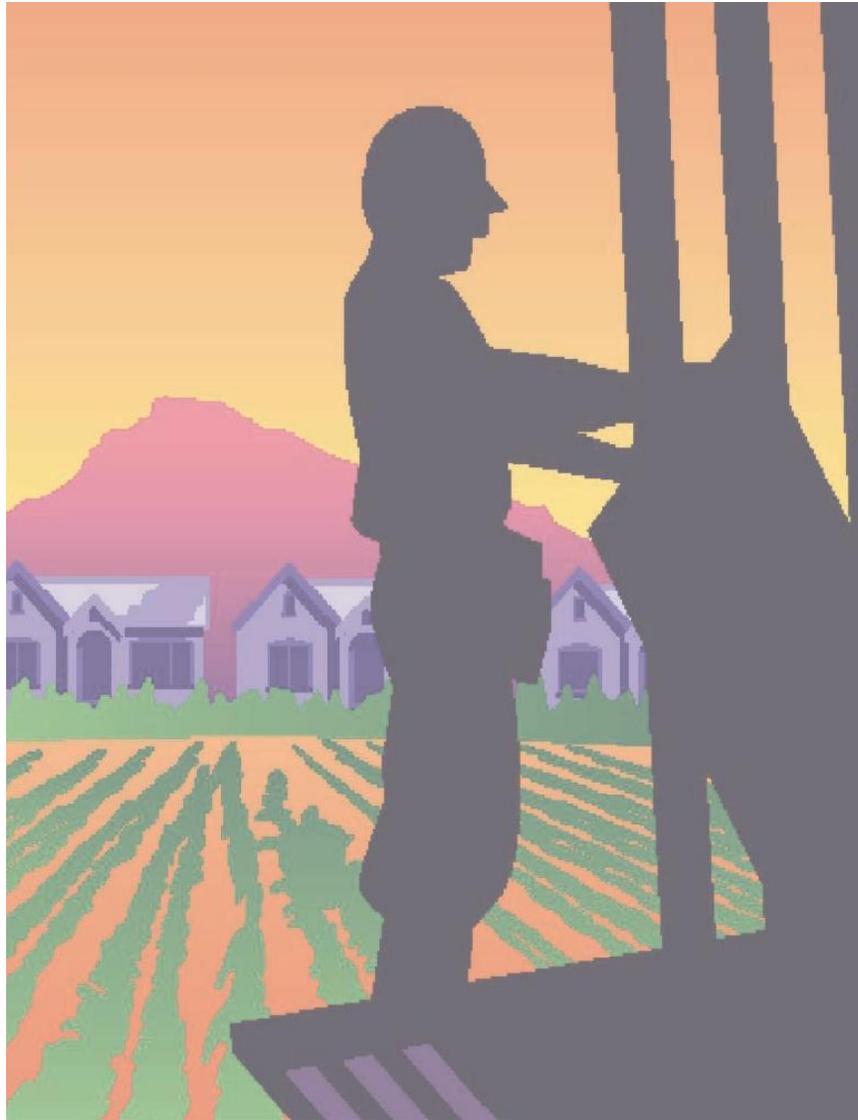


# Planned Unit Development

SWC State Route 202 & Lower Buckeye Road



Submitted: February 23, 2026

**CITY OF PHOENIX**

FEB 23 2026

Planning & Development  
Department

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## EXHIBITS

- Exhibit A—Legal Description
- Exhibit B—Aerial Map
- Exhibit C—Existing Zoning Map
- Exhibit D—Proposed Zoning Map
- Exhibit E—Conceptual Land Use Plan
- Exhibit F—Landscape Palette
- Exhibit G—Street Circulation Map
- Exhibit H—Comparative Land Use Table

## PREFACE

In 2014, the City Council rezoned the majority of the subject property to CP/GCP (Commerce Park / General Commerce Park), with a portion of the site paralleling SR-202 zoned A-1 (Light Industrial) pursuant to Z-62-13-7 (Ordinance No. G-5930). A small area at the northwest corner of the overall property along Lower Buckeye Road is zoned C-2 (Intermediate Commercial) and was not included in Z-62-13-7.

The property was acquired by Vintage Partners from the Arizona Department of Transportation. At the time of acquisition, the site contained existing transmission lines and an adjacent electrical substation. Based on these site conditions and prevailing City Staff interpretations of the applicable zoning districts, the property was well-suited for data center development.

In 2025, the City Council approved a Text Amendment intended to clarify the zoning districts in which data centers are permitted. The subject property—zoned CP/GCP, A-1, and C-2—had historically been interpreted by City staff as allowing data center use within these districts. In reliance on these interpretations, Vintage Partners made significant investments toward development of the property as a data center.

Subsequently, Vintage Partners was approached by City Council and City Staff and requested to evaluate alternative uses for the site. While Vintage Partners carefully considered this request and the substantial financial impacts associated with a change in development direction, Vintage Partners agreed—following coordination with City Council and City staff—to pursue a different development concept.

Accordingly, Vintage Partners is now proposing a high-quality mixed-use development that includes neighborhood-serving commercial, retail, restaurant, and service uses, together with residential components. The proposed Planned Unit Development (PUD) zoning reflects Vintage Partners'

longstanding practice of working collaboratively with City Staff, elected officials, and surrounding neighborhoods to deliver projects that are compatible with surrounding land uses, consistent with applicable policy objectives, and responsive to stakeholder input.

## **REGULATORY STATEMENT**

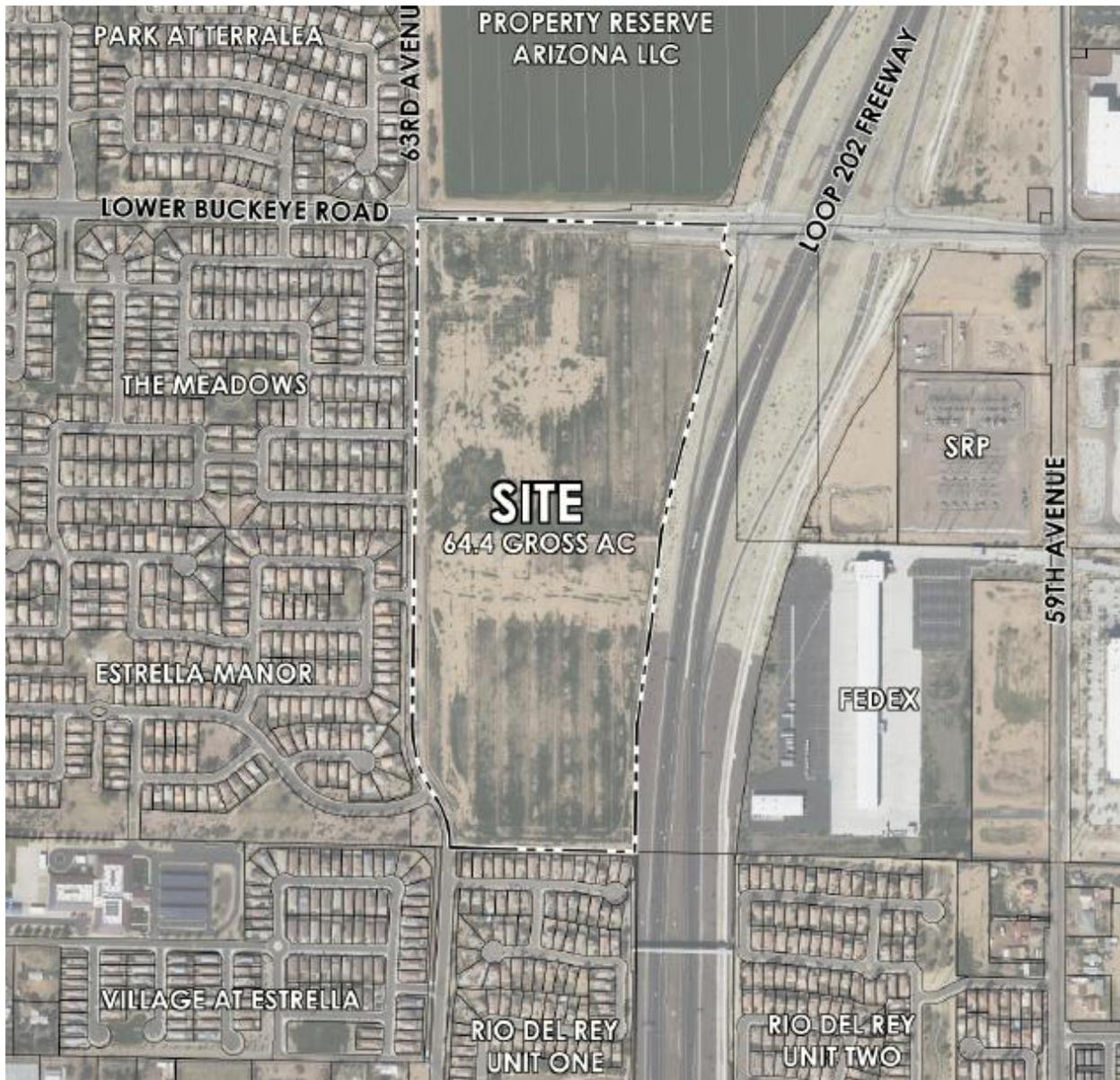
The Planned Unit Development (“PUD”) zoning district is authorized by Chapter 6, Section 671 of the Zoning Ordinance of the City of Phoenix (“Ordinance”). A PUD is intended to be a stand-alone document that sets forth the regulatory framework, including permitted uses, development standards and design guidelines, for a particular project (“PUD Regulations”).

The PUD may only modify provisions within the Ordinance and does not modify other City of Phoenix codes, regulations, or requirements. A PUD may include substantial background information and narrative discussion, including purpose and intent statements, which are intended to illustrate the overall character and vision for the development. Such statements are not regulatory and are not requirements to be enforced by the City of Phoenix.

The PUD Regulations apply to all property within the PUD project boundary. The PUD Regulations supersede and replace all applicable Ordinance requirements. If there is a conflict between the PUD Regulations and the Ordinance, the terms of this PUD shall apply. If a provision is not addressed by the PUD, then the Ordinance controls.

# I. INTRODUCTION

VP LB & 202 LLC d/b/a Vintage Partners (“Vintage”) is the owner and developer of a planned high-quality, horizontal mixed-use development on the approximate 63 acres of property located at the southwest corner of Ed Pastor Loop 202 Freeway (“SR 202”) and Lower Buckeye Road (“Property”). See Legal Description at [Exhibit A](#) and below [Aerial Map](#) and [Exhibit B—Aerial Map](#).



Aerial Map

Vintage, the property owner, applicant, & developer, is a real estate development and investment firm that has been developing forward thinking and award-winning projects throughout the State for more than 30 years. Notable Vintage Partners projects include the redevelopment and restoration of Uptown Plaza in midtown Phoenix and the adaptive re-use of two historically important Mid Century office buildings into Rise Hotel. In addition, Vintage Partners has developed a number of award-winning affordable residential projects all over the State of Arizona.

## **II. PURPOSE & INTENT**

In 2014, the City Council rezoned the majority of the Property to CP/GCP (Commerce Park/General Commerce Park), with a portion paralleling SR 202 being zoned A-1 (Light Industrial) in Z-62-13-7 (Ordinance No. G-5930). In addition, there is a small portion of the Property located at the northwest corner of the Overall Property along Lower Buckeye Road zoned C-2 (Intermediate Commercial) (not a part of Z-62-13-7). See Exhibit C—Existing Zoning Map.

Vintage is proposing to rezone the Property to Planned Unit Development (“PUD” or “Application”) to allow for neighborhood serving commercial, retail, restaurant, and service uses on the approximate 22 acres along Lower Buckeye Road, with the remainder being developed with approximately 1,000 residential dwelling units on the balance of the Property. See Exhibit D—Proposed Zoning Map.

Unlike the existing zoning, this Application has been uniquely prepared in response to the planned growth along SR 202 and to further the goals and objectives of the General Plan, Estrella Village, and Estrella Village Core Plan, collectively, to encourage development that is pedestrian-oriented, walkable, sustainable, and an asset to the surrounding community. The Property is a remnant parcel that the Arizona Department of Transportation acquired as part of the SR 202 extension. Since being rezoned in 2014 and

the subsequent construction of SR 202, the Property has remained vacant and undeveloped. This Application represents an opportunity to contribute to the purpose and intent envisioned in the Estrella Village Core with uses and design principles that align with the Village Core Plan.

### III. EXISTING CONDITIONS

The Property is comprised of approximately 63 acres and is vacant, undeveloped. The Property is immediately bounded to the north by Lower Buckeye Road, to the east by SR 202, to the west by 63<sup>rd</sup> Avenue, to the south single-family residences zoned R1-6 PRD (Single-Family Residential, Planned Residential Development), and to the south by single-family residences zoned R1-10 (Single-Family Residential).

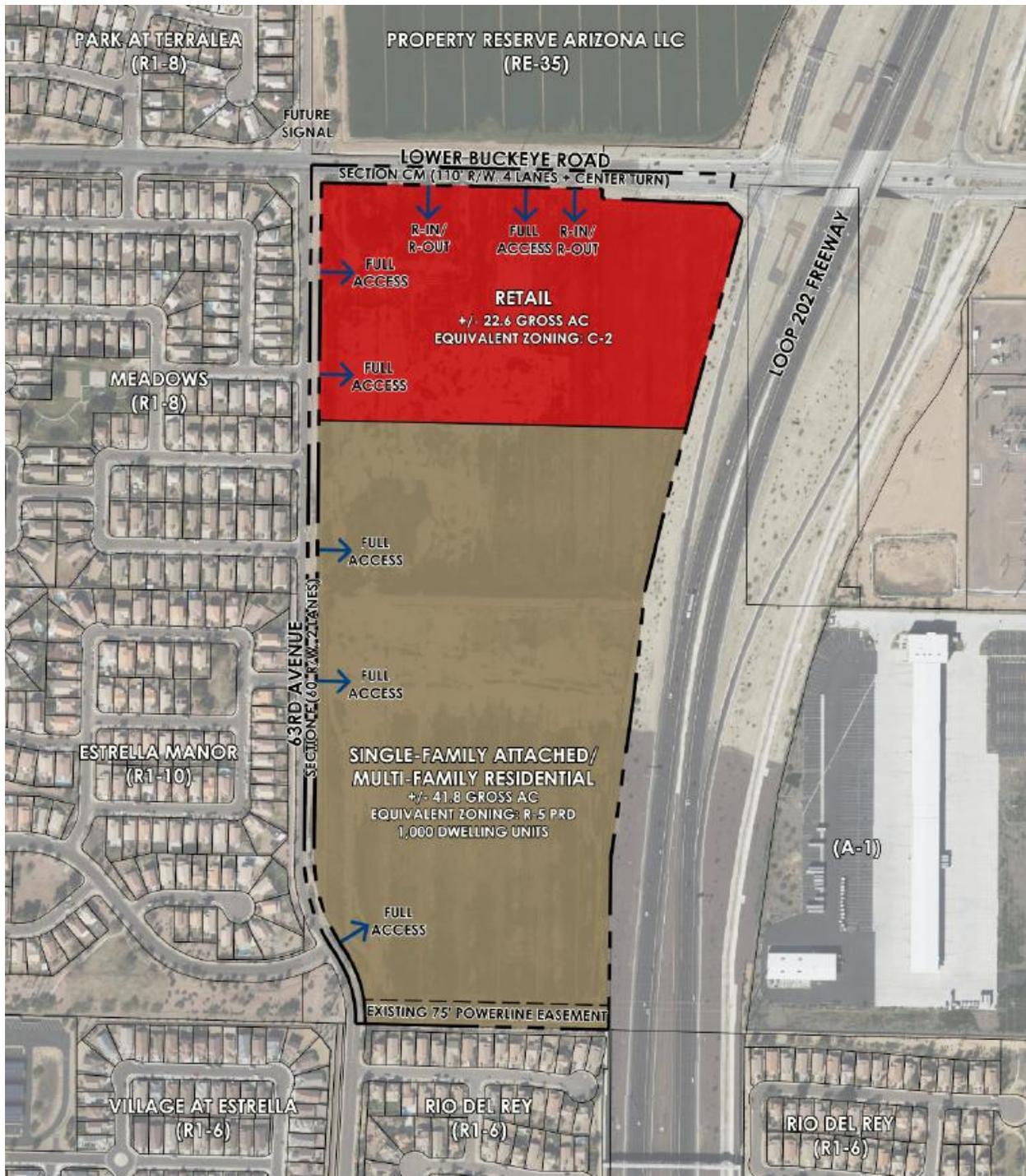
<b>EXISTING SURROUNDING USE TABLE</b>			
<b>Location</b>	<b>General Plan</b>	<b>Zoning</b>	<b>Land Use</b>
<b>Property</b>	Industrial	CP/GCP, A-1, C-2	Vacant, undeveloped
<b>North</b>	Mixed-Use	RE-35	Vacant, undeveloped
<b>East</b>	SR 202		
<b>South</b>	Residential 5 – 10 du/ac	R1-6 PRD	Single-family residential
<b>West</b>	Residential 2 – 3.5 du/ac and 3.5 – 5 du/ac	R1-8 PRD, R1-10	Single family residential

## **IV. GENERAL PLAN**

The City's General Plan designates the Property as Industrial land use. This Application is being processed concurrently with a Minor General Plan Amendment to change the land use to Mixed-Use—consistent with land uses and development envisioned within the Estrella Village Core.

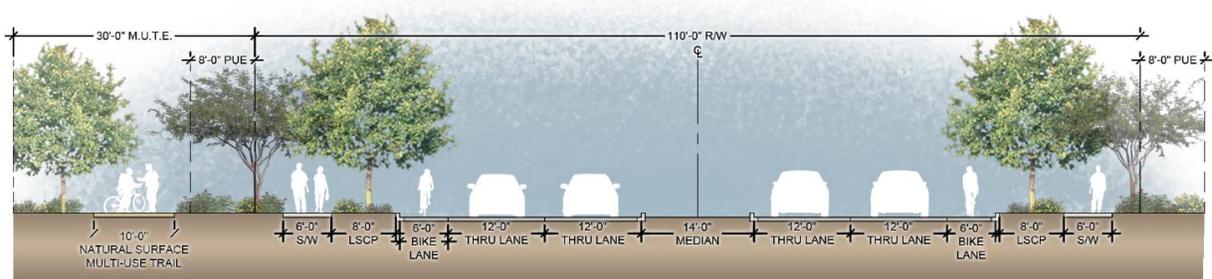
## **V. DEVELOPMENT PLAN**

Vintage is proposing development of a high-quality, mixed-use development comprised of neighborhood serving commercial, retail, restaurant, and service uses on the approximate 22 acres along Lower Buckeye Road ("Commercial Development Parcel"), with the remainder being developed with approximately 1,000 residential dwelling units on the balance of the Property ("Residential Development Parcel"). This PUD includes development standards and design guidelines for the property that are intended to ensure adequate land use transitions and buffering where proximate to existing residences to the south and west. See Conceptual Land Use Plan below and Exhibit E—Conceptual Land Use Plan.

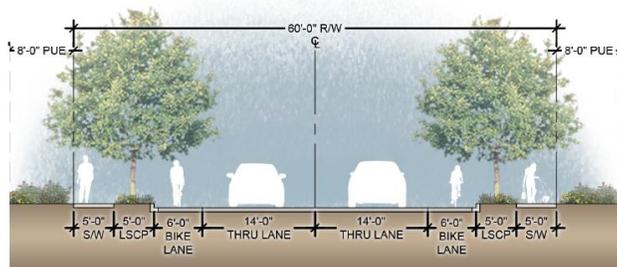


Conceptual Land Use Plan

Vintage is planning signalized, full-movement vehicular access at the intersection of 63<sup>rd</sup> Avenue & Lower Buckeye Road, with an additional point of full-movement vehicular access along Lower Buckeye Road at the approximate midpoint between SR 202 and 63<sup>rd</sup> Avenue. In addition, two right-in/right-out driveways are planned along Lower Buckeye Road to further contribute to making the commercial component viable and accessible. Additional points of vehicular access are planned along 63<sup>rd</sup> Avenue. The 63<sup>rd</sup> Avenue and Lower Buckeye Road streetscapes will be enhanced to include landscaping, shading, sidewalk, and appropriately scaled lighting. See below Conceptual Street Sections.



1 Modified Arterial "CM" - Lower Buckeye Road  
SCALE: NTS



2 Modified Minor Residential Collector "F" - 63rd Avenue  
SCALE: NTS

Conceptual Street Sections

## **VI. USES**

Vintage is proposing a mixed-use development that will provide services and housing for residents of the Estrella Village. The site is divided into two distinct use areas, commercial and residential, that will combine to establish a cohesive community.

A developer or any property owner within the defined limits of this PUD may request an interpretation of a use analogous to those listed in this section from the City Zoning Administrator. The City Zoning Administrator may administratively approve a use analogous to those listed in this section subject to standard and customary City of Phoenix procedures.

### **Commercial Development Parcel—Uses**

Unless specifically stated below, uses shall conform with the C-2 (Section 623) zoning district permitted uses, prohibited uses, and permitted uses with performance standards.

- A. All permitted uses within the Commercial Intermediate District (C-2) per Section 623 of the Ordinance, unless otherwise explicitly prohibited below.
- B. All temporary uses permitted within the C-2 zoning district shall be permitted as temporary use, in accordance with Zoning Ordinance Section 708.
- C. All Special Permit Uses permitted within the C-2 zoning district shall be permitted, in accordance with Section 647.
- D. All accessory uses permitted within the C-2 district shall be permitted as accessory uses in Development Venture 1 in accordance with Section 623 of the Phoenix Zoning Ordinance.

**Prohibited Uses:**

- A. Adult-oriented uses
- B. Marijuana related uses
- C. Guns, retail sales and/or repairs
- D. Tobacco-oriented retailers (as a primary use)
- E. Tattoo shops

**Permitted Uses with Performance Standards:**

- A. Restaurants, Bars and Cocktail Lounges, subject to the following conditions or limitations:

- (1) Patron dancing shall be permitted.
- (2) Outdoor recreation uses, outdoor dining, and outdoor alcoholic beverage consumption shall be permitted as accessory uses.
- (3) Drive-through facilities as an accessory use to a restaurant, subject to the following conditions:
  - i. The queuing lane for the drive-through facility shall be more than 75 feet from a residential zoning district.

**B. Gas Stations, subject to the following conditions or limitations:**

- i. Fueling Area (measured from the nearest pump) shall be located 100 feet of a residential zoning district; otherwise, Fueling Area is permitted by right.

- ii. Natural Gas sales require a Use Permit within 100 feet of a residential zoning district; otherwise, Natural Gas sales are permitted by-right as an accessory use to a Gas Station/Convenience Market.

**Residential Development Parcel—Uses**

Uses shall conform with the R-5 (Section 618) zoning district.

**VII. DEVELOPMENT STANDARDS**

**Commercial Development Parcel—Development Standards**

Unless specifically stated below, development standards shall conform with the C-2 (Section 623) zoning district:

- A. Lower Buckeye Road landscape setback: Min. 30 feet

**Residential Development Parcel—Development Standards**

Unless specifically stated below, development standards shall conform with the R-5 (Section 618) zoning district with Planned Residential Development (PRD) Option:

- A. Individual Lot Setbacks (Minimum): Front 8 feet if adjacent to 63<sup>rd</sup> Avenue. 10 feet in all other locations.
- B. Minimum development perimeter building setbacks
  - a. Perimeter Street: 8 feet if unit fronts to perimeter street, 20 feet if unit sides or backs to perimeter street.
  - b. Other Property Line: 15 feet.

### C. Minimum Development Perimeter Street Landscape Setback

- a. Adjacent to perimeter street when units front to street: 8 feet
- b. Adjacent to perimeter street where unit backs or sides to street: 20 feet

## VIII. DESIGN GUIDELINES

The Design Guidelines are general in nature and are intended to guide, rather than dictate development outcomes. They establish a framework that promotes high-quality, cohesive development while allowing for diversity in both the natural and built environments. The development plan promotes flexibility in land uses and site design, balanced by consistent design standards that direct the development of individual parcels within the site. These guidelines serve as a critical tool to maintain compatibility between uses as the project develops. A key objective is to advance the goals of the City, while creating a distinct character that responds to the Property's unique context and sets it apart from surrounding areas.

All development shall comply with the applicable City Zoning Ordinance design guidelines for sustainability, architectural design, site planning, and landscape design as outlined in Section 507 Tab A, in addition to adhering to the following:

### **Commercial Development Character**

The Commercial Development is designed to accommodate a variety of neighborhood serving commercial, retail, restaurant, and service uses. These buildings will feature high-quality materials, refined finishes, and thoughtful architectural details that enhance their visual appeal and integrate with the overall design of the commercial area.

The architecture will prioritize both functionality and design, balancing the practical needs of commercial tenants with pedestrian-oriented features. Inviting entrances and well-proportioned facades will foster an active and engaging environment.

Flexibility in design will allow for a range of business types from smaller storefronts to mid-scale tenants, ensuring that commercial spaces meet the needs of residents, visitors, and the surrounding community.

### **Residential Development Character**

Multi-family residential buildings will be designed with a focus on comfort, style, and community living. These structures will incorporate a range of architectural features, including balconies, courtyards, and shared amenities, to foster a sense of belonging and enhance the overall quality of life for residents and greater community.

Building architecture within the community plays a crucial role in shaping the identity of the community, creating a cohesive visual appeal, and fostering a sense of place. Architecture will emphasize function, durability, and visual appeal, with a strong orientation toward creating vibrant, pedestrian-friendly streetscapes and public spaces.

Building designs will focus on simple, functional forms that relate directly to internal uses. Multi-family residences that orient to perimeter roadways and entry drives shall be designed with a strong street presence, and may include porches, balconies, and entries that foster social interaction. Shade elements will be incorporated to protect residents from the desert sun while contributing to a sustainable, pedestrian-friendly environment.

Materials, colors, and landscape will reflect the desert southwest aesthetic, promoting long-lasting designs that remain relevant over time. Durable materials will be used to ensure the architectural quality and endurance of each structure within the community.

Architectural designs will incorporate traditional and contemporary elements to create visually appealing streetscapes where applicable. Features such as well-designed front entries, porches and patios will enhance the streetscape. Minimal setbacks will be used to promote a compact, walkable environment, and landscape will play an essential role in creating an attractive, cohesive aesthetic within the community.

### **ESTRELLA VILLAGE CORE PLAN DESIGN GUIDELINES**

The Estrella Village Core Plan (“Core Plan”) is a non-regulatory document intended to guide development within the Core Plan by encouraging a pedestrian-oriented, walkable environment located near the heart of the Estrella Village. The following provisions include design guidelines for the Property that align with adopted guidelines and intent from and of the Core Plan.

#### ***Building***

##### **1.2.1 Small Building Guidelines (Less than 10,000 square feet)**

- i. Small buildings should be dispersed throughout the site connected by pedestrian sidewalks.

##### **1.2.3 Large Building Guidelines (Greater than 50,000 square feet)**

- i. Large buildings should be located interior to the smaller and medium sized buildings. Shaded pedestrian connectivity should be provided to small and medium buildings from large buildings.

**1.3.3 Medium buildings should be placed along public streets to buffer the pedestrian environment.**

1.3.4 The large buildings should be placed internal to the small and medium buildings and should be oriented perpendicular to a private street/drive in order to reduce the walking distance for the pedestrian.

1.3.5 Large buildings should be dispersed throughout the site.

### ***Parking Lots, Loading and Service***

#### 1.5.1 Parking Lots

- i. Parking for large buildings parking should be located in the front of the building.
- ii. Parking for all buildings should be encouraged to be shared such that the rear parking lot for the small and medium buildings is the same as the front parking lot for the large buildings.
- iii. Parking should be dispersed throughout the site to minimize the walking distance.
- iv. Encourage landscaping and large canopy trees to minimize expansive heat gain from paving areas of surface lots.

#### 1.5.2 Loading and Service

- i. Locate service, loading, and storage areas away from public streets and adjacent sensitive uses.
- ii. Avoid locating noise and odor-generating functions in areas that may create a nuisance for adjacent properties.
- iii. Provide access to service and loading areas from the rear of the lot or from an alley, where present.

- iv. Ventilation, heating, air conditioning equipment, should be screened from public view. Screening should be compatible with the overall building design and use materials of similar appearance and quality of finish.

### 1.5.3 Along Lower Buckeye Road

- i. Drive-throughs should be limited to Lower Buckeye Road and should not interfere with pedestrian access throughout the site.

## ***Building Orientation***

3.2 Loading and unloading zones should be located adjacent to the parking lot, away from the pedestrian environment.

3.3 All Buildings should be orientated such that pedestrian connectivity throughout the site is provided along a common streetscape or pedestrian walkway.

## ***Building Massing***

5.1 Massing should be simple, place strong visual emphasis on the street, and be in scale with the width of the street. Buildings on corner lots should incorporate architectural elements that emphasize the corner (curved or angled facade, a corner entrance, etc.). Building volumes should maintain a compatible scale with their surroundings. Multi-lot and entire-block projects should feature varied and articulated facades and individual openings to stores and offices.

5.2 All buildings should incorporate architectural elements that emphasize horizontal planes and building offsets that are designed to minimize mass and volume of the structure.

5.3 Buildings should have well-marked, articulated building entrances that are oriented directly towards streets and public open spaces.

5.7 Building heating, ventilation, cooling and other associated uses should be screened from public view. Screening should be compatible with the overall building design and use building materials of similar look and quality of finish.

### ***Circulation***

6.5 In order to promote a pedestrian streetscape, internal streets/drives should be provided within sites to break up the size of blocks.

6.6 Vehicular circulation should be provided internal to the site to minimize the impact of development on the adjacent single-family homes west of 63rd Avenue.

6.7 Where pedestrian paths, or trails cross a street or parking lot alternative paving materials should be used to define the pedestrian crossing and visually create a strong contrast with the vehicular paving material.

### **Shade**

7.1 A minimum 50% shade (Calculations shall be made at noon on the summer solstice) should be provided for all open space areas, plazas, pedestrian walkways and sidewalks.

7.3 Shade structures should encourage diffused light that provides for a mixture of sunlight and shade.

7.4 Shade can be accomplished with galleries, arcades, or structural shade such as awnings or louvers.

### **Sustainability**

8.1 Solar panels should be encouraged throughout the site atop buildings, covered parking spaces, and light poles.

8.2 Natural lighting should be encouraged through the use of windows, skylights, and plazas throughout the building.

8.3 South facing windows should be shaded or screened with other materials to reduce the heat gain to the building.

8.4 Windows should be designed to reduce the exposure to the summer sun.

8.5 Pervious pavement should be encouraged for sidewalks, pedestrian plazas and parking lots to promote natural water drainage and filtration.

8.6 Roofs should be coated with light colored coating.

### ***Parking***

9.5 As development occurs provided parking spaces should not exceed 110% of the required parking spaces.

### ***Lighting***

10.1 On site lighting should be accomplished with low level, uniform lighting fixtures dispersed throughout the site.

10.2 Lighting should be integrated into the overall building design in a manner that complements the architectural style of the building.

10.4 Low level lighting should be provided to appropriately accent and articulate the building design.

10.5 Pedestrian paths should be lit with warm pedestrian scale lighting.

## ***Signs***

11.1.1 Signage should complement and enhance the building design and be consistent with the architectural theme.

11.1.2 Exposed neon tubed signs should be prohibited.

11.1.4 Way-finding should be provided throughout the site, specifically along pedestrian walkways.

## ***Open Space and Trails***

12.1 Public Spaces and Pedestrian Plazas—Open spaces should function as outdoor rooms. They should be defined by buildings and landscape, be proportioned to their surroundings, be amenable to outdoor occupation, use, and activity, and should create pleasant microclimates. The provision of focal points (especially water features) or opportunities for civic art should be encouraged.

12.2 Trails and walkways should connect to other pedestrian walkways of pedestrian destinations and should link open space and buildings together.

12.3 At a minimum open space should provide the following amenities:

12.3.1 Benches

12.3.2 Drinking Fountains

12.3.3 Way-finding

12.3.4 Dusk to dawn lighting

12.4 If open space is used as retention basins for residential development they should be visible and include shaded benches, paths and lighting.

### ***Commercial***

13.1 A mixture of uses should be encouraged to complement the primary use whenever possible.

13.2 All buildings should be pedestrian oriented with connectivity for the pedestrian to adjacent properties.

### ***Multi-Family Residential***

15.3 A percentage of solid waste trash bins should be replaced with recycling bins to encourage recycling and reduce solid waste demands.

### ***Single-Family Residential***

14.4 The front yard setback should vary such that no more than two adjacent units shall share the same setback. Such variation shall not be greater than 5 feet.

14.5 The building façade should be continuous and not exceed 10 units along the street frontage to allow pedestrian connectivity between units.

14.6 Buildings should exhibit a variety of materials, elevations, elements and colors.

### ***Sustainability***

1. Minimum 50% shading of all publicly accessible sidewalks and walkways by means of vegetation at maturity and/or shade structures.

2. Minimum 75% shading of all publicly accessible sidewalks and trails along Lower Buckeye Road by means of vegetation at maturity and/or shade structures.
3. Minimum 50% shading of all open space areas by means of vegetation at maturity and/or shade structures.

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## **ARCHITECTURAL DESIGN STANDARDS**

### **Commercial Development Parcel Architectural Standards**

#### ***Architectural Detail on All Sides***

1. Architectural detailing on facades may vary depending on visibility and orientation however, all facades shall include an appropriate level of design detail or them.
2. Architectural details shall be integrated into the form and massing of the building and shall avoid details that appear artificial or incongruous to the design.
3. Light and shadow are used to provide visual interest.
4. Façade detailing is appropriate to solar orientation.

#### ***Building Entrances***

1. Building entrances to anchor tenants and other large stores shall be prominent, shaded, and inviting.

2. The architectural details of building entrances shall be integrated with the overall building design in terms of materials, scale, proportion, and design elements.
3. Architectural and site detailing at entrances shall be appropriately scale for people.
4. Visual cues shall be provided in the landscape to show people the location of the entrance.

### ***Building Materials and Color***

1. Buildings will feature high quality, durable materials that ensure architectural cohesiveness, climate appropriate, and long-term performance. While buildings may vary in design to reflect distinct architectural styles, the overall material palette should create a visually harmonious built environment.
2. Building materials should be appropriate for the architectural style and arid climate, ensuring both aesthetic appeal and structural integrity. A variety of materials and colors are encouraged to enhance visual interest while maintaining a consistent architectural language across the development.
3. Material considerations include:
  - a. Glazing
  - b. Architectural steel and metal accents
  - c. Pre-cast and masonry materials
  - d. Natural stone and composite materials
  - e. Energy efficient materials

- f. Textured and patterned surfaces
4. The color palette should draw inspiration from earth tones, desert hues, and natural materials, reinforcing a cohesive visual identity. Bright or high-contrast colors should be used sparingly as accents to highlight architectural features and wayfinding elements.

### ***Architectural Treatment of Buildings***

1. The architectural design of buildings within Commercial Development Parcel should enhance the overall identity and spatial composition of the project. The following principles are suggested to achieve a cohesive and visually engaging development:
- a. Buildings must be designed with a clear architectural relationship to one another, utilizing high-quality materials and design elements that ensure cohesion, while still allowing for visual diversity and interest.
  - b. Formulaic "stand-alone" brand buildings that do not integrate into the overall development context are strongly encouraged to utilize design and material themes that are complementary to other buildings.
  - c. All buildings must feature four-sided architecture, with attention to all publicly visible elevations such as primary roadway frontages, pedestrian pathways, and public spaces.
    - i. Areas not visible from public view, such as service areas, loading docks, and elevations behind screen walls, do not require the same level of articulation but should maintain a consistent material palette and quality.

- ii. Pedestrian-facing areas should incorporate fenestration, material variations, and design articulation to enhance visual interest and engagement.
- d. The scale of buildings must be pedestrian-friendly, with careful attention to creating inviting public spaces that encourage pedestrian activity.
- e. Building entrances should be strategically located in relation to the pedestrian pathway system, ensuring easy access and visibility.
- f. Architectural features such as awnings, canopies, recesses, and arcades should be used to provide shade and shelter, adding both functionality and visual interest to building façades.
- g. Retail buildings should feature transparent storefronts or display windows to increase visual engagement with pedestrians.
- h. Small-scale retail shops are encouraged along the front or sides of larger retail buildings, adding diversity and fostering a pedestrian-friendly environment.
- i. Building elevations should incorporate depth and variation, using design elements such as offsets, recesses, and projections to create a dynamic and engaging architectural composition.

## **Residential Architecture Standards**

### ***Façade Articulation***

1. All street-facing facades must include at least one (1) horizontal or vertical projection or recess of at least three (3) feet in depth, or two (2) projections or recesses of at least two and a half (2 ½) feet in depth for every fifty (50) feet of horizontal wall.

- a. If located on a building with two (2) or more stories, the articulated elements must be greater than one (1) story in height. These elements may be grouped rather than evenly spaced in fifty (50) foot modules, provided that the total amount of articulation meets or exceeds the required amount if no grouping occurred.
- b. Building entrances, front porches, and projections into required setbacks, such as stoops, bays, overhangs, and trellises may count toward this requirement.

### ***Façade Detailing and Materials***

1. All visible building facades must include detailing such as window trim, window recesses, cornices, changes in materials, or other design elements to create an integrated composition.
  - a. Each side of a building visible from a public right-of-way, parking lot, or common open space must be designed with a complementary level of detailing and quality of materials.

## **GENERAL SITE DESIGN**

### ***Pedestrian Access***

1. Pedestrian access within parking areas is essential to create a safe, convenient, and comfortable network of walkways for users and residents.
2. These standards apply to multi-family residential development with fifty (50) or more units, commercial development that is at least eighty (80) feet deep and/ or include fifty (50) or more parking spaces.

- a. Parking lots should be designed to minimize the need for pedestrians to walk between parked cars and cross drive aisled.
- b. Internal circulation systems should be clearly defined, allowing pedestrians to navigate parking areas safely without unnecessary exposure to vehicle traffic. Pedestrian routes should prioritize direct and safe access to building entrances.
- c. Pedestrian walkways must provide a minimum of five (5) feet of unobstructed width to ensure comfortable and safe passage for all users.
- d. Walkways must be hard-surfaced with a material that differs from the drive aisle by composition, texture, or color. The contrasting material or color should be integral to the material.
- e. Pedestrian walkways should be clearly differentiated from driveways, parking aisles, and loading spaces. This can be achieved through elevation changes, different paving materials, or other distinct design methods.
- f. Where pedestrian walkways cross vehicle lanes, the pedestrian crossing should be raised a minimum of three (3) inches above the vehicle lane and made distinct with textured paving and contrasting colors to alert drivers and improve pedestrian safety.
- g. When pedestrian walkways are parallel and adjacent to an auto travel lane, they must be separated by a raised curb of at least six (6) inches, decorative bollards, or another physical barrier that effectively protects pedestrians from vehicles.
- h. These physical barriers should be designed to complement the overall aesthetic of the parking area while ensuring clear visibility and safety for both pedestrians and drivers.

## **OPEN SPACE DESIGN**

### ***Site Furnishings***

1. Shading through structures such as ramadas, canopies, covered rest areas, and functional landscaping: Minimum 50% shading of all open space areas to be provided.
2. Active and passive recreation such as tot lots, ramadas, splash pads, benches, barbeques, and other appropriate amenities: Residential parcels to provide a minimum of one (1) primary amenity and one (1) secondary amenity plus an additional one (1) secondary amenity for every additional three hundred (300) residential units.
3. ADA options shall be incorporated throughout the community to increase accessibility to all open spaces for a diversity of users.
4. Active recreational uses shall be provided in proximity to natural or structural shading elements.
5. Site furnishings shall be constructed out of high-quality materials such as metals and/or recycled wood composites and plastics.
6. All furnishings are required to be resilient to the desert environment to reduce the need of frequent replacement.
7. Bicycle racks shall complement other furnishings within the development. The design shall be simple, space effective and functional. Racks shall be placed close to building entrances but out of way of pedestrian traffic. Racks shall be constructed of metal that is finished in powder-coat and of a color compatible with the adjacent building or other site furnishings.

## ***Walls/Fencing***

1. Within multifamily build-to-rent developments that are not subdivided, rear yard walls up to 6 feet in height are permitted within the perimeter property line landscape setback, subject to the landscape setbacks being dedicated as landscape easements.

## ***Lighting Requirements***

1. Lighting must highlight architectural features, enhance site design, and complement landscape elements.
  - a. It should ensure adequate illumination for safety in pedestrian areas, parking lots, and building entrances without producing glare or excessive brightness.
  - b. Lighting design must minimize light trespass onto adjacent properties, particularly residential areas.
2. All lighting must adhere to applicable City lighting and electrical codes.
3. Pedestrian pathways within parking areas must be well-lit to ensure safe circulation.
4. Fixtures located adjacent to residential areas must be fully shielded to direct light away from residential properties and prevent glare.

## ***Landscaping—See Exhibit F—Landscape Palette***

### *Low Water Use Plants*

1. Except for decorative planters or seasonal interest planting beds, plants utilized are to be from the AMWUA low water plant list.

Decorative planters or seasonal interest planting beds are not to exceed 2,000 square feet in size.

#### *Prohibited Areas for Turf*

1. Turf is not permitted within public rights-of-way, but may be used within adjacent public utilities and facilities easements, provided it does not interfere with access or functionality.
2. Turf is prohibited in areas where it does not serve a practical purpose, such as ornamental plantings or decorative landscape areas. Drought-tolerant alternatives should be used in these locations.

#### *Groundcover*

1. Inert ground cover consisting of gravel, decomposed granite, crushed rock, desert tree mulch or other approved materials.
  - a. The use of "desert cobble" that looks like the desert floor, consisting of natural desert covers and seed mix, is encouraged.

#### *Irrigation Systems*

1. Required irrigation systems shall be underground automatic watering systems.

#### *Perimeter Landscape*

1. Required landscaped areas adjacent to the property lines of the site shall be installed with the first phase of construction when adjacent to residential districts.

### *Streetscape*

1. Perimeter landscape setbacks must be exclusively maintained as landscaped areas with appropriate plant materials. These areas may also include monument signs, parking screen walls, and retention basins as part of the overall landscape design.
2. Trees and shrubs may be clustered within the landscape area to provide variety and visual interest, while maintaining the required plant density.
3. Maturity of trees: Trees provided along perimeter roadways (Lower Buckeye Road and 63rd Avenue) are to exceed City of Phoenix minimum required caliper sizes.

### *Shade on Street Frontages*

1. All development shall provide shade through the use of tree canopy or shade structures for at least fifty (50) percent of the sidewalk along perimeter street frontages.

### *Landscape for Commercial or Multi-Family Residential Where Adjacent to Single-Family Residential*

1. Landscape areas not visible from public parking/ drive aisles that are adjacent to loading, service, and other potentially unsightly areas shall have a minimum of four (4) non-deciduous trees per one hundred (100) linear feet of adjacent property line at a ratio of one (1) tree per twenty-five (25) linear feet.
2. For enclosed yards, not visible from public parking or drive aisles, trees and shrub planting is not required.

3. Areas visible from public parking or drive aisles shall have a minimum of four (4) non-deciduous trees and twenty (20) shrubs per one hundred (100) linear feet of adjacent property line.
4. In transition areas, a planted transition between visible areas and loading/service areas shall be provided.

*Landscape for Commercial or Multi-Family Where Adjacent to other Non-Residential or Multi-Family Uses*

1. A minimum of three (3) non-deciduous trees and twenty (20) shrub per one hundred (100) linear feet of adjacent property line shall be provided.
2. If the area is not visible from public parking and drive aisles, shrubs and groundcover planting are not required.

*Miscellaneous Landscape Standards:*

- **Building Façades:** Within 100 feet of the public ROW minimum 25% of the exterior wall length shall be treated with either a landscaped planter a minimum 5 feet in width, planted to the below planting standards, or an arcade or equivalent feature.
- **Trees:** Minimum 2-inch caliper (60% of required trees) and minimum 1-inch caliper (40% of required trees), large canopy, shade trees, planted 20 feet on center, or in equivalent groupings.
- **Shrubs:** A minimum five, 5-gallon shrubs per tree.
- **Live Cover:** A mixture of shrubs, accents, and vegetative groundcovers, evenly distributed throughout the landscape areas to achieve a minimum of 50% live coverage.

- Perimeter Landscape Setbacks (not adjacent to a street):

Trees: Minimum 2-inch caliper (60% of required trees) and minimum 1-inch caliper (40% of required trees), large canopy, shade trees, planted 20 feet on center, or in equivalent groupings.

Shrubs: A minimum of five, 5-gallon shrubs per tree.

Live Coverage: A mixture of shrubs, accents, and vegetative groundcovers, evenly distributed throughout the landscape areas to achieve a minimum of 50% live coverage,

- Landscape Setbacks Adjacent to Arterial and Collector Streets:

Trees: Minimum 2-inch caliper, large canopy, shade trees, planted 20 feet on center, or in equivalent groupings.

Shrubs: A minimum of five, 5-gallon shrubs per tree.

Live Coverage: A mixture of shrubs, accents, and vegetative groundcovers, evenly distributed throughout the landscape areas to achieve a minimum of 75% live coverage.

- Parking Lot Area

Interior surface area (exclusive of perimeter landscaping and all required setbacks): Min. 10%.

Landscaped planters at ends of each row of parking & approximately every 110'.

Landscaped planters\*\*, single row of parking Min. 120 sq. ft.\*\*\*

Landscaped planters\*\*, double row of parking Min. 240 sq. ft.\*\*\*

- **Additional Parking Lot Landscaping**

As needed to meet 10% minimum requirement, evenly distributed throughout the entire parking lot minimum interior dimension 5' (length and width).

Minimum Planting Size Trees: Min. 2-inch caliper (60% of required trees).

Minimum 1-inch caliper (40% of required trees).

Shrubs: Min. five (5) 5-gallon shrubs per tree.

\*\* Measured from inside face of curb to inside face of curb.

\*\*\*Not to exceed the length of a standard City of Phoenix parking stall. Modifications to the square footage may be approved by Planning and Development Department if the overall intent of the standard is compliant.

- ***Streetscape Standards***

Lower Buckeye Road

1. **Bike Lanes**

- a. **Minimum 6-foot wide**

- b. **Constructed of asphalt**

- c. **Minimum Tree Shade: 5%**

## 2. Landscape Median

- a. Minimum 14 feet wide
- b. Landscape Median Planting Standards: Minimum 2-inch caliper, single-trunk, large canopy, shade trees, planted 20 feet on center, or in equivalent groupings.
  - ii. A minimum of five 5-gallon shrubs per tree.
  - iii. A mixture of shrubs, accents, and vegetative groundcovers, maintained to a maximum height of two feet, evenly distributed throughout the landscape areas to achieve a minimum of 50% live coverage.

## 3. Detached Sidewalks

- a. Minimum width: 6 feet
- b. Landscape Strip Width (located between back of curb and sidewalk): Minimum 8 feet
- c. Landscape Strip Planting Standards:
  - i. Minimum 2-inch caliper, single-trunk, large canopy, shade trees, planted 20 feet on center, or in equivalent groupings
  - ii. A minimum of five 5-gallon shrubs per tree
  - iii. A mixture of shrubs, accents, and vegetative groundcovers, maintained to a maximum height of two feet, evenly distributed throughout the landscape areas to achieve a minimum of 50% live coverage.

- c. Minimum Tree Shade: 75%

## 2. Multi-Use Trail (MUT)

- a. Minimum Easement Width: 30'

- b. Minimum Trail Width: 10'

- c. Landscape Strip Width (located between sidewalk and MUT):  
Minimum 8 feet

- d. Minimum Tree Shade adjacent to 63<sup>rd</sup> Avenue.

- e. Bike Lanes

- i. 6' wide bike lane

- ii. Minimum Tree Shade: 50%

- f. Detached Sidewalks

- i. Minimum Width: 5 feet

- ii. Landscape Strip Width (located between back of curb and sidewalk): Minimum 5 feet

- iii. Minimum 2-inch caliper, single-trunk, large canopy, shade trees, planted 20 feet on center, or in equivalent groupings.

- iv. A minimum of five 5-gallon shrubs per tree.

- v. A mixture of shrubs, accents, and vegetative groundcovers, maintained to a maximum height of two feet, evenly

distributed throughout the landscape areas to achieve a minimum of 50% live coverage.

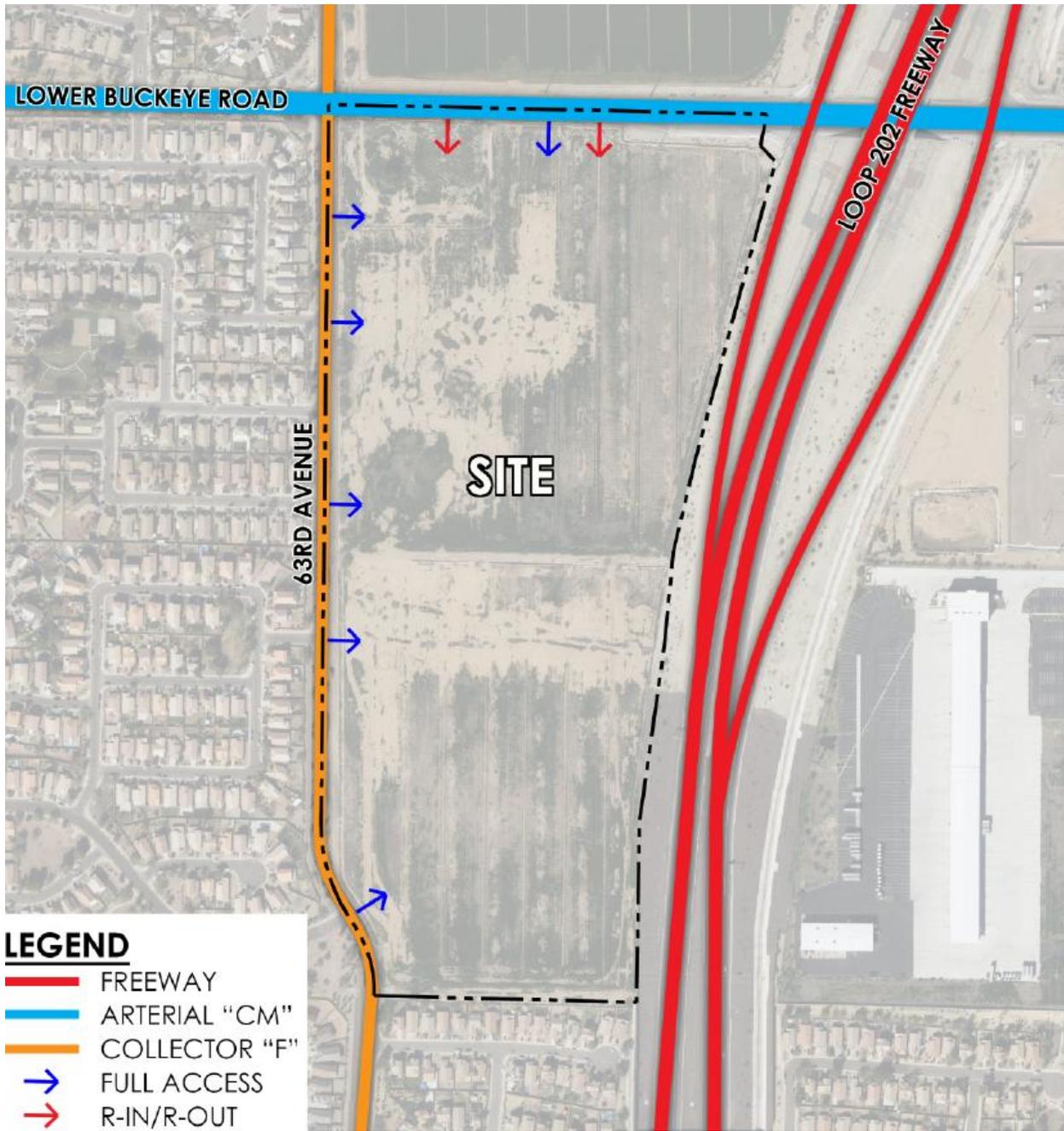
- c. Minimum Tree Shade: 50%

## **IX. TRAFFIC**

Regional access to the site is provided by SR 202, located directly east of the Property, which provides connectivity to the greater Phoenix-metropolitan area. The future State Route 30 (SR 30) corridor, planned approximately one-half mile south of the site and extending west from Loop 202 toward State Route 85, will further enhance long-term regional access.

Primary access to the development is proposed from Lower Buckeye Road, classified by the City as an arterial roadway, and 63<sup>rd</sup> Avenue, classified by the City as a collector roadway. The Commercial Development Parcel is anticipated to include one centrally located full-access driveway and two right-in/right-out driveways along Lower Buckeye Road, in addition to two full-access driveways on 63<sup>rd</sup> Avenue. The residential portion will be primarily accessed from 63<sup>rd</sup> Avenue and is planned to include three full-access points, generally aligned with existing driveways west of 63<sup>rd</sup> Avenue. See below Street Circulation Map and Exhibit G—Street Circulation Map

A traffic signal is planned at the intersection of Lower Buckeye Road and 63<sup>rd</sup> Avenue. The potential need for an additional signal at the central full-access driveway along Lower Buckeye Road will be evaluated as part of the traffic study process.



Street Circulation Map

## **X. SUSTAINABILITY**

Energy efficient building and site design and long-term operational practices can create a superior experience for residents and visitors of this community. The following sustainability design guidelines aim to support this sustainable vision:

### **Stormwater Management**

1. All development within the project will strive to implement green stormwater infrastructure in conformance with the City's Green Infrastructure and LID Handbook.

### **Heat Mitigation**

1. It is encouraged that buildings and courtyards be designed to support passive cooling or wind flow through the open spaces.
2. Reflective roof materials may help reduce the temperature within the vicinity of a building.
3. 50% shade should be provided in courtyards and patios that are provided in conjunction with commercial or employment buildings, and pedestrian pathways for pedestrian comfort.
4. The installation of awnings, canopies, arcades, colonnades or other shading elements is encouraged to support passive solar benefits to interior spaces.
5. While exaggerated fountains are discouraged in order to be water sensitive, modest water features may be supported in shaded areas where it contributes to the cooling of a shared public courtyard.

### **Energy Diversification**

1. No less than five (5) electric charging stations shall be provided throughout the PUD.
2. Multi-family residential development shall be encouraged to include EV charging infrastructure with is accessible to future residents.
3. The design of commercial or multi-family buildings and sites should consider how solar improvements may be included at the time of development or in the future.

### **Water Consumption Guidelines**

1. For common areas of all development, natural turf shall only be utilized for required retention areas (bottom of basin, and only allowed on slopes if required for slope stabilization) and functional turf areas located on properties for uses such as parks, schools, and residential common areas, as approved by the City's Planning & Development Department.
2. A leak detection device shall be installed for the irrigation system of landscape areas larger than 10,000 square feet.
3. A minimum of two green stormwater infrastructure (GSI) elements for stormwater management shall be implemented, as approved or modified by the City's Planning and Development. This includes but is not limited to stormwater harvesting basins, bioswales, permeable pavement, etc., per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management.
4. For commercial developments, prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the City of Phoenix Businesses Water Efficiency Program

for a minimum of 20 years, or as approved by the Planning and Development Department.

5. For multi-family residential development, prior to Final Site Approval, documentation shall be provided that demonstrates a commitment to participate in the City's Water Efficiency Checkup Program for a minimum of 20 years, or as approved by the City's Planning & Development Department.

## **XI. INFRASTRUCTURE**

### **Grading and Drainage**

The Property is currently undeveloped and generally drains from north to south. Development is anticipated to occur in phases, with each phase required to retain stormwater runoff from the 100-year, 2-hour duration storm that falls within its boundaries. Retention will be provided either on the surface or within underground facilities, depending on the final site plan.

City Storm Water Policies and Standards do not require retention for collector or arterial roadways. However, flows generated by half-street improvements for both 63rd Avenue and Lower Buckeye Road will be accounted for in the stormwater routing design.

### **Water**

There is an existing 16-inch water main in Lower Buckeye Road and an existing 8-inch water main in 63rd Avenue. Proposed water infrastructure for the development will loop through the Property and connect to the existing City water system. Final connection points will be identified as the site plan is further developed. Fire hydrants will be provided throughout the site to provide proper coverage in accordance

with the City Design Standards Manual for Water and Wastewater systems.

### **Wastewater**

The nearest existing sewer infrastructure to the Property is generally at the southwest corner of the Property across 63rd Avenue. There is no existing sewer infrastructure in Lower Buckeye Road along the northern property line; however, there is a sewer main in Lower Buckeye Road approximately 1,215 feet to the west of the parcel. Proposed sewer infrastructure for the Project will be routed through the Property as needed and connected to the existing City infrastructure. The final proposed sewer routing and connection points will be identified as the site plan is further developed.

### **Overhead Electric Infrastructure**

There are multiple overhead electric lines on the Property, including overhead 69kV service lines along 63<sup>rd</sup> Avenue on the western property line, a high voltage transmission corridor along the southern property line and the northern property line on the south side of Lower Buckeye Road. The overhead lines along 63rd Avenue and Lower Buckeye Road will be relocated as part of the planned half-street improvements. Specific relocation requirements will be finalized as the site plan is further developed.

### **Irrigation**

There are several existing Salt River Project (SRP) open irrigation ditches on the property, including one along 63rd Avenue along the western property line, another along the northern property line, and a third along the eastern property line along the State Route 202 right-of-way. Additional open irrigation ditches are also present within the interior of the parcel, although they do not appear to be located within recorded

easements. All existing open irrigation ditches will either be replaced with underground

## **XII. PHASING**

It is anticipated that the development will be constructed in one or more phases. Phase I will include all applicable off-site improvements along Lower Buckeye Road and 63<sup>rd</sup> Avenue. In addition, Vintage intends on participating in the installation of a traffic signal at the intersection of 63<sup>rd</sup> Avenue and Lower Buckeye Road.

# Exhibit A—Legal Description

That portion of the Northeast quarter (NE¼) of Section 19, Township 1 North, Range 2 East, Gila and Salt River Meridian, Maricopa County, Arizona, described as follows:

Commencing at a 3 inch City of Phoenix brass cap in handhole marking the North quarter corner of said Section 19, being North 00°35'26" East 2636.43 feet from a ½ inch rebar with affixed washer stamped § 38862" marking the center quarter corner of said Section 19;

ence along the North-South mid section line of said Section 19, South 00°35'26" West 33.00 feet to the sting southerly right of way line of Lower Buckeye Road;

thence along said existing southerly right of way line of Lower Buckeye Road South 88°40'28" East 43.77 feet the POINT OF BEGINNING;

thence continuing along said existing southerly right of way line continuing South 88°40'28" East 378.57 feet;

thence continuing along said existing southerly right of way line South 87°07'51" East 472.73 feet;

Unofficial Document

thence continuing along said existing southerly right of way line South 01°19'32" West 36.45 feet;

thence continuing along said existing southerly right of way line South 87°14'25" East 112.40 feet to Point "A" for later identification;

thence continuing along said existing southerly right of way line continuing South 87°14'25" East 274.55 feet to the existing westerly right of way line of State Route 202L (SOUTH MOUNTAIN FREEWAY);

thence along said existing westerly right of way line South 43°19'41" East 65.12 feet;

thence continuing along said existing westerly right of way line South 15°08'07" West 842.25 feet;

thence continuing along said existing westerly right of way line South 14°00'57" West 349.20 feet;

thence continuing along said existing westerly right of way line of State Route 202L South 09°16'19" West 465.70 feet;

thence continuing along said existing westerly right of way line South 04°20'08" West 362.57 feet;

thence continuing along said existing westerly right of way line South 00°41'50" West 517.60 feet to the East – West mid section line of said Section 19;

thence along said East – West mid section line of Section 19 North 88°35'15" West 754.44 feet to the existing easterly right of way line of 63<sup>rd</sup> Avenue;

thence along said existing easterly right of way line of 63<sup>rd</sup> Avenue from a Local Tangent Bearing of North 01°24'09" East along a curve to the Left having a radius of 362.66 feet, a length of 225.76 feet;

thence continuing along said existing easterly right of way line of 63<sup>rd</sup> Avenue North 34°15'52" West 114.21 feet;

thence continuing along said existing easterly right of way line of 63<sup>rd</sup> Avenue along a curve to the Right having a radius of 299.66 feet, a length of 28.90 feet;

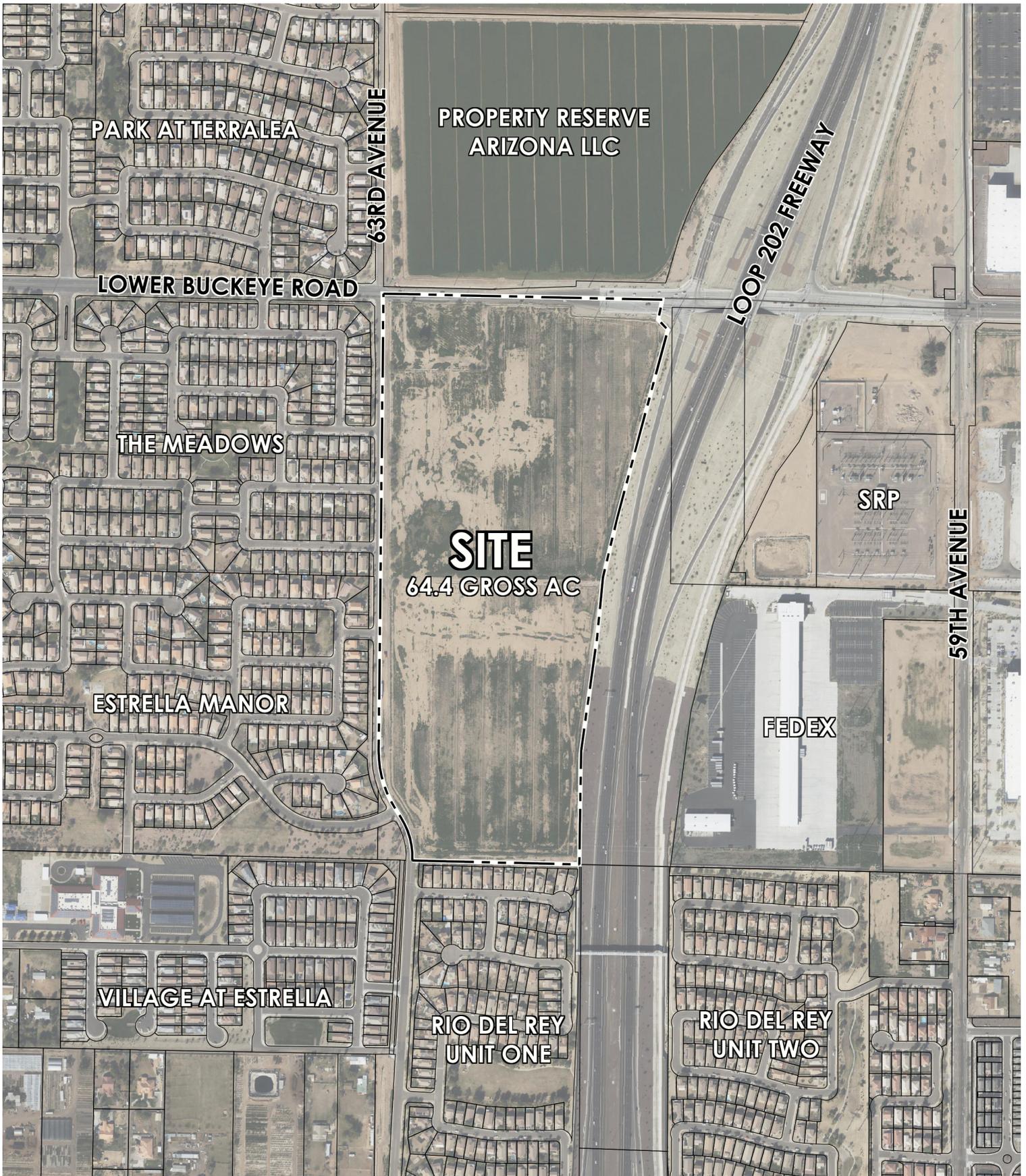
thence North 00°35'26" East 989.74 feet;

thence North 00°49'31" East 1285.18 feet to the POINT OF BEGINNING.

The parcel of land herein conveyed shall have no right or easement of access to or from said State Route 202L or to Lower Buckeye Road, provided how<sup>Unofficial Document</sup> limited access of "Right in and Right Out Only" traffic movement shall be permitted to Lower Buckeye Road westerly of the above described Point "A".

The Access Control provisions set forth above shall be a covenant running with the land and shall be binding upon, and shall inure to the benefit of the State of Arizona, the landowners and their respective successors and assigns with respect to the property. The Access Control provisions shall also remain enforceable by the State of Arizona even if all or part of any roadway is abandoned to a local jurisdiction.

# Exhibit B—Aerial Map



PARK AT TERRALEA

PROPERTY RESERVE  
ARIZONA LLC

63RD AVENUE

LOOP 202 FREEWAY

LOWER BUCKEYE ROAD

THE MEADOWS

SRP

**SITE**  
64.4 GROSS AC

59TH AVENUE

ESTRELLA MANOR

FEDEX

VILLAGE AT ESTRELLA

RIO DEL REY  
UNIT ONE

RIO DEL REY  
UNIT TWO

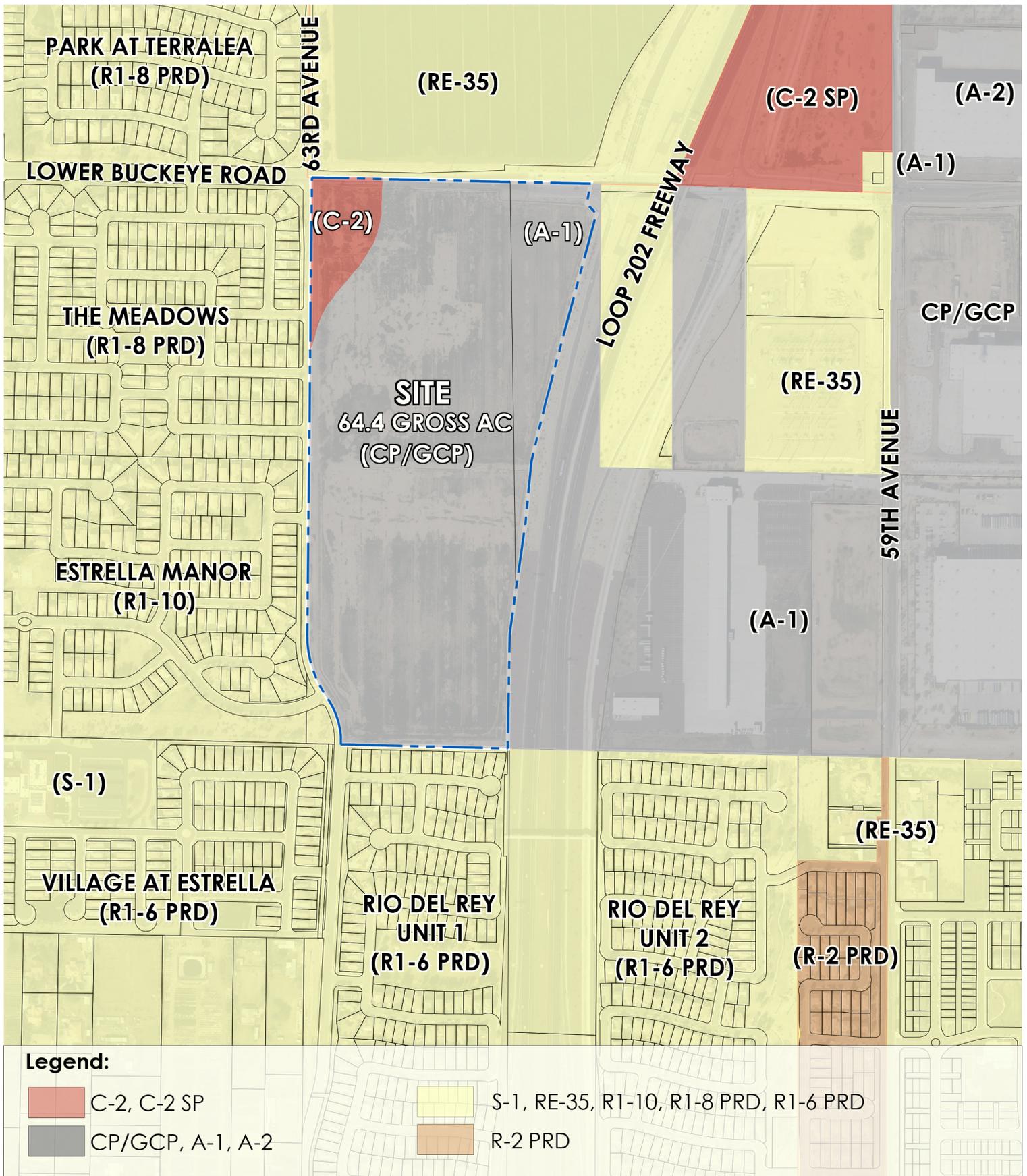
SCALE: NTS 

LOOP 202 &  
LOWER BUCKEYE  
PHOENIX, AZ

VICINITY MAP



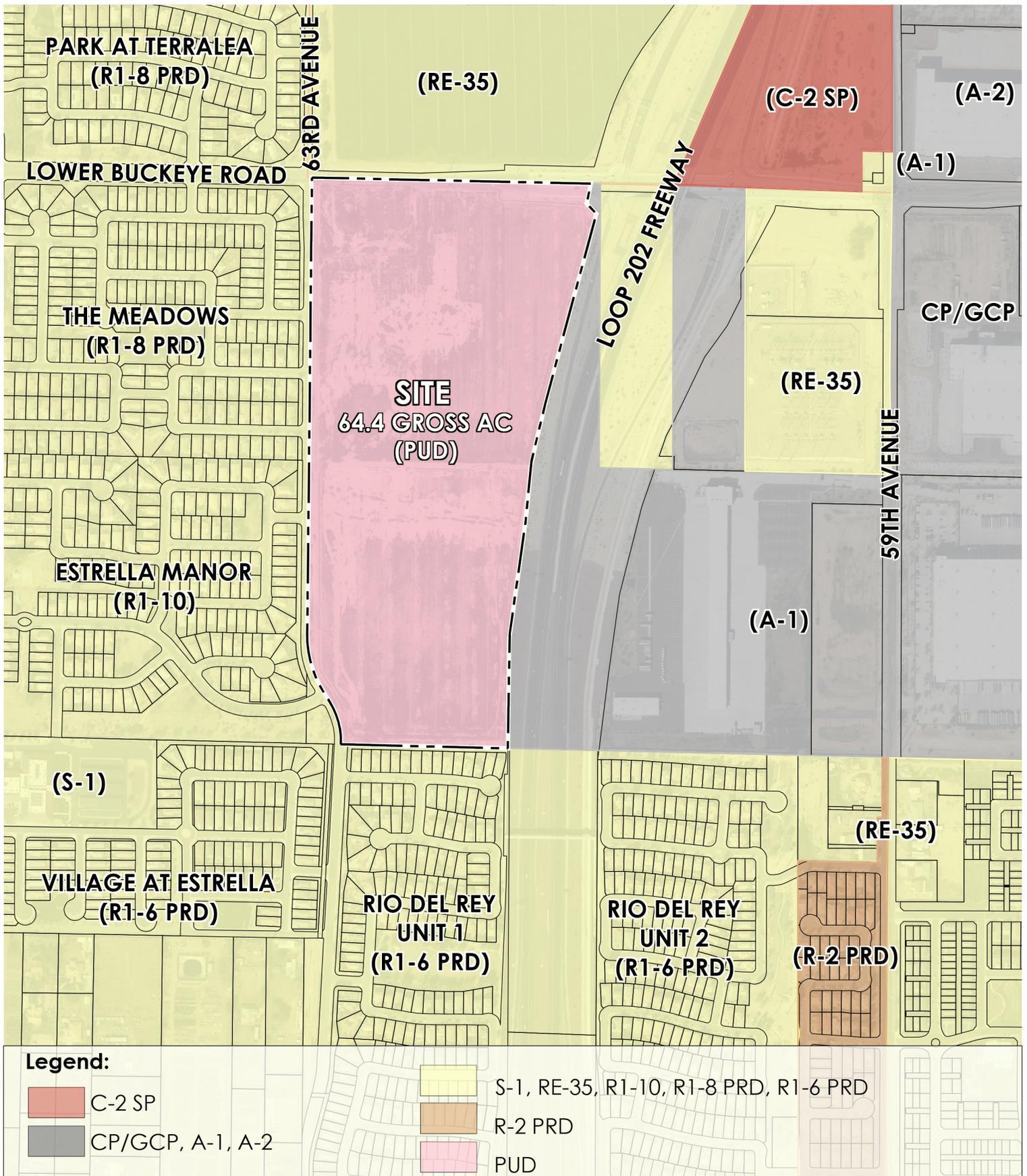
# Exhibit C—Existing Zoning Map



Source: City of Phoenix My Community Map, 2/11/2026

SCALE: NTS 

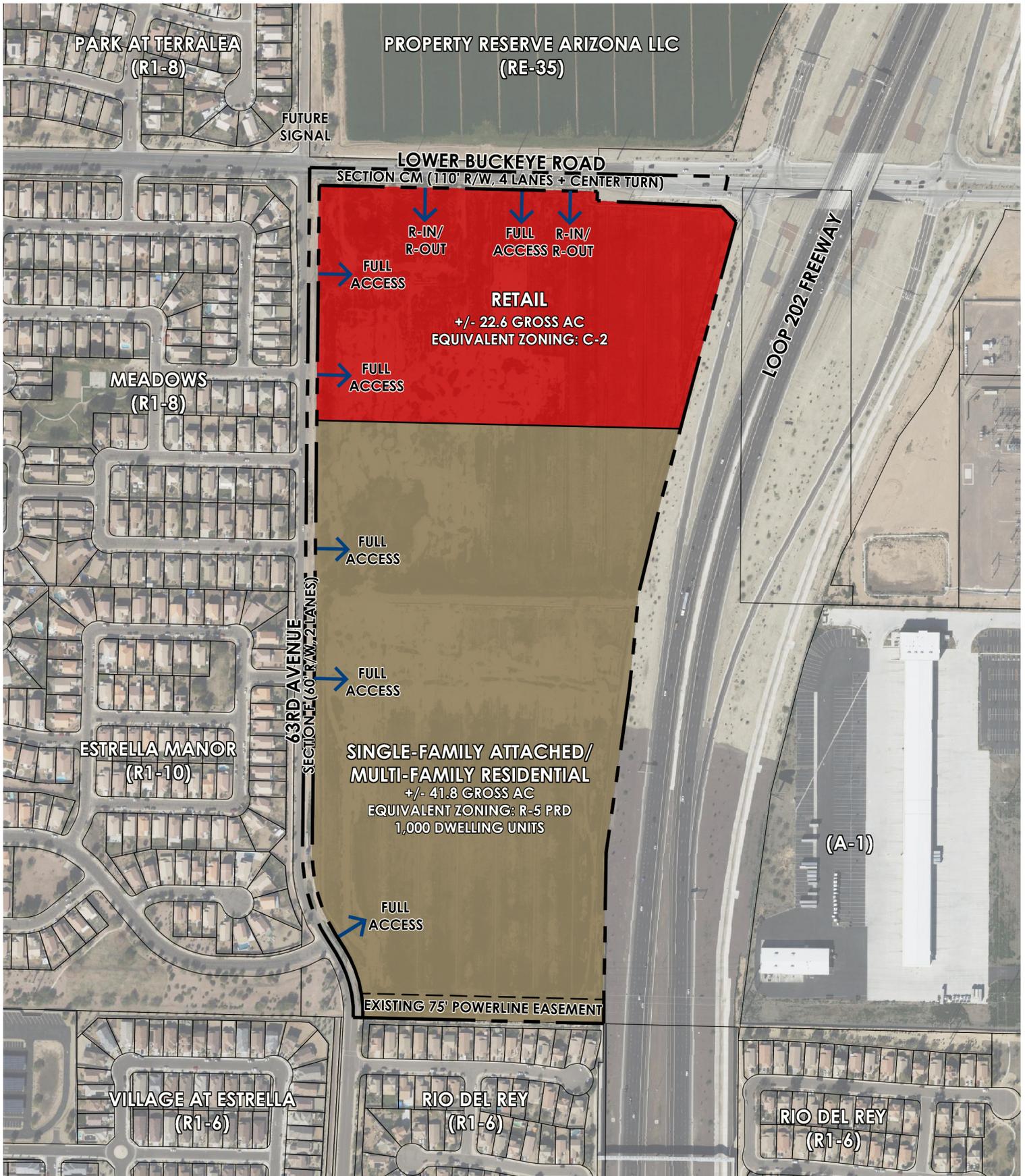
# Exhibit D—Proposed Zoning Map



Source: City of Phoenix My Community Map, 2/11/2026

SCALE: NTS 

# Exhibit E—Conceptual Land Use Plan



PARK AT TERRALEA  
(R1-8)

PROPERTY RESERVE ARIZONA LLC  
(RE-35)

FUTURE  
SIGNAL

LOWER-BUCKEYE ROAD  
SECTION CM (110' R/W, 4 LANES + CENTER TURN)

R-IN/  
R-OUT

FULL  
ACCESS R-OUT

FULL  
ACCESS

RETAIL  
+/- 22.6 GROSS AC  
EQUIVALENT ZONING: C-2

FULL  
ACCESS

MEADOWS  
(R1-8)

LOOP 202 FREEWAY

FULL  
ACCESS

63RD AVENUE  
SECTION E (60' R/W, 2 LANES)

FULL  
ACCESS

ESTRELLA MANOR  
(R1-10)

SINGLE-FAMILY ATTACHED/  
MULTI-FAMILY RESIDENTIAL  
+/- 41.8 GROSS AC  
EQUIVALENT ZONING: R-5 PRD  
1,000 DWELLING UNITS

FULL  
ACCESS

(A-1)

EXISTING 75' POWERLINE EASEMENT

VILLAGE AT ESTRELLA  
(R1-6)

RIO DEL REY  
(R1-6)

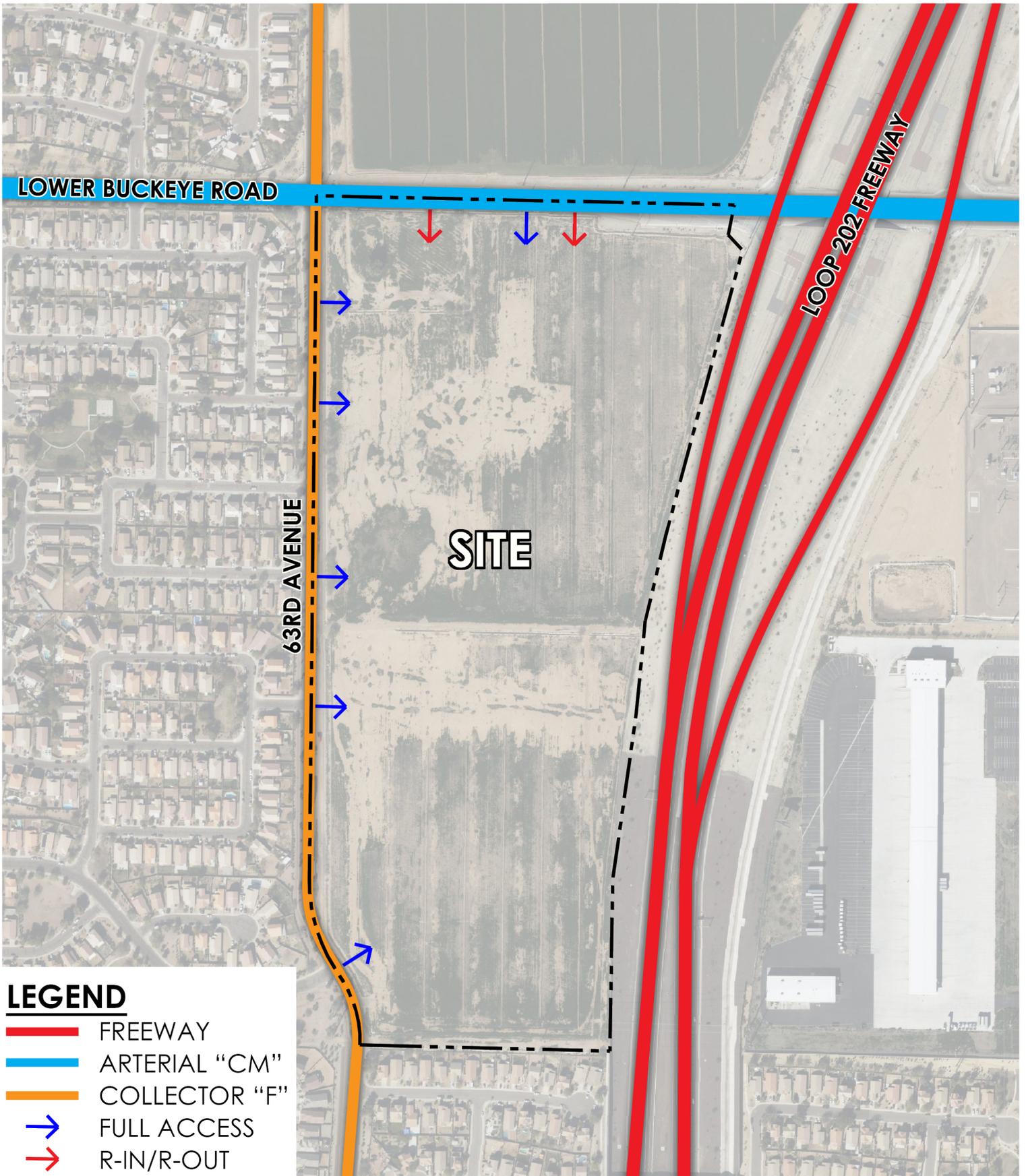
RIO DEL REY  
(R1-6)

SCALE: NTS

# Exhibit F—Landscape Palette

	Botanica name	Common Name	Lower Buckeye Road ROW	63rd Ave. ROW	Interior Commercial and Residential Development	Native	Estrella Village Plant list	Village Parkway Tree and shrub list
Trees under Power Lines	Acacia aneura	Mulga			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
	Acacia farnesiana	Sweet acacia	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Caesalpinia cacalaco 'smoothie'	Cascalote			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
	Lysiloma microphylla	Desert Fern			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Parkinsonia praecox	Palo Brea		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Pithecellobium flexicaule	Texas Ebony			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
	Prosopis spp.	Thornless Mesquite		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Trees / No Powerlines	Acacia stenophylla	Shoestring acacia			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Parkinsonia floridum	Blue Palo Verde		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Pistacia chinensis	Pistache			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Quercus virginiana	Southern Live Oak			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
Large Shrubs	Caesalpinia mexicana	Mexican Bird of Paradise			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Cordia parvifolia	Little Leaf Cordia	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Dodonea viscosa	Hopbush		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Leucophyllum spp.	Sage			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
	Ruellia peninsularis	Baja Ruellia	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Senna wislizenia	Cassia			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
	Simmondsia chinensis	Jojoba		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Sophora secundiflora	Texas Mountain Laurel			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
Tecoma spp.	Yellow Bells	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Shrubs and Groundcovers	Acacia redolens	Trailing acacia 'desert carpet'			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
	Baccharis hybrid	Desert Broom	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Convolvulus cneorum	Bush Morning Glory			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
	Dalea greggii	Indigo Bush		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Lantana spp.	Lantana	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Accent	Aloe spp.	Aloe species			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
	Carnegiea gigantea	Saguaro		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Fouquieria splendens	Ocotillo		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Opuntia spp.	Prickly Pear		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Yucca aloifolia	Spanish Bayonet		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Yucca elata	Soaptree Yucca		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Yucca baccata	Banana Yucca		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Yucca pallida	Pale Leaf Yucca		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Yucca rostrata	Beaked Yucca		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Grasses	Aristida purpurea	Purple Three-Awn		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Bouteloua curtipendula	Sideoats Grama		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Bouteloua gracilis	Blue Grama		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Muhlenbergia capillaris `Regal Mist`	Regal Mist Grass		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Muhlenbergia rigens	Deer Grass		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

# Exhibit G—Street Circulation Map



SCALE: NTS 

# Exhibit H—Comparative Land Use Table

Existing Zone:	Development Standards:	Proposed:
<p style="text-align: center;"><b>C-2</b></p>	<p><b><u>Lot Coverage:</u></b></p> <p>50%</p> <p><b><u>Setbacks:</u></b></p> <p><b><u>Adjacent to Streets:</u></b></p> <p>a) For structures <b>not exceeding</b> 2 stories or 30 FT: average 25' – minimum 20 FT permitted for up to 50% of structure (including projections)</p> <p><b><u>Not Adjacent to Streets:</u></b></p> <p>a) 1 Story (15 FT): 25 FT (when adjacent to residential)</p> <p>b) 2 Story (30 FT): 50 FT (when adjacent to residential)</p> <p><b><u>Height:</u></b></p> <p>30 FT</p>	<p style="text-align: center;"><b><u>Lot Coverage:</u></b></p> <p style="text-align: center;">50%</p> <p style="text-align: center;"><b><u>Setbacks:</u></b></p> <p>8 FT adjacent to 63<sup>rd</sup> Avenue</p> <p>10 FT adjacent to all other property lines</p> <p style="text-align: center;"><b><u>Height:</u></b></p> <p style="text-align: center;">30 FT</p>
<p style="text-align: center;"><b>A-1</b></p>	<p><b><u>Setbacks:</u></b></p> <p><b><u>Building Setback:</u></b></p> <p>60 FT</p>	

<p style="text-align: center;"><b>A-1</b></p>	<p><b>Landscape Streetscape Setback:</b> Average 30' setback, minimum 25' setback permitted for up to 50% of the frontage</p> <p><b><u>Perimeter Property Lines:</u></b></p> <ul style="list-style-type: none"> <li>• Property lines adjacent to existing residential use/zoning district = minimum 15' landscaped setback</li> <li>• All other perimeter property lines: 10 FT landscape setback</li> <li>• Property lines not adjacent to a street, but adjacent to property zoned C-2, A-1, or Commerce Park: 0 FT</li> </ul> <p><b><u>Height:</u></b></p> <p><u>Within 60' of Property Lines:</u></p> <p>Maximum 35'</p> <p><u>Greater than 60':</u></p> <p>Subject to 624.E.4.d</p>	<p style="text-align: center;"><b><u>Setbacks:</u></b> 0-20'</p> <p style="text-align: center;"><b><u>Height:</u></b> 48 – 80 FT</p>
<p style="text-align: center;"><b>CP/GCP</b></p>	<p><b><u>Lot Coverage:</u></b></p> <p>50%</p> <p><b><u>Setback:</u></b></p> <ul style="list-style-type: none"> <li>a) 30FT from perimeter lot line on a street; 20FT not on a street.</li> <li>b) 20 FT from interior lot line on a street; 0 FT not on a street</li> </ul>	<p style="text-align: center;"><b><u>Setbacks:</u></b> 0'-20'</p>

	<p><b><u>Height:</u></b></p> <p>18' within 30' of perimeter lot line; 1' increase per 3' additional setback, max 56' to 80' with use permit and site plan</p>	<p><b><u>Height:</u></b></p> <p>48 – 80 FT</p>
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