

'St. Ambrose'

PLANNED UNIT DEVELOPMENT

Land Use and Development Standards

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Planned Unit Development Disclaimer

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, development standard, or a described development procedure between the City of Phoenix Zoning Ordinance and the PUD, the PUD shall prevail.

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Street Frontage

Proportion and scale of building frontage to the pedestrian streetscape.

A. PURPOSE AND INTENT

Project Overview and Goals

Like all healthy cities, Phoenix continues to grow and evolve. Lessons for responsible growth can be found in the examination of the city's intact historic neighborhoods as a guide to reduce dependency on the automobile for future generations. Homes casually mixed with businesses are often found in these historic neighborhoods, and residents enjoy options of walking, biking, or hopping on a bus. Public open spaces, often with ample shade, can be perfect for a morning jog or for a neighborhood festival. It was once possible, given simple shade provisions, to live happily without a car in Phoenix. This can be true again in today's city. Research by the National Association of Home Builders and the National Association of Realtors indicates that there is a considerable demand for housing in compact, sustainable communities. One-third of people surveyed said that they would prefer to live in a compact, sustainable community rather than in a typical subdivision. Furthermore, if the location would shorten their commute, nearly 60% of the people surveyed would prefer this choice.¹ Currently, the demand for compact communities is much greater than the supply.

The average unit size in multifamily developments in the United States has been shrinking. Recorded built units in 2012-2013 averaged 50 square feet less than those built in 2002-2003.² This shift was primarily due to a shift in unit types, and Studio and one-bedroom unit types were responsible for 50.9 percent of the overall trend. Results were relatively consistent in metropolitan areas in the South and West regions of the country. Compact dwelling units that are sometimes referred to as "urban flats", although smaller by traditional standards, have a unique ability to meet a growing need for housing that bridges the geographic, functional, and social elements of the urban lifestyle. By offering more affordable price points, being located in proximity to public transportation, and encouraging interpersonal connections within the community, it is possible to bring together a highly diverse mix of individuals in a community of these "micro" dwelling units.

Major Features of Sustainable Community Development

1. Ecological Protection
2. Density & Urban Design
3. Urban Infill
4. Village Centers
5. Local Economy
6. Sustainable Transport
7. Affordable Housing
8. Livable Community
9. Sewage & Stormwater
10. Water
11. Energy
12. Reduce/Reuse/Recycle



Alley Character

Optimize an 'active alley' concept.

St. Ambrose – 220 North 12th Street
Planned Unit Development – Hearing Draft

The manner in which we develop and redevelop our communities has significant and long ranging impacts on our economic competitiveness, social, and environmental health. A sustainable community requires fairness and accessibility when it comes to housing. Mixed income housing developments have been shown to mitigate economic and social divisions and bring together a community of individuals from various age groups, different genders, and multiple ethnic and economic backgrounds. The creation of compact but spatially rich living units with the ability to evolve over time to accommodate changing or new family structures will encourage a sense of connection and vested interest in the present community.

The purpose of the St. Ambrose Planned Unit Development is to establish a regulatory framework for the development of a multi-story multi-family residential project located at the southwest corner of 12th Street and Van Buren Street. The intent of the proposed PUD is to provide incentives for a higher density development that will support a walkable corridor along Van Buren Street, and pave the way for up to 250 additional compact residential dwelling units to the area. These concepts will work within the core values defined by 2013 Transit Oriented Development (TOD) Strategic Policy Framework, the Eastlake-Garfield Transit Oriented Development Policy Plan, and the Walkable Urban Code. The project seeks to support ideas for connecting people and places, to serve a community purpose, and to create a gateway to a more vibrant downtown.

The project will focus attention on the existing alleyway as a tool to minimize the negative impacts that vehicular traffic can have on a walkable streetscape by directing cars toward the edges of developments located along the street. Conversely, well-designed and landscaped pedestrian connections through the site interior can allow safe and convenient access from the main street to the newly activated alley. Largely due to the success of the light rail system nearby, recent developments in the areas surrounding the project site have already begun to take advantage of the benefits that can be achieved through higher density development. This PUD framework is needed because the proposed development no longer fits within the requirements of the current underlying conventional zoning districts. New standards are needed to establish

general conditions for the design of built environments that will improve the overall experience and living conditions of current and future visitors and residents.

GOALS:

- Facilitate the development of transit-oriented residential units to attract a mixed demographic of residents.
- Allow for a balance of commercial and residential uses, with an emphasis on the ground-floor streetscape connection.
- Achieve a fair balance between the need for privacy offered by housing and the need of interaction and expression in the wider community.
- Maintain an adequate level of parking and access for automobiles and integrate this use safely with pedestrian and bicycle traffic.
- Present a high degree of safety and discourage vandalism through the design and configuration of open, public space and also intermediary, semi-public space.

Overall Design Concept

The overall design concept is to create a residential development that also contributes to a medium density of mixed uses and a transit-oriented lifestyle where people are able to meet most of their daily needs without the use of a car. Multi-story buildings help to ease height transitions between older, single-story residential neighborhoods and high-rise development in the commercial downtown area. New multi-family uses can act as a buffer between highly commercialized areas where activity levels can vary drastically depending on the time of day and single-family housing by supporting a continuous flow of activity and patronage for small businesses serving nearby residents. A choice of affordable residential options will be offered to target the needs of various age groups and economic classes. The proximity to Downtown, the University of Arizona medical campus, and St. Luke's Medical Center makes St. Ambrose a desirable location for students, young professionals, and workers. All units will be accessible for people with disabilities.



Streetscape Character

Planted low wall buffer between public sidewalks and private space

The proposed development will include up to 250 new dwelling units; ground floor retail, commercial, and restaurant uses; and a parking structure to serve the residential units and businesses on site. The residential units mix will consist of Studio, 1-bedroom, 2-bedroom, and 3-bedroom unit types. Ground floor uses will also include approximately 1500 square feet of gray shell space for future retail/ commercial with access from 12th Street and/or the alley. Future commercial tenants shall be in conformance with the list of uses presented in this PUD. The design guidelines will ensure that proper visual screening for the parking garage will be provided to appropriately incorporate the structure within the Van Buren Street streetscape.

Pedestrian friendly site design requires continuous separation of pedestrian movement and vehicular traffic. Because alleys are traditionally seen as utilitarian corridors, they can be overlooked for their potential to serve as secondary ingress and egress components for both vehicular and pedestrian traffic, or even to become activated public spaces. The common perception of alleys as being unsafe or unclean only reinforces the need for policy support to maximize their potential as pedestrian walkways and open space resources. By providing a crossing point between buildings and as a space separate from cars, alleys can enhance street connectivity by enabling pedestrians to reach their destination more easily and comfortably than a traditional street grid might allow.

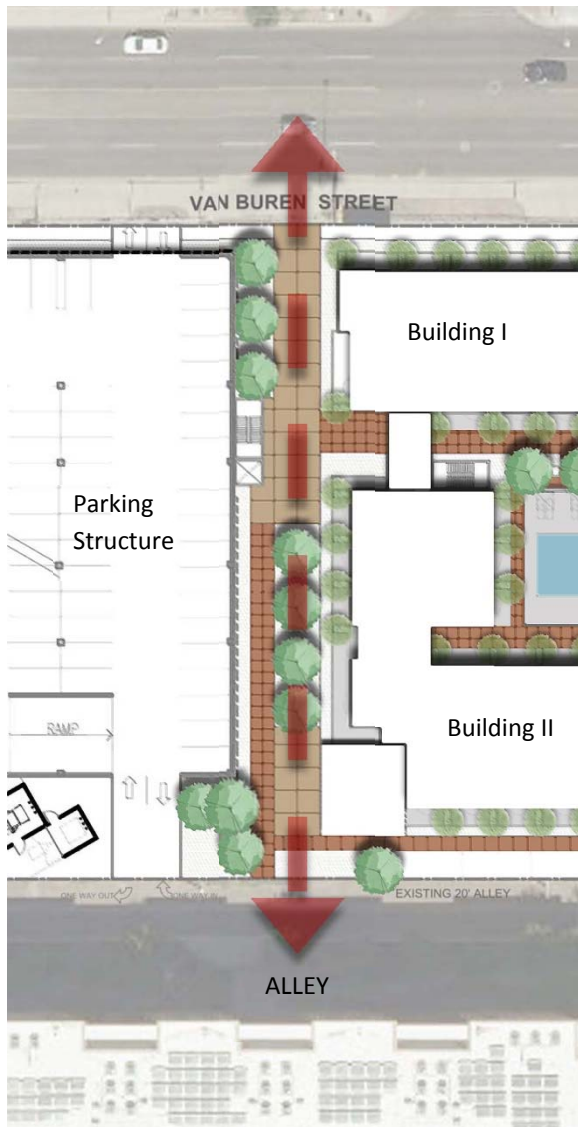
Site design guidelines in regards to alleys shall provide standards for the following:

- Pedestrian Scale Lighting
- Landscape Enhancements
- Courtyards, Pocket Parks and Patios
- Connectivity and Identity
- Façade Improvements



Landscape and 'living walls'

Landscape trellis screen walls for use adjacent to Van Buren Street



Pedestrian Connectivity Concept



B. DEVELOPMENT PLAN

Brief Discussion of the Conceptual Site Plan

The project site is located at the southwest corner of Van Buren Street and 12th Street. It can consist of one or more 4 to 5-story multifamily residential buildings, including ground-floor retail and dining uses, shared common areas, and a 5-level parking structure, that are designed to act as a unified complex. The full project build-out is intended to be able to be constructed in phases. The new development will replace an existing automobile dealership. The primary building entrance for the east apartment building will be oriented toward 12th Street, and the entry lobby for west apartment building, located on the west side of the parking structure, will have its primary frontage on Van Buren Street.

The demand for vehicular parking by future residents and commercial patrons will be accommodated by an onsite parking structure. If maximized as shown in the Conceptual Site Plan [Exhibit 9], any parking stalls that are not required by the project can be used to serve other businesses and visitors to the Van Buren Corridor. Careful consideration is given to the number and placement of driveway access points to the site. A single entrance into the parking structure from Van Buren is allowed. One-way entry and one-way exit shall be allowed into the alley on the south side of the property. Pedestrian safety is the priority. Tactile variation on the ground plane and prominent visual indicators and signage will be utilized to heighten awareness wherever pedestrian and vehicular traffic must intersect one another.

Landscape plantings, shade, and appropriate architectural scale will play a key role in reinforcing continuity for the pedestrian streetscape. Landscaping is an integral part of the pedestrian experience. Not only can trees and landscaping make places more attractive, but they also can create favorable micro-climates. Specialty paving and street furnishings will help to define pathways of travel and provide interconnectivity between the buildings and linkage to the primary street thoroughfare. The project will feature areas where pedestrians can walk safely and enjoy shared experiences.

C. SITE CONDITIONS AND LOCATION

Acreage

The project site includes three existing site parcels under a single ownership. The combined net site area is approximately 2.10 acres.

Location in Relation to Major Intersections or Areas of Regional Significance

Van Buren Street, named for the eighth U.S. President Martin Van Buren, was constructed in the 1870's as the northern border of the Phoenix town site. From the founding of Phoenix up until the 1920s, Van Buren Street was a rural road connecting Tempe to Phoenix. In the decades that followed, it served as a major collector thoroughfare for cross-country traffic between the Mexican border and Route 66. The street was a gateway to downtown Phoenix when entering from the east, which most people did, until 1956 when federal legislation created the interstate highway system and rendered Van Buren Street defunct of its former function and patronage. The history of Van Buren Street is well-known to long-time local residents for its colorful and sometimes illicit connotations that often become the stuff of legends. The street's reputation endured through the 1970s, but it has recently become a target for rehabilitation and revitalization in the context of urban planning and development.

Although it is not likely that Van Buren Street can (or even should be) restored to its original flavor and fanfare, the time is ripe for rebirth of the thruway.

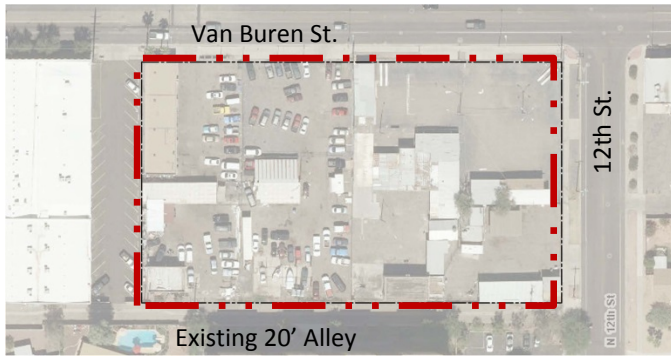
A few buildings, such as Arnold's Pickle House, remain as nearby icons from the early 1910s. Plans to re-purpose the building for an incubator space, intended to create hundreds of new jobs, are underway. Also adjacent to the site is La Toleca, which first opened in 1937 serving take-out Mexican food. The restaurant suffered a fire in December 2014 which resulted in extensive damage, including the collapse of the roof. The building is currently awaiting new stewardship.



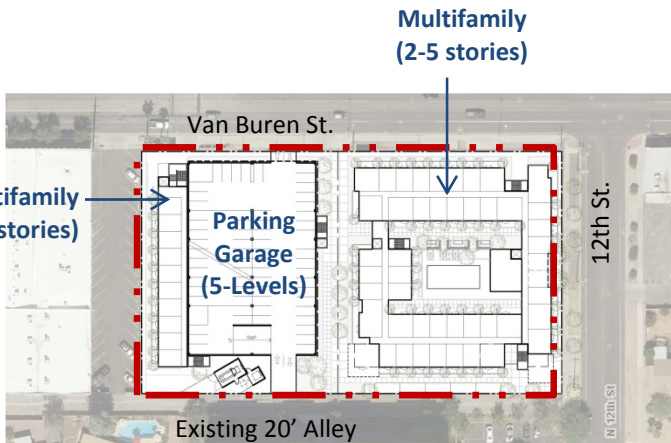
Pickle House at 14th Street in the Van Buren Corridor



La Toleca Restaurant Building at 12th Street in the Van Buren Corridor



Existing Site



Proposed Conceptual Site Plan

Topography and Natural Features

The topography of the site is relatively flat. There is little to no salvageable vegetation or plantings on the existing site.

D. GENERAL PLAN CONFORMANCE

The City’s current General Plan designation for the subject property is Commercial land use which allows for commercial, retail, and multi-family housing development. The project site is currently zoned C-3, and it also falls within the Transit-Oriented Development (TOD-1) overlay zone. The design and scale of St. Ambrose is consistent with the adjacent pattern for higher density residential units and TOD-1 objectives to encourage a mixture and density of activity around Phoenix Metro’s transit stations, to increase ridership, and to promote alternate forms of transportation.

The concept of “The Connected Oasis,” a vision derived by PlanPHX, a concerted effort by the City of Phoenix to collaborate with residents on the future of their city, is expected to guide the next evolution of the City of Phoenix General Plan, and the five core values that will be used to drive improvements within the General Plan are also integrated within this PUD:

- I. Connected People and Places
- II. Strengthen the Local Economy
- III. Celebrate Diverse Communities and Neighborhoods
- IV. Build the Sustainable Desert City
- V. Create an Even More Vibrant Downtown

TOD Strategic Policy Framework

The TOD policies were created to establish a city-wide framework to improve the linkage between land use and transportation. The intended result was to encourage redevelopment near high capacity transit stations, such as the 12th Street/Washington Street light rail station and the 12th Street/Jefferson Street station, located within ¼-mile or less from the subject site for this PUD. The place type for this site is identified in the

TOD policy document as a “Minor Urban Center”, and development intensity is described as medium-low intensity with 2-5 stories, and up to 7 stories with incentives. Land use is intended to be a balance of commercial and residential uses.

Although the number of stories is described in the TOD policy, the actual building height in terms of feet is not defined.

ReinventPHX Eastlake-Garfield TOD Policy Plan and the Walkable Urban Code

The Eastlake-Garfield master plan envisions the particular stretch of Van Buren Street between 11th Street and 16th Street as a shared “Main Street” for the neighborhoods of Eastlake, Garfield, and Edison Park. Elaborating upon the unique existing stock of vintage buildings built to the sidewalk, Van Buren Street has the potential to become a recognized destination featuring a mix of residential uses, restaurants, and small local businesses.

The Eastlake-Garfield TOD Policy Plan includes a policy guidance plan for the future adoption of the Walkable Urban Code. The WU Code consists of 12 transect districts that vary by the level and intensity of development based on the intensity and form that is best integrated with surrounding neighborhoods while facilitating urban pedestrian-supported transit-oriented projects. Conceptual zoning designation for this site is T5:5 and T5:3. According to the WU Code adopted by the City Council, Ordinance G-6047, on July 1, 2015, building heights within the T5 Transect District can average between 56-feet and 100-feet in height.



ReinventPHX Eastlake-Garfield TOD Policy Plan
Vision for Life on Van Buren Street in 2040

Building Height in Station Place Type

The proposed project shall be 2 to 5 stories, with a maximum building height of 65 feet. This is consistent with all key policies identified in the 2013 TOD strategic Policy Framework, with justification for approval in a Minor Urban Center Place Type as follows:

Policy

E.1 - Increase heights and intensities on applicable properties within a ¼ mile radius of light rail stations within parameters of the station's Place Type.

E.2 – Increase heights and intensities only for proposals that meet or exceed the standards of the Walkable Urban (WU) zoning district or the Interim TOD Zoning Overlay if proposed prior to the adoption of the WU zoning district.

E.3 – Only permit the maximum height within the Place Type for properties that have the highest degree of neighborhood compatibility and station accessibility. Heights should generally step down with distance from the station and with proximity to single family properties.

E.4 – When located on highly neighborhood-compatible and station-accessible properties, mixed used buildings that comply with the Phoenix Green Construction Code are eligible for increased entitlement up to the incentive in the Place Type

Justification

The subject site is within ¼"-mile of light rail Station #15. The station's place type, Minor Urban Center, allows up to 7 stories with incentives and the corresponding transect in the WU Code has a maximum building height of 100 feet. However, this PUD will limit the height to 5 stories and 65 feet of building height.

The proposed St. Ambrose PUD is closely matched to the general site development standards of the Walkable Urban Code for the T5 Transect District. The PUD is designed to comply with district requirements for the aggregate lot area that will be provided as open space, and additional alley improvements will create both supplemental surface parking away from pedestrian thoroughfares and also foster development for a unique activity space that will serve nearby residents and other patrons visiting Van Buren Street.

Station accessibility is largely defined by 12th Street because it serves as a primary artery, linking Van Buren Street to the light rail stations on Washington Street and Jefferson Street. In order to maintain the sense of connectivity, development density for walkable mixed use environments should be consistent from the light rail stations, continuing along 12th Street, up to the Van Buren Street corridor.

Buildings within the PUD area will meet requirements for the APS Energy Star Homes program and the prescriptive measures for the Home Energy Rating System. However, the St. Ambrose PUD does not seek to obtain the 7-story incentive option.

when one of the following performance standards are met, et. al. (Requirements listed in the 2013 TOD Strategic Policy Framework for required standards are not shown for clarity.)

***E.5** – Increase heights and intensities in accordance with adopted District Plans. If there is a conflict between the District Plan and the Place Type, the District Plan prevails.*

The proposed development intensity for the St. Ambrose PUD is consistent with the District Policy Plan and the Minor Urban Center Place Type. The community vision outlined in the Eastlake-Garfield TOD Policy Plan emphasizes the need to maximize the benefits of high capacity transit infrastructure and future open space priorities. A 5-story multi-family building, located at the southeast corner of 12th Street and Washington Street is under construction and is expected to be complete by December 2015. Therefore, the proposed 65-foot building height is consistent with existing development in the area.

New residential development has been shown to deter crime by activating an underutilized piece of property. The project site is in an area that is uniquely suited to benefit from an increased “around-the-clock” presence, activity, and vested interest that a medium density residential project can offer. Establishing a framework for retail development and an influx of small businesses can also enable this area to truly become a place where people live, work, and play. Therefore, the proposed use of the property is believed to be consistent with the goals outlined in the City of Phoenix Planning and Development requirements as described above.

E. ZONING AND LAND USE COMPATIBILITY

Existing Zoning on and Adjacent to Site

Existing land uses and zoning adjacent to the site are shown in Exhibit 8.

Existing Land Uses on and Adjacent to Site

The site currently functions as an automobile dealership and repair shop. Existing surface conditions consist primarily of paved asphalt surfaces for automobile display and staging. A single-story structure and several canopies and non-permanent buildings serve as the business's sales office, customer service, and shop areas.

12th Street provides direct access from Van Buren Street to the westbound light rail station on Washington Street/12th Street, as well as to the eastbound light rail station located on Jefferson Street/12th Street. The landmark La Tolteca restaurant building sits directly across 12th Street from the project site to the east. Car dealerships, thrift stores, and minor industrial uses surround the site along both sides of Van Buren Street. A neighborhood with single-family homes flanks the site to the south. A church and a four-story senior living apartment building are located directly south across the alley.

Existing and Adjacent Character

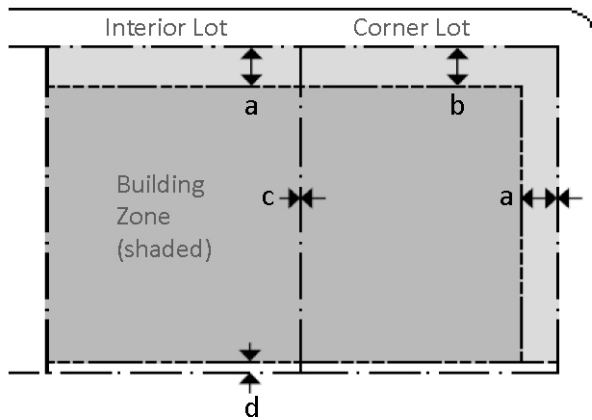
As it exists today, there is a wide variety of adjacent building character due to the historic nature of the area combined with recent redevelopment efforts and the route of the light rail. Fortunately, several original one-story retail and commercial buildings from the 1900-1920s remain standing and have been re-purposed into their current functions. These buildings are oriented to the street, and they generally maintain a 0-ft setback from the street right-of-way.

F. LIST OF USES

All T5:5 and T5:7 land uses, including accessory uses, shall be permitted, permitted with conditions, permitted with the approval of a special permit, permitted with the approval of a use permit, or not permitted on the property according to the WU Code.

G. DEVELOPMENT STANDARDS

Unless specifically modified by the development standards below, all T5:5 development standards in the Walkable Urban (WU) Code (Chapter 13 of the Zoning Ordinance) shall apply on the property. Where different standards (more or less restrictive) are specified below, these standards shall prevail over the development standards in the WU Code.



MAIN BUILDING SETBACKS

BUILDING LOT STANDARDS			
MAIN BUILDING SETBACKS		SURFACE PARKING SETBACKS	
a.	Primary Frontage – 12 th Street	h.	Primary Frontage
	10-foot maximum		20-foot minimum, or behind building
b.	Secondary Frontage – Van Buren Street	i.	Secondary Frontage
	12-foot maximum		15-foot minimum
c.	Side Lot Line	j.	Side Lot Line
	0-foot minimum		0-foot minimum
d.	Rear Lot Line	k.	Rear Lot Line
	0-foot minimum		0-foot minimum
PARKING STRUCTURE SETBACKS		l.	Primary Frontage – Van Buren Street
			<i>Parking structures are subject to the setback requirements for main buildings.</i>
		m.	Side Lot Line
		n.	Rear Lot Line

ACCESSORY BUILDING SETBACKS		LOT REQUIREMENTS	
<i>Accessory buildings are subject to the setback standards of main buildings.</i>		Lot Coverage	90% maximum
		Primary Building Frontage	75% minimum
		Secondary Building Frontage	50% minimum
BUILDING FRONTAGE TYPES			
FRONTAGE TYPES ALLOWED			
Primary Frontage	Porch; Stoop and Door Well; Patio; Common Entry; Storefront; Gallery; Arcade; Forecourt		
Secondary Frontage	Porch; Stoop and Door Well; Patio; Common Entry; Storefront; Gallery; Arcade; Forecourt		
Entry Requirements	Common Entry: Minimum one per 100-feet of primary building frontage.		
MINIMUM GLAZING FOR RESIDENTIAL BUILDING FRONTAGE			
Ground Floor	25%		
Second Floor	25%, 10% East and West		
Upper Floors	n/a		
MINIMUM GLAZING FOR COMMERCIAL BUILDING FRONTAGE			
Ground Floor	75%		
Second Floor	45%, 25% East and West		
Upper Floors	25%, 15% East and West		
BUILDING HEIGHT			
65-foot maximum			
Parking Structures	Cannot exceed building height		

General Development Standards

Building Placement

1. Buildings must be set back from lot boundaries as specified in the Building Lot Standards Table.

Building Design

1. All sides of a building should exhibit design continuity and contain multiple exterior accent materials that exhibit quality and durability.
2. Visible side and rear building façades should have a level of trim and finish compatible with the front façade.
3. All sides if the structure should exhibit design continuity and contain multiple exterior accent materials that exhibit quality and durability.
4. Monotonous building elevations should be avoided; building accents should be expressed through differing materials or architectural detailing.
5. Multiple buildings on the same site should borrow and incorporate architectural styles, materials, forms, features, colors, and compatible elements from the same site. These should include: continuation of distinctive rooflines, covered walkways and alignments, consistent detailing of finish, accent features on all visible sides of structures, compatible shapes, lateral, wall, and landscaping treatment.

Development Density

1. Typical development density shall be 84 dwelling units per acre.
2. In order to encourage community interactions and affordable housing options, development density may be increased to 120 dwelling units per acre in multi-family projects where the average unit size has a net floor area less than 600 square feet.

Building and Shade

1. Shade calculations shall be based on the summer solstice at 12:00 pm.
2. Shade cast from the building shall count towards shade calculations.
3. A minimum of 75 percent of public sidewalks shall be shaded.
4. A minimum of 50 percent of all accessible public and private open space areas shall be shaded, of which 50 percent of the shade shall be provided by trees or trellised vines.

Frontage Standards

1. Building Façades
 - a. Building façades shall be designed to provide a sense of human scale at the ground level by providing a clear architectural distinction between the ground floor and all additional stories.
 - b. All structures, except where residential uses are on the ground floor, should utilize clear windows. A clear window is a window that will allow a minimum of 75 percent of visible light (as specified by the manufacturer) to be visible on either side of the window.
 - c. Ground floor blank walls visible from the public sidewalk shall not exceed 20 linear feet without being interrupted by a window, or variation in building treatment or design.
 - d. Mirrored and reflective glass are prohibited.
2. Building Entrances
 - a. All pedestrian entrances shall be defined by the use of distinctive materials and architectural elements.
 - b. The primary building entry should be located within the primary frontage. Interior spaces of each building should be as directly accessible as possible from frontages.
3. Projections in the Right-of-Way as follows:
 - a. A minimum 16-foot height clearance is needed from public water/sewer lines, unless shade is retractable or an encroachment permit is secured as administered by the City of Phoenix.
4. Projection into Frontage Setbacks
 - a. Underground parking within frontage setbacks is not considered a projection, provided that the underground structure is not visible from the sidewalk or frontage.
 - b. Shading devices may project into any required setback up to the lot line, but not beyond the lot line unless an encroachment permit is obtained as administered by the City of Phoenix.



Example: Operable Window System with Outdoor Dining.

Pedestrian Accessway Guidelines

1. Pedestrian ways, including paseos, should meet the following minimum standards:
 - a. Pedestrian ways should be open for public access from 7am to 10 pm, or during the public hours of any off-street parking areas to which they provide access, whichever is longer.
 - b. Pedestrian ways should be a minimum of 10 feet in width, or a minimum of 6 feet in width when combined with a thoroughfare, or when provided as improved pedestrian alley access.
 - c. Pedestrian ways should be entirely visible from one or both thoroughfares or private accessways which they connect.
 - d. All ADA guidelines shall apply.
 - e. Lighting should be provided to ensure safety and security. The following lighting treatment should be provided within pedestrian ways and paseos:
 - i. 15-foot maximum height of lighting fixtures.
 - ii. A minimum of 1 foot-candle illumination should be maintained throughout the paseo.
 - iii. Uniform lighting should be placed along the entire paseo to avoid bright high glare areas and low visibility dark areas.
 - f. One of the following elements should be provided at each street entrance to the Paseo:
 - i. Bollard path light.
 - ii. Public art.
 - iii. Decorative building signage.
 - iv. Building design elements that emphasize the Paseo entrance.

Private Use of Sidewalks

General Sales and Services

1. Pedestrian-oriented accessory uses, such as sales displays for flowers, food, drink stands, shall be permitted, subject to issuance of a revocable permit where within the public right-of-way.

Outdoor Dining – Front and Side Street

1. Outdoor service of alcoholic beverages shall be clearly demarcated from public

spaces. An unobstructed pedestrian circulation path shall be maintained along the sidewalk with minimum clearances as follows:

Frontage Street: 8 feet

Side Street: 6 feet

Landscape Standards

Planting Guidelines

1. Shade trees may be selected from the Arizona Department of Water Resources Phoenix AMA-3550 list. Tree locations in conflict with overhead power lines may use alternative tree species that are on the approved SRP or APS utility plant list.
 - a. Minimum caliper: 2 inches
 - b. Trees in the right-of-way should be placed 25-feet on center, or equivalent grouping.
 - c. A minimum 2-foot 6-inch radius shall be clear of hardscape around the base of the tree.
 - d. At installation, a minimum 30 percent of all trees shall have a minimum caliper of 3 inches.
2. Shade trees may be selected from the Arizona Department of Water Resources Phoenix AMA-3550 list. Tree locations in conflict with overhead power lines may use alternative tree species that are on the approved SRP or APS utility plant list.
 - a. Minimum caliper: 2 inches
 - b. Trees in the right-of-way should be placed 25-feet on center, or equivalent grouping.
 - c. A minimum 2-foot 6-inch radius shall be clear of hardscape around the base of the tree.
3. Shade trees may be selected from the Arizona Department of Water Resources Phoenix AMA-3550 list. Tree locations in conflict with overhead power lines may use alternative tree species that are on the approved SRP or APS utility plant list.
 - a. Minimum caliper: 2 inches
 - b. Trees in the right-of-way should be placed 25-feet on center, or equivalent grouping.
 - c. A minimum 2-foot 6-inch radius shall be clear of hardscape around the base of the tree.
 - d. At installation, a minimum 30 percent of all trees shall have a minimum caliper of 3 inches.
 - e. When providing a double row of trees in the front setback or in the right-of-

way, trees should be a minimum of 2-inch caliper with 30 percent of all trees a minimum of 3-inch caliper. The rows should be placed parallel on either side of the sidewalk and when possible, staggered, to provide maximum shade.

All trees planted within 10 feet of a public water/sewer main must comply with the Water Services Department’s Design Standards Manual for Water and Wastewater Systems, or as approved by the Water Services Department.

Open Space Improvements

Either of the following, Public Open Space or a Paseo, shall be provided for multifamily residential developments with a density greater than 95 dwelling units per acre.

Public Open Spaces

Size	5% of the gross site area above 1 acre.
Edge Condition	One side minimum fronting a thoroughfare or pedestrian way
Surface	Paved and landscaped
Shade and Landscaping	50% shade provided by trees.

Paseos

Guidelines	Refer to <i>Pedestrian Accessway Guidelines</i>
Surface	Paved and landscaped
Shading	50% shade provided by trees.

Bicycle Parking

1. Required bicycle parking for on-site commercial uses and guests of residents may be placed within the frontage setback, near high traffic areas and visible to the public. The parking may be allowed in the right-of-way, subject to review by the Planning and Development Department’s Traffic Engineer.
2. The bulk of required bicycle parking for the residential units should be placed in a secured location for access only by residents.
3. Bike racks and/or storage areas should be secure and located near high traffic areas but should not impede the function of the pedestrian way.

Bicycle Parking and Amenity Standards

Non-Residential Uses < 5000 square feet floor area	1 stall per 25 vehicle parking stalls; Maximum of 25 stalls required.
Dining and Drinking Establishments < 5000 square feet floor area	a) 4 stalls in the frontage setback and/or right-of- way if no vehicle parking is provided. b) When vehicle parking is provided, an additional one stall for every 25 vehicle parking spaces should be provided.
Multifamily residential development	0.25 spaces for each residential unit; Maximum of 50 stalls required.

Parking and Loading Standards

A 25% reduction from the below standards is allowed due to proximity to light rail station.

**Minimum Required Vehicular
Parking**

Residential Multi-family Use: Efficiency 1-bedroom, and 2-bedroom unit types	1.3 spaces per dwelling unit 1.5 spaces per dwelling unit
Units with 3 or more bedrooms	2 spaces per dwelling unit

General Retail Sales:	1 space per 500 square feet
Restaurant/Bar:	1 space per 300 square feet



Example: Well integrated screening for parking structure

Parking Garage Design Guidelines

1. Design of Structured Parking
 - a. Relationship to Main Building – Parking structures should be architecturally integrated or designed with an architectural theme to compliment the main building.
 - b. Screening – The perimeter of each floor of a parking structure facing the street should have a screening mechanism designed to shield automobiles and any mechanical equipment and/or related apparatuses from public views.
 - c. Street Side Edges – An architectural treatment, landscaping and/or space for pedestrian-oriented businesses along the street-side edges of the parking structure shall be provided.
2. Lighting within the parking structures should provide safety and security.
3. Rooftop lighting should be set back a minimum of 25 feet from the perimeter of the rooftop parking structure and shall be a maximum of 12 feet in height.
4. There should be a convenient, clear, safe, and efficient internal circulation system within the parking structure for both pedestrian and vehicular traffic including appropriate signage and placement of pedestrian circulation cores (elevators and stairs).
5. Appropriate visibility triangles and pedestrian crossings at exits and entrances should be provided in all parking structures.



Design versus Style

Good design combines technology, cognitive science, human need, and beauty.

H. DESIGN GUIDELINES

The PUD shall conform to the Guidelines for Design Review, set forth in the Phoenix Zoning Ordinance. Where standards differ (either more or less restrictive) between the two, the PUD standards shall prevail over the standards in the zoning ordinance.

Sustainability

Indoor/Outdoor Relationships – Outdoor open spaces, amenities areas, and pedestrian pathways shall be designed to create a sense of place by providing opportunities for a variety of experiences and activities with micro-climates appropriate to desert climate conditions. The proposed development shall seek to maximize opportunities to create landscape shading and cooling for the building, exterior spaces, and walkways while also specifying low maintenance and desert appropriate plant materials.

Building elements such as open air covered outdoor circulation and balconies are encouraged so that they can be used to minimize the required amount of mechanically heated and cooled space and expand the building's useable outdoor area.

Surface Paving Considerations – Permeable or porous paving materials should be considered where appropriate. Care is needed to ensure that a proper sub-grade is specified for permeable paving to allow adequate infiltration/drainage. Acceptable strategies include open-joint pavers, porous concrete and/or asphalt, and precast turf-grid products. High albedo surface materials, such as concrete, light-colored asphalt or unit pavers, should be specified to decrease heat absorption and ambient surface temperatures. Light colored surface paving should have an SRI of at least 29 and/or a USEPA Energy Star label.

Architectural Design

The building base should be designed to provide interest and durability. It shall be appropriate to the architectural style of the building. Emphasis and careful attention



Example: Low maintenance materials that are durable under desert climate conditions.



Example: Transition from dwelling unit to outdoor common areas.

should be dedicated to the design to create functional, pedestrian-oriented spaces on the ground plane. Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level for unified developments.

Scale and Massing – Building masses should be organized as simple and well-scaled volumes, Excessive roof breaks and overly complicated hipped or gables roofs should be avoided. Recesses and projections are encouraged to divide horizontal planes of the building at the ground floor level into smaller-scale elements.

Durability of Materials – Materials should be used that have a long life and age well. Materials at the ground floor should be composed and detailed in a manner that enriches the pedestrian experience. Authentic materials are encouraged.

Site Design / Development

Unless specifically modified by the development standards below, the Design Development Considerations in the Walkable Urban (WU) Code (Section 1311 of the Zoning Ordinance) shall apply. Where different standards (more or less restrictive) are specified below, these standards shall prevail over the development standards in the WU Code.

Courtyard and Forecourt frontage – Ground floor uses should be accessed through appropriate frontage elements. Windows and doors of dwelling units that front onto courtyards and open spaces should be designed to maximize the unit's connection to the courtyard or open space without compromising privacy.

Opening to the Street - Courtyards should be visible to people passing by on the street (even though access to the courtyard may be limited). The opening from the street to the courtyard may be either gated or completely open to the street, but should be unobstructed by walls or other solid elements that impede view into and out of the courtyard.

Enclosure – All sides of a courtyard should be defined in a manner that establishes its internal spatial integrity.



Example: Vines on screen wall trellis for parking garage screening.

Parking Placement (Built Structure) – As an alternate to surface parking, underground / covered parking / parking integrated into built form can be used to offer the following benefits:

- Reduces the exterior paved surface area used by parking lots.
- Minimizes the negative visual effect of surface parking facilities as the defining element of the site.
- The design of the parking facility should be integrated with the surrounding context through appropriate architectural treatment.
- Provides a more comfortable (weather-protected) and secure environment for users.

Then designing parking areas, consideration should be given for the inclusion of reserved or dedicated parking spaces for carpooling and hybrid/alternative fuel vehicles.

I. SIGNS

Unless specifically modified by the development standards below, all signage standards in the Walkable Urban (WU) Code (Section 1308 of the Zoning Ordinance) shall apply. Where different standards (more or less restrictive) are specified below, these standards shall prevail over the development standards in the WU Code.

PROHIBITED SIGNS

Signs with the following features are prohibited:

- a. Inflatable signs, such as, but not limited to balloons, gas inflated signs or similar inflated signs
- b. Portable signs, except for A-frame signs that are allowed on sidewalks, per the *General Sign Restrictions Table*, below.
- c. Commercial flags, banners, streamers, or other similar advertising devices
- d. Signs advertising goods or services not provided on the premises except for non-commercial signs
- e. Yard signs

PERMITTED SIGNS AND SIGN RESTRICTIONS

Permitted sign types are limited according to the following restrictions and the table provided in this section:

- a. The number of signs per sign type;
- b. The area of signs;
- c. The height of sign copy.

Additional sign restrictions are listed in the table according to sign type.

A permit is required for the installation and modification of signs. Signs projecting into rights-of-way require a revocable permit from the Street Transportation Department.

Exception: A-frame signs shall not require a permit, provided that they are posted on a temporary basis only, and that they meet the requirements specified in this document.

All signs must provide the following clearance except where specified otherwise:

- a. Minimum 8 feet over pedestrian ways.

- b. Minimum 10 feet over vehicular ways and parking aisles.
- c. Illuminated signs as follows:
 - i. All signs may be illuminated by a light source external to the sign;
 - ii. Internal sign illumination at street level is limited to window and wall signs at storefront frontages, and ground and canopy signs.

Signs adjacent to alleys and/or alleyways shall conform to the requirements for signage along the public street.

GENERAL SIGN RESTRICTIONS				
SIGN TYPE	SIGN NUMBER	MAX. SIGN AREA	MAX. COPY HEIGHT	SPECIFIC SIGN RESTRICTIONS
Awning	1 sloping, plus 1 valence per awning	75% of sloping plane; 75% area of awning valence	16 in. on sloping plane; 8 in. on valence	Valence sign must maintain a minimum 1 in. border.
Canopy	1 per canopy	2 sf per linear foot of storefront	30 in. max.	Canopy signs may be internally or externally illuminated, neon, or LED. Conduit, raceways, and wiring may not be exposed to view from the sidewalk.
Corner	1 per building	40 sf.	n/a	Corner signs may be located only at the corner of a building with both primary and secondary frontages. Internally or externally illuminated.
Directional	2 per driveway	6 sf.	n/a	

Display Case	1 per business	6 sf.	n/a	
Ground	1 per frontage	36 sf.	n/a	Ground signs must be constructed of durable materials. Ground signs must be located within or interior to frontages.
Kiosk	n/a	24 sf.	18 in.	
Marquee	1 per entry	n/a	n/a	Marquee signs may project to within 2 feet of the curb. May require a revocable permit. Marquee signs may be combined with a canopy sign or a projecting sign.
Projecting				
- Primary Building	1 per frontage	36 sf.	18 in.	Projecting signs may project up to 3 feet from façades. Projecting signs may be double sided.
- Tenant	1 per tenant	6 sf.	8 in.	
A-Frames	1 per tenant	9 sf.	n/a	A frames may not be located within 3 feet of a curb. Maximum size: 3 feet high and 30 square feet if located within the public street setback. Sign may not block the sidewalk or ADA accessible route.

Suspended Wall Sign	1 per entry	6 sf.	n/a	Wall signs may be internally or externally illuminated, neon, or LED. Conduit and wiring shall not be exposed.
- Primary Building	1 per frontage	5 sf. Per 1 linear ft. up to 50% of the wall surface	24 in.	
- Tenant	1 per frontage	3 sf. Per 1 linear ft. up to 90% of the width of tenant space	18 in.	
Wall Mural Sign	1 per frontage	50 ft. max. in width; 56 ft. max. in height.	n/a	Only text or graphics painted directly on the wall or a graphic mural are permitted.
Window	1 per window	25% of glazed area	12 in.	The following window signs are permitted: letters painted directly on the window, neon signs, LED signs, hanging signs hung behind the glass, and vinyl applique letters applied to the window. Appliques must consist of individual letters or graphics with no visible background.
Window: Neon & LED	n/a	25% of glazed area	12 in.	



Outdoor Connectivity

Optimize regional climate amenities with outdoor vestibule spaces and landscape plantings to create shade and a microclimate effect.

J. SUSTAINABILITY

In ecology, sustainability refers to how biological systems remain diverse and productive with their nearby counterparts. Sustainability should not be limited to efforts associated with reducing the many harmful impacts that buildings and material selection can have on our environment and on our personal well-being. The idea of “sustainability” (versus the commercialized term, “green”) is defined as a process that “meets the needs of the present, without compromising the ability of future generations to meet their own needs.” Creating walkable, transit-friendly communities is a necessary component in the larger effort to reduce our environmental impacts and carbon footprint, improve human health, and increase social resilience.

Mixed-use developments along the transit corridors are contributors to sustainable urbanism and they help to support ecological principles by decreasing the distribution demand for resources across large areas. Smart growth is encouraged by the support for a balance of housing and job opportunities. This project will help to fill the demand for a residential base in the immediate area that will, in turn, promote and increase business and increase ridership on the light rail.

1. Additional trees and plantings provided as part of the landscape improvements for this project further help to reduce heat gain and promote pedestrian comfort and public health. Strategies to reduce the Urban Heat Island (UHI) effect, including reflective roofing and covered and/or pervious paving shall be encouraged.
2. Provide dedicated on-site locations and containers to promote recycling.

3. When provided, electric vehicle (EV) charging stations should be located near building and/or residents' entrances. Provide a 3-foot by 3-foot space in front of the EV supply equipment, in addition the space dedicated for a parked vehicle.

K. INFRASTRUCTURE

Grading and Drainage

Engineering plans will be submitted as part of the Planning and Development Department Site Plan submittal.

Water and Waste Water

The site will be serviced from the existing water and sewer lines in the adjacent streets and/or alley. Private on-site water and sewer lines will be provided and installed in accordance with the adopted plumbing code.

L. PHASING PLAN

The project will not be phased.

M. EXHIBITS

See Attached Exhibits 1-11

EXHIBIT 1 - COMPARATIVE ZONING STANDARDS TABLE

	Walkable Urban Code (Transect T5:5)	PUD
Maximum Building Height	56'-0" Max.	65'-0"
Maximum # Stories	No requirement	5 stories
Maximum Density	No requirement	84 du/acre 120 du/acre for residential projects with an average dwelling unit size of less than 600 square feet per unit
Building Setbacks Primary Frontage – 12 th Street Secondary Frontage – Van Buren Street Side Rear	12'-0" Max. 10'-0" Max. 0' 0'	10'-0" Max. 12'-0" Max. 0' 0'
Lot Coverage	80% Max.	90% Max.
Primary Building Frontage	70% Min.	70% Min.
Secondary Building Frontage	50% Min.	50% Min.
Landscape Width <i>[Transit Eastlake-Garfield Character Area]</i> Frontage - Primary Frontage – Secondary Side Rear	5'-0" Arterial Streets with no transit line or stations Same as 'Frontage – Primary'	6'-0" Adjacent to 12 th Street Same as 'Frontage – Primary' Adjacent to Van Buren Street 0' 0'
Sidewalk Width <i>[Transit Eastlake-Garfield Character Area]</i> Minimum Width Private Use of Sidewalks - Minimum unobstructed path	6'-0" 6'-0"	6'-0" 6'-0" (Arterial Streets) 4'-0" (Non-Arterial Streets)
Parking Required (based on the conceptual site plan)	281 spaces	281 spaces

EXHIBIT 2 - LEGAL DESCRIPTION

A PORTION OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 1 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

LOTS 7, 8, 9, 10, 11, 12, 13, AND 14, BLOCK 1, PORTER & BAXTER'S SUBDIVISION, OF TRACT "B" MURPHY'S ADDITION, ACCORDING TO BOOK 1 OF MAPS, PAGE 28, RECORDS OF MARICOPA COUNTY, ARIZONA;

EXCEPT THAT PORTION THEREOF LYING WITHIN THE RIGHT OF WAY OF VAN BUREN STREET AS WIDENED.

EXHIBIT 3 - Area Vicinity Map

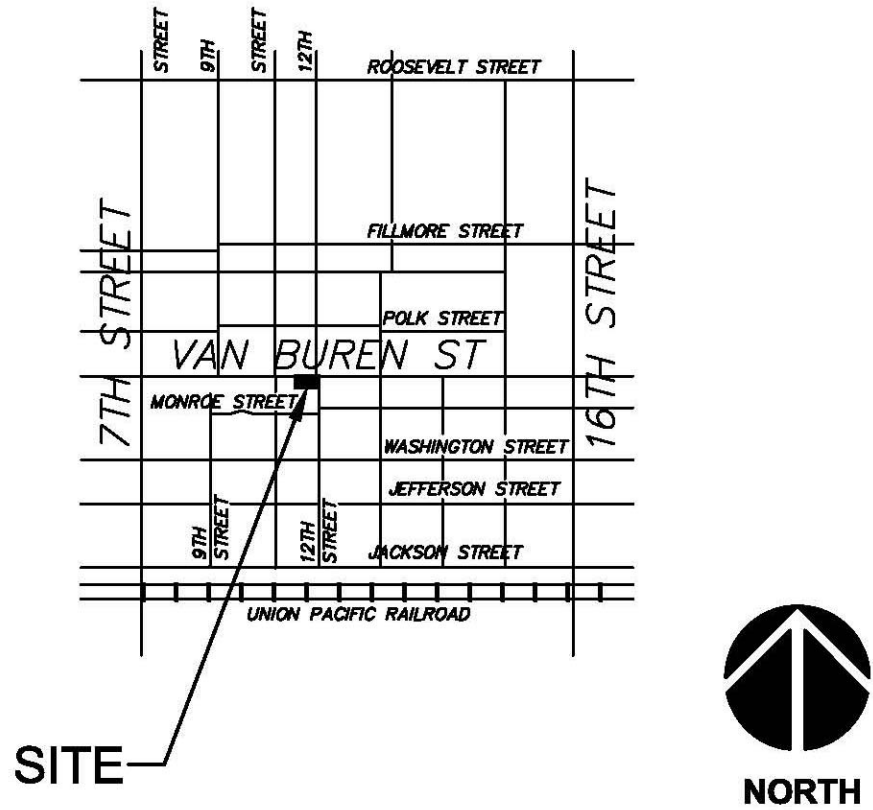
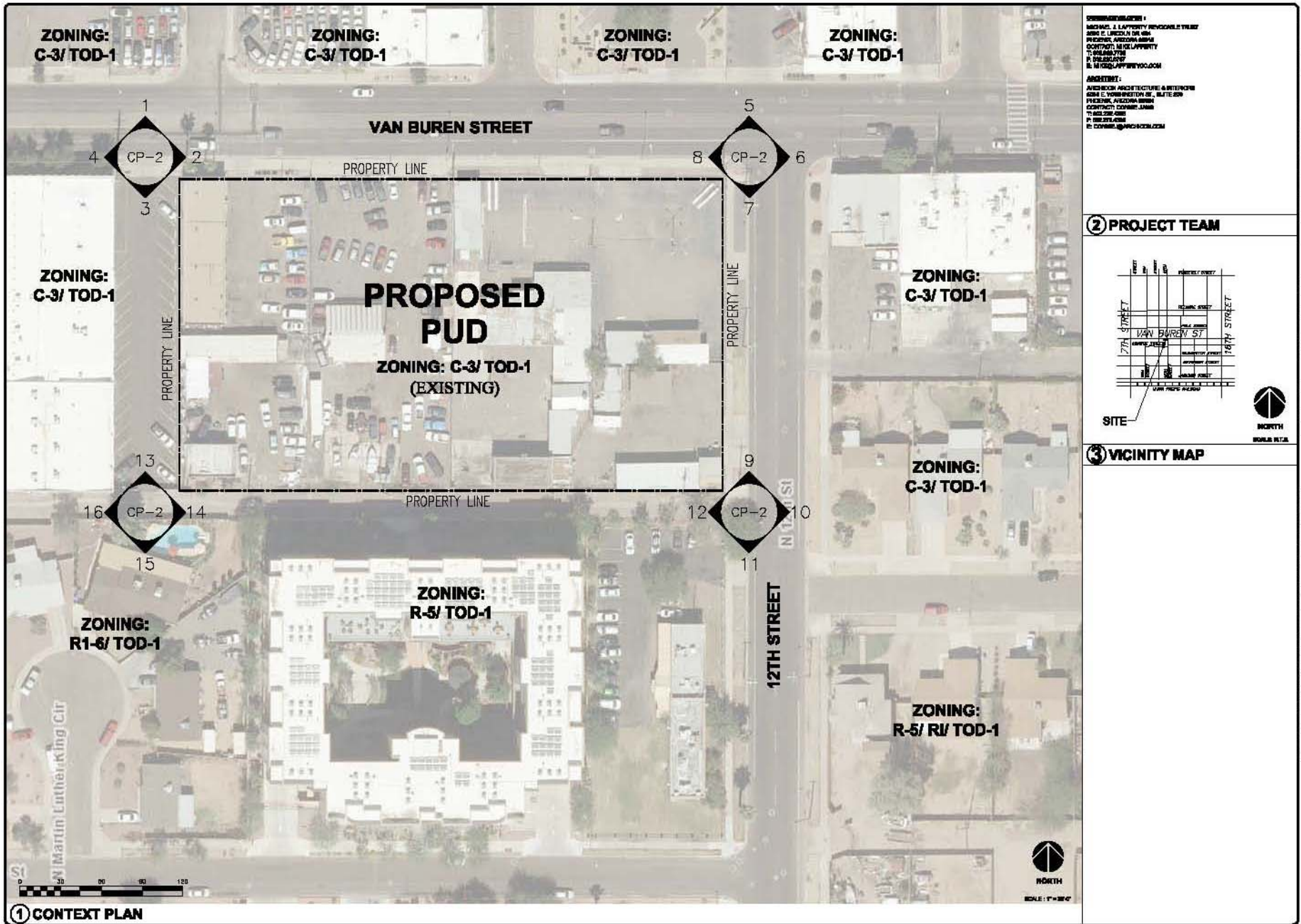


EXHIBIT 6 - Context Plan

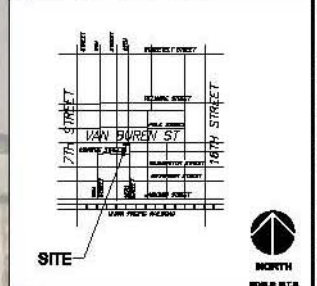


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2 PROJECT TEAM



3 VICINITY MAP

LAFFERTY
 DEVELOPMENT GROUP

ST. AMBROSE
 220 N. 12TH STREET
 SEC VAN BUREN ST. & 12TH STREET
 PHOENIX, ARIZONA 85034

CLASS	LINE
CLASH	---
CLASH	---
L. PLANK	---
CLASH	---
CLASH	---

SHEET TITLE:
 EXISTING CONDITIONS
 - CONTEXT PLAN -

PROJECT NO:
 2009-01

EXHIBIT NO:
CP.1

St. Ambrose – 220 North 12th Street
 Planned Unit Development – Hearing Draft



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8



PHOTO 9



PHOTO 10



PHOTO 11



PHOTO 12



PHOTO 13



PHOTO 14



PHOTO 15



PHOTO 16

EXHIBIT 7 - General Plan Map

Legend

- Commercial
- Public/Quasi-Public
- 10 to 15 du/acre
- 3.5 to 5 du/acre





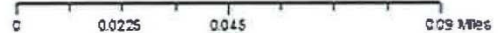
Pre-Application No. 15-26 March 30, 2015 2:00 pm GP Map	Property Location: Southwest corner of 12th Street and Van Buren Street		
		Planning & Development Department	

EXHIBIT 8 - Land Use Map

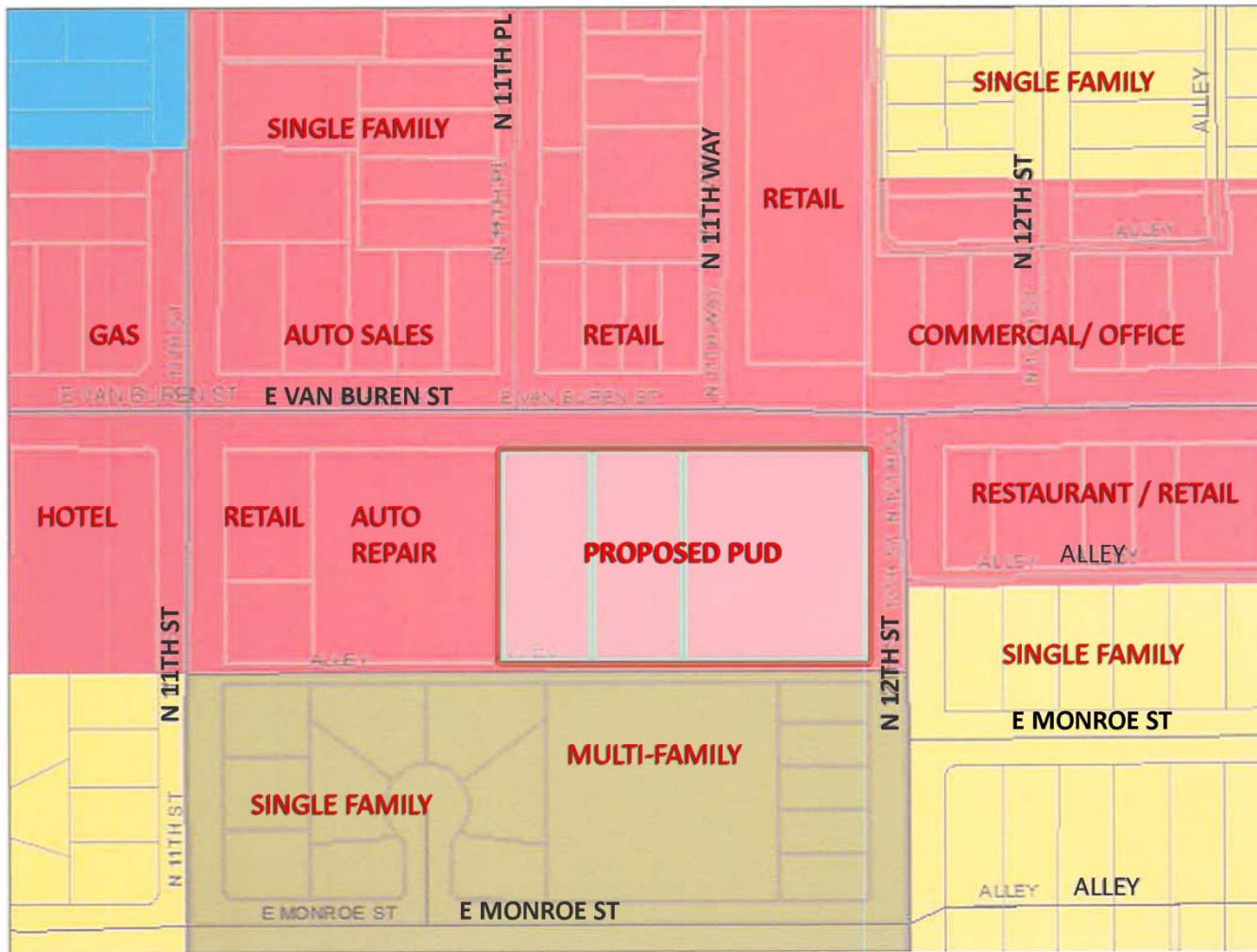


EXHIBIT 10 - Conceptual Elevations



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DESIGNED BY: O. JANKO
DRAWN BY: O. JANKO
CHECKED BY: J. PLANK
DATE: 7.30.2015

NO.	REVISION	DATE

SHEET TITLE
CONCEPTUAL BUILDING ELEVATIONS

PROJECT NO.
8817341

DRAWING NO.
DP-2



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PREPARED BY: C. JANG
DESIGNED BY: C. JANG
CHECKED BY: J. PLANK
DATE: 7.20.2015

NO.	REVISION	DATE

SHEET TITLE:
CONCEPTUAL BUILDING
ELEVATIONS

PROJECT NO:
1881367

DRAWING NO:
DP-3



EXHIBIT 11 - Conceptual Perspective Views



View from Van Buren Street looking south and west



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DATE ISSUED: 6-04-2015



View from Van Buren Street looking south and east

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OUTDOOR COURTYARD VIEW



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