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CITY OF PHOENIX
AUG 26 2022
Planning & Development
Department

ZOLA NORTH CENTRAL

CASE NO. Z-27-22-6

LOCATED AT THE NORTHEAST CORNER OF 7TH STREET AND COLTER STREET

1ST SUBMITTAL: MARCH 30, 2022
2ND SUBMITTAL: JULY 25, 2022
HEARING DRAFT: AUGUST 26, 2022

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

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Table of Contents

	Page #
A. Purpose and Intent	5
B. Land Use Plan	8
C. List of Uses	9
D. Development Standards	10
E. Design Guidelines	14
F. Signs	16
G. Sustainability	17
H. Infrastructure	18
I. Comparative Zoning Standards	21
J. Legal Description	22

Exhibits

Exhibit 1: Vicinity Map	24
Exhibit 2: Site Aerial	25
Exhibit 3: Conceptual Site Plan	26
Exhibit 4: Ground Floor and Typical Upper Floor Plans	27
Exhibit 5: Building Information Page	29
Exhibit 6: Perspective Views	30
Exhibit 7: Conceptual Building Elevations	32
Exhibit 8: Streetscape Character	36
Exhibit 9: Streetscape Plan	37
Exhibit 10: Courtyard Character	38
Exhibit 11: Courtyard Plan	39
Exhibit 12: Renderings	40

A. PURPOSE AND INTENT

Zola North Central is a proposed luxury multifamily residential community on a 2.55-acre site located at the northeast corner of 7th Street and Colter Street. The graphic below illustrates the subject site and the immediate surrounding development context. Also see Exhibit 1. Vicinity Map and Exhibit 2. Site Aerial.

Figure 1 (above): Aerial image of the subject site and the immediate surrounding development context.

The subject property is located within the 7th Street corridor, which is currently developed with a mix of local retail and restaurant businesses that have contributed to the vitality and desirability of the larger surrounding community. Despite this increase in new retail and restaurant uses in the area (many of which redeveloped or adaptively reused outdated and/or vacant structures), the availability of new housing has remained relatively limited due to the surrounding area being built up with a mix of existing single-family residences and older multifamily developments.

The subject site is currently developed with a 2-story building with associated surface parking. The existing structure is currently utilized for a charter school. As demonstrated in the image below, the design features an excessive building setback with surface parking between the building and the street, which no longer complements the context of the area as it redevelops.

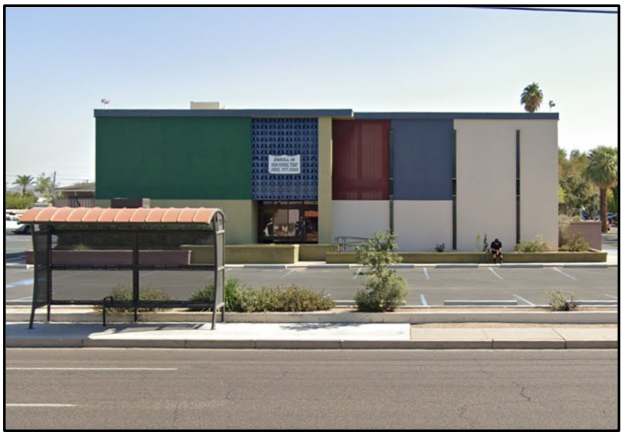


Figure 2 (above): Street view photography of existing structure at the property in 2016 (left) and 2021 (right) looking east on 7th Street

This project provides an opportunity to redevelop this underutilized site into a neighborhood enhancing, luxury residential community. Development of the project will help to further diversify the availability of housing types and density ranges in the immediate surrounding area, as well as attract residents with disposable incomes to spend at the local retail and restaurant businesses within the 7th Street corridor—furthering both the housing diversity goals[1] of the City of Phoenix General Plan, as well as the economic development goals[2] of the City of Phoenix Economic Development and Education Strategic Plan.[3]

The design concept for the project, which is described in more detail in Section A2 below, reinforces a strong pedestrian environment. This is achieved by (i) providing ground level residential units with private patios, (ii) eliminating unnecessary driveway entrances, and (iii) providing lush perimeter landscaping treatments that encourage pedestrian activity adjacent to the site, including at the existing stiped crosswalk at the southwest corner of the subject site.

In summary, the intent of the project is to (i) expand the availability of housing types and density ranges in the immediate surrounding area, (ii) further the success of the local retail and restaurant businesses within the 7th Street corridor by attracting additional residents into walkable proximity, and (iii) improve the pedestrian experience for the larger community by incorporating elements that enhance the streetscape and pedestrian realm around the subject site.

[1] Land Use and Design Principles for Opportunity Sites: "Promote and encourage compatible development and redevelopment with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist" (General Plan, Page 6).
[2] Revitalize the urban areas of Phoenix: "Thriving urban cores are critical to the economic health and well being of the entire metropolitan area. Strong urban centers enhance Phoenix's image and should be reflective of the city's collective social and economic aspirations as a region."
[3] https://www.phoenix.gov/citymanager/strategicplan/study-areas/economic-development

A2: Overall Design Concept

The project's architectural style is focused on a modern, contemporary design vernacular, complementing the surrounding built environment while also following a development trend that has reinvented this area with higher density housing with an emphasis on quality design and visual interest within the pedestrian realm. The design of the project reflects the intersection of the existing commercial and residential uses, as well as existing pedestrian and bicycle amenities that encourage the interaction of people passing by the subject site. Due to the location of the site along a major arterial roadway (7th Street), as well as its adjacency to existing commercial and residential uses, the project incorporates durable, high-quality materials and lush landscaping treatments along the perimeter of the property to support an elevated design expression and to provide an appropriate transition from the existing uses. The resulting design will create both a desirable place to live for future residents, as well as strengthen the pedestrian connections from the site to the surrounding local retail and restaurant businesses.

Figure 3 (above): View of proposed project looking northeast from the 7th Street and Colter Street intersection.

As a residential environment, the overall design concept focuses on the expression of the dwelling units with a contemporary modern design that features an integrated use of cementitious, metal, and wood materials, in addition to movement in the elevation resulting from projecting elements, such as residential patios and subtle shade elements/awnings (pictured in image above). This design will complement the abutting office building to the north, which utilizes a neutral color palette with metal and concrete architectural details, but will be differentiated by its colorful and unique landscaping treatments.

Overall, the design concept for the project will result in a building that (i) creates visual interest within the pedestrian realm and strengthens pedestrian connections from the site to the surrounding local retail and restaurant businesses and (ii) complements the surrounding architectural style through the use of similar colors and accent materials.

B. LAND USE PLAN

B1: Proposed Land Use Categories

Zola North Central is a luxury multifamily community consisting of up to 200 dwelling units (maximum 78.50 du/acre) with associated private residential amenities located on an approximately 2.55-acre site. In the event the property is not redeveloped with multifamily uses, commercial uses currently allowed by the existing C-2 Intermediate Commercial zoning district (Zoning Ordinance Section 623) have been retained within this PUD.

B2: Conceptual Site Plan Summary

The following provides an overview of the conceptual site plan provided with this PUD:

Grade Level is the location of the main building entrance, the management/leasing office, ground floor amenities, including a club room, fitness center, and pool courtyard, as well as the first level of residential units. The architecture and landscape support the strong resident connection to nearby restaurant and retail businesses along 7th Street by incorporating ground-level residential units with private patios along adjacent rights-of-way, as well as by introducing shade trees to the streetscape (which are currently lacking).

Grade level is also the location of the first level of the parking garage, which is carefully screened by residential units on the west side along 7th Street, as well as on the north and a portion of the south sides. The remaining portion of the south side and the east will be screened by a portion of the structure utilized for loading and waste management services, as well as a articulated façade to complement the architecture of the project. Please see Section E1.a.6 of the PUD for specific garage screening requirements. The primary vehicular entrance to the project is located on Colter Street in order to minimize vehicular and pedestrian conflicts along 7th Street. The entrance is integrated into the residential architecture.

Levels 2 to 4 are typical representations of the upper levels of the building, which will include multifamily dwelling units, the upper levels of the parking garage, and an open area to the ground level courtyard below.

Level 5 consists of the remainder of multifamily residential units.

C. LIST OF USES

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

C1: Permitted Uses

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

C2: Temporary Uses

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

C3: Accessory Uses

The following land uses are not permitted:

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

D. DEVELOPMENT STANDARDS

D1: Development Standards Table

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

a. Development Standards	
1. Maximum Density	200 Dwelling Units 78.50 Dwelling Units per Gross Acre
2. Building Setbacks*	
North (Interior Lot Line):	Minimum 5’
East (Interior Lot Line):	Minimum 10’
South (Colter Street):	Minimum 10’
West (7th Street):	Minimum 15’
*Ground floor patios (inclusive of patio walls of no higher than 60”), open balconies, and structural shading elements may encroach no more than 10 feet (along Colter) and 9 feet (along 7th St) into the required building setback.	
3. Building Height	Maximum 60’
4. Lot Coverage	Maximum 80%

D2: Landscape Standards Table

a. Landscape Standards	
1. Landscape Setbacks*	
North (Interior Lot Line):	Minimum 5’
East (Interior Lot Line)	Minimum 10’
South (Colter Street):	Minimum 10’
West (7th Street):	Minimum 15’
*Ground floor patios (inclusive of patio walls of no higher than 60”), open balconies, and structural shading elements may encroach no more than 10 feet (along Colter) and 9 feet (along 7th St) into the required landscape setback.	
2. Streetscape – (Adjacent to 7th Street)	Public Sidewalk: Remove existing attached sidewalk and replace with minimum 5’ wide detached sidewalk. Landscape Strip: Provide minimum 11’ wide landscape strip between curb and sidewalk. A minimum of (50%) 2” and (50%) 3” caliper trees to be planted 25’ on center or in equivalent groupings. Minimum five (5) 5-gallon drought-resistant shrubs per tree. 50% living ground coverage.
3. Streetscape – (Adjacent to Colter Street)	Public Sidewalk: Remove existing attached sidewalk and replace with minimum 5’ wide detached sidewalk. Landscape Strip: Provide minimum 4’-6” wide landscape strip between curb and sidewalk. A minimum of (50%) 2” and (50%) 3” caliper trees to be planted 25’ on center or in equivalent groupings. Minimum five (5) 5-gallon drought-resistant shrubs per tree. 50% living ground coverage.
4. Perimeter Property Lines – Not Adjacent to Public Right-of-Way (North and East Property Lines)	A minimum of (60%) 2” and (40%) 3” caliper trees to be planted 30’ on center or in equivalent groupings.

	Minimum of five (5) 5-gallon drought-resistant shrubs per tree. 50% living ground coverage. Tree requirements in this section only apply to landscape areas that are a minimum of 10' in width; for areas where trees cannot be planted due to narrowness, calculations for shrubs shall be based upon the tree count that would otherwise have been planted.
5. Adjacent to Building (Within Landscape Setback)	A minimum of (60%) 2" and (40%) 3" caliper trees to be planted 30' on center or in equivalent groupings. Minimum of five (5) 5-gallon drought-resistant shrubs per tree. 50% living ground coverage. Tree requirements in this section only apply to landscape areas that are a minimum of 10' in width; for areas where trees cannot be planted due to narrowness, calculations for shrubs shall be based upon the tree count that would otherwise have been planted.
6. Utility Conflict Resolution	Where utilities conflicts exist, resulting in an inability to strictly comply with the above landscaping standards, the developer shall work with the Planning and Development Department on alternative design solutions consistent with the intent of the standards to provide for a pedestrian friendly environment.
b. Open Space Improvements	
1. Minimum Total Open Space	Minimum of 7% of gross lot area. May be located at or above grade including both active and passive spaces. Open space areas should be a minimum of 500 square feet.

D3: Parking

a. Vehicular Parking Standards	
1. Resident & Visitor Parking (Minimum)	
Efficiency Unit: *1-Bedroom Unit:* *2-Bedroom Unit:*	1.0 space per dwelling unit 1.05 spaces per dwelling unit 1.80 spaces per dwelling unit
2. Parking Location, Automotive	All parking is to be provided within the parking structure. Please see Section E1.a.6 of the PUD for specific garage screening requirements. The combined minimum depth of the drive aisle and parking space for a double loaded drive aisle is 60 feet.
b. Bicycle Parking Standards	
1. Minimum Bicycle Parking Standards	0.25 spaces per dwelling unit, maximum of 50 spaces required.
2. Parking Location, Bicycle	To be installed in conformance with Section 1307.H of the Phoenix Zoning Ordinance, except as follows: (i) inverted-U style bicycle racks or artistic style racks consistent with the City of Phoenix preferred designs (see Comprehensive Bicycle Master Plan, Appendix K) shall be provided and (ii) secure resident bicycle storage shall be located within the first level of the parking garage.
3. Community Bicycle Infrastructure	One (1) publicly accessible bicycle use supporting feature shall be provided, which may be a "bike fit-it" station, drinking fountain, or other amenity that is utilized by bicyclists.

c. On-Site Loading Standards	
1. On-Site Loading and Service Bays (Minimum)	1.0 space

D4: Feces/Walls

Fences and walls shall comply with Section 703 of the Phoenix Zoning Ordinance, except as governed by the Section D1.a.2 exceptions.

D5: Amenities

a. Resident Amenities

The project will include a range of residential amenities to encourage social interaction between residents and visitors. The development will include a minimum of five (5) amenities, which may include, but not be limited to the following:

Within Building	Within Pool Courtyard
• Bike storage • Clubhouse • Conference room • Dedicated mail and parcel area • Fireplace and sitting area(s) • Fitness center • Leasing center • Lounge with exhibition kitchen • Pet spa / grooming area • Private and group work / remote-work spaces • Resident market • Self-service package • Yoga studio	• Barbeque(s) • Covered patio for outdoor dining • Fire feature(s) • Lounge deck • Resident pool • Seating node(s) • Shaded outdoor seating area(s) • Water feature(s)

D5: Shade

a. Building and Shade	
Shading, which may be architectural, vegetative or any combination thereof, shall be provided as follows. All shade calculations shall be based on the analysis of summer solstice at noon.	
1. Public Sidewalk Shading[4]	Minimum 75%
2. Private Sidewalk Shading	Minimum 75%
3. Private Open Space Area(s)[5] Shading	Minimum 50% of which 50% of the shade should be provided by trees or trellised vines

[4] Development should include shading along their entire right-of-way frontage, excluding driveways, loading, and service berths.
[5] See Section D2.b.1 of the PUD for open space requirements.

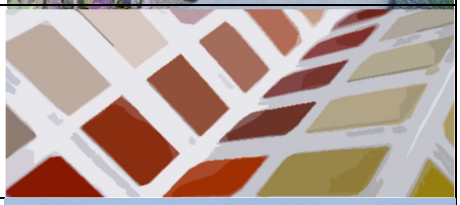
D6: Lighting Plan

Lighting standards from Section 704 and Section 507.Tab A.II.8 of the Phoenix Zoning Ordinance and Section 23-100 of the City Code shall apply. Pedestrian lighting to be provided along public and private sidewalks that comply with the standards of Section 1304.D and Section 1304.H.5 of the Phoenix Zoning Ordinance.

E. DESIGN GUIDELINES

E1: Design Guidelines

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

a. Architecture		
1. Exterior Materials	The elevation shall incorporate distinct and identifiable materials and/or architectural elements in order to create visual interest in the building façade. These materials and architectural elements shall include at least three (3) materials, which may include, but are not limited to, wood, metal, and cementitious material accents. Blank walls shall not exceed 20 feet without a variation in texture, building fenestration and/or color. Stucco is limited to no more than 68% of the total material on the 7th Street and Colter elevations.	
2. Exterior Colors	Paint color palette shall include no less than two (2) colors, with one of the selected colors being no more than 75% of the total paint used on painted surfaces on the elevations along 7th Street and Colter.	
3. Enhanced Northwest Corner	At the northwest corner, the elevation shall incorporate a distinguishing element, such as a change in color or material, to differentiate the building corner from the immediately adjacent building sections. The final design for the northwest corner of the building should be generally consistent with the conceptual image to the right, which depicts the use of wood-like paneling and metal railing, as well as a visually dominate third floor balcony.	
4. Enhanced Southwest Corner	At the southwest corner, the elevation shall be designed with a base that is differentiated from the remainder of the building in order to relate to the street. The base may be between one and three stories in height and should be scaled to the immediate context. The base of the building should be placed parallel, and not at an angle, to the street. Base shall be of a different color and/or primary material to accent it from the levels above.	

5. Ground Level Units	Ground level units fronting onto 7th Street and Colter Street shall have space defining walls comprised of fencing with cementitious and metal elements, creating a private patio space for each unit. These walls/fences shall be complementary in design to the building's architecture, color and materials and provide some visibility into these areas to provide visual interest and "eyes on the street" benefits with potential for neighborly interaction with pedestrians while maintaining security.	
6. Private Balconies	All elevated (above grade) residential units shall contain one (1) private balcony of a minimum of 40 square feet in size with a depth of 5 feet.	
7. Garage Screening	A minimum of 50% of the parking garage structure visible from the public right-of-way or an off-site building shall be screened by the primary structure. Any remaining portion of the garage structure visible from the public right-of-way or an off-site building shall be screened with material and design consistent with the primary building façade.	
8. Art Element	At least one (1) art element is required that is visible from public right of way. May be sculpture, mural, artistic elements integrated into landscape or hardscape or other artistic feature.	
9. Structural Shading Element	Final elevations for the west side of the building shall include a projecting shade feature to provide horizontal mass for the facade along 7th St. The structural shading element shall (i) be a minimum of 30% of the total façade length; (ii) project at least five (5) feet from the primary building façade, and (iii) be from ground to the base of the third-floor floorplate, at minimum.	

F. SIGNS

F1: Permitted Signs

Unless otherwise permitted herein, signage shall comply with Section 705 of the Phoenix Zoning Ordinance.

Permitted Signs	
a. Blade Sign	One (1) sign for project identification to be located at the southwest corner of the building. Blade signs shall be no taller than 20 feet with an overall maximum size of 80 square feet. Signs shall not extend higher than 40 feet from grade. Signs may be single sided or double sided and are only allowed to project a maximum of 6 feet from the face of the building. For double sided signs, only one sign face is counted towards the square footage maximum. Blade signs may also be internally illuminated.

G. SUSTAINABILITY

G1: City Enforced Standards

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

- As encouraged by Reimagine Phoenix, recycling receptacles will be provided in the refuse room. These will be commercial bins, serviced by a private solid waste provider.
- Dual Glaze Windows with High Performance Low-e Glazing.
- All landscape and exterior building lighting will be LED lighting with dark sky cut off features.
- Provide water efficient landscaping (drought tolerant plants).
- Utilize a drip irrigation system with a 'smart' controller to minimize water waste.
- Provide 75% shade on public sidewalks adjacent to the development.
- Retention of existing perimeter vegetation to the extent practical, with the exception of non-native palm trees, which may be removed at property owner's discretion and replaced with pedestrian scale, native shade trees.

G2: Developer Enforced Standards

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

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

H. INFRASTRUCTURE

H1: Grading and Drainage

Existing grades in and around the 2.55-acre improved site are generally flat and slope from north to south at 1% or less. The proposed development will accommodate the existing grades by cutting/filling on the site interior and tying back to the existing perimeter with slopes and/or retaining walls as necessary. The stormwater retention requirement for this project will be either the "first flush" volume or the "pre-vs-post" 100-yr, 2-hr volume, whichever is greater. The site is not impacted by offsite run-on from adjacent public rights-of-way. Storm water originating in the adjacent public streets is collected by the City's public storm drain systems and conveyed to regional discharge facilities located away from the site.

H2: Water and Wastewater

Public water and sewer infrastructure exists in the adjacent public roads and is understood to be of sufficient depth and capacity to service the proposed development. New private sanitary sewer, domestic, and fire suppression services will be provided as necessary onsite per current City development codes and policies. Existing services in place for the current site improvements will be evaluated for reuse by the new development as appropriate.

H3: Circulation Systems

According to the trip generation and parking statement that was prepared by CivTech for Zola North Central (filed under separate cover and reviewed under STIA 2202579), it was determined that the proposed use of the site would generate 586 weekday daily trips, with 38 trips (13 in/25 out) during the AM peak hour and 49 trips (27 in/22 out) during the PM peak hour. The analysis also determined that, during the peak hours, a majority of the distribution of vehicles (60%) will exit the property at the driveway on Colter Street and will travel west toward 7th Street.

The trip generation and parking statement also evaluated the parking requirements for the proposed development. Based on the research undertaken by CivTech, data based on the zip code and area of the site for information on different modes of transportation indicated that many people working in the area choose alternative modes of travel to commute to work. The 2019 data suggest that; 76.3% of people drive a car along, 7.0% carpooled or used a taxi service, 5.9% use some form of public transportation, 3.7% walked or rode a bicycle, and 1.1% used some other means of transportation. Ultimately, the data suggests that 17.7% of people living in the area use an alternative mode of transportation to commute to work other than driving alone. Furthermore, data obtained by CivTech suggests that, of renter-occupied apartments in the area code of the subject site, 18.48% of renters did not own a single vehicle.

Additionally, Transportation Network Companies ("TNCs") are an increasingly common method of finding personal travel by connecting the user to a driver via an online platform. The most common TNCs are Uber and Lyft which typically cost less and are easily accessible/payable through online platforms. TNCs also offer sharing of vehicles where a group of users can share trip with unacquainted users with similar origins and destinations who split the fare (for example, UberPool, and Lyft Shared).

With the relevant area code data presented and the increase in use of TNCs, it was determined by CivTech that a reduction of the number of private vehicles parked within the project should still allow for sufficient parking for the project. As such, CivTech relied upon the base parking ratios found within the Urban Land Institute Shared Parking Third Edition to determine the appropriate parking standard for the project (see table below).

Land Use	Weekday		Weekend		Peak Ratio	Units
	Visitor	Resident	Visitor	Resident		
Studio Efficiency	0.10	0.85	0.15	0.85	1.00	Unit
1-Bedroom	0.10	0.90	0.15	0.90	1.05	Unit
2-Bedroom	0.10	1.65	0.15	1.65	1.80	Unit

Table 1 (above): Urban Land Institute Shared Parking Base Parking Ratios

Using the Peak Ratio from the Shared Parking base parking ratios in the table above, the number of parking spaces needed to provide sufficient parking for the project was calculated. Parking calculations using the Shared Parking Peak Ratios are summarized in the table below.

Unit Type	Quantity (Units)	Requirement Per Code			Required Vehicle Spaces
Studio Efficiency	24	1.00	spaces per	1 Unit	24.0
1-Bedroom	233	1.05	spaces per	1 Unit	128.1
2-Bedroom	48	1.80	spaces per	1 Unit	86.4
Required Parking Spaces (Rounded up to the nearest whole number)					**239**

Table 2 (above): Required Parking Spaces per Urban Land Institute Shared Parking Peak Ratios

Per the Shared Parking Peak Ratios, a total of 239 parking spaces are needed to provide sufficient parking for the project based on the number and type of proposed units.

H4: Complete Streets

The City of Phoenix Complete Streets Design Guidelines, adopted October 17, 2018[6], include a number of suggestions for new development, some of which are applicable to this project:

Design for Context:

- *Bicycle treatments should be considered along all roadways…*
  This project will incorporate the Colter Street Improvements which is understood to be a planned bikeway. In addition, the project shall include supporting bicycle infrastructure per Section D3.b.3.
- *Design streets to enhance access to and contribute to the open space network within the city.*
  The pedestrian realm will be a publicly accessible open space, with large landscape areas between curb and sidewalk, as well as shade and landscaping that will make walking along the frontage a pleasant experience. Sections D2.a.2 and 3 provide for the landscape strip requirements while Section D5.a.1 requires 75% shading.

[6] https://www.phoenix.gov/streetssite/Documents/CSDG_FINAL_CC_APPROVED.pdf

Design for Safety:

- *Design streets safely for all users…*
  This project will enhance safety for the public by installed detached sidewalks to buffer pedestrians from automotive traffic as noted above. In addition, the intersection of Colter and 7th Street will be upgraded with a signalized solution, providing enhanced crossing of this busy roadway for all users.

- *Ensure that streets have sufficient lighting for all users in compliance with the City of Phoenix Street Lighting Policy*.
  Section D6 provides for lighting that meets City standards, and adds additional pedestrian level lighting beyond base Chapter 6 standards, ensuring sufficient lighting for all traffic types along 7th and Colter.

Design for Comfort and Convenience:

- *Shade should be a primary technique in projects to reduce ambient temperatures and reduce direct sunlight exposure for pedestrians and cyclists.*
  The pedestrian areas of the public rights-of-way adjacent to the project will be heavily shaded, as required by Section D5.a.1 and by allowances in the development standards to permit physical shading along the building to achieve this goal.

- *All roadway corners should be designed for the smallest possible radius that still accommodates the design vehicle and emergency vehicles.*
  The intersection at 7th and Colter abutting the site will have curb updated to current standards, ensuring the most acceptable design for both reduced radius and for ADA accessibility.

Design for Sustainability:

- *Reduce streets' rate of heat absorption by maximizing tree canopy cover, reducing asphalt, and using high reflectivity materials or lighter colors.*
  While the roadway surface is outside of the scope of the project, the trees along the pedestrian ways will provide shade to both the sidewalk and the closest travel lane, forwarding this design principle.

Design for Connectivity:

- *Design and connect neighborhoods via streets, sidewalks, and trails…*
  Implementation of the streetscape standards of this PUD, particularly Sections D2.a.2 and 3, will result in a vast improvement over the current pedestrian condition. The new frontages along the public roads will be more walkable and encourage people to walk to/from other parts of the neighborhood as contemplated by this design principle.

I. COMPARATIVE ZONING STANDARDS

Table 1. C-2 Comparison Table		
Standards	**C-2 Standards (References R-3 for Multifamily)**	**Proposed PUD Standards**
a. Residential Density	Minimum 14.5 du/acre with "Density Waiver" option up to 43.5 du/acre per Section 623.E.1.b	78.50 du/acre (200 Units)
b. Building Setbacks		
North:	Minimum 15'	Minimum 5'
East:	Minimum 10'/3'	Minimum 10'
South:	Minimum 25'	Minimum 10'
West:	Minimum 10'/3'	Minimum 15'
c. Minimum Landscape Setbacks		
North:	15'	Minimum 5'
East:	10'/3'	Minimum 10'
South:	25'	Minimum 10'
West:	10'/3'	Minimum 15'
d. Maximum Building Height	2 stories or 30' up to 4 stories or 48' with a "Height Waiver" (Section 623.E.1.b)	60'
e. Lot Coverage	45%	80%

Table 2. Vehicular Parking Comparison Table		
Standards	**Ordinance Standards**	**Proposed PUD Standards**
a. Minimum Vehicular Parking Standards		
Efficiency Unit (24 Units):	1.3 spaces per dwelling unit, or 32 parking spaces	1.0 space per dwelling unit, or 24 parking spaces
1-Bedroom Unit (122 Units):	1.5 spaces per dwelling unit, or 183 parking spaces	1.05 spaces per dwelling unit, or 129 parking spaces
2-Bedroom Unit (48 Units):	1.5 spaces per dwelling unit, or 72 parking spaces	1.80 spaces per dwelling unit, or 87 parking spaces
Total Required:	287 parking spaces	240 parking spaces

J. LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MARICOPA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

PARCEL NO. 1:

THE WEST 337 FEET OF THE SOUTH ONE-HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;

EXCEPT THE SOUTH 105 FEET OF THE WEST 221 FEET; AND

EXCEPT THE SOUTH 30 FEET THEREOF; AND

EXCEPT THE WEST 40 FEET THEREOF; AND

EXCEPT ALL COAL, ASPHALTUM, OIL, GASES, FERTLIZERS, FOSSILS AND OTHER LIKE SUBSTANCES IN OR UNDER SAID LAND AS RESERVED UNTO THE STATE OF ARIZONA IN THE PATENT TO SAID LAND.

PARCEL NO: 2:

THE SOUTH 105 FEET OF THE WEST 221 FEET OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;

EXCEPT THE SOUTH 30 FEET THEREOF; AND

EXCEPT THE WEST 40 FEET THEREOF; AND

EXCEPT ANY PORTION LYING WITHIN THE FOLLOWING DESCRIBED PROPERTY:

THAT PART OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE GILA AND SALR RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, DISTANT 33 FEET EAST OF THE SOUTHWEST CORNER THEREOF;

THENCE NORTH, PARALLEL TO AND 33 FEET EAST OF THE WEST LINE OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, TO A POINT ON THE NORTH LINE THEREOF;

THENCE EASE, ALONG THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, A DISTANCE OF 7 FEET;

THENCE SOUTH, PARALLEL TO AND 40 FEET EAST OF THE WEST LINE OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, TO A

POINT WHICH IS 45 FEET NORTH OF THE SOUTH LINE THEREOF;

THENCE SOUTHEASTERLY TO A POINT WHICH IS 30 FEET NORTH AND 55 FEET EAST OF THE SOUTHWEST CORNER OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16;

THENCE EAST, PARALLEL TO AND 30 FEET NORTH OF THE SOUTH LINE OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, TO A POINT WHICH IS 30 FEET NORTH AND 25 FEET WEST OF THE SOUTHEAST QUARTER THEREOF;

THENCE NORTH, PARALLEL TO AND 25 FEET WEST OF THE EAST LINE OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16 TO A POINT ON THE NORTH LINE THEREOF;

THENCE EAST, ALONG THE EAST LINE OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16 TO THE SOUTHEAST CORNER THEREOF;

THENCE WEST, ALONG THE SOUTH LINE OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, TO THE POINT OF BEGINNING;

EXCEPT ALL COAL, ASPHALTUM, OIL, GASES, FERTILIZERS, FOSSILS AND OTHER LIKE SUBSTANCES IN OR UNDER SAID LAND AS RESERVED UNTO THE STATE OF ARIZONA IN THE PATENT TO SAID LAND.