

Van Buren Classic

Planned Unit Development

Zoning Case No. Z-25-15-8

Land Use and Development Standards Narrative

Submitted: May 13, 2016

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Public Hearing Draft Submitted: October 26, 2015

Final City Council Approval: _____

GENERAL STATEMENT REGARDING PLANNED UNIT DEVELOPMENTS

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.

This PUD provides the regulatory zoning provisions designed to guide the implementation of the overall development plan through the City of Phoenix development review and permit process. The provisions provided within this PUD shall apply to all property within the PUD project boundary. The zoning and development standards provided herein amend various provisions provided by the City of Phoenix Zoning Ordinance (as adopted and periodically amended). In the event of a conflict between a use, a development standard, or a described development procedure between the City of Phoenix Zoning Ordinance and the PUD, the PUD shall prevail.

PRINCIPALS AND DEVELOPMENT TEAM

**APPLICANT/
PROPERTY OWNER:**

Shannon Eldridge
Hendricks Commercial Properties LLC
525 Third Street, Suite 300
Beloit, Wisconsin 53511

shannon.eldridge@hendricksgroup.net
(608) 361-6774 office

PLANNER

Jenifer Corey
Zoning Strategies LLC
4120 E. Thistle Landing Dr.
Phoenix, AZ 85044

jenifercorey@zoning-strategies.com
(480) 628-1499

ARCHITECT / SITE PLANNER:

Chris Fergis
Fergis & Associates
7227 N. 16th St., Suite 212
Phoenix, AZ 85020

afergis@fergisarchitects.com

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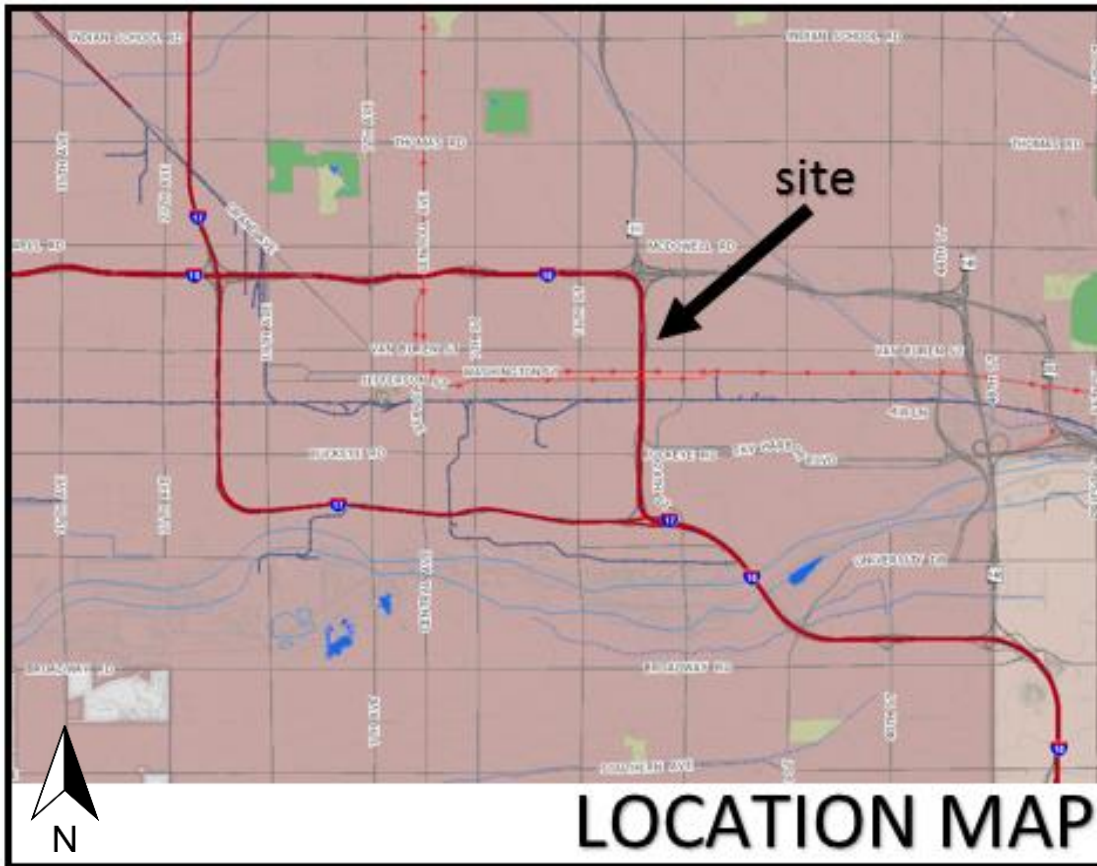
EXHIBITS

- A. LEGAL DESCRIPTION
- B. CONTEXT PHOTOS
- C. DEVELOPMENT STANDARDS COMPARISON TABLE

A. PURPOSE AND INTENT

Van Buren Classic, located at 2160 East Van Buren Street, is just east of the Interstate-10 (I-10) Freeway. While the site is located near three major transportation corridors – the I-10 to the west, the Loop 202 to the north, and the Light Rail to the south, it is actually isolated and lacks immediate access.

The site currently is used as the corporate headquarters for Desert Classic Landscaping. Also on the property is their truck / equipment repair facility, equipment storage, and a green waste holding area. As a major employer in the neighborhood, there are no immediate plans for them to relocate. However, as Van Buren Street transitions to a complete street-focused urban corridor, the property owner recognizes that it is appropriate to plan for these uses now in order to facilitate a planned, orderly redevelopment of the property.



The purpose of this Planned Unit Development (PUD) request is to provide the regulatory framework to accommodate the current use and provide guidance as the property transitions over time to a higher intensity, mixed use development. The PUD proposes walkable urban development standards consistent with the Walkable Urban Code.

This PUD development plan envisions a single mixed-use land use designation to promote flexibility in uses and design, and to provide consistent development regulations compatible with surrounding properties.

This proposal will have a positive impact on future projects in the area. Van Buren Classic will be an attractive, master planned project which can respond to market demand, reflecting an appropriate balance of housing, office and commercial uses. This project represents a significant investment in scope for both Van Buren Street and the larger Gateway area consistent with the approved General Plan land use category

designation of Mixed Commercial and Industrial, as well as the Minor Urban Center Place Type of the Transit Oriented Development Strategic Framework. The proposed PUD intensity mix is consistent with transit oriented development and walkable urban design principles.

B. LAND USE PLAN

The purpose of this PUD is to provide the framework to allow the existing use and allow eventual to transition to a mixed use development. To that effect, the terms of this Narrative regulate land uses to address the current, interim use and the long-term project.

The Van Buren Classic PUD allows for flexibility regarding land uses. It is the intent of this PUD to promote uses such as commercial/retail, office, employment, and residential uses, while specifically allowing the landscape contracting business to continue as an interim use.

The Van Buren Classic PUD, consistent with 1312.A.2.a, of the Walkable Urban Code, shall allow land uses permitted under Section 624 (C-3 General Commercial) of the Zoning Ordinance; as well as all land uses allowed in the T5:5 district and one additional use: landscape contractor.

C. PROPERTY HISTORY & SITE CONDITIONS:

History:

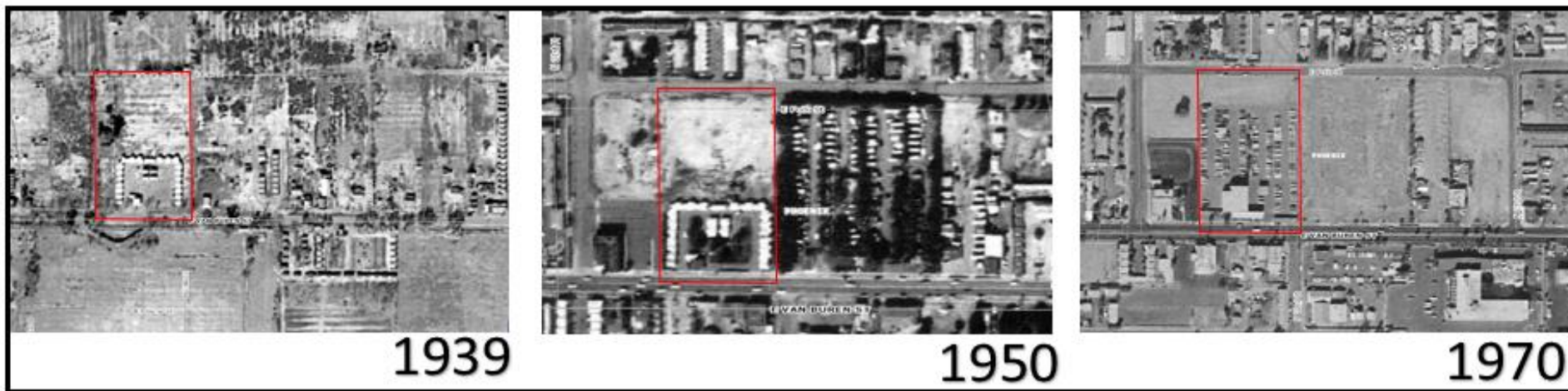
Until the I-17 freeway was constructed, Van Buren Street was designated US-60. It was the major highway traversing southern Arizona, crossing the Valley in the East in Apache Junction and Mesa as Main Street, continuing through Phoenix and the downtown on Van Buren Street, and then following Grand Avenue northwest to the town of Wickenburg. It was a major shopping corridor and home to many small motor court motels.

On site, historical aerials show a horseshoe shaped motel on this property with approximately 25 units built sometime prior to 1930.

The property was annexed into the City of Phoenix in 1948 (Annexation No. 16).

Sometime between 1959 and 1970, the motel was removed and the current building was constructed. The property was at one time used as an automotive dealership. The property sat vacant for a number of years, until the current tenant, Desert Classic Landscaping, moved their entire operation from north Scottsdale. Desert Classic cites their reason for relocating to this site due to an available workforce in the area, and the central location.

In 1961, the I-10 / I-17 (Maricopa) freeway was built to the south and Van Buren Street's status as a highway through town was severely diminished. In 1986, inner loop of the I-10 freeway, located to the west was built with no direct access for Van Buren Street to the freeway. As the decades passed, this corridor's decline has been marked with high vacancies and low levels of property reinvestment or revitalization.



Site Condition:

The property is 3.45 gross acres, or 2.96 net acres in size. There are two buildings – a vehicle repair shop and an office building fronting onto Van Buren Street. Recently, a modular building was added near the two front buildings. There are also several shade structures and canopies on the property. The middle section of the property is used for vehicle and equipment storage. The rear portion of the property closest to Polk Street is currently a temporary green waste area where work trucks drop landscaping and lawn trimmings at the end of each day. All green waste is removed by an outside green waste recycler no less than one time per week.

Topography:

The existing topography is relatively flat and drains to the southwest. There are no significant natural features associated with the property.

D. GENERAL PLAN CONFORMANCE & OTHER STUDIES

planPHX Conformance:

The Van Buren Classic PUD will be in full compliance with the existing General Plan Land Use and Street Map. The land use map designates the site for Commercial Development (which also includes mixed use and higher density residential uses). To the north, across Polk Street, the General Plan land use map designates the area for 5-10 du/ac small lot residential development.

All uses, both existing and contemplated are consistent with the existing General Plan land use map. No General Plan map amendment will be required.

This project meets many of the different Core Values established in the General Plan.

I. **Connect People and Places**

GOAL: "Vacant and Underdeveloped land in the older parts of the city should be developed or redeveloped in a manner that is compatible with existing development and the land term character and goals for the area."

The subject property has remained vacant and/or underdeveloped for many years. Approving the Van Buren Classic promotes compatible infill development with a mix of housing types in neighborhoods close to employment centers, commercial areas and where transit or transportation alternatives exist. The subject property is located adjacent to the I-10 freeway, and in close proximity to the Light Rail Corridor and the 24th Street Station. As such, this site is appropriately located for Regional Service Area land uses, which are defined in the General Plan to include uses such as office and commercial uses.

II. **Strengthen Our Local Economy**

GOAL: "Promote the growth and prosperity of Phoenix locally owned and small businesses. Encourage the growth and expansion of locally owned and small businesses as a means of creating jobs."

This goal seeks to "facilitate adaptive reuse of older, underutilized properties to create mechanisms for new local and small businesses to operate, thrive and grow." Overall, the Central City Village is a major employment area. However, a closer look at the East Van Buren Corridor reveals job and housing challenges. Since Desert Classic Landscaping relocated to this property from Scottsdale two years ago, they have made it a priority to hire directly from the surrounding neighborhoods. In fact, more than 100 jobs have been created. Longer term, when the site redevelops, this live-work balance philosophy will continue. The planned conceptual project will be a mix of uses –residential and commercial uses.



III. Celebrate our Diverse Communities & Neighborhoods

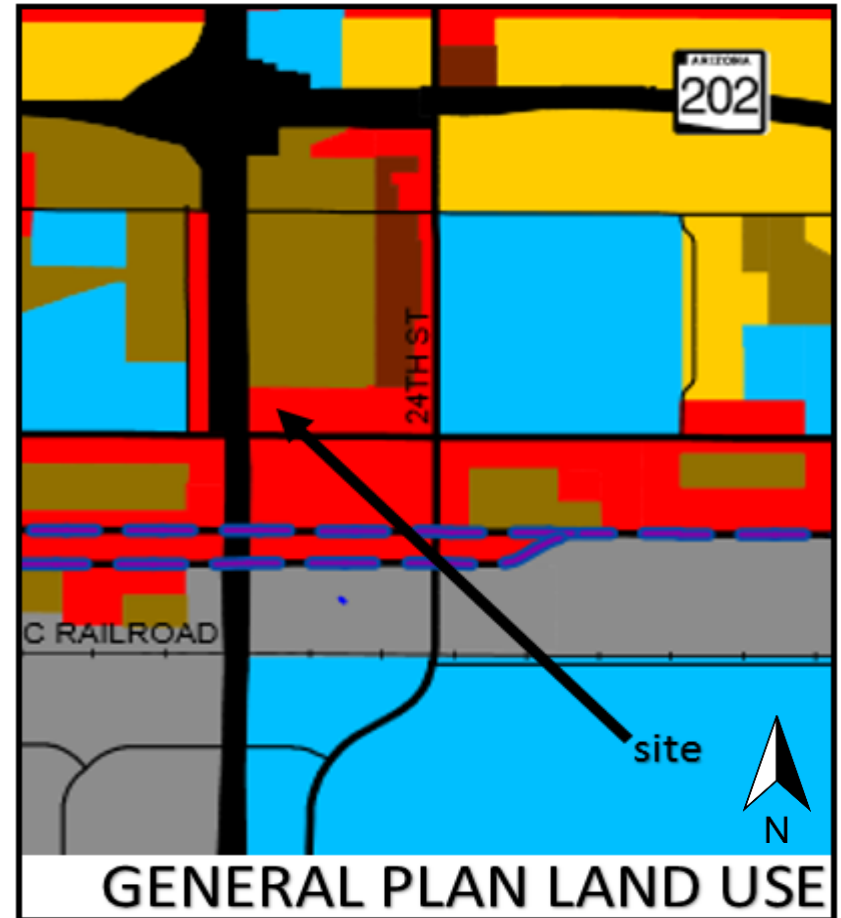
GOAL: “Design areas surrounding light rail and major transit corridors to create a walkable environment & increase activity levels.”

This Core Value encourages locating traffic-generating land uses on major streets with nearby freeway and Light Rail access. One of the most important considerations to appropriately located Regional Service Areas is to protect neighborhoods from cut-through traffic, parking and noise and light impacts of regional uses.

A major theme of this project is to encourage the continuation of an existing neighborhood employer – Desert Classic Landscaping – which providing the framework for the site to transition long term to a mixed use and residential property.

TOD Strategic Policy Framework (2013):

Recognizing that the area is located within a ¼ mile radius of the light rail stations and susceptible to future changes, the City Council adopted this General Plan policy to establish place types and associated policies for guidance on rezoning decisions and for establishment of more refined TOD policy plans. The site is located slightly more than ¼ mile from the 24th Street light rail station.



The TOD policies encourage redevelopment near high capacity transit stations and to increase linkage between land use and transportation. The site is classified as a “Minor Urban Center”, with a medium-low intensity of 2-5 stories, and up to 7 stories with incentives.

	<p>Minor Urban Center</p>	<ul style="list-style-type: none"> Balanced Commercial & Residential Retail Destination Entertainment Destination Some Employment 	<ul style="list-style-type: none"> Mid Rise Apartment Town house Row house Live/Work 	<ul style="list-style-type: none"> Low-Rise Office Under 40,000 sq. ft. single tenant retail footprint Incentive: 60,000 sq. ft. 	<ul style="list-style-type: none"> Sub-Regional Destination Medium Regional Accessibility 	<ul style="list-style-type: none"> Medium-Low Intensity 2-5 Stories Incentive: 7 Stories
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Reinvent Phoenix Gateway TOD Policy Plan & Walkable Urban Code (2015):

As a direct result of the 2013 TOD Strategic Policy Framework, Phoenix staff worked with the community to draft the Gateway TOD Policy Plan, which was adopted in May 2015. The Gateway TOD Policy Plan includes the Van Buren Street and Washington Street corridors stretching from the I-10 on the west, the Loop 202 on the north, 44th Street on the east and Sky Harbor Airport to the south. For the site, the Plan recognizes that there are a lack of parks, medical facilities and grocery stores in the area. The Gateway TOD Policy Plan also recognizes that residents in this area have lower educational levels and more often than not lack their own vehicles.



As noted in the Mobility Element of the Gateway TOD Policy Plan, low frequency and connectivity between the light rail and bus network impacts the community's access to jobs and services. The interim use on the site, a landscaping contractor, is ideally situated and happens to employ many residents living in the area. Although it is likely an interim use, the use is consistent with the long range vision of the Gateway TOD District for local businesses and local jobs.

Both the 24th Street Corridor and the Van Buren Street Corridor are identified as priority development areas. Van Buren Street is identified as the top priority for implementation of Complete Street design standards.

The Plan encourages mixed use projects with pedestrian focused activities along Van Buren Street. In order to achieve the form of a compact built environment, the Plan supported the adoption of a walkable (form-based) zoning code to be implemented in the areas generally one-quarter mile from light rail stations.

The WU Code was adopted by the City Council, Ordinance G-6047, on July 1, 2015 and designates the zoning for the site as a T5:5, a medium-high mixed used district with a mix of integrated retail, office, live-work and residential units a maximum of 56 feet in height.

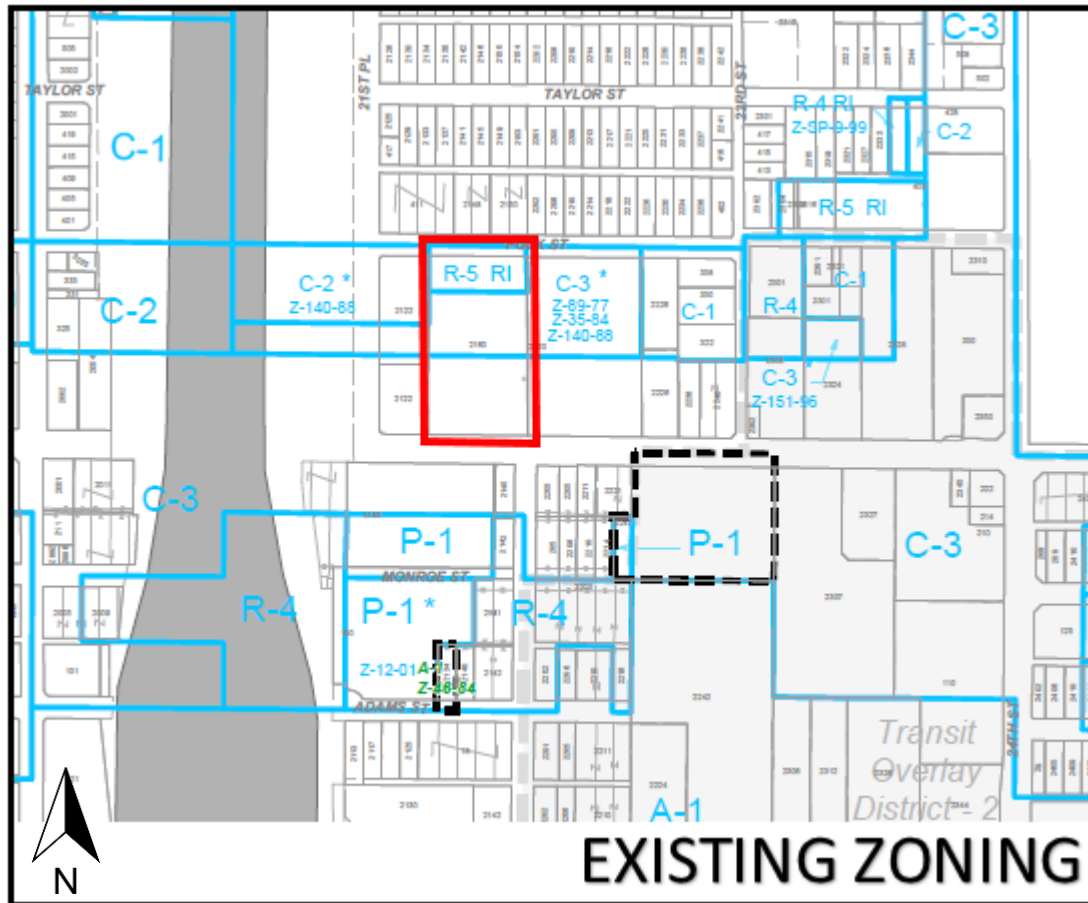
Other Plans & Studies:

East Van Buren Corridor Assessment (January 2003). This non-regulatory document examined constraints and opportunities regarding issues of stabilization and revitalization for the Van Buren corridor. It covered a 3.4 square mile study area roughly bounded by 7th Street on the

west, the Grand Canal on the east, the Loop 202 to the north, and Washington Street to the south. The EVBCA ultimately acknowledged that comprehensive revitalization efforts should focus on small areas that can show visible success.

Wilson Charrette (2000). The ASU College of Architecture and the Herberger Center of Design Excellence conducted a Charrette that included the neighborhood adjacent to the Wilson School District, from 16th to 32nd Streets. Among other things, the Charrette recommend a multi-modal Light Rail Station at 24th Street and Washington Street to allow transfer between the LRT, the freeway and the airport. The Charrette also recognized the pedestrian scale and physical design of Van Buren Street provides for pedestrian opportunities, connections with the residential areas and mixed use developments. Charrette participants wanted to “See Van Buren Street rescued from the present blight and revitalized in the same way as Mill Avenue in Tempe.”

Central City Guidelines on Increased Height (2010). In February 2010, the Central City Village Planning Committee adopted a policy document for recommending approval on projects with height and density. The intent of the guidelines is to assist the Committee in recommending additional height and/or zoning than currently allowed if the project provides 1) an affordable housing component, 2) sustainable design, 3) arts or cultural amenities, or 4) urban design elements that encouraged pedestrian friendly designs.



E. ZONING AND LAND USE COMPATIBILITY

The front two-thirds are zoned General Commercial (C-3), with the rear zoned Multi-family, Residential Infill (R-5 RI). An aerial history reviews that the R-5 RI portion of the property has never been used for residential uses. The north half of the property has traditionally been used for vehicle and/or storage.

Zoning Ordinance Applicability: The intended regulatory applicability of the Zoning Ordinance of the City of Phoenix, Arizona as adopted and periodically amended, is applicable to the Van Buren Classic PUD, except as modified by the Development Standards contained within this Planned Unit Development.

Both this site and the immediate area have historically lacked investment in the property. This area is in a stage of transition. To the south, across Van Buren Street, there is an abandoned gas station. There is also a parking lot that is fenced off and not available for daytime public parking. To the east, is a 5 acre parcel that has sat vacant since the 1960s.

To the southeast, at 24th and Washington Streets, is the Light Rail Station. The City recently adopted a form-

based code – the Walkable Urban Code with the intent to replace existing zoning in this corridor as recommended by the Gateway TOD Policy Plan. The property owner, Hendricks Commercial, has brought in Desert Classic Landscaping and made substantial improvements to the property over the last two years. These improvements include Environmental Phase 1 remediation items, correcting onsite drainage problems and bringing in a new modular office building to accommodate the expanding operations. Additional improvements planned for the upcoming year include replacing the chain link fence on Polk Street, and installing landscaping on Van Buren Street.

SURROUNDING ZONING & LAND USES

	ZONING	LAND USE
ONSITE	C-3, R-5 RI	Office, Heavy Equipment Storage, Outdoor Storage, Green Waste Storage
NORTH (across Polk Street)	R-4 RI	Multi-family apartments
EAST	C-3	Vacant
WEST	C-2 / C-3	Auto Repair
SOUTH (across Van Buren Street)	C-3 / P-1	Night Club, Parking Lot, Closed Gas Station

The Van Buren Classic PUD recognizes that there are tremendous opportunities for the property and the surrounding area.



Van Buren Classic – 2160 East Van Buren Street
Planned Unit Development – Hearing Draft

F. LAND USE MATRIX & DEVELOPMENT STANDARDS

To protect surrounding neighborhoods, and preserve the public welfare, the Van Buren Classic PUD will utilize the development standards of the T5:5 transect district and Section 1312.A Transit Gateway Character Area as well as applicable provisions in the Walkable Urban (WU) Code (Chapter 13 of the Zoning Ordinance). Unless specifically modified by the development standards below, all applicable development standards and guidelines of the Walkable Urban Code shall apply on the property.

The following land uses shall be allowed within the Van Buren Classic PUD boundaries:

LAND USE MATRIX
Landscape Contractor
All uses allowed within the C-3, General Commercial zoning district (Section 624.D)
All uses allowed in the T5:5 zoning transect (Section 1306)

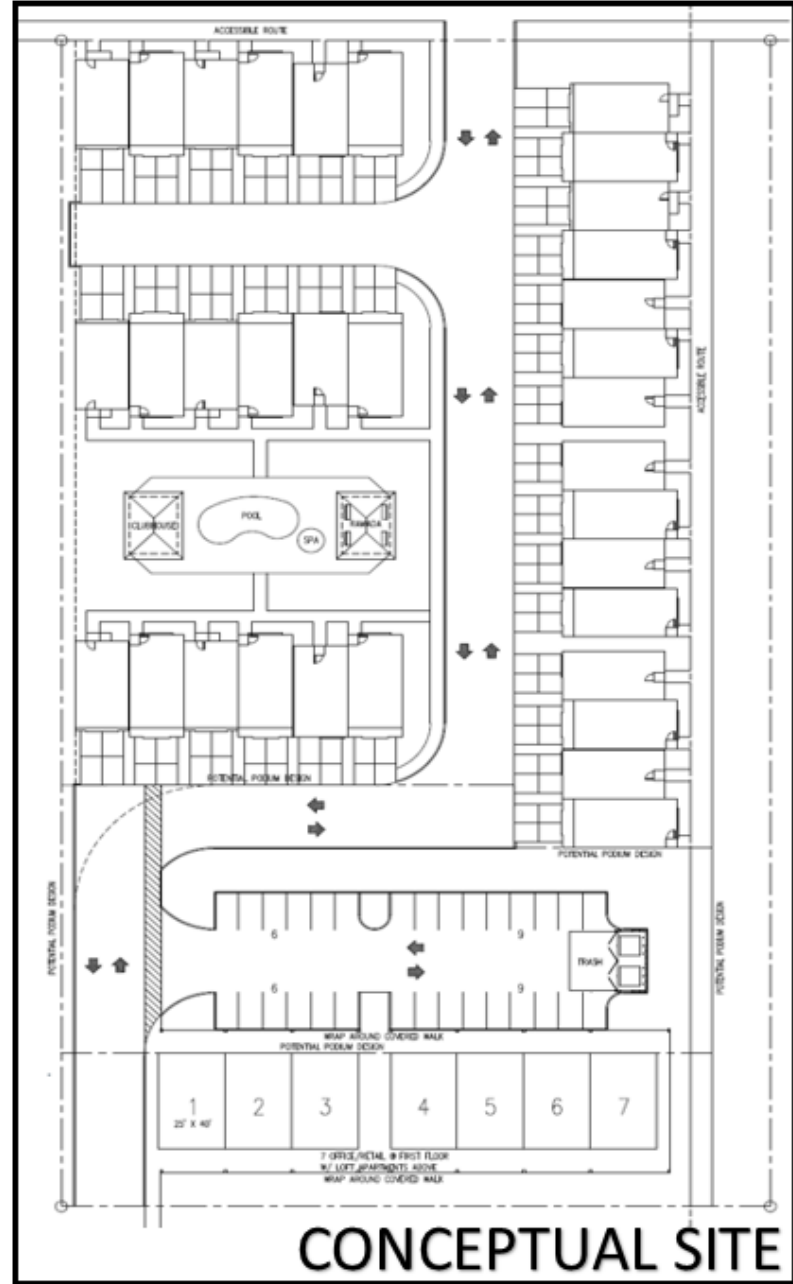
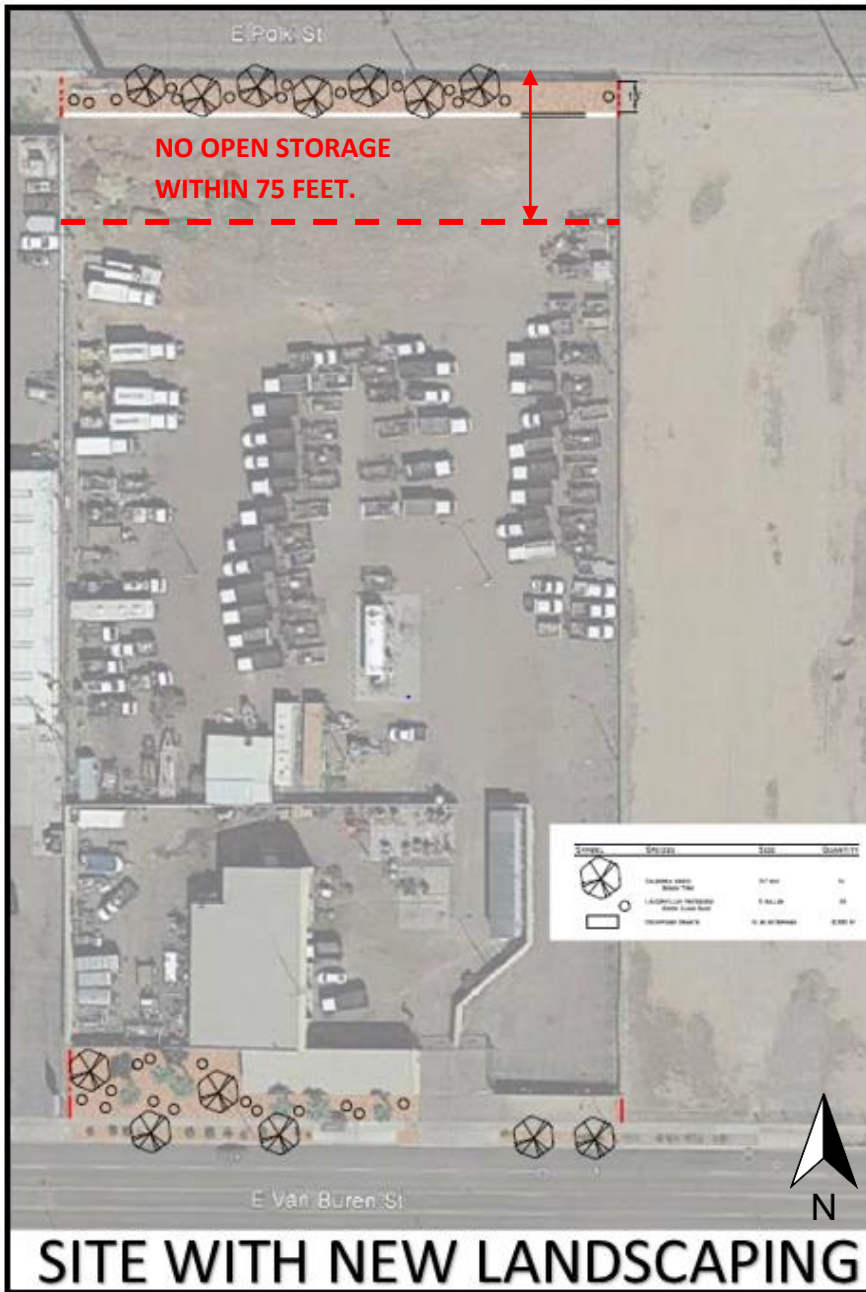
1. Landscape Contractor, Land Use Conditions
 - a. Maximum building height shall be 30 feet.
 - b. Yard Requirements:
 - (1) Except for vehicle parking areas, outdoor uses, outdoor storage or open buildings shall not be located within seventy-five (75) feet of Polk Street.
 - (2) Except for vehicle parking areas, outdoor uses, outdoor storage or open buildings shall not be located within seventy-five (75) feet of Van Buren Street, unless fully screened with an eight (8) foot high solid fence or wall.
 - (3) Green waste shall not be stored within seventy-five (75) feet of a residence district and shall be removed from the site a minimum of one time per week.
 - (4) Polk Street Standards unless fully screened with a
 - (a) Minimum sidewalk width shall be five (5) feet.
 - (b) Minimum landscape width (if no conflict with utilities) shall be five (5) feet.

- c. Screening:
 - (1) Parking or loading and unloading areas within one hundred fifty (150) feet of a residence district:
 - (a) For employee and customer parking a four (4) to six (6) foot wall or landscaped berm is required. The wall may be three (3) feet high if the parking area is located in a yard as specified in Section 627.D.2.b(I).
 - (b) Areas used for truck parking, loading, or unloading, an eight (8) foot high wall adjacent to a public street is required.
 - (2) Open Storage or Use
 - (a) Any outside storage or use within one hundred (100) feet of a residential district or any public street shall be screened by a six (6) foot high solid fence or wall.
 - (b) Height of Open Storage
 - (i) Open storage shall be no higher than six (6) feet plus one (1) foot in height for every additional three (3) feet of setback from a property line and not to exceed twelve (12) feet in height.
- d. Landscaping Requirements / Materials:

LANDSCAPING REQUIREMENTS / MATERIALS:	
LAND USE	
Landscape Setback	Per existing development at time of ordinance adoption. Varies from 12 to 33 feet.
Trees*	Min. 2-inch caliper (50% of required trees) Min. 3-inch caliper (25% of required trees) Min 4-inch caliper (25% of required trees)
Shrubs	Min. five (5) 5-gallon shrubs per tree

* 20 feet on center or equivalent groupings. Trees shall be planted with the intent to shade the sidewalk.

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- e. Lot Coverage: Lot coverall shall not exceed 50 percent (50%) of the net lot area exclusive of the first six (6) feet of roof overhang, open carports, covered patios or covered walkways.
 - f. Sustainability Credits for new development per Section 1223 of the Zoning Ordinance. A minimum 20 credits shall be required.
 - g. The Zoning Administrator or Board of Adjustment may issue a use permit to modify lot coverage, landscape or structure setback requirements up to twenty-five percent (25%) of the established setback for one (1) or (2) story structures when:
 - (1) Due to the lot size or configuration, reasonable compliance with the standards of Section is precluded, and
 - (2) It is demonstrated that the proposed structure and use furthers the intent of this Section through the provisions of alternative measures such as enhanced landscaping, screening walls, etc. which exceed the minimum standards as contained herein.



Van Buren Classic – 2160 East Van Buren Street
Planned Unit Development – Hearing Draft

G. EXISTING / CONCEPTUAL SITE DESIGN

Redevelopment occurs in stages. At the current time, there is a thriving business on site - Desert Classic Landscaping. The intent of this PUD is 1) to allow for the continuation of the existing landscaping business until the transition to a 2) more intense urban development consisting of commercial and /or multi-family development.

Currently on site, the landscaping business has multiple buildings and uses– the single-story office building on Van Buren Street, the maintenance building, the modular office building, parking and all open storage areas including the green waste transfer area at the rear. With the approval of this PUD, these uses, as well as other uses prescribed in the PUD Table of Allowed Uses, will be allowed. As part of this approval, the area streetside on Van Buren Street will immediately be landscaped. An 8-foot block wall will be installed on the north side of the property adjacent to Polk Street on the property line with landscaping and a sidewalk located in the area north of the wall in order to provide screening for the residential areas to the north.

Future Mixed Use Development. The Van Buren Classic PUD puts forth the framework for the future development, which may eventually include a mixed use project with commercial uses along Van Buren Street and multi-family development above and/or to the rear. Site and building design will conform with the PUD. At this time, no site plan is proposed, but a conceptual site layout showing a mix of commercial and office uses included herein.

H. SUSTAINABILITY

Sustainability is an important part of any development, particularly development occurring near a high capacity transit system. The Van Buren Classic PUD intends, for future development, once the interim use of a landscape contractor has concluded, to incorporate sustainability measures into the design and development of the site.

1. A bus stop shall be located on the property at Van Buren Street to provide easy access to the property and to nearby entertainment and employment areas.
2. Common landscape areas will utilize xeriscape, low water use consumptive shrubs and ground covers, air climate adapted trees to significantly reduce water consumption.
3. Commercial development shall provide common bicycle parking at 0.50 spaces per 1000 square feet. Multi-family residential development shall provide common bicycle parking at 0.15 spaces for each residential unit. A maximum of 30 spaces will be required.

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4. Bicycle parking for multi-family residential shall be provided in a secured location which may include individual lockers or racks. At least one area will be accessible within 250- feet from the street. The location and dimension of bike racks is subject to the City's approval during the technical site plan review process.
 5. A shaded walkway (minimum 50% at maturity, through the use of landscaping techniques, architectural projections, or other types of stand-alone structural shading device will be provided along Van Buren Street and Polk Street. These shaded walkways will reduce heat gain and encourage pedestrian use. Shade calculations shall be based on the summer solstice at 12:00 p.m.
 6. When provided, electric vehicle (EV) charging stations shall be located near building and/or residents' entrances. A 3-foot by 3- foot space shall be provided in front of the EV supply equipment, in addition the space dedicated for a parked vehicle.
 7. A minimum of 20 sustainability bonus points will be achieved per the sustainability matrix in Section 1223 of the Downtown Code. This PUD commits to achieving those points and if, upon review by staff, there is not an agreement regarding the number of points achieved, an appeal may be made according to the provisions of Section 1224.B.

I. SIGNS

All signs shall comply with the Walkable Urban (WU) Code (Section 1308 of the Zoning Ordinance) shall apply.

J. INFRASTRUCTURE

Circulation System.

Van Buren Street: Van Buren Street is an arterial street which makes up the southern border. The street (from curb-to-curb) is fully constructed. No dedications or right of way improvements are required. Future modifications to the street section, if any, would be in accordance with the Gateway Conceptual Street Sections.

Polk Street: Polk Street is a local street running along the north border. Polk Street (from curb-to-curb) is fully constructed, with no dedications required.

Grading and Drainage

All future development will provide retention for the 100-year, 2-hour storm event per the City of Phoenix requirements. The retention areas will be limited to a maximum of 3-feet of water depth and graded with maximum side slopes of 3:1, or undergrounded. Retention areas provided on individual parcels may be either by retention basins or underground storage. All retention facilities will be drained within 36-hours of a major storm event as required by the City of Phoenix Drainage Design Manual.

Water Services.

All future development will utilize existing City of Phoenix water mains to provide potable water service and fire protection to the site.

K. EXHIBITS

See attached Exhibits

EXHIBIT A – LEGAL DESCRIPTION OF THE PROPERTY

2160 E. VAN BUREN STREET

APN # 116-01-028

PARCEL NO. 1:

THAT PART OF LOT 3, OF THE SUBDIVISION OF THE SOUTHEAST CORNER OF SECTION 3, TOWNSHIP 1 NORTH, RANGE 3 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA AND ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OR MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 1 OF MAPS, PAGE 41, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 3;
THENCE WEST 266 FEET ALONG THE SOUTH LINE OF SAID LOT 3;
THENCE NORTH, PARALLEL TO THE EAST LINE OF SAID LOT 3 TO THE NORTH LINE OF SAID LOT 3, BEING THE SOUTH LINE OF POLK STREET;
THENCE EAST 266 FEET ALONG THE SOUTH LINE OF POLK STREET, TO THE NORTHEAST CORNER OF SAID LOT 3;
THENCE SOUTH TO THE POINT OF BEGINNING.

PARCEL NO. 2:

THE WEST 1.00 FOOT OF LOT 4, OF THE SUBDIVISION OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 1 NORTH, RANGE 3 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA AND ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN THE BOOK 1 OF MAPS, PAGE 41;

EXCEPT: BEGINNING AT A POINT WHICH IS 33.05 FEET, NORTH 00 DEGREES 08 MINUTES EAST, FROM THE SOUTH SECTION LINE, SAID POINT BEING NORTH 89 DEGREES 24 MINUTES WEST, A DISTANCE OF 1024.05 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 3;
THENCE NORTH 00 DEGREES 08 MINUTES EAST; 10.15 FEET;
THENCE NORTH 89 DEGREES 24 MINUTES WEST; 314.00 FEET;
THENCE SOUTH 00 DEGREES 08 MINUTES WEST; 11.29 FEET TO THE SOUTH PROPERTY LINE OF SAID LOT 4;
THENCE SOUTH 89 DEGREES 52 MINUTES EAST; 314.00 FEET TO THE POINT OF BEGINNING.

EXHIBIT B – DEVELOPMENT STANDARDS TABLE

DEVELOPMENT STANDARDS COMPARISON TABLE:			
STANDARD	PROPOSED PUD STANDARD	R-5 RI (.9 gross acres)	C-3 (2.5 gross acres)
Maximum dwelling unit density (units/gross acre)	n/a (per T5)	41 units (45.68 du/ac.)	38 units (15.23 du/ac.)
Building Height	56-foot maximum (per T5)	4 Stories / 48-foot	2 stories / 30 feet
Building Setbacks Van Buren Street Polk Street	12-foot maximum (per T5) 10-foot maximum (per T5)	10-foot minimum 10-foot minimum	20-foot minimum up to 50% of frontage 20-foot minimum up to 50% of frontage
Parking Setbacks Van Buren Street Polk Street Side lot line	30-foot minimum or behind building (per T-5) 20-foot minimum, 10-foot landscape (per T5) 0-foot minimum (per T5)	10-foot minimum 10-foot minimum	20-foot minimum up to 50% of frontage 20-foot minimum up to 50% of frontage
Landscape Setbacks Van Buren Street Polk Street Side lot line	12-33 foot minimum to minimum building 5-foot landscape 0-foot minimum (per T5)	20-foot minimum 20-foot minimum 0-foot minimum	20-foot minimum up to 50% of frontage 20-foot minimum up to 50% of frontage
Parking Required C-3 / Landscape Contractor T5 Multi-family T5 Commercial	1 space / 300 sf (per T5) As per Section 702 with a 25% reduction 1 space / 375 sf (per T5)	Not allowed 2 spaces/unit plus guest Not allowed	1 space/1000 sf 2 spaces/unit plus guest 1 space / 300 sf



PHOTO CONTEXT PLAN

Van Buren Classic
2160 E. Van Buren



