



3rd on OSBORN PLANNED UNIT DEVELOPMENT

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DEVELOPMENT STANDARDS SUMMARY TABLE

DEVELOPMENT STANDARDS	
MAIN BUILDING SETBACKS	
Primary Frontage (3 rd Avenue)	12-foot maximum for new construction.
Secondary Frontage (Osborn Road)	10-foot maximum for new construction (except for part of existing building that will remain).
Side Lot Line	0-feet minimum.
Rear Lot Line	0-feet minimum.
ACCESSORY BUILDING SETBACKS	Subject to the setback standards of Main Buildings.
PARKING SETBACKS	
Primary Frontage (3 rd Avenue)	30 foot minimum or behind building.
Secondary Frontage (Osborn Road)	30 foot minimum or behind building.
Side Lot Line	0 foot minimum.
Rear Lot Line	0 foot minimum.
DENSITY	No maximum.
LOT REQUIREMENTS	
Lot Coverage	No maximum.
Primary Building Frontage (3 rd Avenue)	70% minimum.
Secondary Frontage (Osborn Road)	70% minimum (except for part of existing building that will remain).
ACCESS / CIRCULATION	Vehicular access shall be permitted to/from 3 rd Avenue.
Driveway Detail	P1255-2
SIDEWALKS	
Primary Frontage (3 rd Avenue)	Minimum detached sidewalk width 5-feet; minimum landscape width 5-feet.
Secondary Frontage (Osborn Road)	Minimum detached sidewalk width 6-feet; minimum landscape width 5-feet.
BUILDING FRONTAGE	
Primary Frontage (3 rd Avenue)	Per WU Code, Frontage Types.
Secondary Frontage (Osborn Road)	Per WU Code, Frontage Types.
Entry Requirements	Per WU Code, Frontage Types.
BUILDING HEIGHT	60-foot maximum.
BUILDING STEPBACKS	None required.

DEVELOPMENT STANDARDS SUMMARY TABLE continued

DEVELOPMENT STANDARDS	
OFF-STREET PARKING	MINIMUM REQUIRED
Multi-Family Residential	1 space per dwelling unit. Parking provided in excess of the minimum required shall be dedicated “unreserved parking”.
Office and Professional Uses	1 space per 400 square-feet.
General Retail Sales	1 space per 500 square-feet.
Dining and Drinking Establishments	1 space per 300 square-feet.
BICYCLE PARKING	Per WU Code.
LOADING AND SERVICE BAYS	One loading space provided.
LANDSCAPING	Per WU Code.
SIGNAGE	Per WU Code.
MATERIALS	<p>Steel, metal, concrete, concrete masonry block, brick, glass, and stucco, to be located consistent with Exhibits 9-11.</p> <p>Ground floor stooped entry unit façades may utilize brick, concrete masonry block, glass, and stucco consistent with the percentages below and noted within Exhibit 11.</p> <p>The use of stucco on the west and south elevations shall be consistent with Exhibit 9, as follows:</p> <ul style="list-style-type: none"> - The use of stucco on the south building elevation façade shall not exceed 45%. - The use of stucco on the west building elevation façade (foreground portion only, as noted in Exhibit 11) shall not exceed 48%. <p>The use of stucco and brick on the west building elevation first level below the podium shall be as follows:</p> <ul style="list-style-type: none"> - The use of stucco on the first level below the podium of the west elevation façade shall not exceed 5%. - The use of brick veneer on the first level below the podium of the west elevation façade shall exceed 30%. <p>Stucco shall be painted in contrasting colors to complement the Midcentury appearance of the Midtown neighborhood.</p>

A. PLANNED UNIT DEVELOPMENT

A Planned Unit Development “PUD” is intended to be a stand-alone document of zoning regulations for a particular project. Provisions not specifically regulated by the PUD are governed by the Phoenix Zoning Ordinance. If there are conflicts between specific provisions of this PUD and the Phoenix Zoning Ordinance or Design Guidelines, the terms of this PUD shall apply. The PUD only modifies Phoenix Zoning Ordinance regulations and does not modify other City Codes or requirements. The purpose and intent statements are not requirements that will be enforced by the City.

B. PURPOSE AND INTENT

PROJECT OVERVIEW

The purpose of the 3rd on Osborn Planned Unit Development (the “3rd on Osborn PUD”) is to establish a regulatory framework for the development of a multi-family development (“3rd on Osborn”) located at the northeast corner of 3rd Avenue and Osborn Road (the “Property”) within Midtown Phoenix. See Exhibit 3 – Area Vicinity Map. The Property is subject to the Transit Oriented Development Strategic Policy Framework, the Midtown Transit Oriented Development Policy Plan, and the Walkable Urban Code (WU Code), which are more thoroughly discussed in Section E. General Plan / Planning Policy. The 3rd on Osborn PUD is consistent with and compliments these important planning documents by offering a vibrant multi-family residential development that supports and encourages the pedestrian and transit oriented population. At the same time, the proposal will retain the most critical part of the existing historic structures, making them a centerpiece of the project façade that bridges the suburban Mid-century history of the site with the City’s vision for a dense, transit-oriented future.

3rd on Osborn is approximately one quarter mile west of the light rail station located at Central Avenue and Osborn Road, further warranting the need for greater density and diversity of development. The Property is located between an existing 10-story hotel (to the east) and an existing 5-story office (to the west across 3rd Avenue). The proposed development’s 60-foot height is compatible with the surrounding uses, supports the proper transition from the high-rise buildings along Central Avenue to the existing single-family

residences further to the southwest, and enhances the Midtown urban environment. See Exhibit 4 – Aerial Map. Finally, a significant housing shortage is anticipated as people continue to return to the Midtown area to take advantage of the urbanization triggered by the light rail. The 3rd on Osborn PUD responds to this projected shortage by providing additional housing opportunities on an underutilized infill site.

The 3rd on Osborn PUD is intended to create standards to guide the development of a distinctive, urban living environment aimed at promoting a unique sense of identity. Higher-density residences in this area will help support the growing demand for more urban residential units.

PROJECT GOALS

1. Facilitate the development of a new transit-oriented, multi-family residential project to attract a mixed demographic of residents.
2. Encourage the construction of new multi-family residential units along 3rd Avenue to emphasize and activate the ground-floor streetscape and pedestrian connection.
3. Reinforce the continuity of vibrant pedestrian traffic adjacent to the light rail corridor and along 3rd Avenue and Osborn Road.
4. Maintain an adequate level of parking and access for automobiles and integrate this use safely with pedestrian and bicycle traffic.
5. Create a project through design and use of materials whereby the architecture contains a timeless quality using sustainable and natural materials. The 3rd on Osborn PUD utilizes a modern architectural aesthetic that speaks to the Midcentury surroundings with the use of: steel, metal, concrete, concrete masonry block, brick, glass, and stucco, which will be incorporated into the building design and painted in contrasting colors to complement the Midcentury appearance of the Midtown neighborhood. The estimated use of stucco on the foreground portion of the West Elevation building façade and South Elevation building facade will not exceed 48% and 45%, respectively. Glass and steel rails will be further incorporated by projecting out from unit balconies on 3rd Avenue, Osborn Road, and the community courtyards to provide a visually appealing building façade of complementary materials. Lastly, usage of brick, concrete masonry block, and glass on ground floor stooped entry unit

facades will evoke the Midcentury architectural form at the pedestrian level and will be incorporated throughout the building elevations. See Exhibit 11 – Materials Palette and Exhibit 12 – Materials Board.

6. Incorporate the façade and a portion of the existing western building on the site as architectural keystone of the project to integrate the Midcentury roots of the prior suburban use of the site.

OVERALL DESIGN CONCEPT

The overall design concept establishes high-density, multi-family residential development supporting a transit-oriented lifestyle where people are able to meet most of their daily needs without the use of a car. Mid-rise buildings help to ease height transition between the single-story residential neighborhood to the southwest and the adjacent high-rise developments along Central Avenue. The proposed multi-family residential use acts as a buffer between highly-commercialized areas, in which 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. Integration of a portion of the existing buildings will maintain continuity with the single family neighborhood and smaller Midcentury offices located southwest of the site. A range of residential pricing and floorplan options will be offered to target the needs of various age groups and economic classes. The proximity to Downtown, Uptown and Park Central Mall makes 3rd on Osborn a desirable location for students and professionals. The new development will contain accessible units catering to people with disabilities.

C. DEVELOPMENT PLAN

DISCUSSION OF THE CONCEPTUAL SITE PLAN

Alliance Residential Company proposes the construction of a four-story multi-family residential building built above a partially recessed two-level podium-style parking garage that will replace most of the existing 2-story office buildings and a parking lot but will retain the façade and a portion of the existing western building. See Exhibit 8A and Exhibit 8B – Landscape – Street Level and Landscape – Podium Level.

3rd on Osborn will provide a total of 200 new multi-family residential units. Ten (10) units,

with front stoops as unit entrances, will be located at street level fronting 3rd Avenue, and six (6) more units will be accessible via a stooped building entrance from Osborn Road. The remaining 184 units will be located on levels 1 through 4, built over a partially recessed two-level concrete podium parking garage. The multi-family residential units will consist of studios, 1-bedroom, and 2-bedroom units. The development proposal includes a landscaped elevated open walkway on the podium level, fronting 3rd Avenue that connects the north and south ends of the building while fostering a sense of community through resident interaction and relationships. The walkway creates visible open spaces along 3rd Avenue where natural interaction can take place. See Exhibit 9 – Building Elevations.

While 3rd on Osborn brings urban, transit-oriented development to a suburban office site, 3rd on Osborn simultaneously retains a piece of that suburban heritage by incorporating the façade and front portion of the western building into the project site. The integrated element faces the intersection of 3rd Avenue and Osborn Road, and will be the most visible part of the project. A brick veneer will be utilized in the facades of the ground-level units along 3rd Avenue as a complement to the Midcentury design aesthetic of the surrounding neighborhoods, while maintaining consistency with the brick façade portion of the western building that will remain.

The leasing lobby for 3rd on Osborn will be accessed via the retained portion of the western building adjacent to Osborn Road., providing activation along what had been a blank commercial storefront. The development will include ground-level stooped units accessed directly from 3rd Avenue in order to activate the pedestrian frontage, bringing a “human” scale to the streetscape, but also serving a dual purpose in screening the resident parking. On the podium level, shared amenities, including pedestrian courtyards, grilling stations, a pool, fitness center, shade devices, and fire pits, will stimulate resident interaction and enhance the community.

Access to the parking will be via two remote-controlled gated driveways from 3rd Avenue for 3rd on Osborn’s residents. Secured bicycle parking will be also be provided at multiple locations within the project, to encourage ease of access to bicycles for all residents. Incorporated into the architecture, the secured bicycle storage will also allow 3rd on Osborn’s

residents easy access to 3rd Avenue without impeding the public and private internal pedestrian walkways.

The pedestrian experience will be enhanced by street landscape improvements. Currently, the Property offers dotted palm trees set back on a turf lawn with no available shade and the sidewalk pushed all the way out against traffic. The 3rd on Osborn PUD establishes a landscape buffer between pedestrians and the street, with ample trees providing shade and a sense of scale to the sidewalk. Turf areas have been retained along Osborn, in front of the commercial frontage, in keeping with its historical setting. An additional zone of landscape will buffer the building, framing the sidewalk in landscaping while offering an increased sense of privacy to the building occupants. The pedestrian experience along 3rd Avenue will be activated by two grade-level pedestrian courtyards offering shade, benches, and gathering areas. The new streetscape will be sustainable using native trees and shrubs, replacing the existing water intensive grass while further helping to reduce the heat island effect. See Exhibit 10 – Conceptual Perspective Views.

D. SITE CONDITIONS AND LOCATION

ACREAGE

The combined site area is approximately 108,041 square feet (2.48 net acres).

EXISTING SITE

Existing improvements to the Property include two (2) 2-story office buildings. The buildings were constructed in 1958 and 1959 as the Murdock Professional Building (the east building) and the Federal Housing Administration Building (the west building), respectively. The Murdock Professional Building was the first building in Arizona designed to comply with earthquake-resistant construction standards, which is now commonplace for construction. The Federal Housing Administration Office Building was originally designed as offices for both the Federal Housing Administration and the Federal Bureau of Investigation. These buildings were identified by City of Phoenix Historic Preservation Office staff as eligible for historic designation, although not currently designated.

The project design proposes retaining the most visible part of these structures, the brick

façade and front office space of the FHA Building (the west building), and incorporating it into the redevelopment of the overall site. In this manner, the property's Midcentury Modern roots will be memorialized and used even as the site is adopted to the greater densities of the WU Code. This partial integration in such a prominent manner is an essential component of bridging the site's Midcentury heritage with its transit oriented future.

The facades of the existing structures that do not face Osborn Road are blank, whereas the proposed development offers street-oriented units along the Third Avenue façade, and visually open architecture throughout. The existing structures are only two stories, and they only cover a limited portion of the lot. In order to redevelop the site and maintain a consistent architectural approach, the proposed development needs to utilize the balance of the site, both vertically (increasing the height) and horizontally (to replace parking with occupied units).

In addition, it should be noted that no historic events, persons, or stories have been associated with the existing buildings. Retention of the most visible part of the façade is the appropriate way to balance redevelopment with integration of the existing architectural spirit; full preservation would impede the necessary redevelopment.

LOCATION IN RELATION TO MAJOR INTERSECTIONS OR AREAS OF REGIONAL SIGNIFICANCE

The Property, located at the northeast corner of 3rd Avenue and Osborn Road, is the former home to the Murdock Professional Building (now known as the Stewart Plaza Professional Building) and the Federal Housing Administration building. The Property sits adjacent to one of the City's main employment and commercial corridors, which includes Park Central Mall, St. Joseph's Hospital and Medical Center, and Barrow Neurological Hospital.

The light rail station located at Central Avenue and Osborn Road, along with connecting bus routes, provides a unique opportunity to create an urban infill project of high quality, character, and identification that supports the social and economic fabric of the greater Central Phoenix area.

TOPOGRAPHY AND NATURAL FEATURES

The topography of the Property is relatively flat. The site contains existing trees. Stormwater retention is currently provided on the Property in a landscaped area within the parking lot adjacent to 3rd Avenue.

E. GENERAL PLAN / PLANNING POLICY

GENERAL PLAN 2002 and PlanPHX

The Phoenix General Plan 2002 (“General Plan”) designates the Property 15+ dwelling units per acre – Higher density attached townhomes, condominiums or apartments land use. See Exhibit 7 – General Plan Map. The 3rd on Osborn PUD conforms to the General Plan land use designation. The Property is located within the Encanto Village Core. A General Plan Amendment is not required.

The 3rd on Osborn PUD replaces a large surface parking lot with an infill pedestrian-oriented, multi-family residential use that is consistent with the area’s zoning pattern and intensity.

Revitalizing the Property will promote the long-term success of the local community and viability of the Midtown area. Strategic residential growth in the area fulfills many infill housing goals and policies of the General Plan which seek to support healthy central-area communities, especially areas located in close proximity to the light rail.

The 3rd on Osborn PUD also draws inspiration from the concept of “The Connected Oasis”, a vision that was derived from PlanPHX. “The Connected Oasis” is rooted in Phoenix’s history. It is an idea that the essence of transformation and growth will be harnessed to serve as direction for future progress. Looking back to the turn of the twentieth century, Phoenix was an oasis with lush trees sprouting along a network of wide canal banks that traversed the city and irrigation laterals that paralleled many of the major thoroughfares.

The five core values described in PlanPHX are also integrated within the 3rd on Osborn PUD:

1. Connect People and Places. By focusing on development and design within a transit-

oriented locale, the development proposal can connect residents to more places in a cost-effective and expeditious manner.

2. Strengthen Our Local Economy. Bringing more residents to the local economy means more patrons for the local retail establishments, thus boosting the local economy.
3. Celebrate Our Diverse Communities and Neighborhoods. The development proposal is located within historic and diverse neighborhoods that will only be enhanced and further diversified by the residents that choose to live in 3rd on Osborn.
4. Building the Sustainable Desert City. Not only is the development proposal utilizing sustainable construction materials and landscape, but the transit-oriented location of the Property reduces dependence on automobiles.
5. Create an Even More Vibrant Downtown. Development of various types of housing in urban cores allows for a diversity of residents and increased active participation in local activities. This diversity and the increased amount of people living in the Midtown area will lead to a more active, vibrant, and dynamic city and downtown. The 3rd on Osborn PUD is consistent with and furthers many of the goals, policies, and recommendations of the General Plan, including the following:

Core Policy 4: Provide a pedestrian environment with plazas, common open space, shaded walkways, and separation of pedestrian and vehicular traffic, bicycle parking, and vehicle parking in architecturally-disguised structures or underground.

Core Policy 6: Provide high-quality urban design and amenities that reflect the best of urban living at an appropriate village scale.

The 3rd on Osborn PUD generates increased customers and patrons for nearby and future retailers, restaurants, and entertainment destinations, including the closely-located Park Central Mall. New high-density, multi-family residential housing within an urban mixed-use project provides unique opportunities to live-work-play in the immediate area. The Property is also located within the Infill Development Incentive District. The development proposal is consistent with and furthers many of the goals, policies and objectives of the General Plan, including the following:

Infill Goal 3: Vacant and underdeveloped land in older parts of the City should be developed or redeveloped in a manner that is compatible with viable existing development and the long term character and goals for the area.

The development proposal eliminates a large, underdeveloped parking lot with a viable multi-family development that is consistent with and supports the surrounding area's development and intensity pattern. Revitalizing the Property will promote the long-term character and goals of the surrounding community and the overall viability of the Central Phoenix area.

Infill Policy 5: Encourage the development or redevelopment of vacant or underutilized parcels within the urbanized area that is consistent with the character of the area or with the area's transitional objectives.

Mixed Land Use Development Goal 4: Mixed land use patterns should be developed within urban villages and at smaller scales to minimize the number of length and trips.

Mixed Land Use Development Policy 1: Support healthy urban villages, with a balanced mix of housing, employment opportunities, and services as principal means to reduce vehicle trip length and associated emissions.

In addition, the 3rd on Osborn PUD is consistent with the Transit Oriented Development Policy Framework, the Midtown Transit Oriented Development Plan and the Walkable Urban Code, which all further the abovementioned three goal and policy statements and are further discussed in more detail in the following subsections. The development proposal encourages a mixture and density of activity around Phoenix's light rail stations. The design and scale of 3rd on Osborn is compatible with and an appropriate extension of the surrounding existing and/or approved developments in the area.

TRANSIT ORIENTED DEVELOPMENT STRATEGIC POLICY FRAMEWORK

In 2013, the City Council adopted the Transit Oriented Development Strategic Policy Framework ("TOD Policy") to help guide planning and land-use decisions within light rail

corridors. The TOD Policy designates the area around the Central Avenue and Osborn Road Station as a “Regional Center” Place Type (Station Number 7), which includes apartments as a supported land use. (Place Type parameters apply to properties generally within ¼ mile of light rail stations). The 3rd on Osborn PUD is consistent with and furthers many of the policies of the TOD Policy, including the following:

Policy E.1: Increase heights and intensities on applicable properties within a one quarter mile radius of light rail stations within the parameters of the station’s Place Type.

Policy E.2: Increase heights and intensities only for proposals that meet or exceed the standards of the Walkable Urban zoning district [WU Code] or the Interim TOD Zoning Overlay if proposed prior to the adoption of the WU zoning district.

Policy 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.

Policy F.4: Integrate new development into the existing context through measures such as stepping down building heights, modulating building massing, enhancing landscaping, preserving setback consistency and carefully locating windows, service entrances, refuse containers, lighting, and ventilation.

The 3rd on Osborn PUD successfully implements the above-stated policies by providing 200 residential units within one quarter mile of the Central Avenue and Osborn Road light rail station. The development proposal appropriately increases the building height and intensity, while giving special consideration to the orientation, floor-area ratio, architectural elements, mass and scale, and relationship to surrounding uses to ensure appropriate gradation from the high-rise buildings along Central Avenue to the 10-story hotel and 5-story office surrounding the Property, and eventually further southwest to the single-family residences.

Policy F.2: Encourage transit-supportive land uses, such as dense residential . . . in order to boost ridership and fare recovery.

Policy F.3: Limit auto-oriented land uses and excessive parking, support shared parking and paid parking and encourage bike and car share programs in order to manage vehicular traffic.

The 3rd on Osborn PUD helps to reduce vehicular traffic while boosting transit ridership and fare recovery. The majority of the Property is currently utilized as a large surface parking lot. The 3rd on Osborn PUD replaces an underutilized, heavily- automobile-dependent site with high-density, multi-family residential units. 3rd on Osborn strategically takes advantage of being within one quarter mile of the light rail station. The Property is ideally situated for 3rd on Osborn's residents to take advantage of light rail. In addition, the development proposal includes secure bike parking for residents to encourage bike and light rail ridership, further reducing automobile dependency.

MIDTOWN TRANSIT ORIENTED DEVELOPMENT POLICY PLAN

The Midtown Transit Oriented Development Policy Plan ("Midtown Plan") is a guide for transforming the Midtown District into a walkable community. The Property is located within the northwest quadrant of the Midtown Plan (north of Thomas Road and west of Central Avenue), which is home to many high rise buildings, Park Central Mall, and St. Joseph's Hospital and Medical Center.

According to the Midtown Plan Housing Element, a housing shortage of 17,520 units is projected in the Midtown District by 2035. Furthermore, the Housing Element Assessment Maps identify the area (which includes the Property) bounded to the north by Indian School Road, to the east by 3rd Street, to the south by Thomas Road and to west by 3rd Avenue, as contributing 9,000 housing units by 2035 – more than half of the projected 2035 housing shortage. The 3rd on Osborn PUD responds to the projected shortage by providing 200 new, high-density, multi-family units (approximately 63 dwelling units per gross acre) within close proximity of transit.

The 3rd on Osborn PUD furthers many of the policies of the Midtown Plan, including the following Land Use strategies:

- L1.1:** Require pedestrian oriented street frontages.
- L1.2:** Prohibit new parking lots to be located between the building and the sidewalk.
- L1.6:** Encourage public space improvements, such as sidewalks, paseos, Complete Streets, and plazas in general conformance with the Conceptual Master Plan.

Ground-floor, multi-family residential units and the leasing lobby/main entrance/pedestrian entrance will be oriented toward 3rd Avenue and Osborn Road, respectively, to create a more vibrant, pedestrian-friendly frontage. The pedestrian experience is further enhanced by street landscape improvements, including pedestrian courtyards and ample trees to provide shade and a sense of scale to the sidewalk. Importantly, the 3rd on Osborn PUD recognizes and respects the relationship between the building façade and the pedestrian experience. The strong street edge created by the ground floor residential units, the leasing lobby/main entrance/pedestrian entrance, and the landscaping successfully form a pedestrian-friendly environment.

The massing and composition of the building as it faces 3rd Avenue is designed to give the appearance of a smaller series of volume. Ground level residential units developed at one story are proposed adjacent to the street and will screen grade level parking. Relief from the ground unit façade is accomplished through the provision of two inset patio areas. This relief is furthered at the podium level as the main building is set back further to accommodate resident amenities and corner residence units which are slightly recessed with covered patio areas. Collectively, this undulation of the building form provides a visual stimulus that keeps the pedestrian engaged with his/her surroundings. See Exhibit 10A – 3rd Ave (North) Rendering.

- L1.4:** Limit parking as a permanent primary use.
- L1.9:** Reduce vehicular parking requirements to ensure an efficient use of land and discourage excessive vehicular traffic and surface parking.

As stated in the Midtown Plan, seventeen percent of the Midtown District is covered in surface parking. Importantly, the 3rd on Osborn PUD helps to reduce surface parking by

redeveloping a large surface parking lot with a high-density, multi-family residential development as envisioned in the Midtown Plan. Also, the Midtown Plan states that twenty-one percent of households do not have a car(s), justifying the proposed parking in the 3rd on Osborn PUD. The development proposal provides an appropriate balance between the parking demands of 3rd on Osborn and the ultimate transition to transit-oriented development in support of the existing light rail investment.

L1.11: Use the Conceptual Master Plan as a guide when rezoning properties to the Walkable Urban Code

The Conceptual Master Plan was referenced as a guide for this project as further discussed below.

WALKABLE URBAN CODE

The Walkable Urban Code (WU Code) implements the visions, goals, and policies of the Midtown Plan. The Midtown Plan identifies the conceptual transect districts for properties within the Midtown District. The Midtown Plan's Conceptual Zoning Plan identifies the north half of the Property as a T5:5 transect district (the south half of the Property is not designated). As stated in the WU Code, the T5:5 zoning district is intended for a medium-high intensity mixed-use fabric characterized by a broad mix of buildings that integrate retail, offices, live-work, and residential units adjacent to the light rail corridor. The 3rd on Osborn PUD fulfills the intent of the WU Code and the T5:5 transect district, while also providing for flexibility to modify certain requirements. Detailed compliance with, and comparison to, the WU Code is detailed in Section H., Development Standards, Section I., Design Guidelines, and Section J., Signage.

F. ZONING AND LAND USE COMPATIBILITY

DESCRIBE EXISTING LAND USES AND ZONING ON-SITE

Existing improvements to the Property includes two (2) 2-story office buildings. The buildings were constructed in 1958 and 1959 as the Murdock Professional Building and the Federal Housing Administration Building, respectively. Stewart Title Company occupied the Murdock Professional Building (now known as the Stewart Plaza Professional Building). The other building is occupied by various other tenants. The north half and the south half of the Property are zoned P-1 and C-1, respectively. See Exhibit 5 – Existing and Proposed Zoning Map. As previously stated, 3rd on Osborn will incorporate the façade and a portion of the structure of the western building into the proposed redevelopment.

DESCRIBE EXISTING LAND USES AND ZONING ADJACENT TO SITE

The properties to the north are improved with 2-story condominiums zoned R-5. Located further north-northeast are mid-rise condominiums zoned R-5. The properties to the east are improved with a 10-story hotel zoned C-2 H-R, a multi-story parking garage zoned C-2, and a planned apartment development zoned PUD. Located further east are numerous mid- and high-rise office buildings along Central Avenue. The properties to the south across Osborn Road are an automotive tire-repair shop, hotel, and Park Central Mall zoned C-2 HR. The property to the west across 3rd Avenue is improved with a 5-story office building zoned R-5. The properties to the northwest are a large concentration of multi-family residential complexes zoned R-5 and C-2.

The Park Central Neighborhood, generally bounded by Osborn Road to the north, 4th Avenue to the east, Cheery Lynn Road to the south, and 6th Avenue to the west, is located southwest of the Property, and contains single-family homes.

DESCRIBE EXISTING AND ADJACENT CHARACTER

As it exists today, there is a wide variety of adjacent-building character due to the older nature of the area combined with recent redevelopment efforts and the route of the light rail. There has also been significant redevelopment of St. Joseph’s Hospital and Medical Center. As a result, the site is adjacent to hotels, condominiums, office buildings and a tire

store.

The 3rd on Osborn PUD supports the appropriate transition of development, intensity, and height from the mid- and high-rise offices and condominiums along Central Avenue to the single-family residences southwest of the Property. The proposed multi-family residential development importantly serves as a buffer between the highly-commercialized areas along Central Avenue, where intensity levels can vary drastically depending on the time of day, and the single-family residential area to the southwest. The development proposal carefully respects the scale of the buildings located within adjacent lots of a lower-height zone.

In addition, the development proposal effectively encourages pedestrian comfort and activity by offering superior architecture and design and a proper transition from the 10- story hotel and parking garage to 3rd Avenue and Osborn Road. Proposed meaningful landscape improvements provide shade and connectivity for aesthetic enhancement of the streetscape and increased benefit to serve pedestrian uses.

G. PERMITTED USES

The intent of the 3rd on Osborn PUD is to accommodate multi-family residential uses on the Property. The following is a comprehensive list of uses for the 3rd on Osborn PUD:

PERMITTED USES	
All T5:5 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.	
Unless specifically modified by the uses below, all T5:5 land uses in the WU Code shall apply to the 3 rd on Osborn PUD. Where different standards (more or less restrictive) are specified below, these uses shall prevail over the uses in the WU Code.	
Outdoor Dining / Seating as Accessory to a Bar, Lounge/Cocktail Lounge or Restaurant	Permitted. (Alcohol service requires a Use Permit).
Outdoor Recreation / Entertainment Uses	Permitted.
Solar photovoltaic, hot water systems and other solar energy systems on roofs, canopies or other mounted mechanical devices or equipment	Permitted.
Ground or pole mounted solar energy systems	Permitted provided they do not exceed 20 feet in height when oriented at maximum tilt.
All T5:5 land uses not permitted on the Property, and the following:	

PERMITTED USES continued	
Adult-Oriented Businesses	
Auto Title Loan	
Check Cashing Facilities	
Pawn Shops	
Tattoo/Body-Piercing Studio	

H. DEVELOPMENT STANDARDS

Unless specifically modified by the development standards below, all T5:5 development standards in the WU Code shall apply on the Property. Where different standards (more or less restrictive) are specified below, these uses shall prevail over the development standards in the WU Code.

DEVELOPMENT STANDARDS	
MAIN BUILDING SETBACKS	
Primary Frontage (3 rd Avenue)	12-foot maximum for new construction.
Secondary Frontage (Osborn Road)	10-foot maximum for new construction (except for part of existing building that will remain).
Side Lot Line	0-feet minimum.
Rear Lot Line	0-feet minimum.
ACCESSORY BUILDING SETBACKS	Subject to the setback standards of Main Buildings.
PARKING SETBACKS	
Primary Frontage (3 rd Avenue)	30 foot minimum or behind building.
Secondary Frontage (Osborn Road)	30 foot minimum or behind building.
Side Lot Line	0 foot minimum.
Rear Lot Line	0 foot minimum.
DENSITY	No maximum.
LOT REQUIREMENTS	
Lot Coverage	No maximum.
Primary Building Frontage (3 rd Avenue)	70% minimum.
Secondary Frontage (Osborn Road)	70% minimum (except for part of existing building that will remain).
ACCESS / CIRCULATION	Vehicular access shall be permitted to/from 3 rd Avenue.

DEVELOPMENT STANDARDS	
Driveway Detail	P1255-2
SIDEWALKS	
Primary Frontage (3 rd Avenue)	Minimum detached sidewalk width 5-feet; minimum landscape width 5-feet.
Secondary Frontage (Osborn Road)	Minimum detached sidewalk width 6-feet; minimum landscape width 5-feet.
BUILDING FRONTAGE	
Primary Frontage (3 rd Avenue)	Per WU Code, Frontage Types.
Secondary Frontage (Osborn Road)	Per WU Code, Frontage Types.
Entry Requirements	Per WU Code, Frontage Types.
BUILDING HEIGHT	60-foot maximum.
BUILDING STEPBACKS	None required.
OFF-STREET PARKING	MINIMUM REQUIRED
Multi-Family Residential	1 space per dwelling unit. Parking provided in excess of the minimum required shall be dedicated "unreserved parking".
Office and Professional Uses	1 space per 400 square-feet.
General Retail Sales	1 space per 500 square-feet.
Dining and Drinking Establishments	1 space per 300 square-feet.
BICYCLE PARKING	Per WU Code.
LOADING AND SERVICE BAYS	One loading space provided.
LANDSCAPE STANDARDS	Per WU Code.
SIGNAGE	Per WU Code.

DEVELOPMENT STANDARDS	
MATERIALS	<p>Steel, metal, concrete, concrete masonry block, brick, glass, and stucco, to be located consistent with Exhibits 9-11.</p> <p>Ground floor stooped entry unit façades may utilize brick, concrete masonry block, glass, and stucco consistent with the percentages below and noted within Exhibit 11.</p> <p>The use of stucco on the west and south elevations shall be consistent with Exhibit 9, as follows:</p> <ul style="list-style-type: none"> - The use of stucco on the south building elevation façade shall not exceed 45%. - The use of stucco on the west building elevation façade (foreground portion only, as noted in Exhibit 11) shall not exceed 48%. <p>The use of stucco and brick on the west building elevation first level below the podium shall be as follows:</p> <ul style="list-style-type: none"> - The use of stucco on the first level below the podium of the west elevation façade shall not exceed 5%. - The use of brick veneer on the first level below the podium of the west elevation façade shall exceed 30%. <p>Stucco shall be painted in contrasting colors to complement the Midcentury appearance of the Midtown neighborhood.</p>

* The Osborn Road frontage is narrow, only measuring approximately 165-feet in width. Because of this and the close proximity of the 3rd Avenue and Osborn Road intersection, vehicular access cannot be safely provided to/from Osborn Road. The Property shall be accessed from 3rd Avenue, the primary frontage.

I. DESIGN GUIDELINES

Unless specifically modified herein, the 3rd on Osborn PUD shall conform to the WU Code and Design Guidelines, Section 507, Tab A of the existing Phoenix Zoning Ordinance. The Design Guidelines within the 3rd on Osborn PUD shall prevail over the design guidelines provided in the WU Code and existing Phoenix Zoning Ordinance.

BUILDING DESIGN

The building façade should be designed to provide a sense of human scale at the ground level by providing a clear architectural distinction between ground-floor levels and all additional levels.

1. All visible sides of a building are given equal design consideration and designed purposefully.
2. Buildings are pushed close to the street, and incorporate a variety of ground-story activation elements (e.g., windows, awnings, outdoor patios) to create a pedestrian-friendly environment.
3. Monotonous building elevations will be avoided. Building accents should be expressed through differing materials or architectural detailing.

PEDESTRIAN-SCALED BASE FOR MULTI-STORY BUILDINGS

The building base should be designed to provide interest and durability and be appropriate to the architectural style of the overall building. Emphasis and careful attention should be dedicated to the design to create functional, pedestrian-oriented spaces on the ground plane. Horizontal building modulation should be included to reduce the perceived mass of a building and to provide continuity at the ground level for unified developments.

1. Building frontage onto streets and open spaces should be a minimum of 70 percent.
2. Recesses and projections shall be incorporated to divide horizontal planes of the building at the ground-floor level into smaller-scale elements.
3. Pedestrian walkway zones shall be unobstructed and clear at all times.
4. The unobstructed pedestrian walking zone should be organized to create a continuous pedestrian walkway around the perimeter of the site.

CORNER TREATMENTS

Buildings located at the immediate intersection of 3rd Avenue and Osborn Road should be designed to mark the intersection as a landmark, focal point, or gateway. The 3rd on Osborn PUD makes a significant architectural statement at this corner by incorporating the façade

and a portion of the existing western building into the otherwise new project. Thus, the most visible part of the project will make an important statement about retaining the Midcentury character of the prior uses, while still embracing dense, urban, transit-oriented development. This could also include defined entryways by the use of architectural details, change in materials and colors, and/or recessed entrances, in addition to addressing minimum shade requirements.

SIDEWALK SHADING

Where they do not conflict with street trees, the use of awnings, canopies, and overhangs is encouraged on building façades to add color, weather protection, opportunities for signage, and to unify the building façade. Building-mounted shade elements should be integrated with the design of the architectural façade.

1. The Planning and Development Department Director or his designee shall have the authority to approve modifications to the landscaping requirements in the streetscape to accommodate easements, infrastructure or other off-site conditions, and to approve alternative design solutions consistent with the pedestrian environment.
2. If street trees cannot be planted due to public utility conflict, public amenities shall be provided within the area. Amenities may include, but are not limited to the following:
 - a. Additional stand-alone structural shade elements (not including building or frontage shade requirements).
 - b. Seating (benches/chairs).
 - c. Public art elements.
 - d. Community information/news event board/kiosk (e.g., area way-finding signage).

PARKING PLACEMENT

Off-street parking behind the buildings:

1. Any portion of parking areas that are visible from the right-of-way should be screened with material and design consistent with the primary structure(s).
2. Appropriate visibility triangles and pedestrian crossings at parking garage exits and entrances should be provided.

BLANK WALLS

Continuous blank walls over three (3) feet in height shall be minimized to increase visual connectivity, and deter vandalism and graffiti. Blank walls near streets or adjacent to sidewalks should not exceed twenty (20) feet along a continuous horizontal plane, and should be mitigated with landscaping, finishes, or other treatment.

J. SIGNAGE

All signage standards in the WU Code will apply on the Property.

K. 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” (verses 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.”

Rather obviously, this is a transit-oriented project, replacing a classic, automobile-oriented, suburban pair of office buildings and their accompanying surface parking lots. At the same time, the project does preserve a portion of the existing western building, which is an important commitment to historic preservation, even in the context of urban, transit-oriented redevelopment.

That pedestrian-oriented focus is inherent in so many features of the proposed redevelopment. Working from the outside in, the project will start by replacing the existing

street-adjacent, unshaded walkways with tree-lined, street-separated sidewalks, transforming the pedestrian environment from wholly hostile to a welcoming public space. Overall, surface parking lots, and their associated heat gain, are replaced with tree-lined sidewalks.

Next are the ways the structures address the streets. The entire existing 3rd Avenue façade is a massive, blank brick wall. The proposed structures address both street frontages with open and diverse architecture, while retaining the Midcentury façade of the western building to passing vehicular traffic at the very intersection of 3rd Avenue and Osborn. There are windows and balconies overlooking Osborn Road, and 3rd Avenue is lined with front doors on the ground floor and windows above. It is a complete reversal of the closed-off nature of the current structures.

Within the project itself, the undulation of the building provides a soldier-course style, creating a set of courtyards within the project that are connected by an elevated pedestrian walkway fronting 3rd Avenue. Residents are thus encouraged to linger outdoors.

As a final note, the 3rd on Osborn PUD will provide recycling services to its residents, something that does not always occur in Phoenix multi-family communities.

L. INFRASTRUCTURE

Engineering plans will be submitted as part of the site plan and construction document review process. Water and wastewater will be provided to the Property from existing lines in adjacent streets and/or alley.

M. PHASING

It is anticipated 3rd on Osborn will be constructed in one phase.

EXHIBIT 1 – COMPARATIVE ZONING STANDARDS TABLE

DEVELOPMENT STANDARDS	EXISTING P-1	EXISTING C-1 TOD-1	3 rd ON OSBORN PUD
BUILDING SETBACKS			
3 rd Avenue	-	12 foot maximum.	12-foot maximum for new construction.
Osborn Road	-	12 foot maximum.	10-foot maximum for new construction.
Side Lot Line	-	0 foot maximum (interior).	0-foot
Rear Lot Line	-	20 foot minimum.	0-foot
PARKING SETBACKS			
3 rd Avenue	-	Parking to be placed between structure and side or rear lot line.	30 foot minimum or behind building.
Osborn Road	-		30 foot minimum or behind building.
Side Lot Line	-		0 foot minimum.
Rear Lot Line	-		0 foot minimum.
BUILDING HEIGHT	-	56 foot with height waiver maximum.	60-foot maximum.
MAXIMUM NUMBER OF	-	4 stories.	No requirement.
DENSITY	-	52.2 units / gross acre with PRD bonus.	No maximum.
LOT COVERAGE	-	75% maximum.	No maximum.
BUILDING FRONTAGE			
3 rd Avenue	-	50% minimum.	70% minimum.
Osborn Road	-	50% minimum.	70% minimum.
SIDEWALKS			
3 rd Avenue	-	8-foot minimum.	5-foot minimum (detached).
Osborn Road	-	8-foot minimum.	6-foot minimum (detached).

OFF-STREET PARKING		212 spaces minimum (including guest parking).	200 spaces minimum / 309 provided including unreserved parking.
OFF-STREET PARKING		REQUIRED	REQUIRED
LOADING AND SERVICE	-	2 loading spaces.	1 loading space.
BICYCLE PARKING	-	.25 spaces per residential unit to a maximum required of 50 spaces	.25 spaces per residential unit to a maximum required of 50 spaces.

EXHIBIT 2 – LEGAL DESCRIPTION

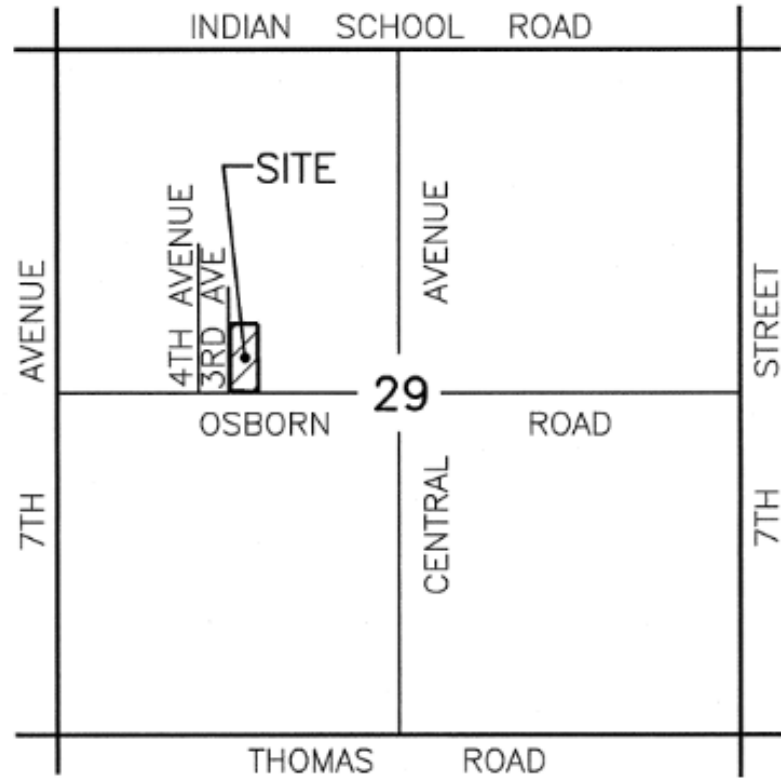
PARCEL NO. 1: The South 588 feet of the following described property: That part of the Southeast quarter of the Northwest quarter of Section 29, Township 2 North, Range 3 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows: Beginning at a point on the South line of the said Northwest quarter 1330.34 feet East from the Southwest corner thereof (said point being the Southeast corner of Smith Tract, a subdivision recorded in the Maricopa County Recorder's Office in Book 13 of Maps, page 20); Run thence North along the East boundary line of said Smith Tract 1000.75 feet, more or less, to the South boundary line of Matthie Tract (according to the map on file in Book 6 of Maps, page 20, Maricopa County Recorder's Office); Run thence East along the South boundary line of said Matthie Tract 217.66 feet; Thence South 1000.75 feet, more or less, to the South boundary line of said Northwest quarter; Thence West along said boundary line 217.66 feet to the point of beginning; Except the East 90 feet thereof; and Except the South 30 feet thereof as conveyed to the City of Phoenix by Deed recorded December 9, 1950 in Docket 659, page 382; and Except any portion thereof lying within the following described property; Beginning at a point on the North line of Osborn Road which is 1330.34 feet East and 30 feet North of the Southwest corner of the Northwest quarter of said Section 29; Thence North 970.75 feet; Thence East 40 feet; Thence South 945.75 feet to a point which is 40 feet East and 25 feet North of the Point of Beginning; Thence Southeasterly to a point which is 55 feet East and 10 feet North of the Point of Beginning; Thence East 162.66 feet parallel to the North line of Osborn Road, to a point; Thence South 10 feet to the North line of Osborn Road; Thence 217.66 feet to the Point of Beginning as conveyed to the City of Phoenix by Deed recorded March 26, 1956, in Docket 1861, page 577.

PARCEL NO. 2: The North 588 feet of the South 628 feet of the East 90 feet of the following described property: That portion of that Southeast quarter of the Northwest quarter of Section 29, Township 2 North, Range 3 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows: Beginning at a point on the South line of said Northwest quarter 1330.34 feet East from the Southwest corner thereof; (said point being further described as the Southeast corner of Smith Tract a plat of which is recorded in Book 13 of Maps, page 20, records of Maricopa County, Arizona); Thence North along the East boundary line of said Smith Tract, 1000.75 feet, more or less, to the South boundary line of Matthie Tract, a plat of which is recorded in Book 6 of Maps, page 21, records of Maricopa County, Arizona; Thence East along the South boundary line of said Matthie Tract 217.66 feet; Thence South 1000.75 feet, more or less, to the South boundary line of said Northwest quarter; Thence West along said South boundary line, 217.66 feet to the Point of Beginning.

PARCEL NO. 3: A perpetual easement to be and remain appurtenant thereto for the purpose of ingress and egress for tenants of the above described property, over and across the North 20 feet of the South 496.35 feet as set forth in Docket 6243, page 379, records of Maricopa County, Arizona, and over and across the North 20 feet of the South 284 feet, as set forth in instrument recorded in Docket 4198, page 45, records of Maricopa County, Arizona, of the following described property: That portion of the Southeast quarter of the Northwest quarter of Section 29, Township 2 North, Range 3 East of the Gila and Salt River Base and Meridian, described as follows: Beginning at a point on the South line of said Northwest quarter 1330.34 feet East from the Southwest corner thereof; (said point being further described as the Southeast corner of Smith Tract, a plat of which is recorded in Book 13 of Maps, page 20, records of Maricopa County, Arizona); Thence North along the East boundary line of said Smith Tract, 1000.75 feet, more or less, to the South boundary line of Matthie Tract, a plat of which is recorded in Book 6 of Maps, page 21, records of Maricopa County, Arizona; Thence East along the South boundary line of said Matthie Tract 217.66 feet; Thence South 1000.75 feet, more or less, to the South boundary line of said Northwest quarter; Thence West, along said South boundary line, 217.66 feet to the Point of Beginning; Except there from the East 90 feet; and Except that portion thereof lying within the right-of-way of Third Avenue, on the West as quit claimed to the City of Phoenix by Quit Claim Deed recorded in Docket 1861, page 577, records of Maricopa County, Arizona.

PARCEL NO. 4: The North 588 feet of the South 628 feet of the following described property: That part of the Southeast quarter of the Northwest quarter of Section 29, Township 2 North, Range 3 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows: Beginning at a point on the South line of the Northwest quarter of said Section 29, which is 1548 feet East of the Southwest corner of the Northwest quarter of said Section 29; said point of beginning being the Southeast corner of that certain tract of land conveyed to Peter Tomaras by Deed recorded in Book 208 of Deeds, page 506, records of Maricopa County, Arizona; and Running thence North along the East line of aforesaid Tomaras Tract 1000.75 feet to the South line of Lot 11, of Matthie Tract, according to Book 6 of Maps, page 21, records of Maricopa County, Arizona; Thence East along the South line of Lot 11 of said Matthie Tract, 4.1 feet to the Northwest corner of that certain tract of land conveyed to Mark J. Kellogg, et ux, by Deed recorded in Book 345 of Deeds, page 358, records of Maricopa County, Arizona; Thence South along the West line of aforesaid Kellogg Tract, 340 feet to a corner thereof; Thence East along a boundary line of aforesaid Kellogg Tract 1.1 feet, more or less, to the Northwest corner of that certain tract of land conveyed to Edith Taylor by Deed recorded in Docket 2068, page 363, records of Maricopa County, Arizona; Thence South along the West line of aforesaid Taylor Tract, 660 feet to the South line of the Northwest quarter of said Section 29; Thence West along said South line, 4.6 feet to the Point of Beginning.

EXHIBIT 3 – AREA VICINITY MAP



VICINITY MAP

T. 2 N., R. 3 E.
N.T.S.

EXHIBIT 4 – AERIAL MAP

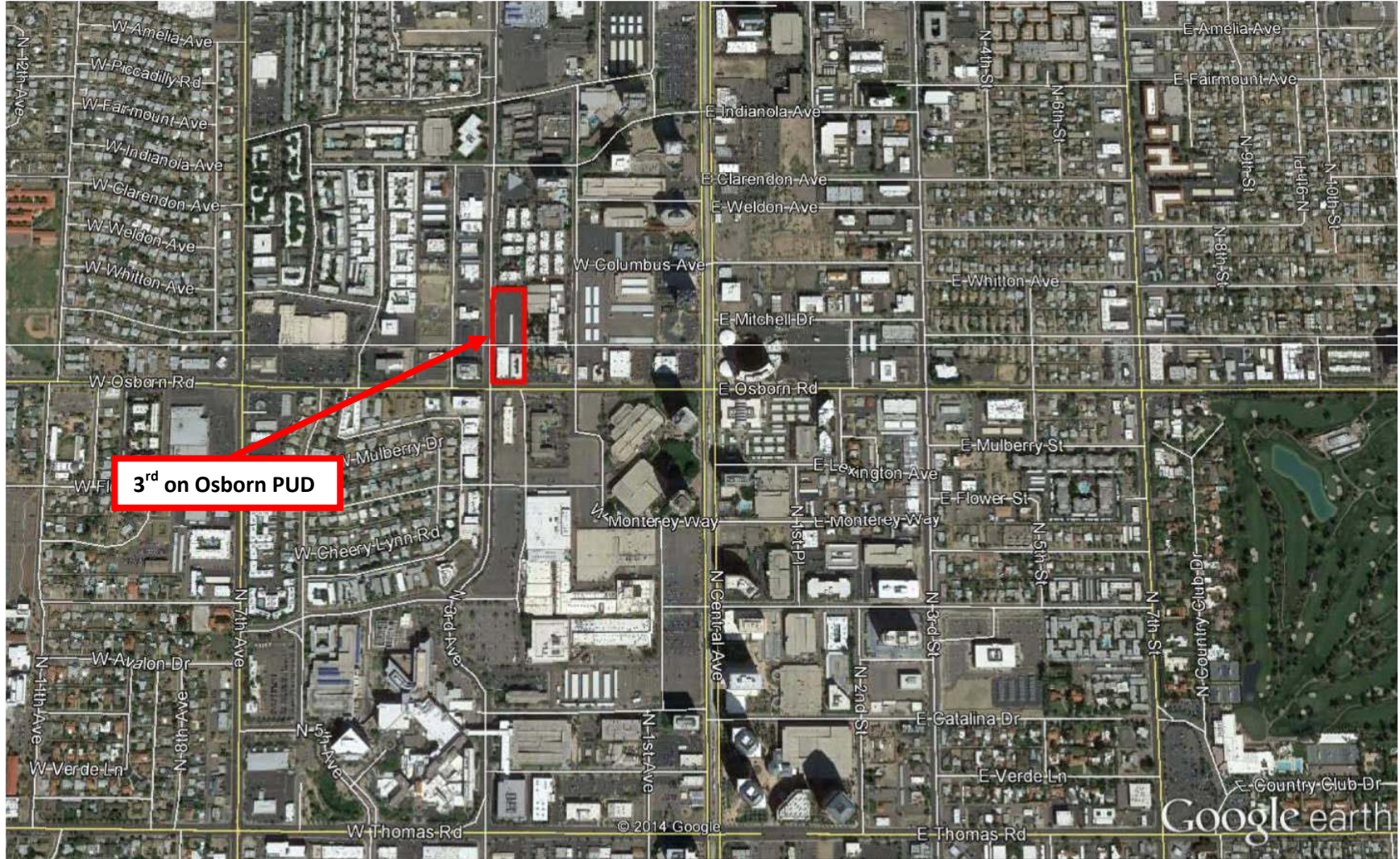
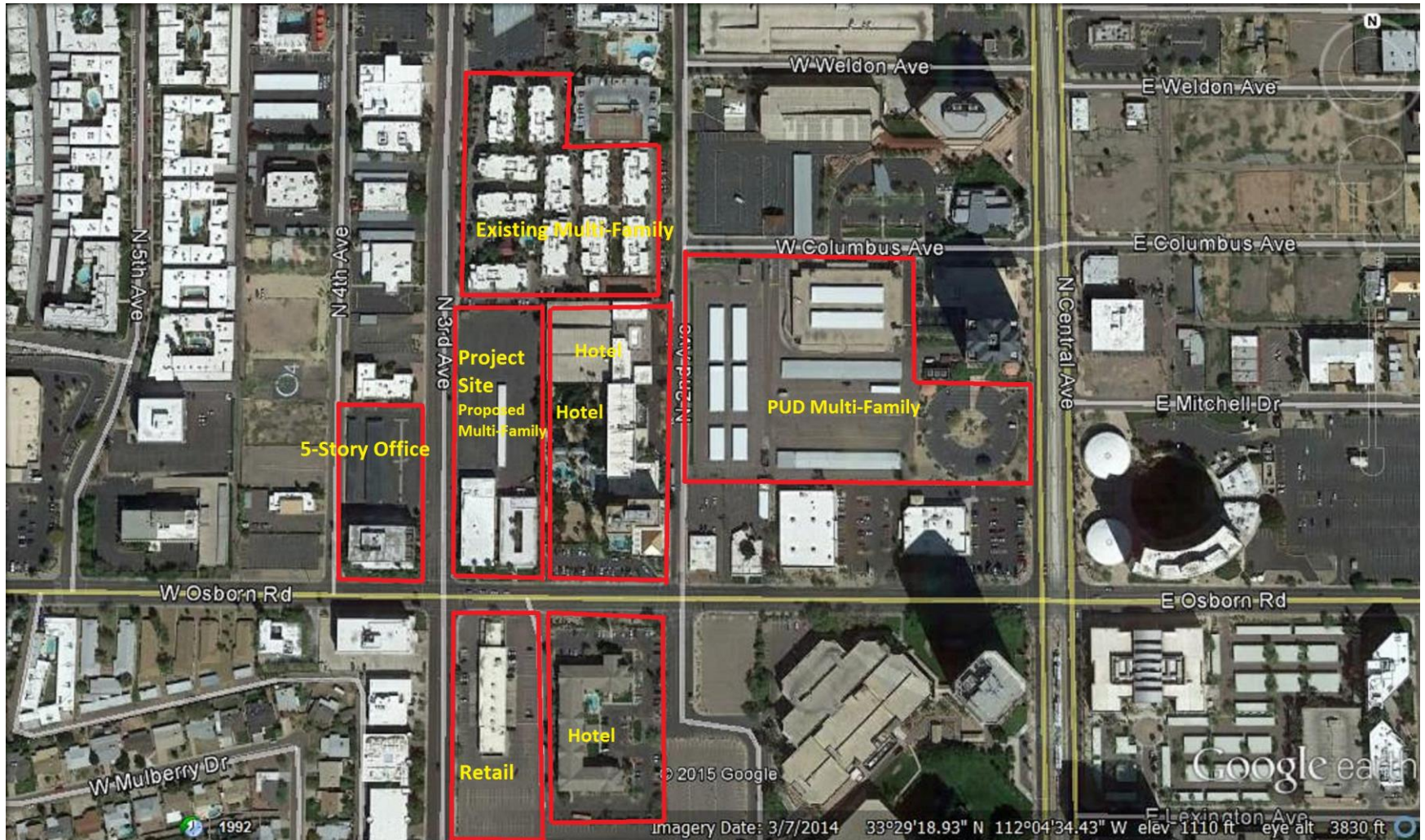


EXHIBIT 6 – CONTEXT PLAN and SITE PHOTOS



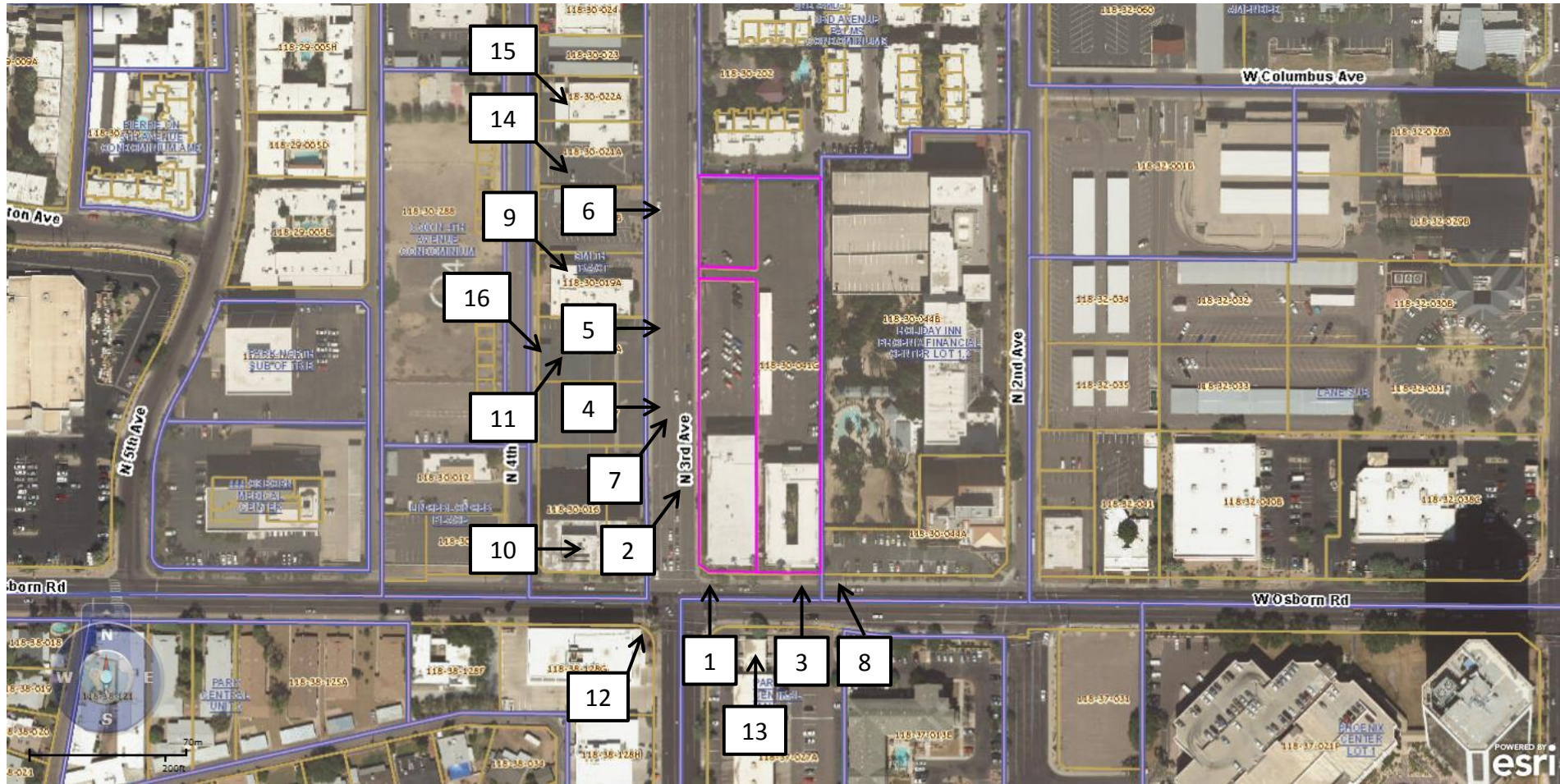










EXHIBIT 7 – GENERAL PLAN MAP



MID-TOWN APARTMENTS

240 WEST OSBORN ROAD
PHOENIX, ARIZONA



WorldHQ@ORBArch.com



EXPIRES 06/30/2019



**COLLABORATIVE V
DESIGN STUDIO INC.**
7116 EAST 1ST AVENUE,
SUITE 103
SCOTTSDALE, ARIZONA
85251
OFFICE: 480-347-0590
FAX: 480-656-6012

Contractor must verify all dimensions at project before proceeding with this work.
Do not reproduce these drawings and specifications without the expressed written permission of the Architect. The drawings and specifications are instruments of service and shall remain the property of the Architect whether the project for which they are made is executed or not. These drawings and specifications shall not be used by anyone on any other projects, for additions to this project, or for completion of this project by others except by the expressed written permission of the Architect.

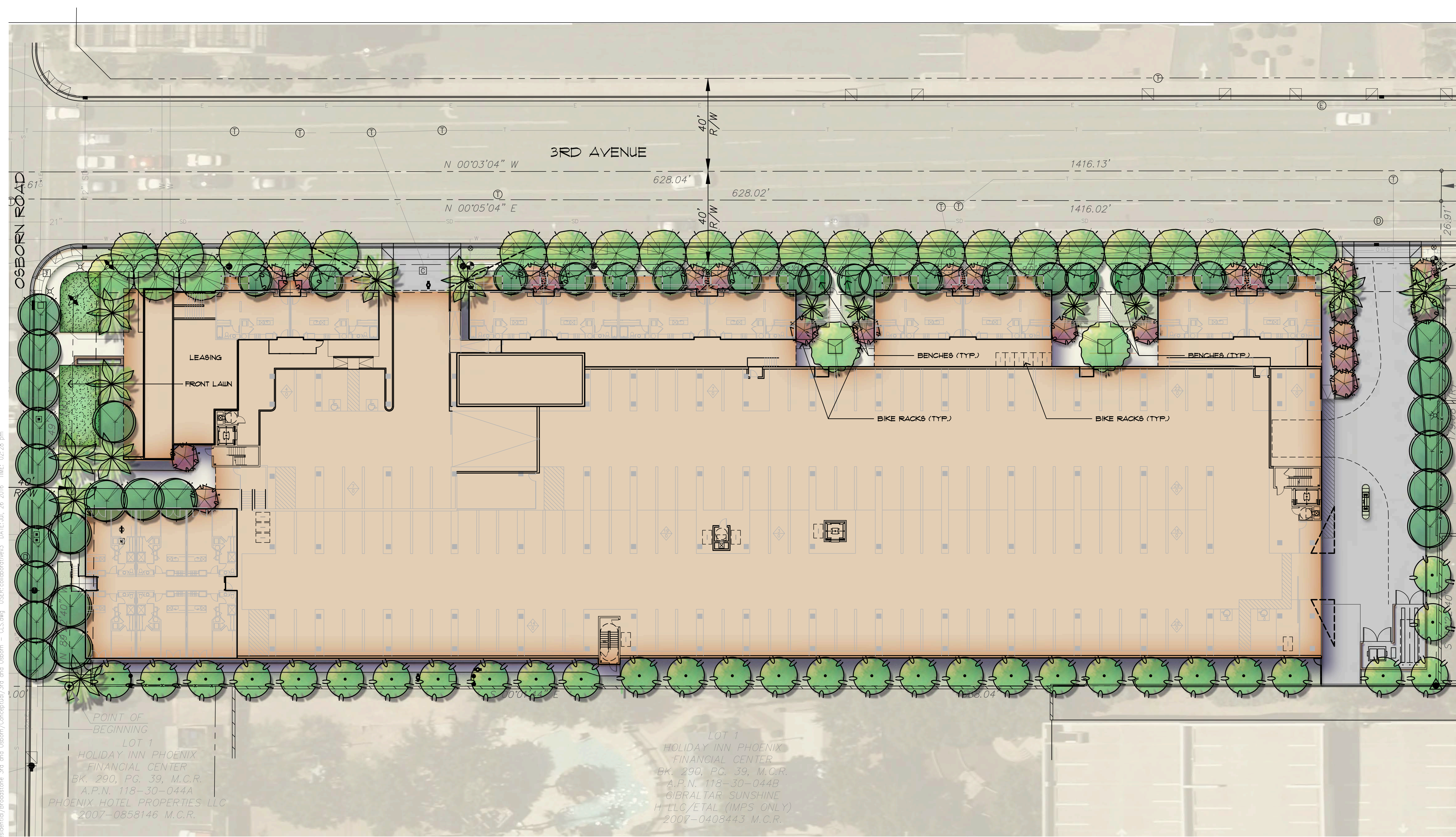
Notice of alternate billing (or payment) cycle
This contract allows (may allow) the owner to require the submission of billings or estimates in billing cycles other than thirty days. (This contract may allow the owner to make payment on some alternative schedule after certification and approval of billings and estimates). A written description of such other billing (and/or) cycle applicable to the project is available from the owner or the owner's designated agent at ALLIANCE RESIDENTIAL COMPANY, 2415 E CAMELBACK RD, SUITE 600, PHOENIX, AZ 85016 (602) 778-2632 and the owner or its designated agent shall provide this written description on request.

REVISIONS

DATE: JULY 27, 2016 ORB # 16-204

Exhibit 8A

LANDSCAPE
STREET LEVEL

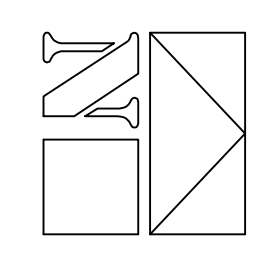
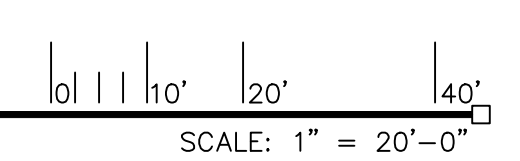


FILE: /Volumes/Landscape/Alliance Residential/Broadstone 3rd and Osborn/Conceptual/7rd and Osborn - Q3.5.dwg USER: collaborative3 DATE: Jul_26_2016 TIME: 02:28 pm

POINT OF BEGINNING
LOT 1
HOLIDAY INN PHOENIX
FINANCIAL CENTER
BK. 290, PG. 39, M.C.R.
A.P.N. 118-30-044A
PHOENIX HOTEL PROPERTIES LLC
2007-0858146 M.C.R.

LOT 1
HOLIDAY INN PHOENIX
FINANCIAL CENTER
BK. 290, PG. 39, M.C.R.
A.P.N. 118-30-044B
GIBRALTAR SUNSHINE
H LLC/ETAL (IMPS ONLY)
2007-0408443 M.C.R.

PRELIMINARY LANDSCAPE PLAN - STREET LEVEL



MID-TOWN APARTMENTS

240 WEST OSBORN ROAD
PHOENIX, ARIZONA



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EXPIRES 06/30/2019



COLLABORATIVE V DESIGN STUDIO INC.
7116 EAST 1ST AVENUE, SUITE 103
SCOTTSDALE, ARIZONA 85251
OFFICE: 480-347-0590
FAX: 480-656-6012

Contractor must verify all dimensions at project before proceeding with this work.
Do not reproduce these drawings and specifications without the expressed written permission of the Architect. The drawings and specifications are instruments of service and shall remain the property of the Architect whether the project for which they are made is executed or not. These drawings and specifications shall not be used by anyone on any other project, for additions to this project, or for completion of this project by others except by the expressed written permission of the Architect.

Notice of alternate billing (or payment) cycle
This contract allows (may allow) the owner to require the submission of billings or estimates in billing cycles other than thirty days. (This contract may allow the owner to make payment on some alternative schedule after certification and approval of billings and estimates). A written description of such other billing (and/or) cycle applicable to the project is available from the owner or the owner's designated agent at ALLIANCE RESIDENTIAL COMPANY, 2415 E CAMELBACK RD, SUITE 600, PHOENIX, AZ 85016 (602) 778-2632 and the owner or its designated agent shall provide this written description on request.

REVISIONS

- △ _____
- △ _____
- △ _____
- △ _____
- △ _____

DATE: JULY 27, 2016 ORB # 16-204

Exhibit 8B

LANDSCAPE PODIUM LEVEL

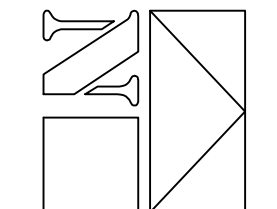


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POINT OF BEGINNING
LOT 1
HOLIDAY INN PHOENIX
FINANCIAL CENTER
BK. 290, PG. 39, M.C.R.
A.P.N. 118-30-044A
PHOENIX HOTEL PROPERTIES LLC
2007-0858146 M.C.R.

LOT 1
HOLIDAY INN PHOENIX
FINANCIAL CENTER
BK. 290, PG. 39, M.C.R.
A.P.N. 118-30-044B
GIBRALTAR SUNSHINE
H LLC/ETAL (IMPS ONLY)
2007-0408443 M.C.R.

PRELIMINARY LANDSCAPE PLAN - PODIUM LEVEL
SCALE: 1" = 20'-0"





EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



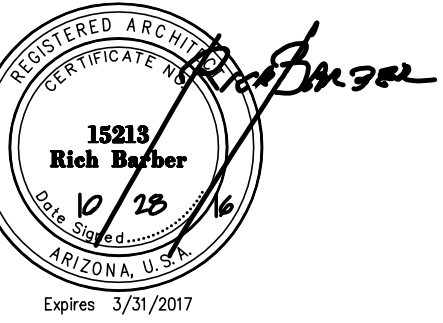
SOUTH ELEVATION

MID-TOWN APARTMENTS

240 WEST OSBORN ROAD
PHOENIX, ARIZONA



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DATE: OCTOBER 28, 2016 ORB # 16-204

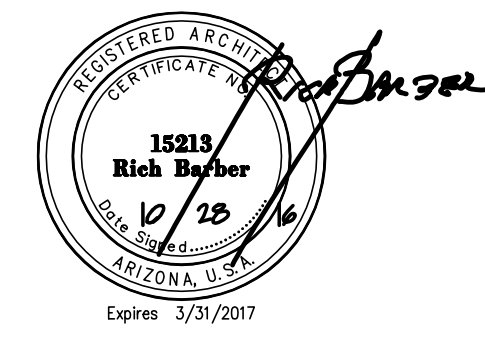
Exhibit 9

BUILDING ELEVATIONS
PRELIMINARY

MID-TOWN APARTMENTS
240 WEST OSBORN ROAD
PHOENIX, ARIZONA



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DATE: OCTOBER 28, 2016 ORB # 16-204

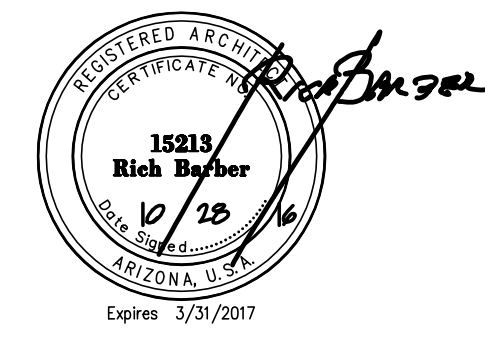
Exhibit 10A

3RD AVE. (NORTH) RENDERING
PRELIMINARY

MID-TOWN APARTMENTS
240 WEST OSBORN ROAD
PHOENIX, ARIZONA



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DATE: OCTOBER 28, 2016 ORB # 16-204

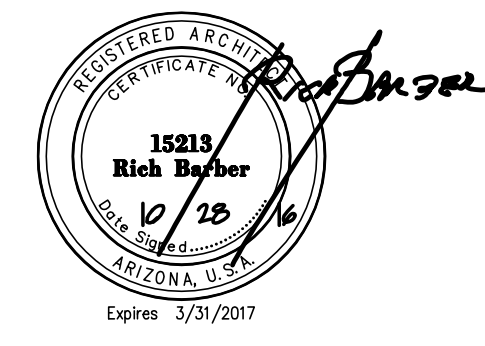
Exhibit 10B

3RD AVE. (SOUTH) RENDERING
PRELIMINARY

MID-TOWN APARTMENTS
240 WEST OSBORN ROAD
PHOENIX, ARIZONA



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DATE: OCTOBER 28, 2016 ORB # 16-204

Exhibit 10C

3RD & OSBORN (SWC) RENDERING
PRELIMINARY

MID-TOWN APARTMENTS
240 WEST OSBORN ROAD
PHOENIX, ARIZONA



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WEST ELEVATION / BACKGROUND NOT INCLUDED



SOUTH ELEVATION

ESTIMATED			
NO.	MATERIAL	TEXTURE	PERCENTAGE %
1	BRICK VENEER		26
2	CONCRETE MASONRY UNITS		3
3	GLASS / GLASS RAILING		21
4	STUCCO		45 *
5	METAL ACCENT ROOF / RAILING		2
6	PLASTER ACCENT		3
SOUTH ELEVATION			
* NOT TO EXCEED			

ESTIMATED			
NO.	MATERIAL	TEXTURE	PERCENTAGE %
1	BRICK VENEER		13
2	CONCRETE MASONRY UNITS		13
3	GLASS / GLASS RAILING		23
4	STUCCO		48 *
5	METAL ACCENT ROOF / RAILING		3
6	PLASTER ACCENT		3
WEST ELEVATION			
* NOT TO EXCEED			

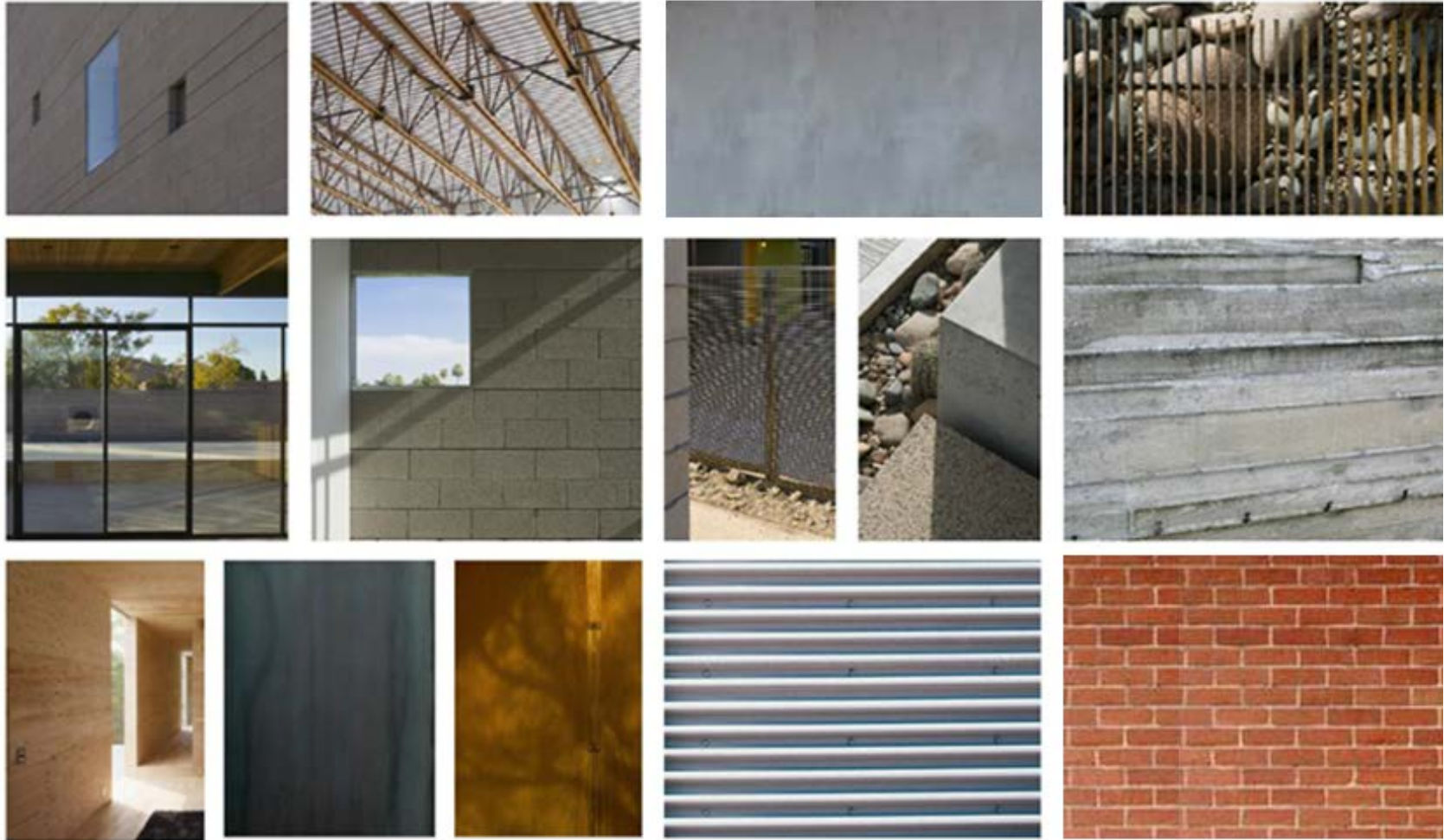
MATERIAL PALETTE

DATE: OCTOBER 28, 2016 ORB # 16-204

Exhibit 11

MATERIAL PALETTE
PRELIMINARY

EXHIBIT 12 – MATERIALS BOARD



Building materials will include: concrete, concrete masonry block, stucco, steel, glass, and brick. The materials will be natural and sustainable, and Midcentury modern design aesthetic will influence the synthesis of these materials within the overall building design and presentation.