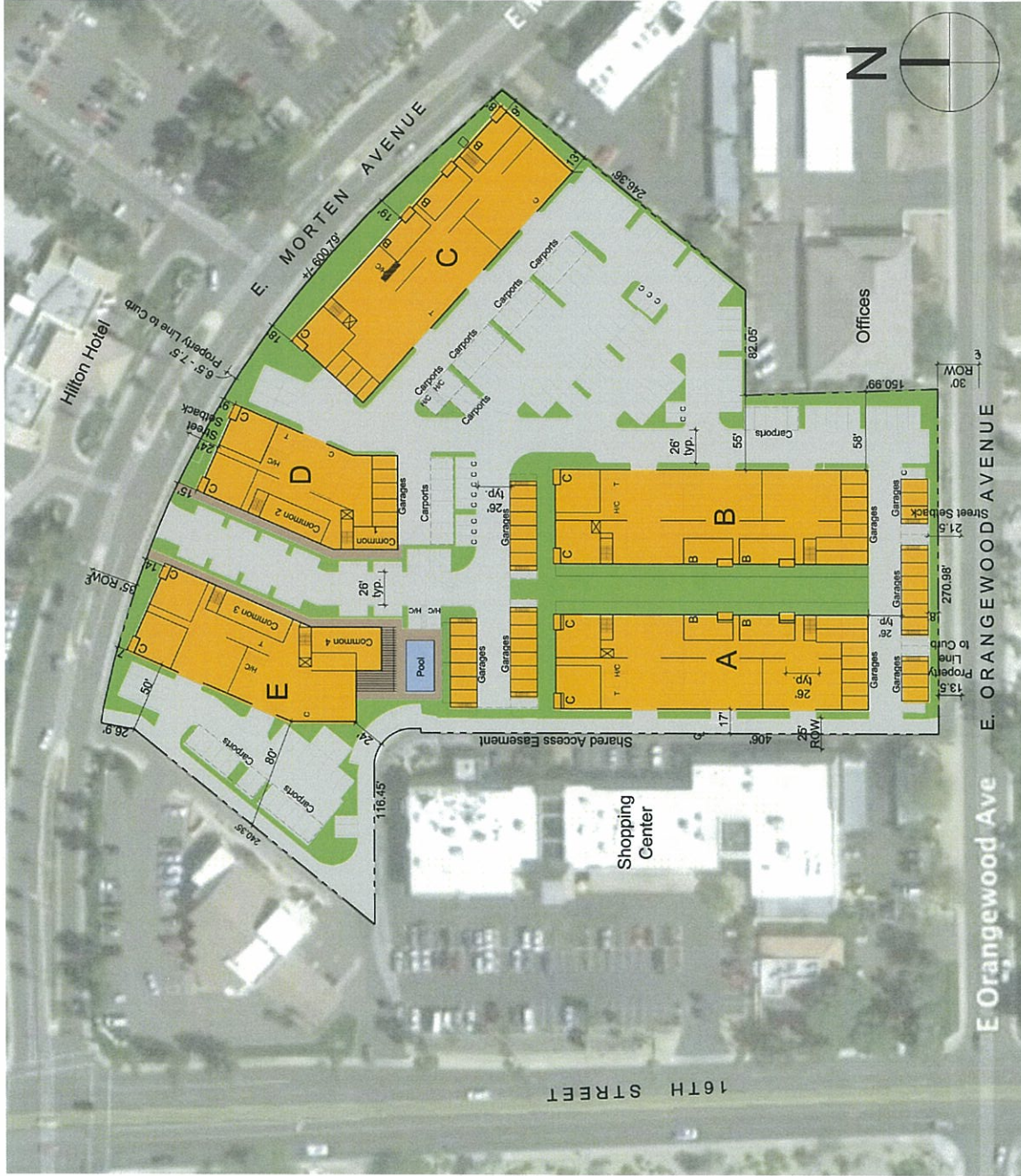
October 15, 2012

EXHIBIT 6

Exhibit 6 – Conceptual Site Plan

See attached.

1675 EAST MORTEN AVENUE



Project Data:
 Gross Site Area: 6.2 Acres (270,072 SF)
 Net Site Area: 5.4 Acres (236,493 SF)
 Zoning: CO/IMO (Commercial Office / Major Office Option)
 Existing: PUD
 Proposed: PUD
 Density: 36.3 Units per Gross Acreage
 41.7 Units per Net Acreage
Building Height: (4-Story Residential)
 Height measured to top of ceiling and does not include roof structure or mezzanine.
 Building A*: 48' Building D: 51'
 Building B*: 48' Building E: 51'
 Building C*: 48' Carriage Units: 24' - 32'
 * (Buildings A, B and C: 25% of 4th floor building height will increase to an overall height of 58' to allow for mezzanine units as noted on Levels 2-4, sheet)
Setbacks: See Site Plan
Lot Coverage: 31.8%
Building Coverage: 2.9%
Carport Coverage: 34.7% of Gross Lot Area

Units:

| Unit A (Loft) | Unit B (1-Bdrm.) | Unit C (2-Bdrm.) | Carriage Total | | | | | |
|---------------|------------------|------------------|----------------|----|----|----|----|-----------|
| 560-650 GSF | 780-920 GSF | 950-1,100 GSF | A | B | C | D | E | Total |
| 6 | 6 | 6 | 1 | 7 | 26 | 9 | 15 | 103 (47%) |
| 20 | 20 | 19 | 15 | 12 | 86 | 10 | 12 | 86 (39%) |
| 52 | 52 | 52 | 25 | 34 | 10 | 10 | 5 | 225 |

Parking: 367 Stalls (1.63 stalls/unit)
Parking Stall Dimensions:
 Standard: 8'-6" x 18' (79%)
 Compact: 8' x 16' (5%)
 Tandem: 9'-6" x 18' (14%)
 Handicap: 11' x 18' w/ 5' access aisle (2%)

Parking Distribution Summary:

| Reserved | Building Garage | Ext. Private Garage | Total |
|----------|-----------------|---------------------|-------|
| 120 | 29 | 35 | 11 |
| 16 | 3 | 5 | 0 |
| 10 | 10 | 56 | 176 |
| 147 | 44 | 191 | 382 |
| 1.67 | 1.67 | 1.67 | 1.67 |

Public Common Space: 7% of Gross Acreage
 (Spaces include: Pool Area, Pedestrian Walk and Indoor Common Areas in Buildings D&E)

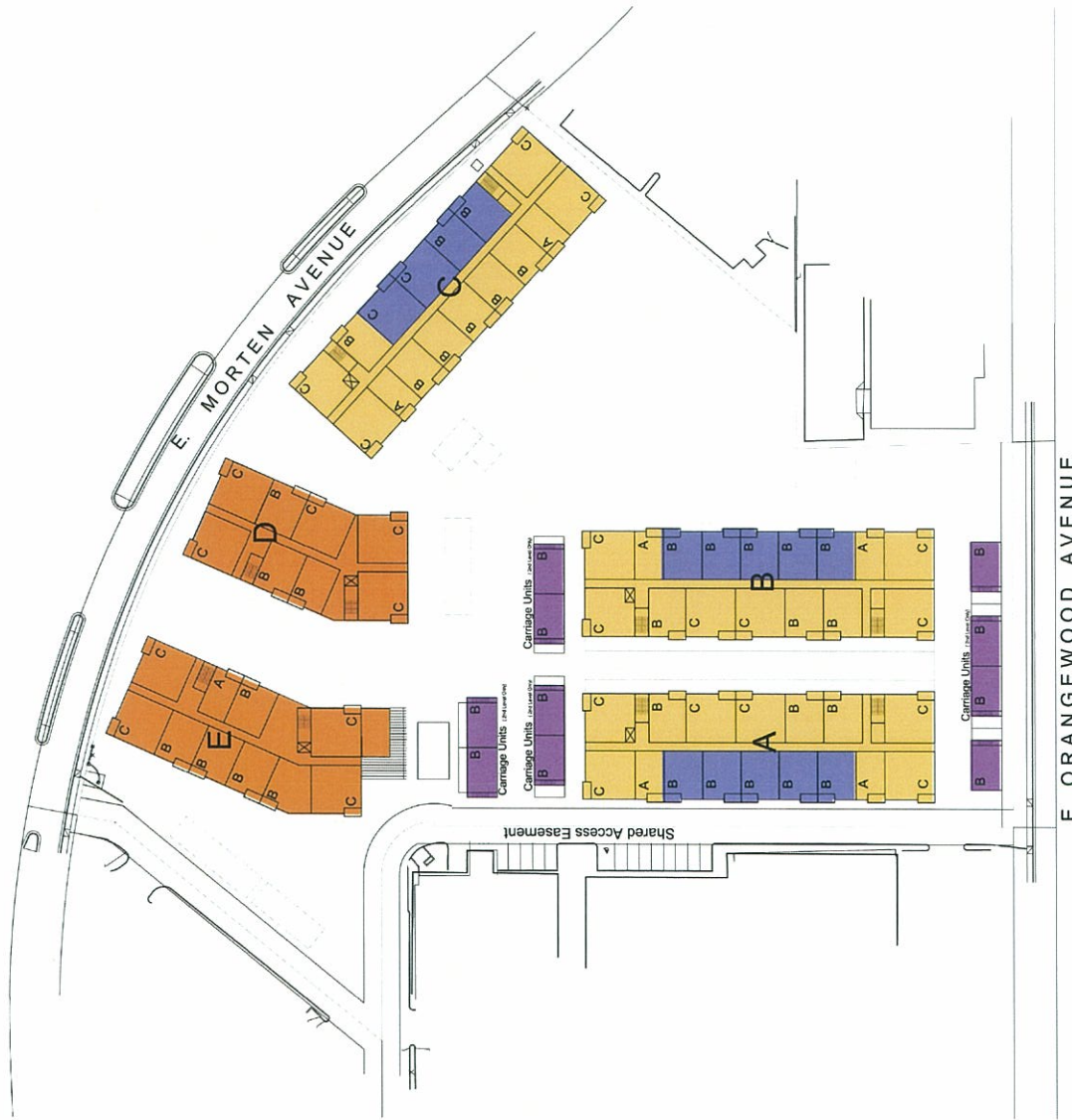


H2O URBAN APARTMENTS

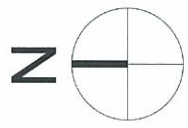
FRANK DEVELOPMENT GROUP
 E. Morten Avenue & E. Orangethway Avenue, Phoenix, Arizona

Shelter
 Architects/LLC

Site Plan



- Legend:
- Buildings A, B & C (48' High)
 - Buildings D & E (51' High)
 - Optional Mezzanine at 4th Level (58' High)
 - Carriage Units (24' - 32')



H₂O URBAN APARTMENTS
 FRANK DEVELOPMENT GROUP
 E. Morten Avenue & E. Orangewood Avenue, Phoenix, Arizona

EXHIBIT 7

Exhibit 7 – Legal Description

LOT 1, OF MONTEREY POINTE, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 897 OF MAPS, PAGE 37.

Maricopa County Assessor's Office APN 164-22-044

1675 EAST MORTEN AVENUE

EXHIBIT 8

Exhibit 8 – Context Plan and Photos

See attached

1675 EAST MORTEN AVENUE



1



2



4



3



13



14



16



15



Project Name and Address
H2O Urban Apartments
E. Morten Avenue & E. Orangewood Avenue, Phoenix, Arizona

Project
4 Story Residential Apartment Building

Gross Acreage
5.4 Acres

Zoning
Existing: C-O/M-O (Commercial Office / Major Office Option)
Proposed: PUD



5



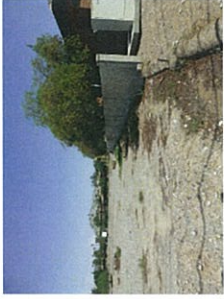
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8



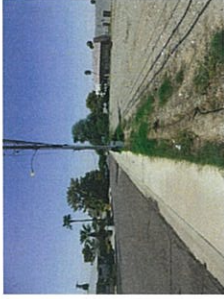
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9



10



12



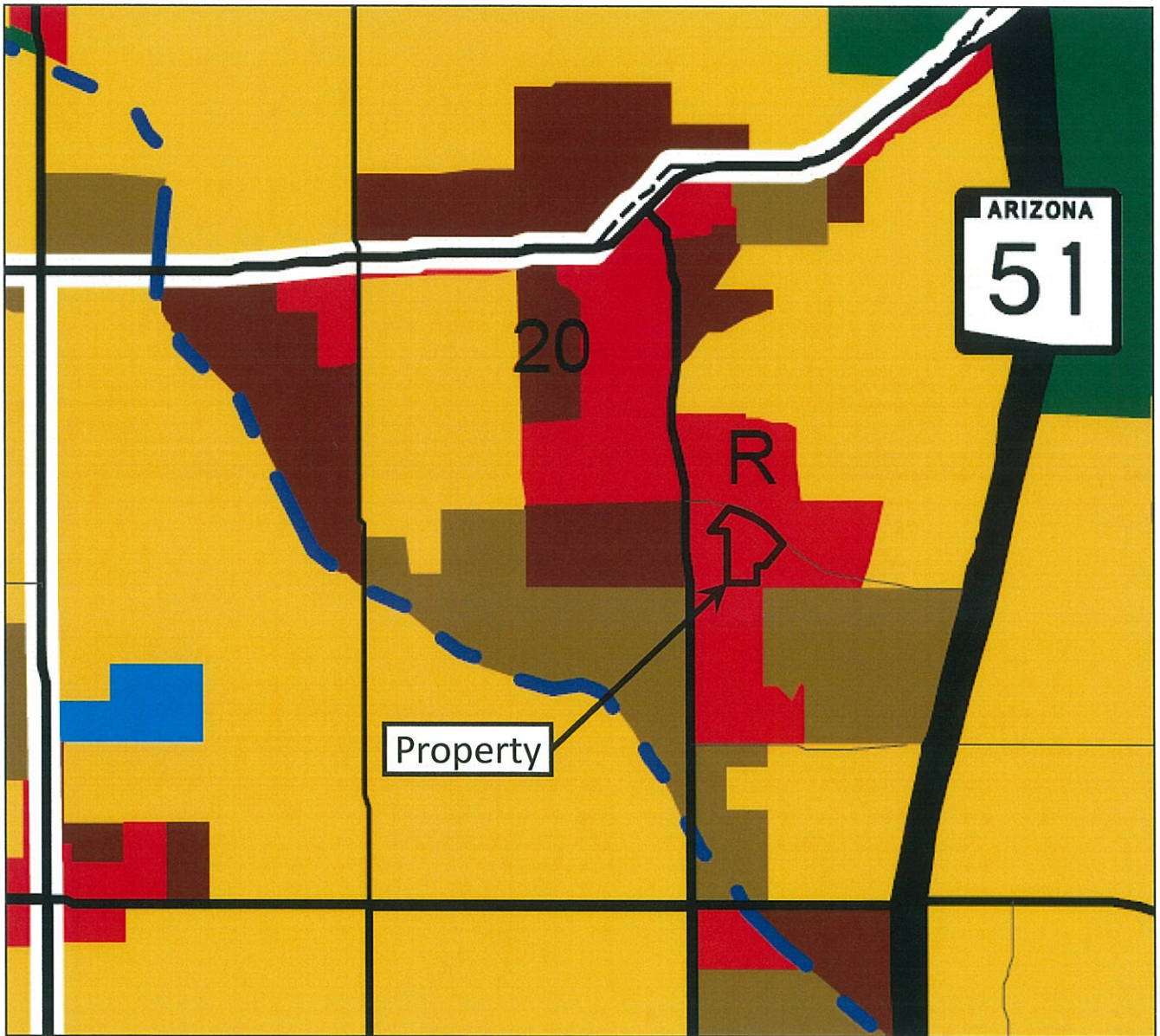
11

H2O URBAN APARTMENTS

FRANK DEVELOPMENT GROUP
E. Morten Avenue & E. Orangewood Avenue, Phoenix, Arizona

EXHIBIT 9

Exhibit 9 - General Plan Map



 Commercial



1675 EAST MORTEN AVENUE

EXHIBIT 10

Exhibit 10 – Land Use Plan



1675 EAST MORTEN AVENUE

EXHIBIT 11

Exhibit 11 – Comparative Zoning Standards Table

| H2O Urban Apartments | | | |
|----------------------------|---|--|---|
| Zoning Comparison Analysis | | | |
| | Current CO Zone | Current MO Zone | Proposed PUD (UR Guidelines) |
| Density | N/A | N/A | 40 -42 du/ac min. |
| Building Height | 56' | 25' (with possible increase of up to 42') | Building A*: 48' Building B*: 48' Building C*: 48' Building D: 51' Building E: 51' Carriage Units: 24' – 32' *(Building A, B and C – 25% of 4 th floor height will increase to 58' to allow for mezzanine as noted on “levels 2-4” sheet). See attached Site Plan and Level 2-4. |
| Building Setbacks | | | (see Dev. Standards Table) |
| Front | 20' Min. | 20' Min. | 0 Min. / 22' Max. |
| Interior | 5' Min. Side / 15' Min Rear (may be measured from the centerline of any existing 16' or wider rear alley) | 10' Min. Side / 25' Min Rear (may be measured from the centerline of any existing 16' or wider rear alley) | 0 Min. / 60' Max. |
| Parking | 2.7 - 3.5 Stalls / 1000 SF (Office Space) | 2.7 - 3.5 Stalls / 1000 SF (Office Space) | 367 p.s. (1.65 stalls/unit) |
| Lot Coverage | 15% Max. | 40% Max. | No Maximum |

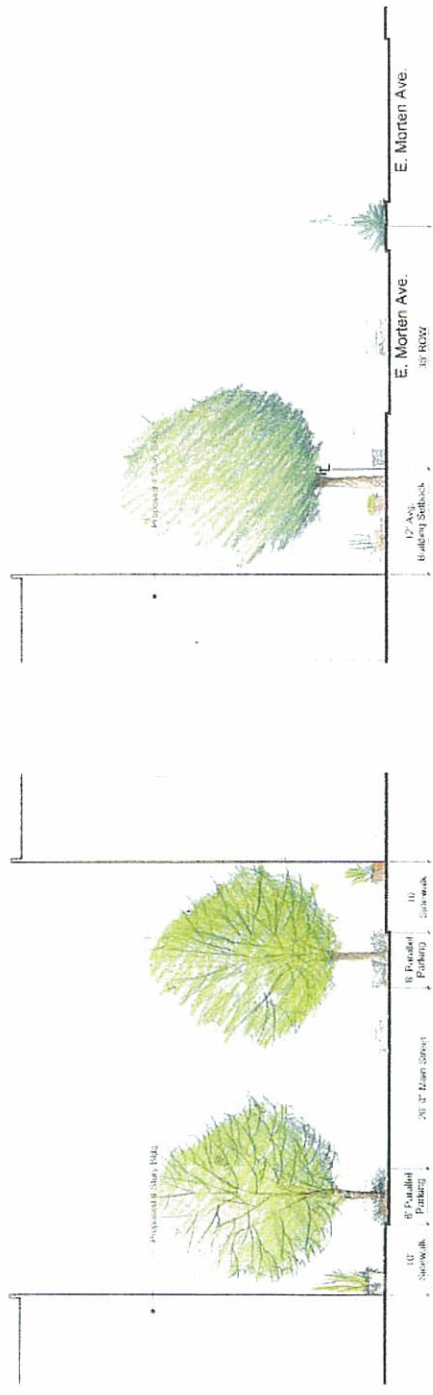
1675 EAST MORTEN AVENUE

EXHIBIT 12

Exhibit 12 – Thematic Street Cross Sections

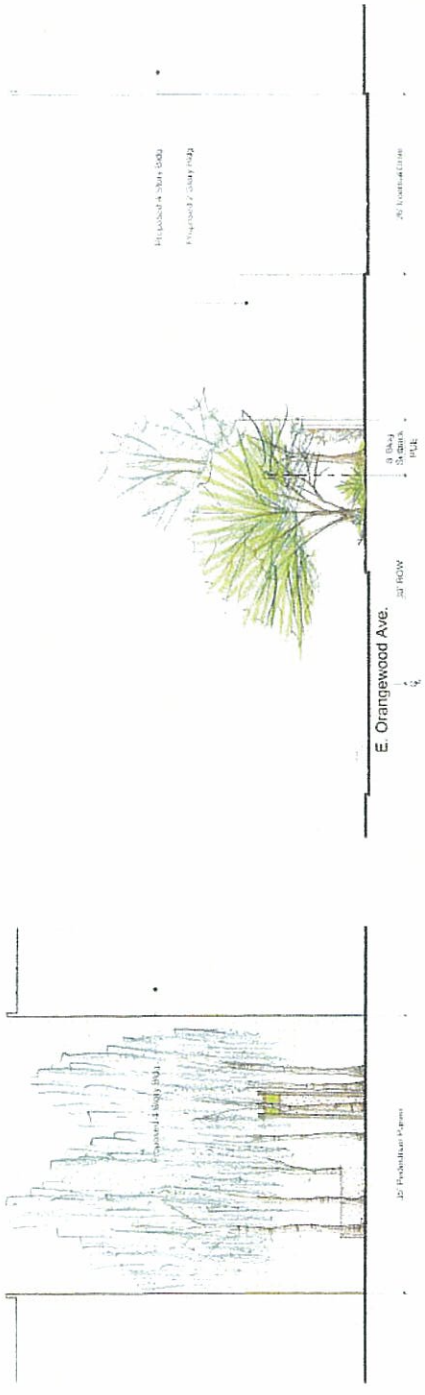
See attached.

1675 EAST MORTEN AVENUE



A Street Section at E Morten Avenue

C Section at Main Street



B Street Section at E Orangewood Avenue

D Section at Pedestrian Paseo

Site Sections

H₂O URBAN APARTMENTS

FRANK DEVELOPMENT GROUP

E Morten Avenue & E Orangewood Avenue, Phoenix, Arizona

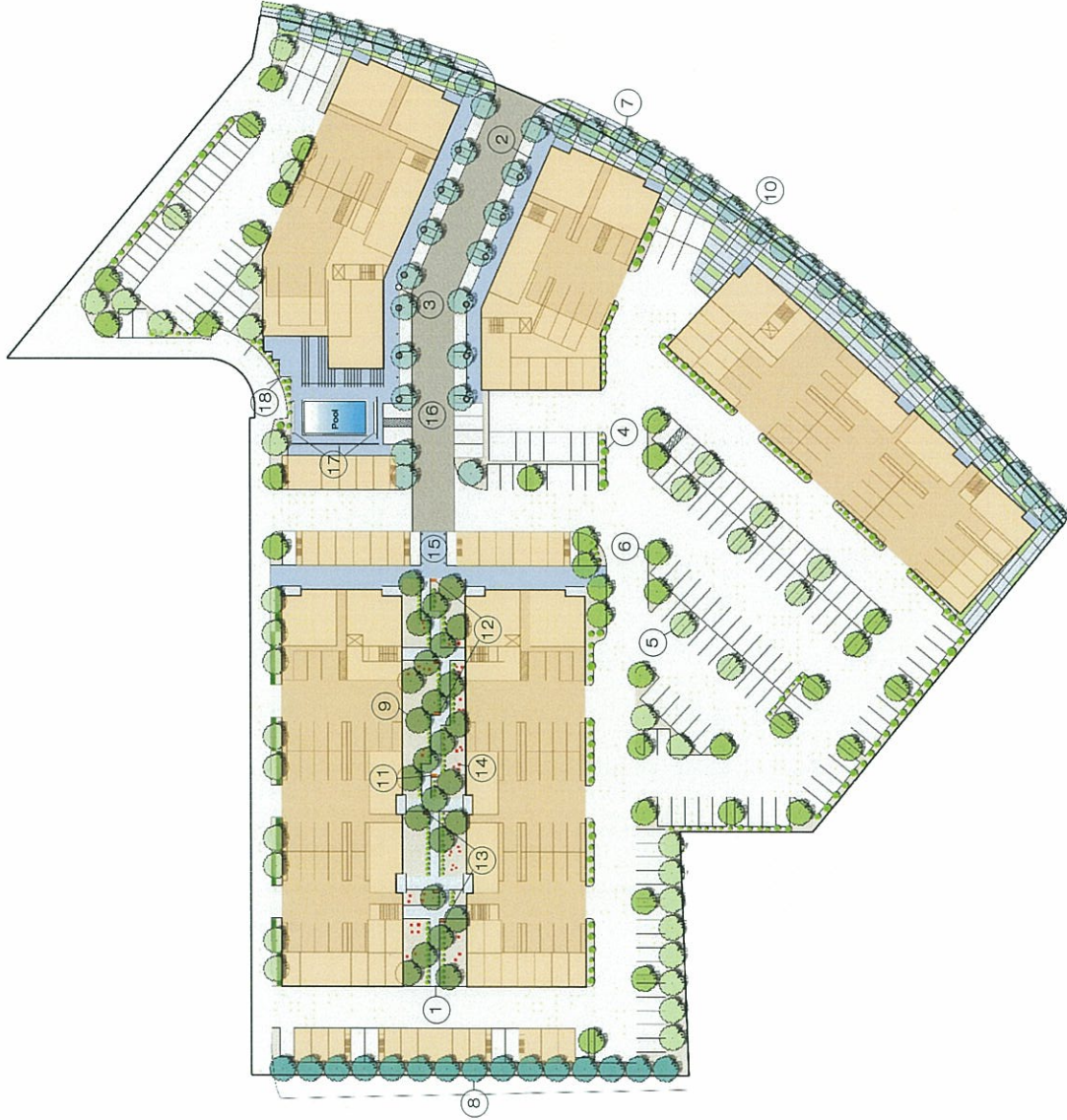
EXHIBIT 13

Exhibit 13 – Conceptual Landscape Plan

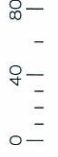
See attached.

Legend

- 1 Pedestrian Walkway
- 2 Street Light
- 3 Planter
- 4 Shrubs
- 5 Parking Lot Tree #1
- 6 Parking Lot Tree #2
- 7 Street Tree #1
- 8 Street Tree #2
- 9 Courtyard Tree
- 10 Groundcover Patterns
- 11 Water Feature
- 12 Sculpture Element
- 13 Benches
- 14 Moveable Pedestrian Seating
- 15 Potential Shade Structure
- 16 Enhanced Paving
- 17 Water Wall
- 18 Screen Wall (Pool Enclosure)



| Landscaping Standards | PUD |
|---|--|
| Streetscape along Morten Ave | Minimum setback |
| Streetscape along Orangewood Ave | Minimum setback |
| Perimeter property lines not adjacent to a street | Minimum setback |
| Streetscape Planting size | |
| Trees | |
| | Min. 2-inch caliper (50% of required trees) |
| | Min. 3-inch caliper or multi-trunk tree (25% of required trees) |
| | Min. 4-inch caliper or multi-trunk tree (25% of required trees) |
| | 1 tree per 20 on center or equivalent groupings |
| Shrubs | Min. five (5) 5-gallon shrubs per tree |
| Perimeter & Parking Lot Area | |
| | At ends of each row of parking and approximately every 110'. Minimum of 120 s.f. |
| | Min. 10% (interior parking surface area (exclusive of perimeter landscaping and all required setbacks) |
| Trees | Min. 2-inch caliper (60% of required trees) |
| | Min. 1-inch caliper (40% of required trees) |
| | 1 tree per 20 on center or equivalent groupings |
| Shrubs | Min. five (5) 5-gallon shrubs per tree |



Urban Earth Design
 6502 E. Calle del Medica
 Scottsdale, AZ 85251

H2O Urban Apartments
 E. Morten Avenue & E. Orangewood Avenue
 Phoenix, Arizona

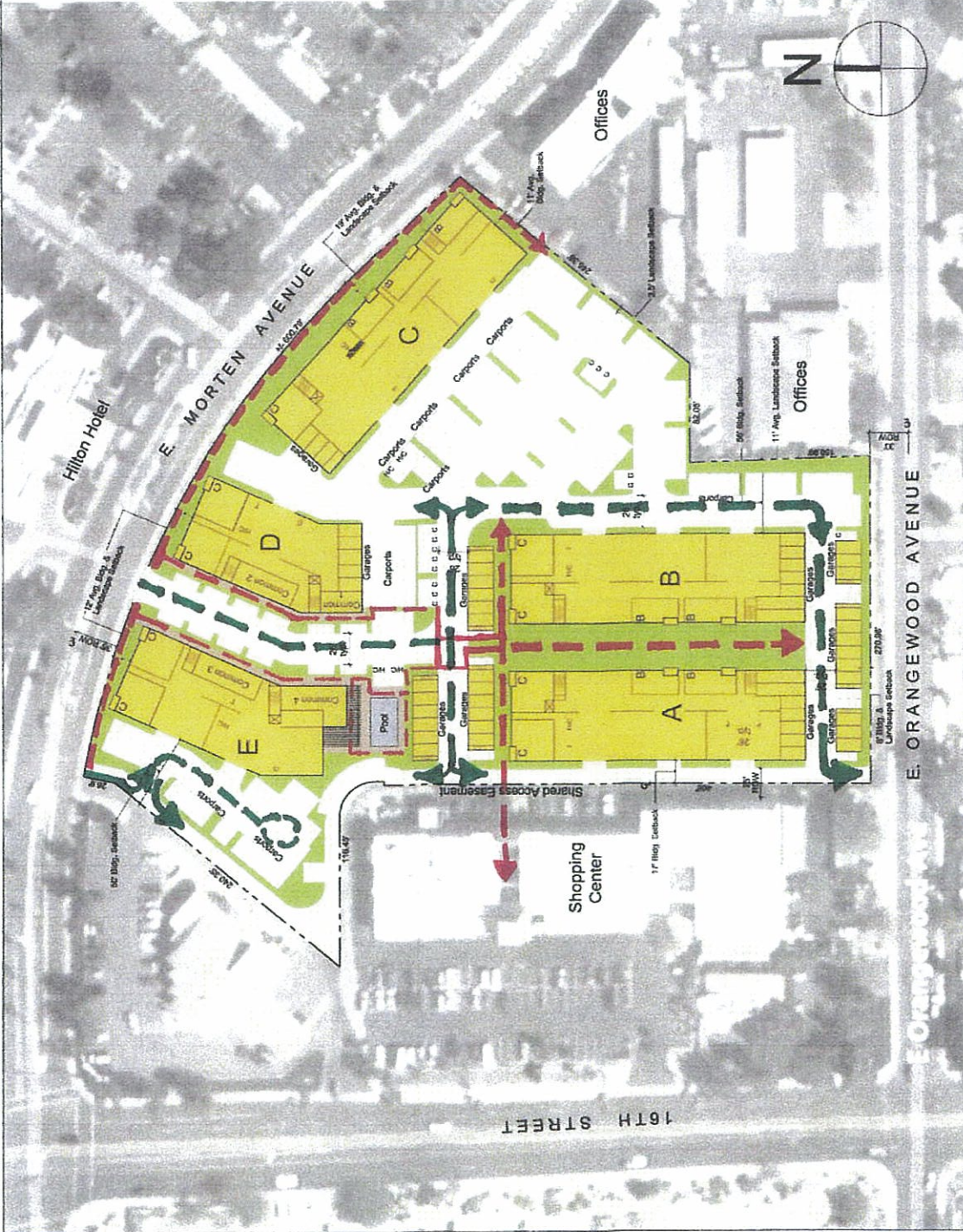
October 15, 2012

EXHIBIT 14

Exhibit 14 – Circulation Plan

See attached.

1675 EAST MORTEN AVENUE



Gross Site Area: 5.4 Acres (238,493 SF)
 Zoning: COMMO (Commercial Office / Major Office Option)
 Existing: PUD
 Proposed: PUD
 Density: 40.7 Units per Acre
 Building Height: 55'-0" (4-Story Residential)
 Setbacks: See Site Plan

Units:
 Unit A (Loft) = 580-550 GSF
 Unit B (1-Bdrm) = 780-820 GSF
 Unit C (2-Bdrm) = 950-1,100 GSF

| Building | A | B | C | D | E | Carnage Total |
|----------|----|----|----|----|----|---------------|
| Unit A | 6 | 6 | 6 | 0 | 3 | 21 (9%) |
| Unit B | 26 | 26 | 27 | 9 | 15 | 103 (47%) |
| Unit C | 20 | 20 | 19 | 15 | 12 | 86 (36%) |
| Carnage | 52 | 52 | 52 | 24 | 30 | 10 (5%) |
| | | | | | | 220 |

Parking: 367 Stalls (1.67 stalls/unit)
 220 Covered Stalls
 Parking Stall Dimensions:
 Standard: 8'-6" x 18" (79%)
 Compact: 8' x 16" (5%)
 Tandem: 9'-6" x 18" (14%)
 Handicap: 11' x 18" w/ 5' access aisle (2%)

- PEDESTRIAN
- VEHICULAR



CIRCULATION PLAN

EXHIBIT 14 SITE PLAN

H2O URBAN APARTMENTS
 FRANK DEVELOPMENT GROUP
 E. Morten Avenue & E. Orangetown Avenue, Phoenix, Arizona

EXHIBIT 15

Exhibit 15 – Traffic Statement

See attached.

1675 EAST MORTEN AVENUE



1904 East Medlock Drive • Phoenix • AZ • 85016

Phone: 602 • 277 • 4224 Fax: 602 • 277 • 4228 e-mail: task@taskeng.net

October 12, 2012

Robert Frank
Frank Development Group
5110 North Central Avenue, Suite 250
Phoenix, AZ 85012

Email: swirken@gmail.com



RE: Traffic Statement for H₂O Apartments on Morten Avenue east of 16th Street in Phoenix, Arizona

INTRODUCTION

This traffic statement compares trip generation for prior approved and proposed residential development on the south side of Morten Avenue east of 16th Street in Phoenix, Arizona. The earlier approved site plan for this site called for 120 townhouses. The current plan calls for 220 apartments.

The purpose of this statement is to demonstrate that the approved road network can accommodate traffic from the revised land use for this parcel, through comparison of the trip generation for the above referenced parcel based on prior approved land uses, and new proposed land uses. There is an insignificant increase in traffic with the proposed land use.

DESCRIPTION OF SITE

Exhibit 1 is the new proposed site plan. The 220 apartment complex is a maximum of 4 stories high. The proposed apartments are located on the south side of Morten Avenue east of 16th Street. The site is adjacent to a bank and a retail center on the west. There are office complexes to the east. The south boundary of the site abuts Orangewood Avenue.

The H₂O Apartments on Morten Avenue are un-gated. There is a full access entrance along Morten Avenue. There are three additional accesses along the west side of the site which connect to a joint north-south driveway connecting to Orangewood Avenue and 16th Street.

Morten Avenue has a traffic signal at 16th Street, providing a good outlet for traffic leaving the site. To the east, Morten Avenue connects to a one-way southbound ramp to Glendale Avenue. Orangewood is a cul de sac connecting to 16th Street.

TRIP GENERATION

The total estimated vehicle trips to and from the site on an average weekday after it has been completely built out are called trip generation. Vehicle trips are estimated for a total average weekday and for AM and PM peak hours. *Trip Generation, Eighth Edition*, published by the Institute of Transportation Engineers (ITE) in 2008 was the source for the trip rates used in this study.

The prior approved land use for this site was 120 townhouses. Trip generation for the prior land use, referenced above, is shown on the first column of Table 1. The prior land use resulted in 754 calculated average daily trips total, with 60 morning peak hour trips total and 58 evening peak hour trips total.

Table 1
Trip Generation Comparison
H₂O Apartments

| | Previous Project | Proposed Site Plan | Difference |
|-----------------------|------------------|--------------------|------------|
| LUC | 230 | 220 | 210 |
| Units | DUs-Townhomes | DUs-Apartments | |
| Amount | 120 | 220 | |
| Trip Rates: | | | |
| Daily | 6.28 | 6.62 | |
| AM Peak Hour* | 0.50 | 0.51 | |
| PM Peak Hour* | 0.49 | 0.63 | |
| % Inbound: | | | |
| AM Peak Hour* | 17% | 20% | |
| PM Peak Hour** | 67% | 65% | |
| Trips: | | | |
| Weekday | 754 | 1,456 | 702 |
| AM Peak Hour Inbound | 10 | 22 | 12 |
| AM Peak Hour Outbound | 50 | 90 | 40 |
| Total AM Peak Hour | 60 | 112 | 52 |
| PM Peak Hour Inbound | 39 | 90 | 51 |
| PM Peak Hour Outbound | 19 | 49 | 30 |
| Total PM Peak Hour | 58 | 139 | 81 |

* Peak hour rate of adjacent street
 ITE Equations used to calculate trip rates.

The proposed land use is 220 apartments. Trip generation for the proposed land use, referenced above, is shown on column 2 of Table 1. The proposed land use results in approximately 1,456 average daily trips total, with 112 morning peak hour trips total and 139 evening peak hour trips total.

The increase is shown on column 3 of Table 1. It is about 702 trips per day, 40 in the morning peak hour and 61 in the afternoon peak hour.

The various columns in Table 1 are explained below.

Parcel # defines groups of land uses on the site plan.

Parcel Type describes the parcel zoning.

Units names the independent variable used to calculate trips. It varies according to the parcel. DU is number of dwelling units.

Amount is the amount of the units in the parcel.

LUC is the ITE Land Use Code. It refers to the section of the ITE manual from which the trip rates were obtained.

Trip Rate presents the number of daily, AM peak hour, and PM peak hour vehicle trips to and from the subject land use per unit. ITE average trip rates were used.

AM % In and PM % In are the percentages of AM and PM vehicle trips arriving inbound at the land use. The remaining percent of trips are leaving outbound. For instance, 61 percent of AM peak hour trips are arriving at a shopping center, and the remaining 39 percent are leaving the shopping center. For daily trips, it is assumed that 50 percent are inbound trips and 50 percent are outbound trips.

Trips are the calculated number of trips. They are calculated as the amount times the rate times percent inbound or outbound.

ANALYSIS

The proposed site adds less than 100 trips per peak hour to the road network compared to the previously approved plan. The 40 additional AM peak hour outbound trips, and 51 additional PM peak hour inbound trips are split between accesses to Morten Avenue, the ramp to Glendale Avenue, 16th Street and Orangewood Avenue. The expected increase in traffic on any one facility is not expected to add significant delay to background traffic. The site is a residential generator, while many nearby land uses are employment centers,

so the proposed apartments will tend to balance, rather than add, to existing peak period traffic flows.

The speed limit on Morten Avenue is only 30 mph and through volume on Morten Avenue is low, so a right turn deceleration lane is not recommended. Stop sign control will be adequate on the access connecting to Morten Avenue.

CONCLUSION

The proposed land use and density presented for H₂O Apartments results in approximately 1,456 total average daily trips, with 112 morning peak hour trips total and 139 evening peak hour trips. This is an increase of approximately 702 daily trips and a maximum of 81 peak hour trips. Peak hour traffic increase compared to the currently approved plan is less than 100 trips. This small increase is spread between four approach and departure routes.

The proposed H₂O Apartments on Morten Avenue east of 16th Street will not result in a significant increase in traffic or delay to any of the roadways accessing the site.

I hope this addresses the traffic issues related to this proposed land use change. If you have any questions, or if I can be of any further help, please contact me at (602) 277-4224, or khowell@taskeng.net. Thank you.

Sincerely,



Ken Howell, PE
Principal

Exhibit: Site Plan

X:\JobFiles\2558.01\Final 2558.01.doc

16th Street and Morten Avenue Traffic Impact Study

Phoenix, Arizona

Prepared for:

Monterey Homes
14636 North Scottsdale Road, Suite 175
Scottsdale, Arizona 85254



By:

TASK Engineering, Inc.
3707 North 7th Street, Suite 235
Phoenix, AZ 85014

Phone: (602) 277-4224
Fax: (602) 277-4228

August 18, 2005

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INTRODUCTION

This traffic impact study analyzes the impacts of the proposed infill residential town homes located on the southeast corner of 16th Street and Morten Avenue in Phoenix, Arizona. Figure 1 identifies the site's location.

The purposes of this study are:

1. To determine the access and egress needs to serve the site,
2. To review access to the adjacent roadway network,
3. To evaluate the traffic impacts of the site on the area arterial network, and
4. To meet a requirement of the City of Phoenix for a traffic impact study.

According to City of Phoenix requirements, this development falls into the Single Phase Developments category. Consistent with the requirements for this type of development, traffic conditions were analyzed for background traffic plus full site development at major intersections providing access to the site for the opening year which is Year 2007.

The conclusions of this report are listed in the final section, RECOMMENDATIONS. Appendix A contains summaries of individual capacity analyses. The following sections describe the area and details the methodology used to reach the conclusions.

DESCRIPTION OF PROPOSED DEVELOPMENT

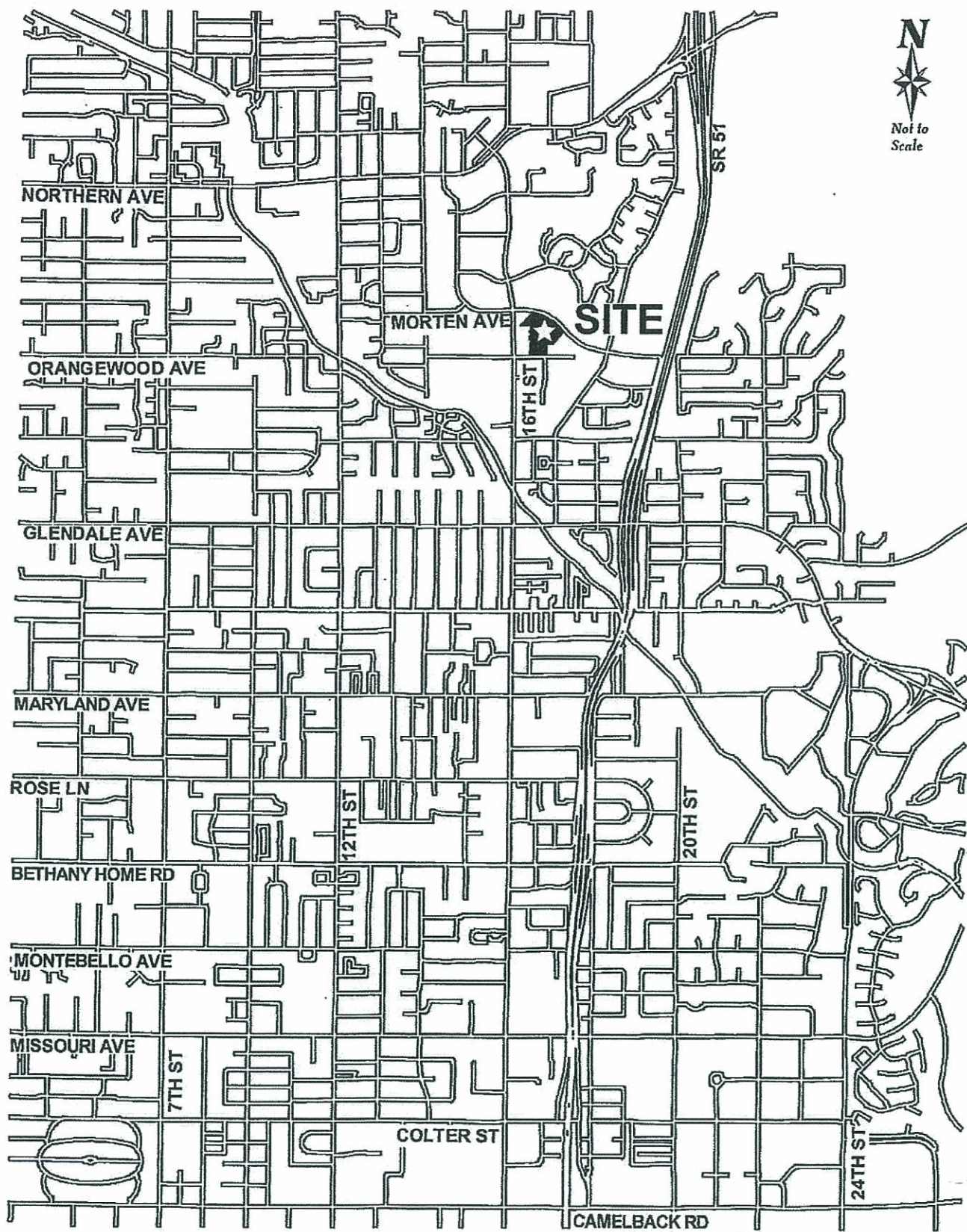
The proposed development is a residential development on approximately 5.43 acres. It is located in Phoenix and its boundaries are 16th Street to the west, Orangewood Avenue to the south, and Morten Avenue to the north. Figure 2 shows the proposed layout and land uses for the site. There are planned to be approximately 120 town homes in the project area. The existing site location includes several residential buildings and small fields.

DESCRIPTION OF ROAD NETWORK

Figures 1 and 2 show the roadway network serving the site. The site is bounded by 16th Street to the west and Morten Avenue to the north, which are the two major roads that will serve the site.

Sixteenth Street is currently a six-lane road, with three lanes on northbound approach, two lanes on the southbound approach and a two-way centre left turn. The posted speed limit is 40 mph.

Morten Avenue is currently a four lane road with a posted speed limit of 30 mph with two lanes on the eastbound and westbound approaches.



16th Street and Morten Avenue TIS

The intersection of 16th Street and Morten Avenue is currently signalized. The intersection of Orangewood Avenue and 16th Street is STOP sign controlled on Orangewood Avenue.

TRIP GENERATION

The next step in estimating traffic from the proposed development is to calculate the total estimated vehicle trips to and from the site on an average weekday after the site has been completely built out. This is called trip generation. Vehicle trips are estimated for a total average weekday and for AM and PM peak hours. *Trip Generation, Seventh Edition*, published by the Institute of Transportation Engineers (ITE) in 2003 was the source for the trip rates used in this study. All trip rates for the area are calculated from the ITE equations.

The site will generate an estimated 749 total trip ends per day, with 60 morning peak hour trips and 70 evening peak hour trips. Table 1 presents the resulting trip generation for the proposed development.

The various terms in Table 1 are explained below.

LUC is the ITE Land Use Code. It refers to the section of the ITE manual from which the trip rates were obtained.

Units specifies the units of land use used for generating trips. "Thousands of Gross Square Feet" is abbreviated TGSF.

Amount is the number of units in the zone (i.e. 9.0 Thousand Gross Square Feet).

Rates present the number of daily, AM peak hour and PM peak hour vehicle trips to and from the subject land use per unit.

Percent In is the percentage of AM and PM vehicle trips arriving inbound at the land use. The remaining percent of trips are leaving outbound. For instance, if 60 percent of AM peak hour trips are leaving the site, then the remaining 40 percent are arriving. For daily trips, it is assumed that 50 percent are inbound trips and 50 percent are outbound trips.

Table 1
Trip Generation
16th Street and Morten Avenue TIS

| | 16th Street/Morten Avenue |
|---|----------------------------------|
| LUC | 230 |
| Units | DUs |
| Amount | 120 |
| Trip Rates:* | |
| Daily | 6.25 |
| AM Peak Hour | 0.50 |
| PM Peak Hour | 0.58 |
| Percent Inbound: | |
| AM Peak Hour | 17% |
| PM Peak Hour | 67% |
| Trips: | |
| Weekday | 749 |
| AM Peak Hour Inbound | 10 |
| AM Peak Hour Outbound | 50 |
| PM Peak Hour Inbound | 47 |
| PM Peak Hour Outbound | 23 |
| <i>*Residential Trip Rates: Calculated from ITE Equations</i> | |

Trips are the calculated number of trips. They are calculated as the amount times the rate times the percent inbound or outbound.

TRIP DISTRIBUTION

Trip distribution is the process of assigning a starting location for each inbound trip to the site and an ending location for each outbound trip. Daily, AM peak hour and PM peak hour trips are distributed separately. External trips are split between a number of external stations, which represent arterial approaches to the site.

Site trips were distributed by direction proportionally to the sum of Year 2005 employment forecasts within ten miles of the site. These projections were obtained from 2020 employment projections by the Maricopa Association of Government (MAG) adopted in June 1997. The TAZ's are assigned to approaches to the site.

A worksheet graphically showing the results of the MAG projections can be found in Appendix B. The percentages were then assigned to streets approaching the site, as shown on Table 2.

Table 2
Trip Distribution
16th Street and Morten Avenue TIS

| Approach | Percent Trip Distribution |
|---------------------|----------------------------------|
| 16th Street, North | 10% |
| Morten Avenue, East | 13% |
| 16th Street, South | 49% |
| Morten Avenue, West | 28% |
| Total | 100 % |

BACKGROUND TRAFFIC

The background traffic used in this report was based on current traffic counts taken on Morten Avenue east of 16th Street, Morten Avenue west of 16th Street, 16th Street north of Morten Avenue, 16th Street south of Morten Avenue and Orangewood Avenue east of 16th Street by United Civil Group Corporation between June 22, 2005 and June 28, 2005. Appendix C contains these counts. These counts were then linearly factored up by a growth rate of one percent per year for two years to obtain Year 2007 background traffic.

To estimate total AM and PM peak hour turns, a nonlinear programming procedure was developed. This inputs the approach and departure volumes determined above and a starting estimate of percent right and left turns for each approach.

This procedure produces turn volumes, which minimizes the following objective function:

$$\text{Min. } K = \Sigma(V_E - V_C)^2 + 0.5 \times \Sigma(T_E - T_C)^2$$

Subject to: Total approach volume = Total departure volume
Approach volumes are held constant
All turns are non-negative
Approach and departure volumes are summation of turn volumes

Where: V_E, V_C = Estimated and output approach and departure volumes
 T_E, T_C = Estimated and output turning volumes for each approach.

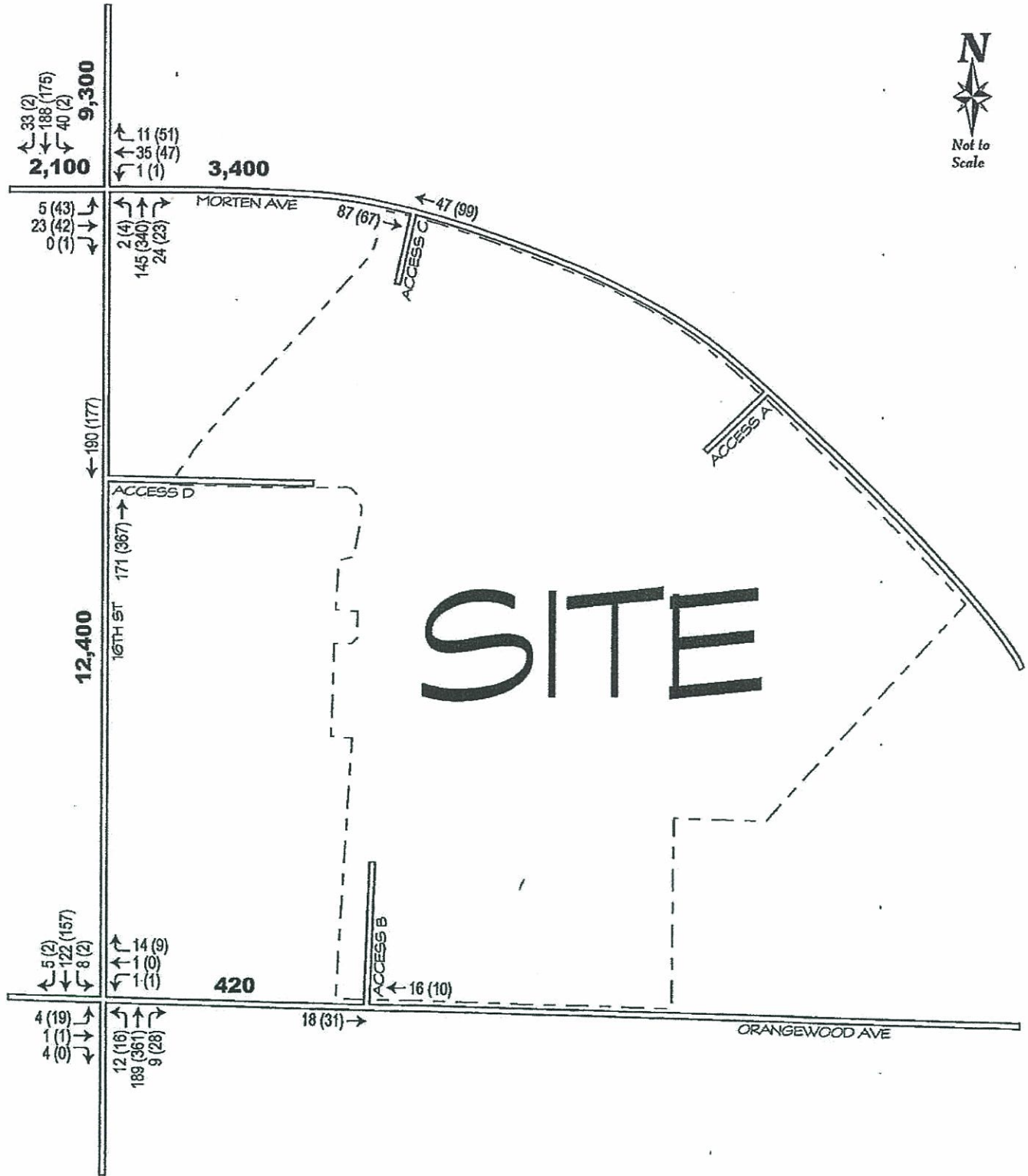
Before running the optimization routine, total approach and departure volumes are balanced. This was applied to the major intersections. The resulting background AM and PM traffic for key intersections are also shown on Figure 3 for Year 2007.

TRAFFIC ASSIGNMENT

The next step is to assign site traffic to specific routes. Assignments were prepared for AM and PM peak hours and daily traffic.

A spreadsheet was used to determine the trip assignment for the site. Trips were assigned between each parcel and each external location according to the distribution on Table 2. A travel path was estimated using engineering judgment as to the most likely path. Trips were then compiled at each study intersection.

Site traffic will use Morten Avenue to go west and 16th Street to go north, east and south. Figure 4 shows the average daily traffic produced by the site as well as AM and PM peak hour turns.



LEGEND:

X(Y): AM (PM) Peak Hour Traffic

Z : Average Daily Traffic (in bold font)



Background Traffic
(Year 2007)

16th Street and Morten Avenue TIS

Figure 3
Page 9
8/2005



LEGEND:
 X(Y): AM (PM) Peak Hour Traffic
 Z : Average Daily Traffic (in bold font)

16th Street and Morten Avenue TIS



Site Traffic

TOTAL TRAFFIC

Total traffic is the sum of site traffic plus background traffic. Total ADT, as well as total AM and PM peak hour traffic is presented on Figure 5 for Year 2007.

TRAFFIC ANALYSIS

The critical intersections were analyzed using the methodologies presented in the *Highway Capacity Manual, 2000 Edition*, and were evaluated using Highway Capacity Software 2000 (HCS) traffic analysis software version 4.1e. Capacity analysis was completed for both AM and PM peak hours for Year 2007.

Signalized intersection analysis is based on control delay, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The level of service (LOS) criteria for signalized intersection analysis is presented in Table 3. For signalized intersections, the average LOS values are reported. The signalized intersection of 16th Street and Morten Avenue will operate at an LOS C or better during the peak hours of operation based on these projections.

Unsignalized intersections were analyzed as STOP sign controlled intersections using the unsignalized intersection portion of HCS. The LOS of the most difficult turning movement was reported for unsignalized intersections. Usually, this is the left turn from the minor street or access drive. The LOS criterion for unsignalized intersections is reported in Table 4.

All study area unsignalized intersections operate with an LOS B or better for the Year 2007 conditions in both the AM and PM peak hours. The resulting LOS and expected lane configurations for Year 2007 are shown on Figure 6 for total traffic.

HCS worksheet summaries are included in Appendix A.

DESIGN ISSUES

Right turn volumes into the site are below the usual thresholds for right turn lanes, so none are recommended. As an infill project with low volumes, this project presents no unacceptable traffic problems.

Table 3
Level of Service Criteria
For Signalized Intersections
16th Street and Morten Avenue TIS

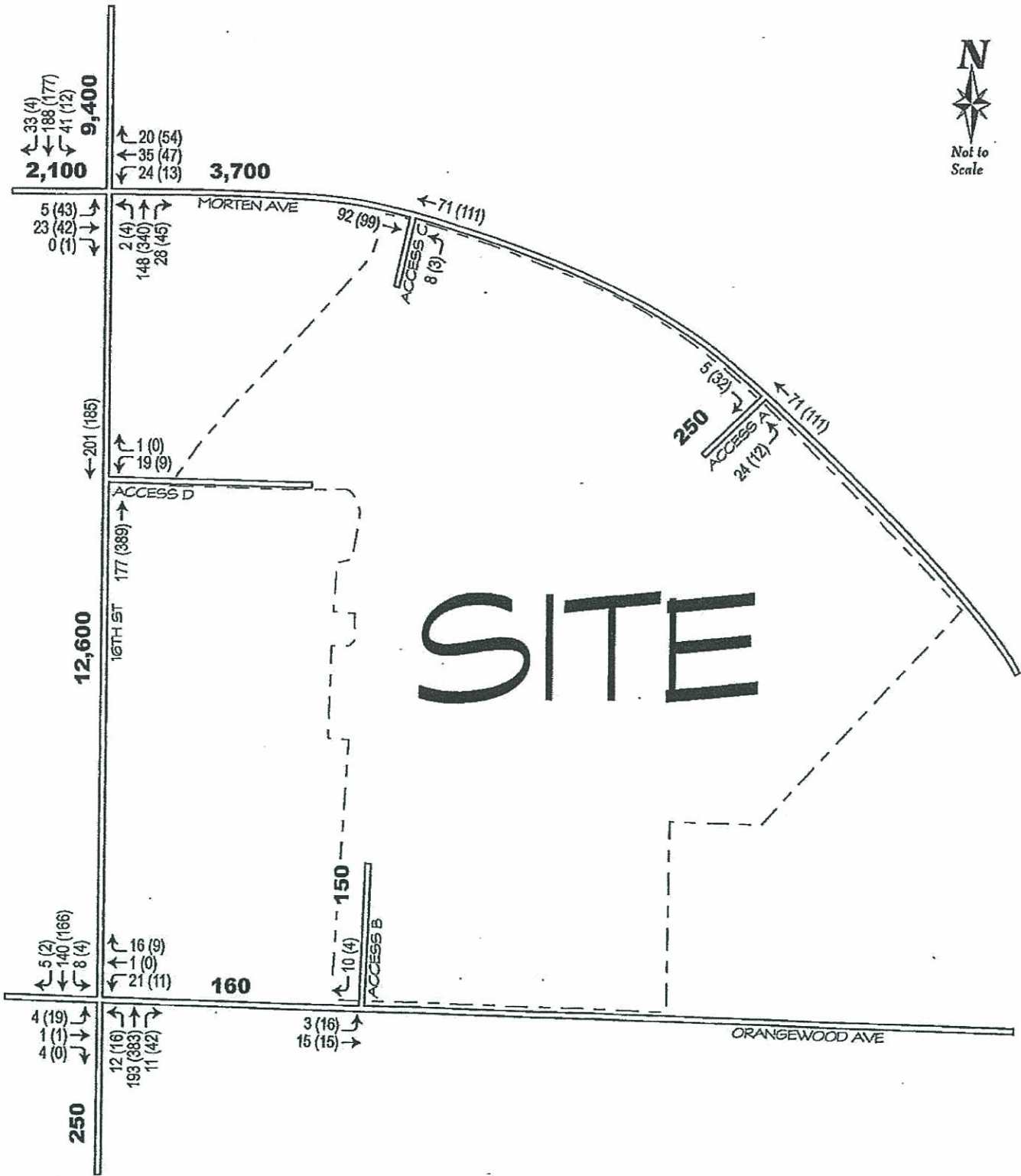
| Level of Service | Control Delay (sec./veh.) |
|------------------|---------------------------|
| A | ≤ 10.0 |
| B | > 10.0 and ≤ 20.0 |
| C | > 20.0 and ≤ 35.0 |
| D | > 35.0 and ≤ 55.0 |
| E | > 55.0 and ≤ 80.0 |
| F | > 80.0 |

Source: Exhibit 16-2, *Highway Capacity Manual 2000*, Transportation Research Board.

Table 4
Level of Service Criteria for
Unsignalized Intersections
16th Street and Morten Avenue TIS

| Level of Service | Control Delay (sec./veh.) |
|------------------|---------------------------|
| A | ≤ 10.0 |
| B | > 10.0 and ≤ 15.0 |
| C | > 15.0 and ≤ 25.0 |
| D | > 25.0 and ≤ 35.0 |
| E | > 35.0 and ≤ 50.0 |
| F | > 50.0 |

Source: Exhibit 17-2, *Highway Capacity Manual 2000*, Transportation Research Board.

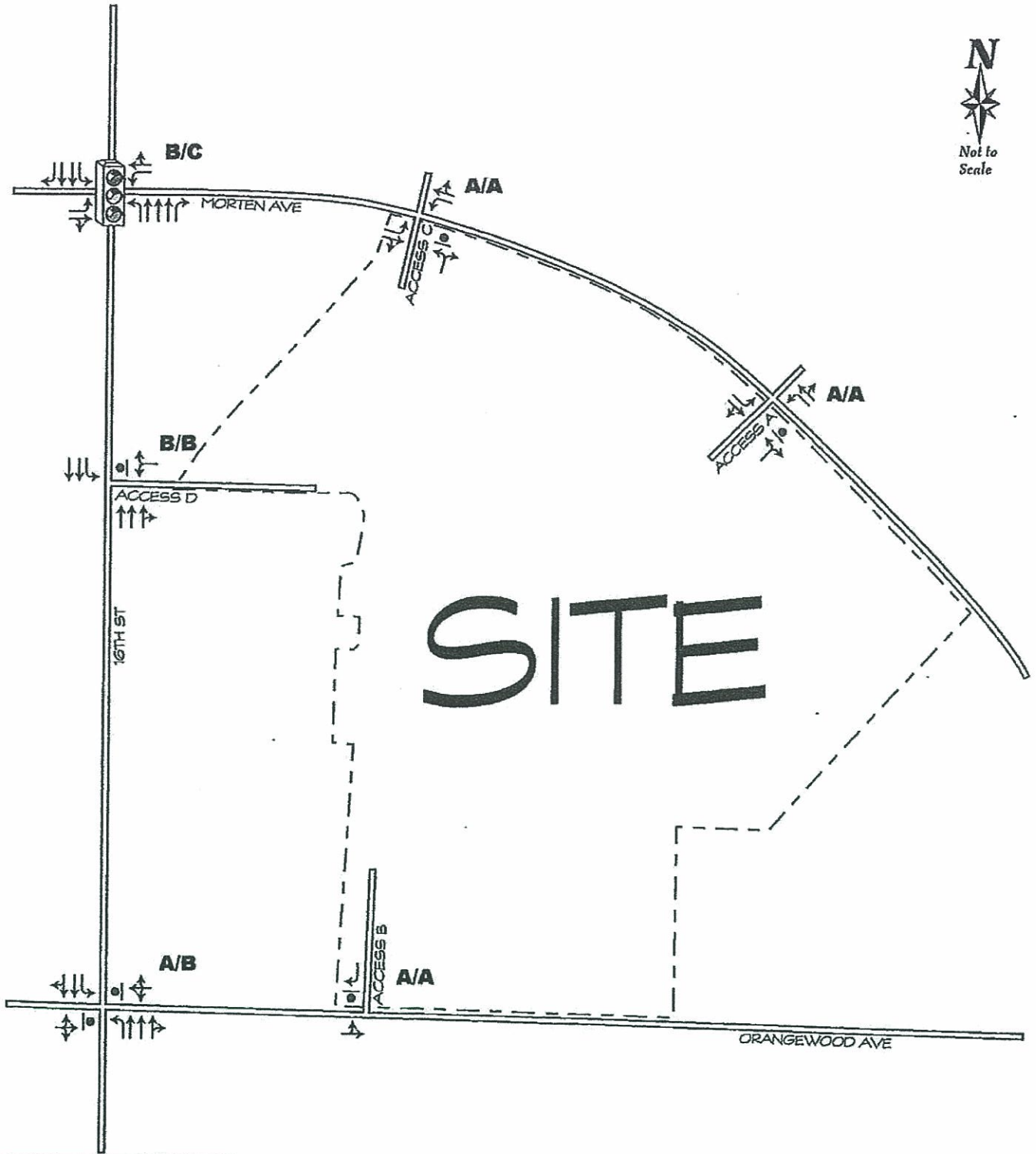


LEGEND:
 X(Y): AM (PM) Peak Hour Traffic
 Z : Average Daily Traffic (in bold font)

16th Street and Morten Avenue TIS



Total Traffic
 (Year 2007)



- LEGEND:**
- X/Y : AM/PM Level of Service (LOS)
 - | : Stop Control (LOS for the most difficult movement shown)
 - ◻ : Traffic Signal
 - ↕ : Turn Lanes

16th Street and Morten Avenue TIS



Level of Service and Recommendations
(Year 2007)

RECOMMENDATIONS

The site is a residential development consisting of townhouses that will generate an estimated 749 trip ends per day; with 60 total morning peak hour trips and 70 total evening peak hour trips. Recommendations are depicted on Figure 6 for Year 2007.

- The site accesses, Access A and Access B will operate well with an LOS A or better.
- No right turn lanes are recommended.
- As an infill project with low volumes, this project presents no unacceptable traffic problems.

Appendices available upon request.

EXHIBIT 16

Exhibit 16 – Proposed Retention Plan

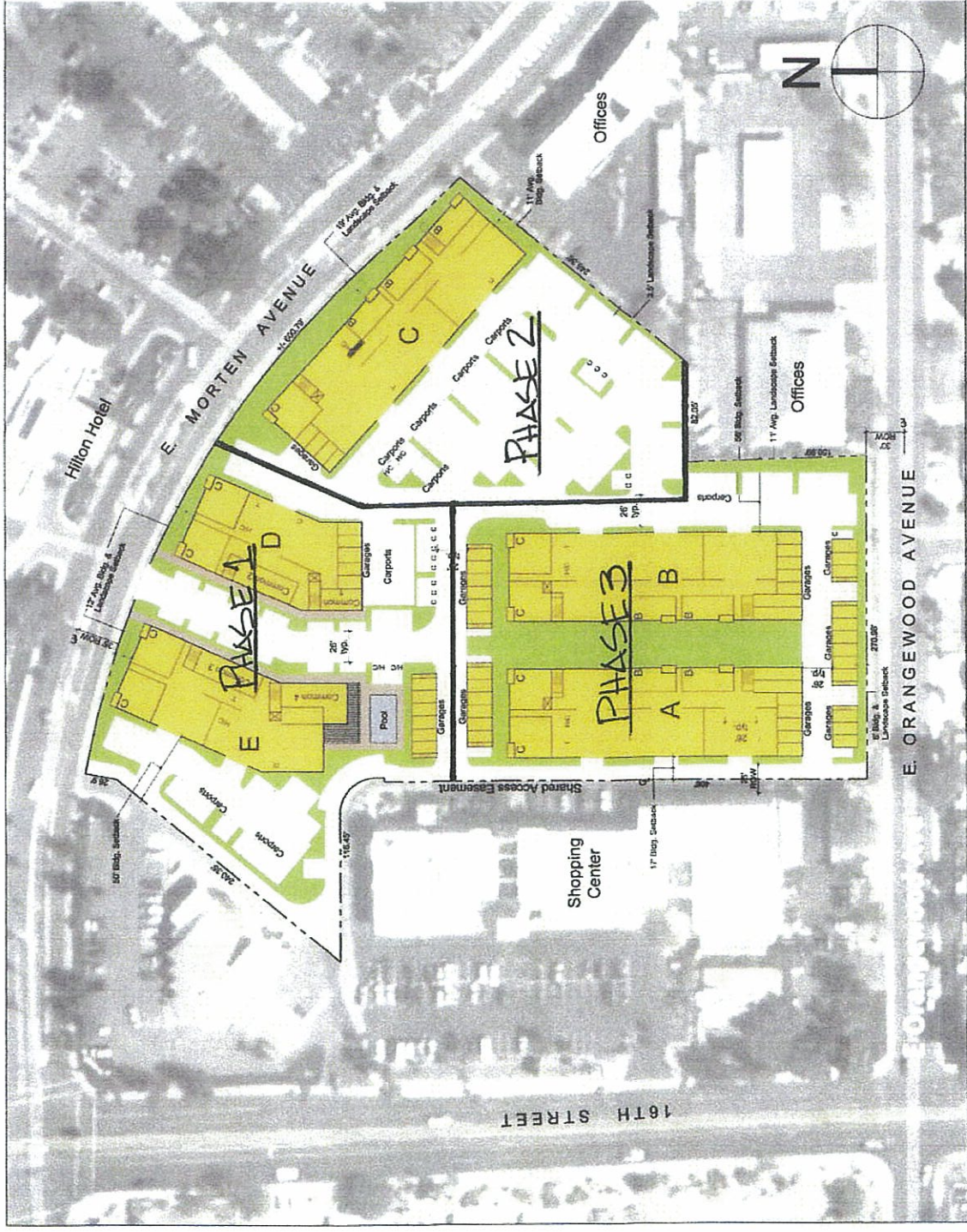
See attached.

1675 EAST MORTEN AVENUE

EXHIBIT 17

Exhibit 17 – Phasing Plan

See attached.



Gross Site Area: 5.4 Acres (236,493 SF)
 Zoning: COMMO (Commercial Office / Major Office Option)
 Existing: PUD
 Proposed: PUD
 Density: 40.7 Units per Acre
 Building Height: 55'-0" (4-Story Residential)
 Setbacks: See Site Plan

Units:

| | | |
|------------------|---|---------------|
| Unit A (Loft) | = | 560-650 GSF |
| Unit B (1-Bdrm.) | = | 780-920 GSF |
| Unit C (2-Bdrm.) | = | 950-1,100 GSF |

| Building | A | B | C | D | E | Carriage Total | |
|----------|----|----|----|----|----|----------------|-----|
| Unit A | 6 | 6 | 0 | 3 | | 21 (9%) | |
| Unit B | 26 | 26 | 27 | 9 | 15 | 103 (47%) | |
| Unit C | 20 | 20 | 19 | 15 | 12 | 86 (39%) | |
| Carriage | | | | | | 10 (5%) | |
| | 52 | 52 | 52 | 24 | 30 | 10 | |
| | | | | | | | 220 |

Parking: 367 Stalls (1.67 stalls/unit)
 220 Covered Stalls
 Parking Stall Dimensions:
 Standard: 8'-6" x 18" (79%)
 Compact: 8' x 16" (5%)
 Tandem: 9'-6" x 18" (14%)
 Handicap: 11' x 18" w/ 5' access aisle (2%)



PHASING PLAN
 EXHIBIT 17 SITE PLAN

H2O URBAN APARTMENTS

FRANK DEVELOPMENT GROUP
 E. Morten Avenue & E. Orangewood Avenue, Phoenix, Arizona

Shelter
 Architects

EXHIBIT 18

Exhibit 18 – Sign Plan

See attached.

1675 EAST MORTEN AVENUE

Signage Exhibit A - Signage Locations

- ① Primary ID Wall Mount Sign
- ② Secondary ID Freestanding Sign
- ③ Secondary ID Wall Mount Sign
- ④ Architectural Graphic Banner
- ⑤ Common Area Wall Mount ID



Legend:



Residential Units

Mezzanine at 4th Level



E. ORANGEWOOD AVENUE

Signage Exhibit 1 | Primary ID Sign

- Projecting Wall Mount Sign
- Illuminated Cabinet
- Reverse Cut Aluminum Faces
- 36SF Sign Area
- 44' - 48' Building Elevation (3 Stories)
- 12' From Bottom of Sign From Grade
- Colors and Branding TBD
- Finishes to match Architectural Details
- (See Signage Location on Signage Exhibit A)

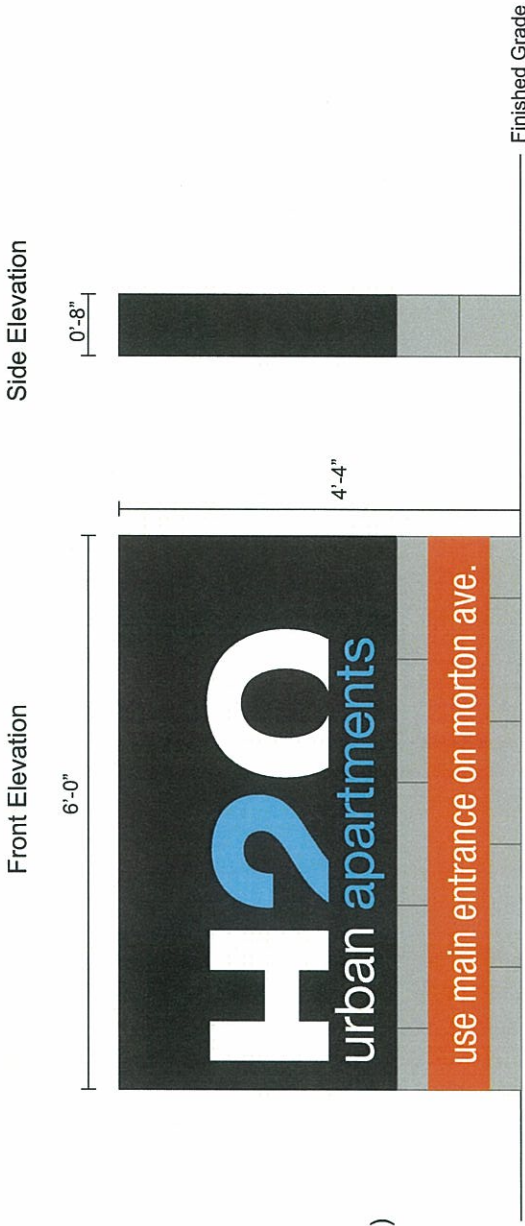
Scale: 1/2" = 1'



Signage Exhibit 2 | Secondary ID Sign

- Freestanding Secondary ID Sign
- Illuminated Cabinet
- Reverse Cut Aluminum Faces
- 18SF Cabinet Sign Area
- 8"x72" Alum. Directional Panel
- Masonry Base
- Colors and Branding TBD
- Finishes to match Architectural Details
- (See Signage Location on Signage Exhibit A)

Scale: 1/2" = 1'



Signage Exhibit 3 | Secondary ID Sign

- Wall Mount Secondary ID Sign
- Illuminated Cabinet + Pan Channel Letters
- 48 SF Sign Area
- 58' Building Elevation (4 Stories)
- Colors and Branding TBD
- Finishes to match Architectural Details
- (See Signage Location on Signage Exhibit A)

Front Elevation

24'-0"

Scale: 3/8" = 1'



48' To Grade from Bottom of Letters



24'-0"

2'-0" [H2O urban apartments] 2'-0"

48' To Grade from Bottom of Letters

The building shown above is a representation of a 4-story apartment building for the purpose of illustrating building signage only. Drawing is not to exact scale.

Signage Exhibit 4 | Architectural Graphic Banner

- Wall Mount Graphic Banner
- Ridged Banner Frame
- Heavy Weight Exterior Canvas With UV Digital Print
- 144SF Area
- 44' - 48' Building Elevation (3 Stories)
- 12' From Bottom of Sign From Grade
- Graphics, Colors and Branding TBD
- Frame Finishes to match Architectural Details
- Three (3) Locations Proposed
- (See Signage Location on Signage Exhibit A)

Scale: 1/4" = 1'



Signage Exhibit 5 | Common Area Amenity ID Sign

Common Area Amenity ID Sign

Non-illuminated Sign Face

6 - 10 SF Typical Sign Area

Installed Above Amenity Area

Colors and Branding TBD

Signage Not Visible from Street

Signage to Identify but not limited to:

- a. Fitness Center
 - b. Laundry
 - c. Mail Center
 - d. Clubhouse | Leasing Center
- Finishes to match Architectural Details
(See Signage Location on Signage Exhibit A)

Scale: 1" = 1'

Typical Sign Type - 5c

