

A Planned Unit Development

**BROADSTONE CENTRAL**

*3550 North Central Avenue*

*Phoenix, Arizona*



**BROADSTONE  
CENTRAL**  
3550 NORTH CENTRAL AVENUE  
PHOENIX, ARIZONA

**Land Use and Development Standards Narrative**

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Case No. Z-39-13-4



**ALLIANCE**  
RESIDENTIAL COMPANY

**AEW**

**FENWAY**  
PROPERTIES

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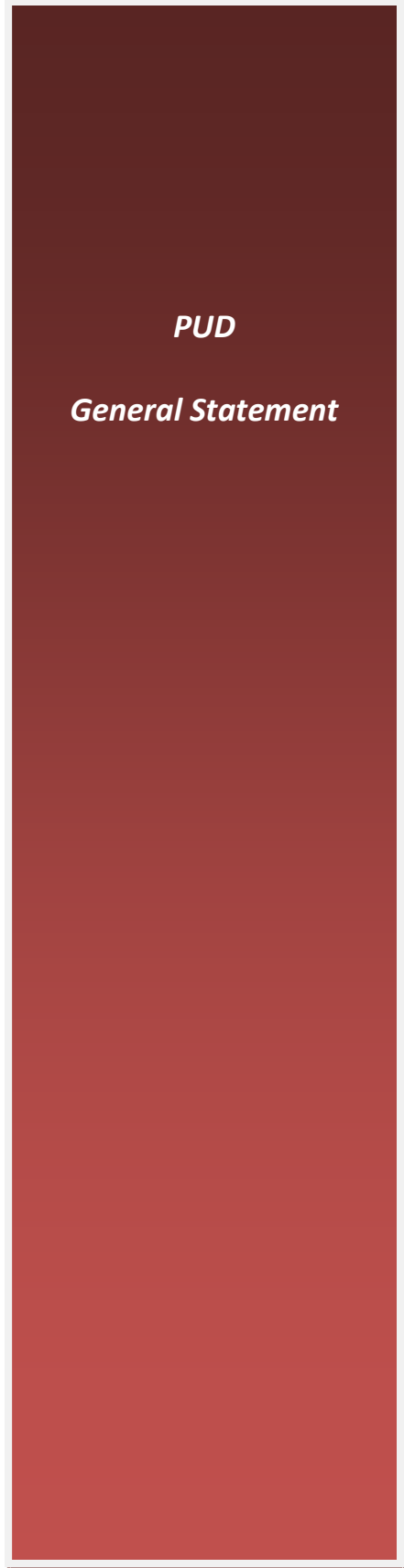
*Principals*

*&*

*Development Team*

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



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*A. Executive Summary*

The purpose of the Broadstone Central Planned Unit Development (“PUD”) is to create specific standards to guide the development of the site located north of the northwest corner of Central Avenue and Osborn Road. The request seeks to allow for development that does not fit within the conventional boundaries of underlying zoning districts, possible unusual mixed use developments or unusual land parcels. The subject property encompasses all of the above characteristics.

The subject property is situated just north of the Osborn Road/Central Avenue Light Rail Station (“LRT”) and less than half of mile south of the Indian School Road LRT station and both stations provide connecting bus routes. In light of these public transportation systems, there is an exciting opportunity for a multi-family/mixed-use development of an urban nature which will support the surrounding retail and eclectic uses that exist along the Central Avenue corridor.



Valley Metro Light Rail System  
*Downtown Phoenix, Arizona*

The residential development proposal by Alliance Residential has been carefully examined by a variety of consultants in order to build an environmentally responsive and pedestrian-oriented rental community which is planned on this uniquely assembled property in proximity to existing offices and commercial uses. Rezoning the site from the existing C-2 (Commercial), P-1 and P-2 (Parking) zoning districts within the Interim Transit Oriented Zoning Overlay District (“TOD-1”) to a comprehensive PUD zoning designation will accommodate a more cohesive mixed-use, urban environment that will implement the City’s long-standing goals for the Central Avenue Corridor.

Incorporating a luxury, multi-family residential community which offers resort-style amenities and convenient pedestrian access to a variety of public transportation systems is in keeping with the area’s unique character and land use pattern. Adding this type of housing to support a variety of income levels within this designated employment center is vital to the long-term success of the community. Further, the development will help sustain the \$1.4+ billion dollar Metro Light Rail system which is financed by the Federal government, local City sales tax funds as well the county’s Proposition 400 half-cent sales tax. Future residents and guests of Broadstone Central will support this evolving high-capacity transit system which continues to benefit communities Valley-wide. Additionally, residents and their guests will generate significant economic activity for the benefit of Downtown Phoenix.

*B. Purpose and Intent*

1. Project Overview and Goals

**OVERVIEW:**

The purpose of this PUD is to create specific standards that will guide the development of a distinct, infill living environment with unprecedented quality in order to promote the iconic identification of this vibrant City center and support the social and economic fabric of central Phoenix. Over the past decade, there have been few upscale multi-family developments that have been built within the immediate area which furthers amplifies the need for this type of quality, urban residential use. In fact, high-density living is a critical element in attaining the proper balance of land uses within each village and the City in general. As mentioned, the site's critical setting along the Central Avenue transit corridor gives the proposed development plan the unique opportunity to attract a wide spectrum of residents who seek excellent local and regional access to nearby employment, commercial services and pedestrian-oriented transportation.

**GOALS:**

The proposed development meets the City's adopted policies and goals by replacing an under-utilized sea of surface parking along Central Avenue with a dynamic, pedestrian-oriented residential use that is street-oriented with direct accessibility to the Valley Metro Light Rail system. Broadstone Central will also support the mix of cultural, employment and service-oriented uses within the North Central Employment corridor along Central Avenue and in the Downtown area. Further, this request is in harmony

with the recently adopted TOD General Plan policy by encouraging an appropriate mixture of uses and density in proximity to transit stations so as to increase ridership and promote alternative modes of transportation. The proposal also allows for land uses which are intended to capitalize on the nearby I-10, SR 51 and Loop 202 Freeway systems and the designated Primary Encanto Village Core where high-rise commercial, office and residential developments coexist.

This PUD has been prepared pursuant to Section 671 of the Zoning Ordinance of the City of Phoenix in order to establish the regulatory framework for this plan that will emerge and develop over the next decade. This land use and development standards narrative is intended to be a stand-alone document comprised of zoning regulations, permitted uses, development standards and design guidelines for the project. Further, this PUD includes general background information to help illustrate the intent of the development. The proposed site plan, building elevations and illustrative photos are conceptual representations of the proposed character and quality of the development. Plans and documents with specific designs will be processed through the City of Phoenix site plan review process in accordance with Section 507. Provisions not specifically regulated by the Broadstone Central PUD are governed by the City's zoning ordinance. This PUD only modifies zoning ordinance regulations and does not modify other city codes or requirements.



## 2. Overall Design Concept

This PUD creates a unified pedestrian-oriented project in the heart of central Phoenix by blending the proposed high-end 4-story multi-family development with the existing 4-story and 20-story commercial office buildings at this unique location. The proposal replaces an underutilized surface parking area at the southeast portion of the site along Central Avenue with a new, +/- 192-unit rental community which is adjacent to the existing +/- 290,000 s.f. commercial/office buildings and parking areas at the northern end of the property. Further, a new above-grade parking garage is proposed along 2nd Avenue which will be utilized by the office towers. This parking structure will replace a majority of the underutilized +/- 500 surface parking spaces lost.

This project will enhance the character of the area by improving the existing parking lot and adding an exciting development with pedestrian-oriented components along Central Avenue. The residential design is intended to complement the adjoining office as well as the area's commercial and retail uses to the north, east and south of the development. The development will draw from the evolving aesthetic context and character of the area to include building materials, colors and textures which add to the surrounding uses. The residential building design creates a uniquely situated courtyard environment, orienting the units towards this shared amenity. The project promotes a pedestrian experience through the use of shaded walkways and bicycle parking in proximity to the light rail transit stations. The proposed architecture for the residential component creates height and

massing along Central Avenue, emphasizing a distinctive and recognizable property in the Central Avenue corridor.



*Example of High-Quality Residence Finishes*

Entry to the multi-family corridor at the southeast corner of the property will be accessed immediately from Central Avenue through a prominent building entry design which will feature an overhead entry shade structure and lush landscaping so as to provide relief for residents and guests into the development. The Central Avenue frontage will also incorporate sitting areas, hardscape elements and prominent landscape in keeping with the theme of the corridor which will further activate the pedestrian environment.



*Example of Clubhouse/Gathering Area*



The residential portion of the redevelopment will be built as a sustainable community and will incorporate green building techniques and design. It will include approximately +/- 192 market-rate rental units (1 and 2 bedroom) ranging in size from 630 to 1,200 square-feet. The proposed 4-story residential building will also feature a partially submerged (subterranean) parking garage, elevator access to units, interior air-conditioned building corridors, detached enclosed private parking garages, a fully appointed fitness center and lifestyle amenity spaces, including a resort-style pool and focal amenity area. The creation of an environment that draws future residents, employees, guests and retail shoppers to visit and enjoy property amenities is integral in developing a successful mixed-use property.

*Example of Resort-Style Pool Amenity Area*



An additional prominent pedestrian access point to the Leasing Center will be created with direct, shaded sidewalk access from Central Avenue. All main pedestrian entrances to the residential building will be ADA accessible. Further, secure bicycle parking stalls located inside the parking garage will be accessed from the resident entry point from Central Avenue to encourage non-vehicular modes of transportation to/from the site. Bicycle parking will also be

provided throughout the site and in conformance with the *Development Standards* section herein so as to provide residents with an ample opportunity to access alternative modes of transportation.

Broadstone Central seeks to establish desirable uses within central Phoenix's urban core. The property is designed to enhance the high quality nature of the surrounding properties and to advance residential density in the heart of the City. The combined development team has a successful track record of developing high-end residential and urban developments locally in metro Phoenix as well as other similar locations throughout the US including (i) Hollywood, CA (ii) Los Angeles, CA, (iii) Portland, OR, (iv) Denver, CO, (v) Dallas, TX, and (vi) Atlanta, GA. The development team is committed to delivering a sustainable development that will evolve the character and success of the surrounding area and enhance Phoenix's midtown experience.

### **C. Development Plan**

#### **1. Site, Location, Acreage & Context**

The entire 9.66 acre project boundary is situated between 2<sup>nd</sup> Avenue and Central Avenue and Osborn Road and Whitton (or Columbus) Avenue. A 4.09 gross acre parcel at the southeast portion of the site will accommodate the proposed residential use.

The site is located adjacent to one of the City's most desirous employment and commercial corridors and enjoys excellent local and regional access due to its strategic location along Central Avenue. Further, the site's critical setting adjacent to the existing light rail stations and connecting bus routes provides a unique opportunity to create an

urban infill project of unprecedented quality, unique character and iconic identification that supports the social and economic fabric of the central Phoenix.



Vicinity Map of Subject Property  
North of Osborn Road & Central Avenue

The proposed multi-family development area accounts for approximately 45% of the frontage along Central Avenue, which includes an existing surface parking lot which is to be used for both the Alexi's restaurant patrons and future residential leasing prospects. Although the existing parking lot facing Central Avenue varies with the approved TOD-1 standards, this parking serves a critical purpose. The existing 20-story office tower, in which Alexi's is a tenant, provides a mixed-use environment that is unique within the Central Corridor and is uncommon among office buildings. Having a quality restaurant is of significant benefit to the area and increases the appeal of the office building as it will be an attractive amenity that will lure prospective tenants to the site. All restaurant users will have the same requirements as the existing tenant, which provides for convenient, accessible parking adjacent to the facility. For these reasons, maintaining the parking area is critical. If future market conditions change, it is in the best interest of the property owner to consider redeveloping

the site. Nevertheless, in the foreseeable future we believe that maintaining the surface parking lot is critical to the property at this time. In the event that the Alexi's space ceases to operate as a restaurant, the development could then consider the opportunity to redevelop the surface parking stalls currently allocated to the restaurant use. Possible redevelopment opportunities would include the creation of a two-story building along Central Avenue designed to serve as an amenity space for resident functions. Such a building would provide a programmable community space that could host a variety of functions and enhance the resident experience within the project.

Lastly, Alexi's has a history at this location as one of the few longstanding, sit-down white table cloth restaurants in the Central Avenue Corridor. Alexi's currently has lease-rights to this parking and is adamant that parking located conveniently at their front entry is critical to their business.

#### **D. Location & Conditions**

##### 1. Topography & Natural Features

The topography of the infill property is relatively flat with no natural features. The property currently is developed with a 2-story parking garage adjacent to a 4-story and 20-story office buildings. Alexi's Grill restaurant is located inside the 20-story building along Central Avenue and will face the proposed multi-family community. The balance of the site primarily consists of a surface parking area at the southeast portion of the site along Central Avenue which will remain in order to provide adequate and convenient patron access to the restaurant and visitor parking to the offices.

**E. General Plan Conformance**

The current General Plan Land Use designation for the subject property is Commercial land use which allows for retail, office and multi-family housing. More specifically, the subject site is within the designated *Regional Center* TOD Place Type as defined by the recently approved General Plan Amendment TOD Policy. A number of General Plan TOD Policies are implemented by this development and they are as follows:

**E. Place Types**

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

The subject site is located within approximately 200-feet of the light rail station located at the intersection of Osborn Road and Central Avenue. The Regional Center Place Type (city-adopted Transit Oriented Development Strategic Policy Framework) is approved for the Osborn/Central light rail station location nearest the subject site. This place type encourages office employment, supportive retail and high/mid-rise and apartment housing.

The design and scale of Broadstone Central is consistent with the adjacent zoning pattern for higher density residential units. The proposed 4-story residential and existing 4 and 20-story office buildings are also compatible with the Central Avenue corridor. The residential architecture, landscaping techniques, pedestrian/vehicular access and the overall site layout have been incorporated into the design of the project in

order to ensure compatibility with the adjacent properties and provide for multi-modal transportation options.

**F. District Planning**

***Policy F.1: Support pedestrian oriented design standards, short block subdivision standards, bicycle parking standards and complete streets standards to improve walkability and bikeability.***

***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.***

Housing in this area should incorporate a walking, bicycling and user transit convenient environment. This project is committed to pedestrian friendly walkways and provision of significant bicycling facilities. The proposed residential development which is close to the light rail stations will enhance ridership and service levels.

Broadstone Central provides access to mass-transit and given the lease constraints of existing commercial/office uses, attempts to incorporate urban development standards and principles. The development proposal achieves a compact pattern of development with an amenitized street level for a comfortable pedestrian environment that is conducive to walking and transit ridership. The southern residential buildings are setback a maximum of 12-feet from Central Avenue, in order to accommodate the landscaping enhancements of the approved Central Avenue Beautification Plan.

Direct access to the interior of the building and the amenities area vis-a-vis shaded and landscaped walkways emphasize comfortable pedestrian pathways that provide access to the ground level activities. A primary (keyed/code) building access point for residents is provided directly from Central Avenue to support an urban environment.

The project incorporates shade trees and landscape areas along Central Avenue which improves the aesthetics of the light rail route. Designated pedestrian pathways within the entire project will provide a maximum comfort level of shading of pedestrians as determined at solar high noon on the summer solstice by providing a minimum 30% overall shade coverage and a minimum of 75% shade coverage for the proposed residential perimeter along Central Avenue. The project will achieve this with a combination of natural vegetation, building placement, and architectural shading devices (i.e. canopies, awnings, overhangs, arcades etc). Human scale walkways will further link the buildings and uses together to create pleasant and seamless connections from one environment to another.

***Policy F.2: Encourage transit supportive land uses, such as residential, office and retail to support transit ridership.***

The proposed 4.09 acre infill multifamily residential use will remove a sea of parking and activate the area with a pedestrian oriented residential use that is consistent with the area's zoning pattern and intensity. Re-developing the site will promote the long term success of the local community and viability of the Central and Downtown areas. Further, strategic residential growth in this designated employment center meets infill housing goals and policies of the Gen-

eral Plan which seek to support healthy central area communities, especially those situated along a significant pedestrian-oriented line of transportation.

This project will create additional customers and patrons for nearby and future retailers. New residential housing within an urban mixed-use project along this designated corridor provides unique opportunities to live, work and enjoy entertainment in the immediate area. The proposed project includes a mix of multi-family residential, a commercial restaurant and office uses and has the potential to significantly increase the sales tax revenues in this area of the city. Expanding housing opportunities within an existing employment core has the potential to also significantly improve the existing resident/employment balance of this Village Core.

Furthermore, the project's residents will become retail customers who will not only potentially work, but will also live in this area on a 24-hour, seven-days-a-week basis. It is anticipated that the project will result in considerable, ongoing city-sales tax revenue which will be created from the spending activity of the future residents. The request will accommodate a distinct and unified living environment for future housing in proximity to a variety of employment opportunities and other types of businesses to provide economic stability to the community and allow residents to live close to work and abundant recreational activities.

***Policy F.5: Support mixed income housing to help ensure TOD benefits are attainable for all residents.***

A significant goal of the recently adopted General Plan TOD policy is to provide housing for a myriad of target groups along the light rail system. The subject site is located within the Primary Core of the Encanto Village along the Central Avenue Corridor, which is recognized as one of the city's (*North Central Avenue*) employment centers and an important location for a concentration of employment and residential opportunities. This PUD will allow the development of this infill site for a high-end residential community within the Encanto Village Primary Core. This residential community will redevelop a number of parcels that are underutilized, especially given the setting along Central Avenue. This proposal also provides a new housing choice in proximity to the Downtown area and will benefit professionals who desire a contemporary urban lifestyle with a variety of amenities and entertainment options close to their workplace. This project is consistent with the goals and policies of the General Plan for housing choices.

The proposed rezoning is also compatible with the adjacent zoning pattern and the surrounding uses. The proposed development standards are consistent with the surrounding area which accommodates a variety of uses and high-rise buildings. The proposed site plan includes meaningful landscaping and pedestrian oriented design techniques to ensure compatibility with the adjacent properties.

Housing along the light rail will allow for less dependency on the automobile, which in turn allows for the savings to residents who will not be required to devote a significant amount of their income to the automobile and hence greater savings to the taxpayers. The proposed PUD promotes en-

ergy conservation by providing residential land use within proximity of the light rail system. Direct vehicular access from the site to arterial roadways will provide the necessary connectivity to regional transportation systems (I-10, SR 51 and Loop 202 Freeway systems) without interrupting traffic patterns of local and/or collector roadways. The proposal achieves a logical pattern of development that will encourage transit ridership.

Residential development will deter crime by activating a currently underutilized piece of property. Residential development will enhance public surveillance of the area – it will provide “eyes on the streets.” Further, the proposed development provides housing in a mature area of the City where there are a number of existing commercial and retail uses. Future residents will support surrounding commercial retail which has suffered enormously during the past few years by generating significant economic activity for the benefit of Phoenix.

## **F. Zoning and Land Use**

### 1. Land Use Category

Broadstone Central is a high-density, multi-family residential community that interfaces with the existing commercial and office uses. The project is designed by creating a mixed-use urban theme in order to encourage interaction between the various uses within the overall project boundary. While Mixed-Use is being proposed over the entire project, there are several distinct areas within the project.

The existing land uses and zoning adjacent to the site are as follows:

Surrounding Land Uses and Zoning		
	Land Use	Zoning
<b>On-site</b>	Developed; Commercial, Office and Parking	P-1 (TOD-1), P-2 (TOD-1) C-2 (TOD-1)
<b>North</b>	Columbus/Whitton Avenue	C-2 HR (TOD-1)
<b>South</b>	Commercial Retail	C-1(TOD-1)
<b>East</b>	Central Avenue	C-2; C-2 HR (TOD-1)
<b>West</b>	Multi-family	R-5; C-2; C-2 HR

The project provides a new residential area to the south and a structured parking garage along 2<sup>nd</sup> Avenue, and an existing parking garage, office buildings and restaurant component adjacent to Whitton/Columbus Avenue. Broadstone Central has created a plan of development, policies and design standards to initiate and guide this overall vision.

This PUD request clearly represents the highest and best use for the subject property as it provides opportunities for a variety of land uses through common design elements. Further, this request will allow for a much needed housing component in the Central Avenue core near the City’s major employment core. The development resulting from the PUD will eliminate a concrete wasteland on Central Avenue which currently is an unsightly parking lot along the TOD corridor. Finally, the PUD will result in a substantially improved streetscape for both Central Avenue and 2<sup>nd</sup> Avenue.

Broadstone Central is designed to accommodate the proposed and existing areas:

*Proposed Residential Area:*

- +/- 180,000square-feet of building area
- 4-story/56-feet building height
- (192) multi-family residences
- +12% of open space/amenities area

*Proposed Parking Garage:*

- 124,978 square feet of parking garage
- 3-story/30-feet building height
- Up to 474 new parking spaces

*Existing Commercial Area:*

- +/- 289,413 square-feet of building area
- 4-story & 20-story office building height
- 2-story parking garage (225 spaces)
- 65% lot coverage

2. Land Use Compatibility

The property is located along a public transportation corridor within the Primary Village Core and is surrounded by a variety of commercial, office and multi-family zoning and uses, including high-rise buildings and surface/garage parking areas. The rectangular shaped property is adjacent to 2<sup>nd</sup> Avenue along the west which is shared with multi-family and commercial uses, Whitton /Columbus Avenue to the north which accommodates commercial office high-rise buildings and the southern property line is shared with a Walgreen’s, Staples and other commercial uses. Various performance and design standards have been incorporated in the regulatory section of the PUD to ensure compatibility within the site and with the surrounding properties.



**G. List of Uses**

Broadstone Central PUD allows for significant flexibility regarding land uses. The underlying intent of this PUD is to accommodate office, retail, and/or multi-family residential uses over the entire 9.66 acre property. The following is a comprehensive list of uses for the Broadstone Central PUD:

<b>List of Uses</b>	
Unless specifically modified by the text below, all standards of the referenced Zoning Districts shall apply to this PUD. Where different standards (more or less restrictive) are specified below, these standards shall prevail over the standards in the ordinance.	
<b>Primary Uses</b>	
TOD-1	Per Section 662 (TOD-1) of the Phoenix Zoning Ordinance.
Multi-family	Per Section 631 (High Rise) of the Phoenix Zoning Ordinance.
Office	Per Section 621 (C-O) of the Phoenix Zoning Ordinance.
Neighborhood Commercial	Per Section 622 (C-1) of the Phoenix Zoning Ordinance.
Intermediate Commercial	Per Section 623 (C-2) of the Phoenix Zoning Ordinance.
<b>Modifications Typically Required by Zoning Ordinance to be Permitted by Right:</b>	
Outdoor Dining/Seating as Accessory to a Restaurant or Bar	Permitted by right (w/alcohol service still requires a UP).
Patron Dancing	Permitted by right.
Outdoor Recreational Uses	Permitted by right.
<b>Accessory Uses</b>	
Uses permitted as accessory to a primary use.	
<b>Prohibited Uses</b>	
All prohibited uses under the TOD-1 District, including the following uses:	
Adult-oriented Businesses	
Auto Title Loan	
Check Cashing Facilities	
Pawn Shops	
Piercing Studio	
Tattoo shop/parlor	



**H. Development Standards & Guidelines**

The purpose and intent of the provisions defined within the Broadstone Central PUD is to promote a mixed-use development that will provide opportunities for high-quality residential, commercial and office uses through compatible design features. It is the intent of the PUD to create an attractive, high quality, mixed-use development incorporating a variety of architectural styles. Styles may, and should, vary while maintaining some common threads, which create compatibility between buildings and land uses. The representative images are for illustration purposes only, intended to communicate a general level of quality and design vocabulary and do not represent any specific buildings in the proposed project. The requested development standards are intended to allow this property the ability to bring together employment-related and residential uses in a cohesively planned urban setting given the prominent location. Development Standards and Guidelines for the Broadstone Central PUD are listed below

Unless specifically modified by the text below, all standards of the referenced Zoning Districts shall apply to this PUD. Where different standards (more or less restrictive) are specified below, these standards shall prevail over the standards in the ordinance.

This PUD shall conform to Section 507 of the Zoning Ordinance.

Applicability: Exterior structural remodeling or new façade treatment of buildings without additional square footage are subject to development review approval as follows:

- a) Compliance with the development standards, design standards and guidelines of this PUD only for that exterior portion of the building being modified.
- b) Provision of landscaping in accordance with adopted streetscape design unless prohibitive because of existing public utilities.

<b>Development Standards and Guidelines</b>	
Maximum density	Per Section 631 (HR) of the Phoenix Zoning Ordinance
Setbacks and Build-To Lines	North: 6 feet East: 12 feet South: 6 feet West: 6 feet
Perimeter (adjacent to a street)	North: 6 feet East: 12 feet West: 6 feet
Perimeter (not adjacent to a street)	South: 6 feet

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Building Frontage on Transit Street	
0-500 feet from transit station	Central Ave: 25.3% (residential only) 58% (total site) Includes existing office tower
Building Frontage <i>Not</i> on a Transit Street	
0-2,000 feet from transit station	2nd Ave: 72.9% (New garage) Columbus: 47% (Includes existing office tower)
Building Height	250-feet (maximum)
Lot Coverage	No maximum
Open Space	Residential: maximum 22,000 s.f. = 12.3% Commercial: maximum 11,442 s.f. = 4.7% Combined: maximum 33,442 s.f. = 7.9%
Parking:	
Office:	Parking Spaces Provided: 733 spaces
Residential	<u>Parking Spaces Provided:</u> 272 spaces (including 2 spaces for off-site loading)
TOTAL PARKING PROVIDED	1,005 spaces
Bicycle Parking – Commercial, non-retail > than 5,000 square feet	Minimum one space per 40 vehicle parking spaces provided, up to a required maximum of 25 bicycle spaces.
Bicycle Parking – Commercial, non-retail > than 100,000 square feet	Minimum of two shower stalls and 10 lockers that are accessible to the building’s occupants.
Building Frontage Not on a Transit Street	
0-2,000 feet from transit station	2nd Ave: 72.9% (New garage) Columbus: 47% Includes existing office tower
<b>Landscape Setback/Standards</b>	Unless there is a conflict with an existing or proposed public utility easement, landscaping treatment shall be provided for the entire site exclusive of Central Avenue frontage.
Central Avenue frontage	Per the Central Avenue Beautification Plan
Perimeter (adjacent to a street)	12 feet maximum / 20 feet back of curb
Perimeter (not adjacent to a street)	6 feet minimum
Perimeter (Central Avenue)	A minimum of 75% of the public sidewalks shall be shaded.
Internal pedestrian routes	A minimum of 50% of the sidewalks shall be shaded.

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	An internal pedestrian circulation system shall be designated and submitted to the Planning and Development Department for review and approval prior to preliminary approval of a site plan.
Streetscape (except Central Avenue)	
Plant Type	Minimum Planting Size
Trees*	Minimum 2-inch caliper (50% of required trees) Minimum 3-inch caliper (50% of required trees)
Perimeter (not adjacent to a street)	
Plant Type	Minimum Planting Size
Trees*	Minimum 2-inch caliper (100% of required trees)
Shrubs	Minimum three 5-gallon shrubs per tree
*Trees shall be selected from the Recommended Tree Species Matrix, of the Downtown Code, Chapter 12 of the Zoning Ordinance.	
Tree well size shall be a minimum of 5 feet by 5 feet or a minimum 2 foot 6 inch radius from the base of the tree.	
An appropriate mix of shade trees shall be incorporated along all property lines.	
Turf may be utilized in any landscaped area not in the right-of-way.	
If unable to plant trees due to public utility conflict, or public utility easement, architecturally or artistically integrated public amenities shall be provided in the area. Amenities may include, but not be limited to the following:	
<ul style="list-style-type: none"> <li>- Seating (benches/chairs)</li> <li>- Structural shade elements (may be cantilevered)</li> <li>- Public art elements</li> <li>- Designer light fixtures</li> </ul>	
<b>Landscape Guidelines</b>	
Project entry points should include increased and cohesive plant massings and themed plant species.	
<b>Shade Standards</b>	
Designated pedestrian pathways within the entire project will provide a maximum comfort level of shading of pedestrian as determined at solar high noon on the summer solstice by providing a minimum 50% overall shade coverage and a minimum of 75% shade coverage for the proposed residential perimeter along Central Avenue.	
Shade calculations shall be based on the summer solstice at 12:00 PM.	
Shade cast from a building shall count towards shade calculations.	

<b>Hardscape Standards</b>
Benches shall be provided adjacent to the Central Avenue frontage.
Specialty paving or bollards shall be provided where driveways cross sidewalks.
Garage openings shall be enhanced with specialty lighting, artwork, or other types of materials to identify to the pedestrian the possible presence of automobiles.
<b>Hardscape Guidelines</b>
Alternate paving materials such as permeable pavers, porous concrete or similar materials should be used for on-site hardscaping to reduce urban heat island effect, and to allow natural drainage and filtration.
Permeable paving, porous concrete or similar material should be installed adjacent to tree wells. The design should ensure adequate watering and root growth.
Alternate materials such as brick pavers, permeable concrete pavers, granite and flagstone should be encouraged on walkways.
<b>Building Form Standards</b>
Buildings shall select from the following approved exterior façade materials (or equal): <ul style="list-style-type: none"> <li>- Common clay brick</li> <li>- Architectural metal panels</li> <li>- Poured in place, tilt-up or pre-cast concrete, provided that surfaces must be painted or have exposed aggregate finish (color and texture of exposed aggregate must be approved through the Design Review process).</li> <li>- Stucco or EIFS (exterior insulated finish systems) type systems provided that finishes must be smooth or sand finish.</li> <li>- Integrally colored concrete block, smooth face and/or split-face block units.</li> <li>- Granite, marble or other natural stone.</li> <li>- Ceramic tile.</li> <li>- Sloped roofs may be flat concrete tile or architectural metal.</li> <li>- Any roof access ladders shall be located inside the building.</li> <li>- All roof drainage shall be interior roof drains or architecturally integrated into the building design.</li> </ul>
Colors and light materials shall be used to create visual harmony. The approved colors are as follows: <ul style="list-style-type: none"> <li>- Desert hues and other “earth tones”</li> <li>- Muted shades of coffee and creams found in the natural desert vocabulary</li> <li>- Colors appearing in natural stone utilized in buildings.</li> <li>- Dark metal accents.</li> </ul>
<b>Building Form Guidelines</b>
Blank walls without doors and windows should not occupy over 85% of the ground floor frontage.

Natural surveillance should be maximized in project design to encourage easy observation of people and property near entryways, pathways, public spaces and parking lots.
The building facade 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.
All sides of a building should exhibit design continuity and contain multiple exterior accent materials that exhibit quality and durability.
Side and rear building facades should have a level of trim and finish compatible with the front facade, particularly if they are visible from the street.
Monotonous building elevations should be avoided, building accents should be expressed through differing materials or architectural detailing rather than applied finishes such as paint, graphics, or forms of plastic or metal panels.
Architecture and applied treatments that express corporate identity should be de-emphasized. The building should be a unique structure that compliments and blends with the surrounding context.
Architectural details such as exterior finish materials, architectural lighting and signage, grilles, railings, downspouts, window and entry trim and moldings, shadow patterns and exterior lighting should contribute to creating a coherent architectural concept.
Wall surface materials, if the building mass and pattern of windows and doors is complex, simple wall surfaces are preferable (e.g. stucco); if the building volume and pattern of wall openings are simple, additional texture and articulation should be employed (e.g. bricks or blocks, rusticated stucco, ornamental reliefs). In both cases, pilasters, columns, and cornices should be used to add visual interest and pedestrian scale.
Building walls above 90 feet should utilize light colored, smooth textured, low mass or thin, highly dense materials.
Overhangs and canopies should be integrated in the building design.
A designated space for recycle containers should be provided for all new development.
<b>Pedestrian Access and Orientation Guidelines</b>
Buildings, primary entrances, crosswalks and pathways should be sited, oriented and designed to minimize walking distances to public sidewalks.
Primary entrances adjacent to streets should connect directly to public sidewalks.
Sites with multiple buildings should provide a pedestrian network connecting each building together and to public sidewalks, common areas and adjacent sites when compatible.

<b>General Screening Standards</b>
Ground floor vents shall be oriented away from pedestrian paths and public sidewalks.
All equipment shall be located, designed and have incorporated building materials to reduce the noise and operational impacts on residents, public space and adjacent properties with one of the following: <ul style="list-style-type: none"> <li>- Structural screening/parapet – The material, design and character shall be consistent with the primary building.</li> <li>- Vegetation – A minimum 75% of the equipment shall be screened upon installation of the vegetation.</li> <li>- Mechanical penthouse – The material, design and character shall be consistent with the primary building.</li> </ul>
<b>General Screening Guidelines</b>
All new or relocated electric lines 12 KV and smaller, communications and cable television and all on premise wiring should be placed underground in all developments where visible from streets or adjoining properties.
Service areas should be located away from public view.
All equipment, antennas and satellite dishes should not be located along the Central Avenue facing facade.
All loading docks, trash and recycling containers, transformers, backflow preventers and other mechanical or electrical equipment should not be located along Central Avenue and should not be visible from public view.
All service area screening should be a minimum height of 6 feet with any combination of the following standards: <ul style="list-style-type: none"> <li>- Wall or structure—The material, design and character should be consistent with the primary building.</li> <li>- Vegetation—A minimum 75% of the service area should be screened upon installation of the vegetation.</li> </ul>
<b>Sustainability</b>
The combination of uses within the property will help reduce the necessity for vehicular travel and the property’s central location and proximity to services, employment and transportation will reduce congestion and impact on infrastructure.
The below-grade parking garage, while promoting an attractive streetscape and a more livable community, also requires less surface parking.
<b>Sustainability Standards</b>
Develop a shading program where 75% of key pedestrian paths along the proposed residential frontage along Central Avenue will receive relief from the sun at noon on the summer solstice.

<b>Sustainability Guidelines</b>
New development on the site should consider the city's Green Building Code.
Provide water efficient landscaping (drought tolerant plants).
Utilize a drip irrigation system to minimize water waste.
Utilize low water usage plumbing fixtures.
Utilize low 'e' double pane windows.
Encourage recycling program for commercial users.
Reduce "heat island" with light colored roofs, subterranean parking or other techniques to improve the solar rating per the SRI (Solar Reflectance Index).
Encourage design of buildings' HVAC systems to eliminate the usage of CFC's and CFC based refrigerants.
Encourage the use of water based adhesives on all VCT and vinyl flooring to minimize VOC off gassing.
<b>Signage Standards</b>
Per Section 705 (Signs) of the City of Phoenix Zoning Ordinance.



**1. Site Circulation:**

The proposed site circulation as depicted in Exhibit 8 is subject to approval by the Planning & Development Department.

**2. Landscaping Design:**

The purpose of this Landscaping Design section is to provide a baseline requirement for landscape improvements and establish a common theme for the development as a whole. These landscape guidelines are intended to provide the framework for the development of the overall landscape character for the development. The guidelines include all areas of the site including perimeter treatments, open spaces and parking areas. The objective of these guidelines is to unify the project.

- *Specific Perimeter Treatments*

The perimeter shall be developed to have a consistent look with the existing character of Central Avenue. The boulevard entry utilizes prominent access along Central Avenue in order to provide a dramatic entrance for residents, employees and guests. The project's Central Avenue frontage shall be in accordance with the Central Avenue Beautification Plan. The streetscapes provide continuity among the adjacent uses through the use of cohesive landscaping, decorative paving and street furniture. The landscaping of the entry drive is intended to provide consistency among the uses along Central Avenue and to enhance the pedestrian experience along the Light Rail pedestrian corridor.

Decorative paving is planned to enhance the drive aisles and add to the pedestrian experience. Benches are intended along

the eastern perimeter of the property to provide a place for residents and visitors to sit and enjoy the landscape while under the shade canopy of the trees. In addition, there will be bicycle racks located on the property to encourage their use.

*Example of Landscaped Gathering Areas*



The perimeter of the site shall also incorporate the use of flowering desert shrubs and groundcovers that will provide a sense of identity and be compatible with the environmental conditions of the area. Drought tolerant shade trees and architecturally themed perimeter screen walls shall be incorporated along all site edges.

- *Plant Materials*

The plant materials used for the landscape environment will emphasize native and other drought tolerant species according to the Low Water Using Plant List Phoenix AMA, State of Arizona Department of Water Resources.

*Example of Low-water Plant Palette*



- *Site Entrances*

The entries into the site shall be clearly identified as project entry points and all main project entrances will be ADA accessible. The site entrances shall include increased and cohesive plant massings, themed plant species. Examples of landscape treatment in these areas may include palms, with shrub accent and groundcover plantings that add to site walls and directional signage.

The boulevard entry utilizes prominent access along Central Avenue in order to provide a dramatic entrance for residents, employees and guests. The streetscapes provide continuity among the adjacent uses through the use of cohesive landscaping, decorative paving and street furniture. The landscaping of the entry drive is intended to provide consistency among the uses along Central Avenue and to enhance the pedestrian experience along the light rail pedestrian corridor.



*Example of Prominent Streetscape View*

In keeping with the architectural and site design characteristics, the proposed landscape character will feature a combined use of soft-scape (plant) and hardscape materials to create an overall pedestrian-level

experience. The plant palette will incorporate indigenous and low water use plant material. Trees and shrubs are carefully selected and designed to complement the architecture, blend with the surrounding environment and provide shade for pedestrians and buildings. Shade devices are provided adjacent to the pool area to provide relief and to create a sense of year-round openness.

The development will incorporate landscaping features that blend with the diversity of the area including landscape elements that are present along the Central Avenue corridor. The use of mature canopied trees, as well as overhead hardscape elements will provide shading and encourage pedestrian connectivity within the mixed use development as well as to adjacent properties. Landscaping within the Broadstone Central PUD will enable the building layout to fit appropriately to the infill site which fronts streets on three sides. The development will provide a landscape palette that is ecologically sensitive to the desert environment through the use of regionally appropriate materials and low water plants, all while still being lush and attractive.

The southeast portion of the property is considered to be the residential component's primary focal point and is planned to reinforce the unique image of the project. The proposed locations of the building masses are designed to enhance the existing streetscape. Given the lease constraints of the existing commercial/office tenants, the proposed development attempts to comply as best it can with the spirit of the TOD-1 District.



*Example of Building Entrance with Elevator Access*

The residential component will encourage social interaction within the community by providing multiple gathering places for residents and visitors. The interior community area has several seating areas with television, fitness and gaming areas. This space opens up to the outdoor space, which contains a pool, exercise area, barbecues and seating areas. By placing a significant percentage of the property parking below grade, walking distances are shorter and more convenient for residents and visitors.

- *Other Development Standards*

Signs:

All existing signs are allowed and future signs shall comply with the standards of Section 705 of the Zoning Ordinance

### **I. Sustainability**

The development is planned as a sustainable development within the community. Energy efficiency and environmentally responsive environments create a better home atmosphere for residents as well as for retail services and commerce. The be-

low-grade parking garage, while promoting an attractive streetscape and a more livable community, also requires less surface parking. This reduction of on-grade asphalt helps minimize radiant energy (i.e., heat island effect). Further, the combination of uses within the property will help reduce the necessity for vehicular travel and the property's central location and proximity to services, employment and transportation will reduce congestion and impact on infrastructure.

Each residential unit will incorporate environmentally sensitive "elements" to increase energy efficiency including but not limited to high efficiency mechanical equipment and water heaters, dual glaze low-e windows, reduced flow toilets and energy rated appliances. Additionally, on-site separate and proactive recycling measures will be implemented throughout the property operations as well as during the demolition and construction processes. The proposed design provides for a wide range of on-site amenities allowing residents to enjoy a complete lifestyle at their home. (For more detail, See Section H. Design Standards & Guidelines Table.)

### **J. Infrastructure**

Grading and Drainage:

Will be submitted as part of the Planning and Development Department Site Plan submittal.

Water and Waste Water:

Water and wastewater infrastructure requirements will be determined at the time of the site plan or master plan review, when the final land-use and urban design of the

property in question have been clearly identified and proposed water demands and wastewater generation and infrastructure locations have been clearly established. The project site may be served by the existing City of Phoenix water and wastewater systems pending capacity review and approval. Infrastructure improvements may be required to provide service. The improvements will be designed and constructed in accordance with City Code requirements and Water Service Department Design Standards, and Policies.

### ***K. Phasing***

All needed off-site and on-site improvements will be constructed at the time each parcel is developed with new development. When new development is developed it will include needed street improvements to provide proper access to a street/frontage road, water and sewer connections into the City system, on-site storm water retention, and perimeter streetscape improvements adjacent to the parcel. In order to maintain parking requirements for the office use, the proposed parking garage is intended to be constructed prior to the proposed multi-family portion.

***Broadstone Central***

***PUD Exhibits***



Vicinity Map  
Exhibit 1





Proposed Zoning Plan  
Exhibit 2





LEGAL DESCRIPTION

*3550 NORTH CENTRAL AVENUE  
(NORTH OF OSBORN ROAD AND CENTRAL AVENUE)*

PARCEL NO. 1:

LOTS 12, 13, 14 AND 15, LANE SUBDIVISION, A SUBDIVISION RECORDED IN BOOK 3 OF MAPS, PAGE 21, RECORDS OF MARICOPA COUNTY. ARIZONA;

EXCEPT THE WEST 25 FEET OF SAID LOT 15; AND  
EXCEPT THAT PART OF LOT 12 DESCRIBED AS FOLLOWS:  
BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 12;  
THENCE SOUTH 00 DEGREES 00 MINUTES 40 SECONDS EAST, 5.22 FEET ALONG  
THE EAST LINE OF SAID LOT 12;  
THENCE NORTH 89 DEGREES 22 MINUTES 46 SECONDS WEST, 145.39 FEET;  
THENCE NORTH 5.21 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 12;  
THENCE SOUTH 89 DEGREES 23 MINUTES EAST, 145.39 FEET ALONG THE NORTH  
LINE OF LOT 12 TO THE POINT OF BEGINNING; AND  
EXCEPT THAT PART OF SAID LOT 12 MORE PARTICULARLY DESCRIBED AS  
FOLLOWS:

COMMENCING AT THE INTERSECTION OF CENTRAL AVENUE AND COLUMBUS  
AVENUE (EAST);  
THENCE, SOUTH 00 DEGREES 02 MINUTES 02 SECONDS WEST, ALONG THE  
CENTERLINE OF SAID CENTRAL AVENUE. A DISTANCE OF 278.32 FEET;  
THENCE, NORTH 89 DEGREES 20 MINUTES 45 SECONDS WEST, A DISTANCE OF  
50.00 FEET TO THE POINT OF BEGINNING;  
THENCE, SOUTH 00 DEGREES 02 MINUTES 02 SECONDS WEST. DISTANCE OF  
123.25 FEET;  
THENCE, NORTH 89 DEGREES 21 MINUTES 03 SECONDS WEST, A DISTANCE OF  
2.90 FEET TO A POINT OF CUSP OF A CURVE WHOSE 10951.50 FOOT RADIUS BEARS  
NORTH 88 DEGREES 44 MINUTES 24 SECONDS WEST AND IS CONCAVE  
NORTHWESTERLY;  
THENCE, NORTHERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF  
0 DEGREES 38 MINUTES 41 SECONDS, A DISTANCE OF 123.25 FEET;  
THENCE, SOUTH 89 DEGREES 20 MINUTES 45 SECONDS EAST, A DISTANCE OF  
0.95 FEET TO THE POINT OF BEGINNING; AND

EXCEPT THAT PART OF SAID LOT 13, MORE PARTICULARLY DESCRIBED AS  
FOLLOWS; COMMENCING AT THE INTERSECTION OF CENTRAL AVENUE AND  
COLUMBUS AVENUE (EAST);  
THENCE, SOUTH 00 DEGREES 02 MINUTES 02 SECONDS WEST, ALONG THE  
CENTERLINE OF SAID CENTRAL AVENUE, A DISTANCE OF 401.03 FEET;  
THENCE, NORTH 89 DEGREES 57 MINUTES 58 SECONDS WEST, A DISTANCE OF

50.00 FEET TO THE POINT OF BEGINNING;  
THENCE, SOUTH 00 DEGREES 02 MINUTES 02 SECONDS WEST, A DISTANCE OF 128.48 FEET;  
THENCE, NORTH 89 DEGREES 21 MINUTES 05 SECONDS WEST, A DISTANCE OF 6.06 FEET;  
THENCE, NORTH 01 DEGREES 28 MINUTES 46 SECONDS EAST, A DISTANCE OF 86.50 FEET TO THE BEGINNING OF A TANGENT CURVE WHOSE 10951.51 FOOT RADIUS IS CONCAVE TO THE NORTHWEST;  
THENCE, NORTHERLY, ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00 DEGREES 13 MINUTES 10 SECONDS, A DISTANCE OF 41.91 FEET;  
THENCE, SOUTH 89 DEGREES 21 MINUTES 02 SECONDS EAST, A DISTANCE OF 2.90 FEET TO THE POINT OF BEGINNING.

PARCEL NO. 2:

LEASEHOLD INTEREST AS CREATED BY THAT CERTAIN LEASE DATED MARCH 1, 1963 EXECUTED BY AMBER H. DOYLE, WIDOW; GEORGE GREGORY DOYLE, III, HUSBAND OF FAYE DOYLE; PERRY W. DOYLE, HUSBAND OF MARY NEIL DOYLE; WILLIAM RICHARD DOYLE, HUSBAND OF MAURENE DOYLE; AMBER M. KLUGE, WIFE OF ALTON E. KLUGE AND DOROTHY JUNE FROGLEY, WIFE OF RALPH FROGLEY, AS LESSOR AND DAVID H. MURDOCK AND LILLIE ANNA MURDOCK, HIS WIFE AS LESSEE, RECORDED MARCH 27, 1963 IN DOCKET 4515, PAGE 330 RECORDS OF MARICOPA COUNTY. ARIZONA;

AND THEREAFTER AMENDMENT TO LEASE ADDING PARCEL NO. 3 HEREIN RECORDED DECEMBER 31, 1963 IN DOCKET 4864, PAGE 246;  
AND THEREAFTER SECOND AMENDMENT, DATED JANUARY 1, 1994 AS DISCLOSED BY MEMORANDUM RECORD MARCH 23, 1994 RECORDED AT RECORDER'S NO. 94-233006, RECORDS OF MARICOPA COUNTY, ARIZONA;  
AND THEREAFTER THE LESSOR'S INTEREST WAS ASSIGNED TO FIRST AMERICAN TITLE INSURANCE COMPANY, A CALIFORNIA CORPORATION, AS TRUSTEE UNDER TRUST NO. 8658 BY MESON ASSIGNMENTS OF RECORD THE LAST OF WHICH RECORDED SEPTEMBER 14, 2007 AT RECORDER'S NO. 2007-1023057, RECORDS OF MARICOPA COUNTY, ARIZONA AND AT RECORDER'S NO. 2007-1023058, RECORDS OF MARICOPA COUNTY. ARIZONA;  
AND THEREAFTER THE LESSEE'S INTEREST WAS ASSIGNED TO 3550 NORTH CENTRAL AVENUE, LLC. A DELAWARE LIMITED LIABILITY COMPANY BY MESNE ASSIGNMENTS OF RECORD THE LAST OF WHICH RECORDED OCTOBER 8, 2004 AT RECORDERS NO. 2004-1185347, RECORDS OF MARICOPA COUNTY, ARIZONA;  
AND THEREAFTER THE LESSEE'S INTEREST WAS ASSIGNED TO WBCMT 2005-C21 NORTH CENTRAL TOWER, LLC, AN ARIZONA LIMITED LIABILITY COMPANY BY TRUSTEE'S DEED RECORDED ON OCTOBER 11, 2011 AT RECORDER'S NO. 2011-841185.

LOTS 10 AND 11, LANE SUBDIVISION, A SUBDIVISION RECORDED IN BOOK 3 OF MAPS, PAGE 21, RECORDS OF MARICOPA COUNTY, ARIZONA;

EXCEPT THE WEST 25 FEET THEREOF; AND  
EXCEPT THE FOLLOWING DESCRIBED PROPERTY:

COMMENCING AT THE INTERSECTION OF CENTRAL AVENUE AND COLUMBUS AVENUE (EAST);

THENCE, SOUTH 00 DEGREES 02 MINUTES 02 SECONDS WEST, ALONG THE CENTERLINE OF SAID CENTRAL AVENUE, A DISTANCE OF 16.14 FEET;

THENCE, NORTH 89 DEGREES 20 MINUTES 53 SECONDS WEST. A DISTANCE OF 50.00 FEET TO THE POINT OF BEGINNING;

THENCE, SOUTH 00 DEGREES 02 MINUTES 02 SECONDS WEST, A DISTANCE OF 61.51 FEET;

THENCE, NORTH 88 DEGREES 56 MINUTES 31 SECONDS WEST, A DISTANCE OF 19.07 FEET;

THENCE, NORTH 00 DEGREES 56 MINUTES 49 SECONDS EAST, A DISTANCE OF 25.97 FEET;

THENCE, NORTH 89 DEGREES 37 MINUTES 58 SECONDS WEST, A DISTANCE OF 9.08 FEET;

THENCE, NORTH 00 DEGREES 12 MINUTES 48 SECONDS EAST. A DISTANCE OF 18.31 FEET;

THENCE, NORTH 00 DEGREES 50 MINUTES 03 SECONDS WEST. A DISTANCE OF 17.51 FEET;

THENCE, SOUTH 89 DEGREES 20 MINUTES 53 SECONDS EAST. A DISTANCE OF 27.94 FEET TO THE POINT OF BEGINNING

AND ALSO:

COMMENCING AT SAID (BRASS CAP FLUSH) MONUMENT IN THE INTERSECTION OF CENTRAL AVENUE AND COLUMBUS AVENUE (EAST);

THENCE SOUTH 00 DEGREES 02 MINUTES 02 SECONDS WEST, ALONG THE CENTERLINE OF SAID CENTRAL AVENUE, A DISTANCE OF 272.50 FEET;

THENCE NORTH 89 DEGREES 57 MINUTES 58 SECONDS WEST, A DISTANCE OF 50.00 FEET TO THE TRUE POINT OF BEGINNING;

THENCE SOUTH 00 DEGREES 02 MINUTES 02 SECONDS WEST, A DISTANCE OF 5.27 FEET;

THENCE NORTH 89 DEGREES 20 MINUTES 45 SECONDS WEST, A DISTANCE OF 0.95 FEET TO THE BEGINNING OF A NON-TANGENT CURVE WHOSE 10,951.50 FOOT RADIUS BEARS NORTH 89 DEGREES 23 MINUTES 06 SECONDS WEST;

THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00 DEGREES 01 MINUTE 39 SECONDS, A DISTANCE OF 5.27 FEET;

THENCE SOUTH 89 DEGREES 20 MINUTES 45 SECONDS EAST, A DISTANCE OF 0.9 FEET TO THE POINT OF BEGINNING

PARCEL NO. 3:

LEASEHOLD INTEREST AS CREATED BY THAT CERTAIN LEASE DATED MARCH 1, 1963 EXECUTED BY AMBER H. DOYLE, WIDOW; GEORGE GREGORY DOYLE, III, HUSBAND OF FAYE DOYLE; PERRY W. DOYLE, HUSBAND OF MARY NELL DOYLE; WILLIAM RICHARD DOYLE, HUSBAND OF MAURENE DOYLE; AMBER M. KLUGE, WIFE OF ALTON E. KLUGE AND DOROTHY JUNE FROGLEY. WIFE OF RALPH FROGLEY, AS LESSOR AND DAVID H. MURDOCK AND LILLIE ANNA MURDOCK, HIS WIFE AS LESSEE, RECORDED MARCH 27, 1963 IN DOCKET 4515, PAGE 330 RECORDS OF MARICOPA COUNTY, ARIZONA;

AND THEREAFTER AMENDMENT TO LEASE ADDING PARCEL NO. 3 HEREIN RECORDED DECEMBER 31, 1963 IN DOCKET 4864, PAGE 246;  
AND THEREAFTER SECOND AMENDMENT, DATED JANUARY 7, 1994 AS DISCLOSED BY MEMORANDUM RECORD MARCH 23, 1994 RECORDED AT RECORDER'S NO. 94-233006, RECORDS OF MARICOPA COUNTY, ARIZONA;  
AND THEREAFTER THE LESSOR'S INTEREST WAS ASSIGNED TO FIRST AMERICAN TITLE INSURANCE COMPANY. A CALIFORNIA CORPORATION, AS TRUSTEE UNDER TRUST NO. 8658 BY MESNE ASSIGNMENTS OF RECORD THE LAST OF WHICH RECORDED SEPTEMBER 14, 2007 AT RECORDER'S NO. 2007-1023057, RECORDS OF MARICOPA COUNTY, ARIZONA; AND AT RECORDER'S NO. 2007-1023058, RECORDS OF MARICOPA COUNTY, ARIZONA;  
AND THEREAFTER THE LESSEE'S INTEREST WAS ASSIGNED TO 3550 NORTH CENTRAL AVENUE, LLC, A DELAWARE LIMITED LIABILITY COMPANY BY MESNE ASSIGNMENTS OF RECORD THE LAST OF WHICH RECORDED OCTOBER 8, 2004 AT RECORDERS NO. 2004-1185347. RECORDS OF MARICOPA COUNTY, ARIZONA  
AND THEREAFTER THE LESSEE'S INTEREST WAS ASSIGNED TO WBCMT 2005-C21 NORTH CENTRAL TOWER, LLC, AN ARIZONA LIMITED LIABILITY COMPANY BY TRUSTEE'S DEED RECORDED ON OCTOBER 11, 2011 AT RECORDER'S NO. 2011-841185.

THAT PART OF LOT 12, LANE SUBDIVISION, A SUBDIVISION RECORDED IN BOOK 3 OF MAPS. PAGE 21, RECORDS OF MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 12;  
THENCE, SOUTH 00 DEGREES 00 MINUTES 40 SECONDS EAST, 5.22 FEET ALONG THE EAST LINE OF SAID LOT 12;  
THENCE, NORTH 89 DEGREES 22 MINUTES 46 SECONDS WEST, 145.39 FEET;  
THENCE, NORTH 5.21 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 12;  
THENCE, SOUTH 89 DEGREES 23 MINUTES EAST, 145.39 FEET ALONG THE NORTH LINE OF SAID LOT 12 TO THE POINT OF BEGINNING; AND

EXCEPT THE FOLLOWING DESCRIBED PROPERTY:

COMMENCING AT THE INTERSECTION OF CENTRAL AVENUE AND COLUMBUS AVENUE (EAST);  
THENCE, SOUTH 00 DEGREES 02 MINUTES 02 SECONDS WEST, ALONG THE CENTERLINE OF SAID CENTRAL AVENUE, A DISTANCE OF 272.50 FEET;  
THENCE, NORTH 89 DEGREES 57 MINUTES 58 SECONDS WEST, A DISTANCE OF 50.00 FEET TO THE POINT OF BEGINNING;  
THENCE, SOUTH 00 DEGREES 02 MINUTES 02 SECONDS WEST. A DISTANCE OF 5.27 FEET;  
THENCE, NORTH 89 DEGREES 20 MINUTES 45 SECONDS WEST, A DISTANCE OF 0.95 FEET TO THE CUSP OF A CURVE WHOSE 10951.50 FOOT RADIUS BEARS NORTH 89 DEGREES 23 MINUTES 06 SECONDS WEST AND IS CONCAVE WESTERLY;  
THENCE, NORTHERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 00 DEGREES 01 MINUTES 39 SECONDS, A DISTANCE OF 5.27 FEET;  
THENCE, SOUTH 89 DEGREES 20 MINUTES 45 SECONDS EAST, A DISTANCE OF 0.90 FEET TO THE POINT OF BEGINNING; AND  
EXCEPT ANY PORTION CONVEYED BY DEED RECORDED AS 2006-1283 196 OF OFFICIAL RECORDS AND RE-RECORDED AS 2008-63330 OF OFFICIAL RECORDS

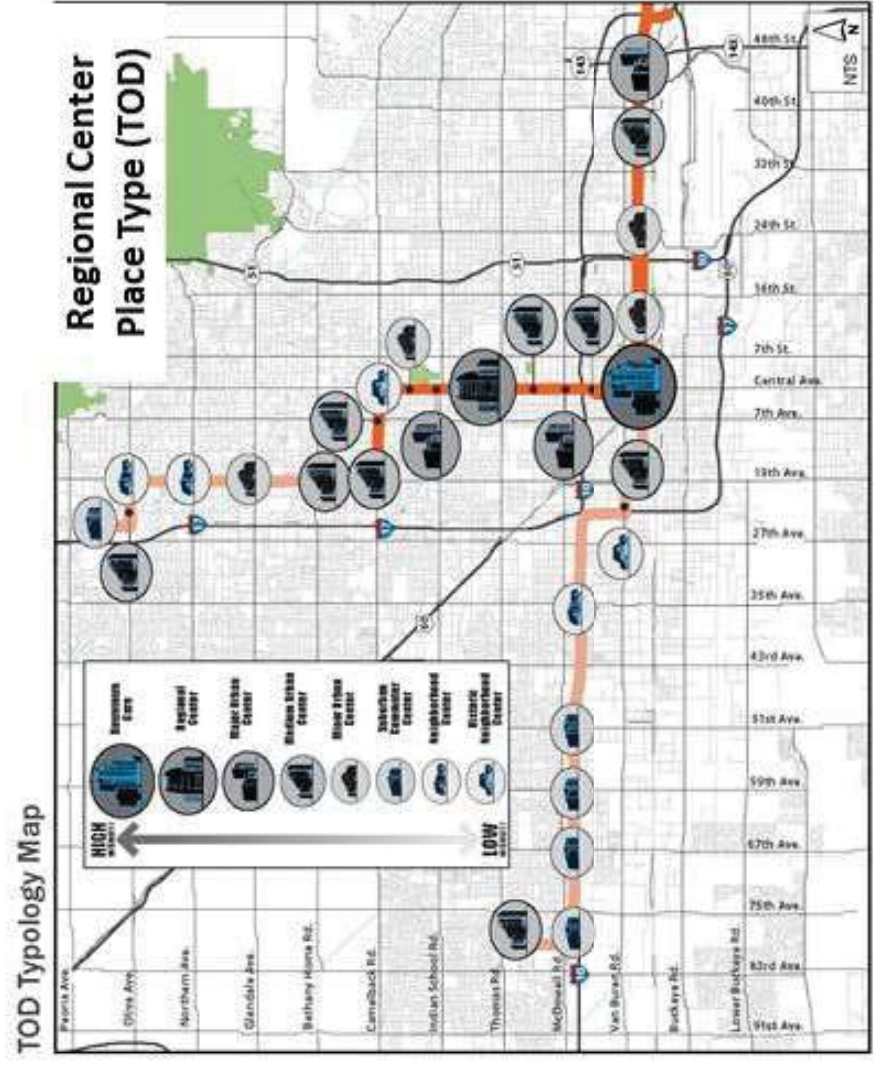
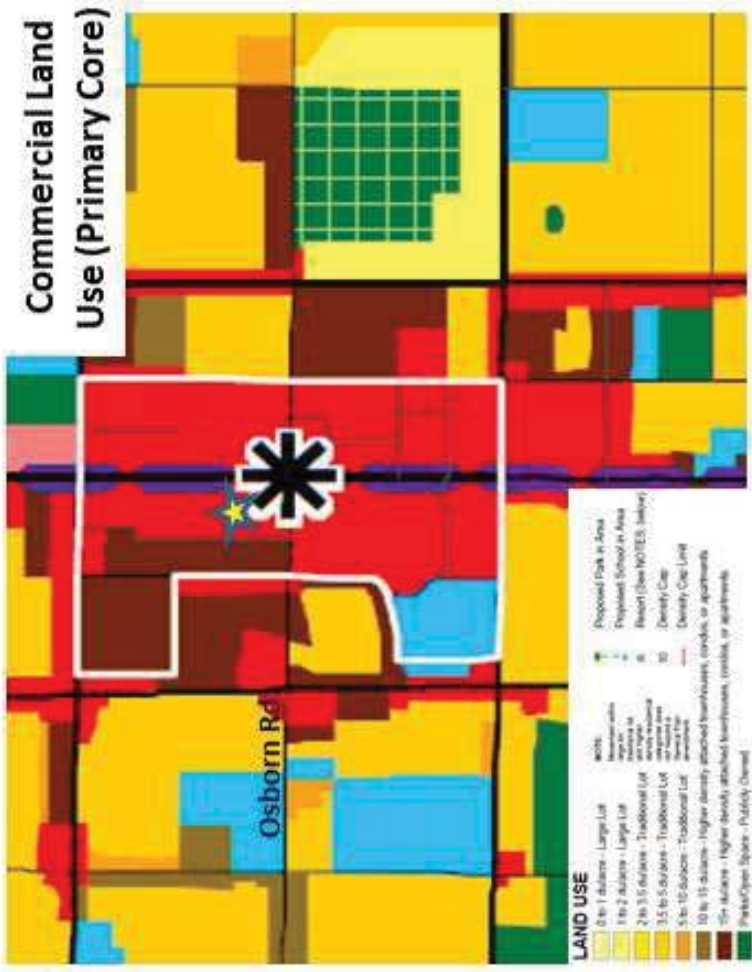
PARCEL NO. 4:

A NONEXCLUSIVE EASEMENT TO ERECT AND MAINTAIN STREETS AND SIDEWALKS FOR PURPOSES OF VEHICULAR AND PEDESTRIAN TRAFFIC AND RELATED CURBS AND GUTTERS; TO ERECT AND MAINTAIN UNDERGROUND PIPES AND UTILITY LINES WITH RELATED SURFACE SUPPORTING POLES AND OTHER STRUCTURES FOR THE PURPOSE OF SUPPLYING UTILITY SERVICES; TO ERECT AND MAINTAIN WALLS AND TRAFFIC CONTROL BARRIERS. SIGNS, LIGHTS AND RELATED FACILITIES ALL AS SET FORTH IN "RECIPROCAL EASEMENT AGREEMENT RECORDED IN DOCKET 15567, PAGE 916 AND THEREAFTER MODIFICATION, ASSIGNMENT, RATIFICATION OF AND CONSENT RECORDED IN DOCKET 15882, PAGE 164; THEREAFTER AMENDMENT RECORDED IN DOCKET 15912, PAGE 712 AND ACKNOWLEDGMENT RECORDED IN DOCKET 15912, PAGE 718, OVER THE FOLLOWING DESCRIBED PROPERTY:

THE SOUTH 25 FEET OF LOT 2, ONE COLUMBUS PLAZA, A SUBDIVISION RECORDED IN BOOK 248 OF MAPS, PAGE 12, RECORDS OF MARICOPA COUNTY, ARIZONA.



# Existing General Plan Land Use Map & TOD Place Type Map Exhibit 4



Place Type Image	Place Type	Land Use Mix	Housing	Commercial	Transit Mode	Intensity
	Regional Center	<ul style="list-style-type: none"> <li>Office Employment</li> <li>Industry Cluster</li> <li>High &amp; Mid Rise Living</li> <li>Supportive Retail</li> </ul>	<ul style="list-style-type: none"> <li>High Rise</li> <li>Mid Rise</li> <li>Apartment</li> <li>Town house</li> <li>Row House</li> </ul>	<ul style="list-style-type: none"> <li>Mid-High Rise Office &amp; Hotel</li> <li>Under 40,000 sq. ft. single tenant retail footprint incentive: 40,000 sq. ft.</li> </ul>	<ul style="list-style-type: none"> <li>Regional Destination</li> <li>High Regional Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>High Intensity</li> <li>2-10 Stories</li> <li>Incentive: 30 Jobs</li> </ul>



**LOT AREA:**  
 GROSS AREA: 8,096 SQUARE FEET  
 NET AREA: 8,096 SQUARE FEET  
**ZONING:**  
 EXISTING: C-2, P-1, R-2  
 PROPOSED ZONING: R-4

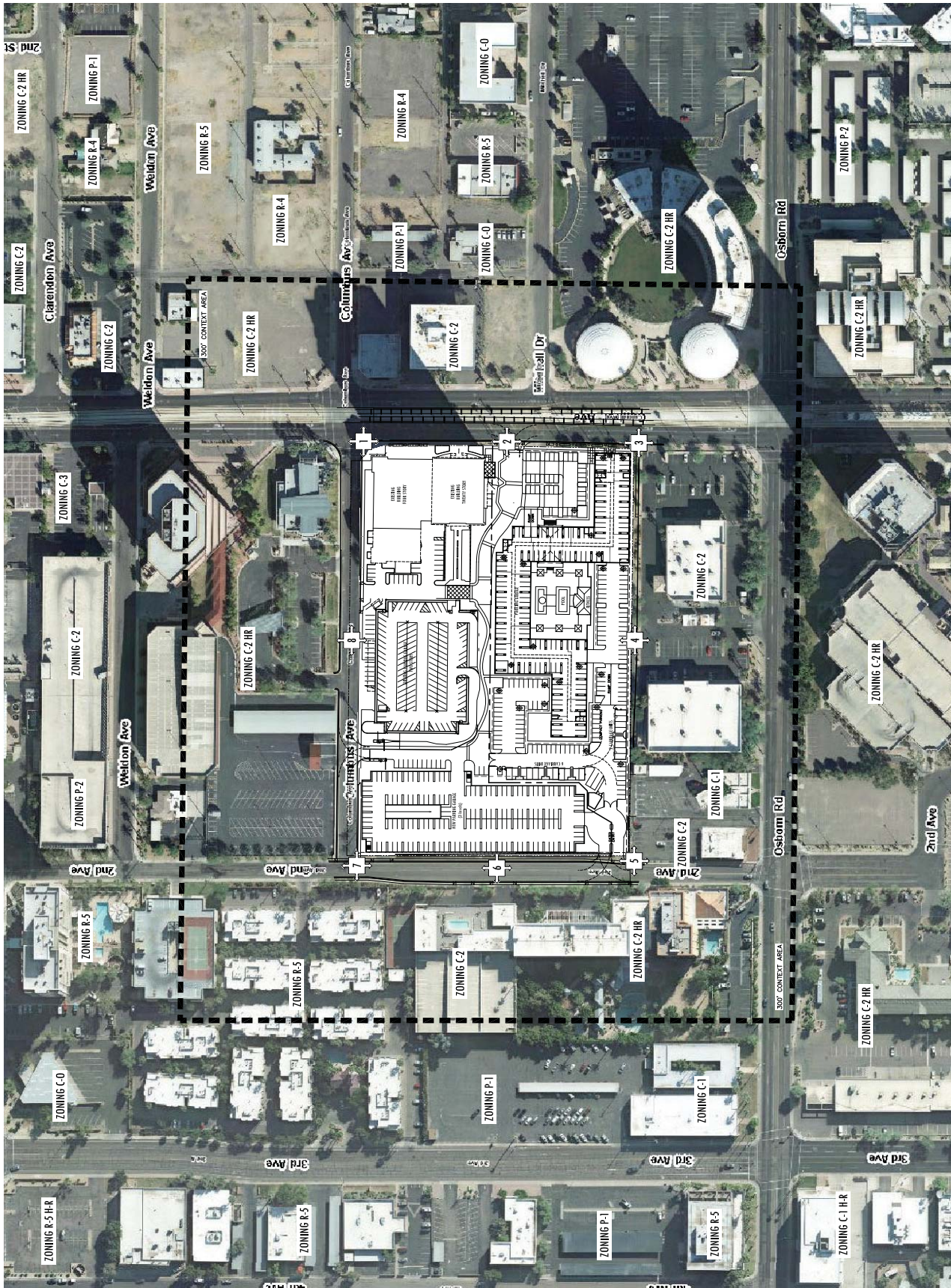
**PHOTOS KEY**



DATE: JULY 20, 2013  
 OR#: 13-201

# AI.12

CONTEXT PLAN  
 PRELIMINARY

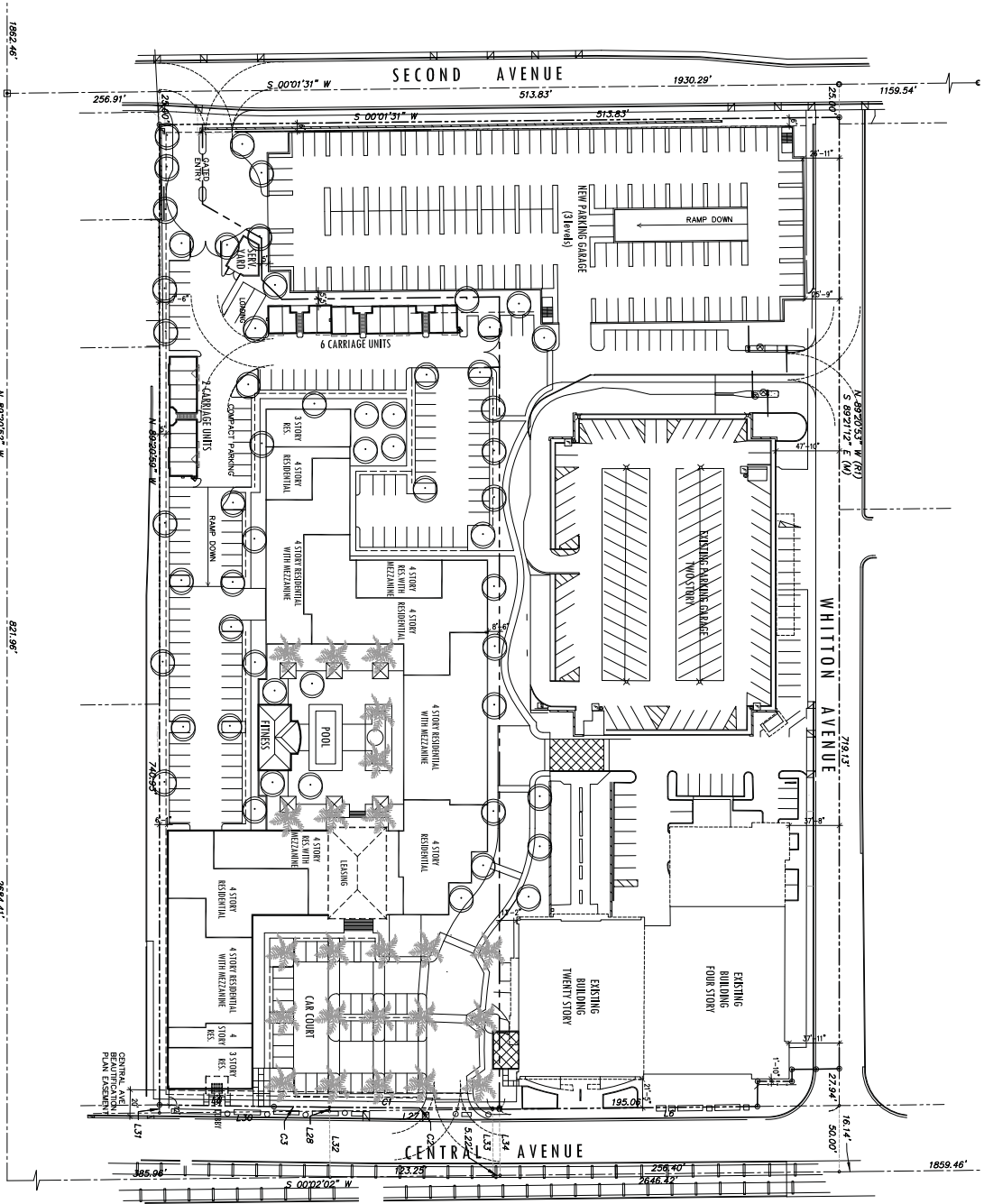


1" = 100'-0"  
 1" = 100'-0"  
 1" = 100'-0"

**CONTEXT PLAN**



**SITE PLAN - PRELIMINARY**



**PROPERTY DEVELOPMENT DATA**

LOT AREA:  
 GROSS AREA 4,898 SQUARE FEET  
 NET AREA 3,700 SQUARE FEET  
 ZONING: C-2, R-1, R-2  
 PROPOSED ZONING: R-10

**RESIDENTIAL DEVELOPMENT DATA**

LOT AREA:  
 GROSS AREA 4,898 SQUARE FEET  
 NET AREA 3,700 SQUARE FEET  
 PROPOSED NEIGHBORHOOD RESIDENTIAL, 4 STORY - 56 FT.  
 FLOOR HEIGHT:  
 UNIT MIX:  
 # OF UNITS  
 ONE BEDROOM 100  
 TWO BEDROOM 182 UNITS  
 UNIT DENSITY:  
 PROPOSED: 46.65 SQ. FT. PER ACRE  
 UNIMPROVED:  
 RESOURCES:  
 SUBTOTAL (1.5 PER A CRE) 84,415.00  
 TOTAL 288,815.00  
 UNIMPROVED 192,405.00  
 PROPOSED: 192,405.00  
 GROSS PARKING (5.5 PER 1,000) 119  
 GROSS PARKING (2 PER 1,000) 20  
 GROSS PARKING (1 PER 1,000) 10  
 TOTAL 229,425.00  
 PARKING RATIO: 272/100 = 2.72  
 ACCESSORY BUILDING: 6 P.S.  
 PROPOSED: 272/100 = 2.72  
 UNIMPROVED: 272/100 = 2.72  
 TOTAL: 272/100 = 2.72

**LOT COVERAGE**

PROPOSED: 40%  
 OPEN SPACE: 25%  
 REMOVED: 35%  
 TOTAL: 22,000 SQ. FT.

**COMMERCIAL DEVELOPMENT DATA**

LOT AREA:  
 GROSS AREA 5,094 SQUARE FEET  
 NET AREA 4,995 SQUARE FEET  
 BUILDING HEIGHT:  
 EXISTING HEIGHT: 20 STORY - 120.0 FT.  
 BUILDING AREA:  
 OFFICE 286,288 SQ. FT.  
 TOTAL 286,288 SQ. FT.  
 PROPOSED: 286,288 SQ. FT.  
 REMOVED: 286,288 SQ. FT.  
 TOTAL: 286,288 SQ. FT.

**RESOURCES**

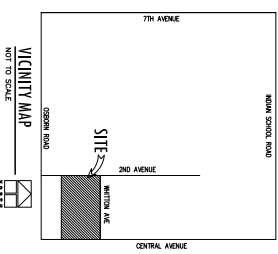
RESOURCES (1.5 PER 1,000 SQ. FT.)  
 SUBTOTAL (1.5 PER 1,000 SQ. FT.) 84,415.00  
 TOTAL 288,815.00  
 UNIMPROVED 192,405.00  
 PROPOSED: 192,405.00  
 GROSS PARKING (5.5 PER 1,000) 119  
 GROSS PARKING (2 PER 1,000) 20  
 GROSS PARKING (1 PER 1,000) 10  
 TOTAL 229,425.00  
 PARKING RATIO: 272/100 = 2.72  
 ACCESSORY BUILDING: 6 P.S.  
 PROPOSED: 272/100 = 2.72  
 UNIMPROVED: 272/100 = 2.72  
 TOTAL: 272/100 = 2.72

**ADDITIONAL PARKING**

PROVIDED: 18 P.S.  
 REMOVED: 18 P.S.  
 TOTAL: 0 P.S.

**LOT COVERAGE**

PROPOSED: 40%  
 OPEN SPACE: 25%  
 REMOVED: 35%  
 TOTAL: 22,000 SQ. FT.



DATE: OCTOBER 9, 2013  
**A1.10**  
 SITE PLAN  
 PRELIMINARY

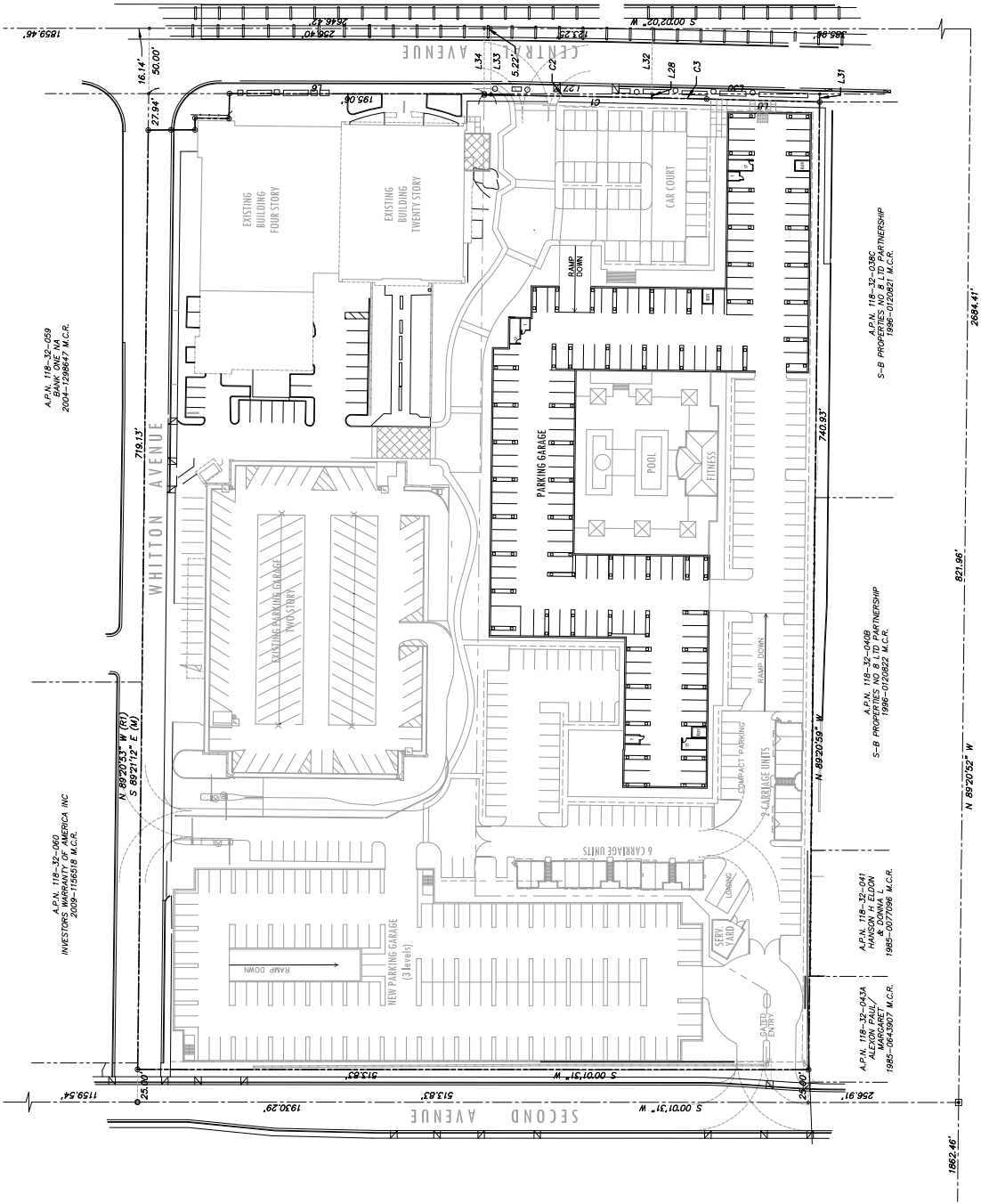
**BROADSTONE CENTRAL PHOENIX, ARIZONA**  
 Office of Rich Barber  
**RRORR** Architects, Engineers, Planners & Interiors  
 W. GILBERT @ ORR.BARB.COM

**ALLIANCE RESIDENTIAL COMPANY**  
**AEW**

**FENWAY PROPERTIES**







A.P.N. 118-32-029  
BANK ONE VA  
2004-179847 M.C.R.

A.P.N. 118-32-080  
INVESTORS WARRANTY OF AMERICA INC  
2005-1708616 M.C.R.

A.P.N. 118-32-036  
S-B PROPERTIES NO 8 LTD PARTNERSHIP  
1996-072627 M.C.R.

A.P.N. 118-32-040B  
S-B PROPERTIES NO 8 LTD PARTNERSHIP  
1996-072628 M.C.R.

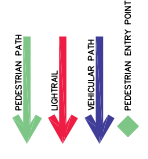
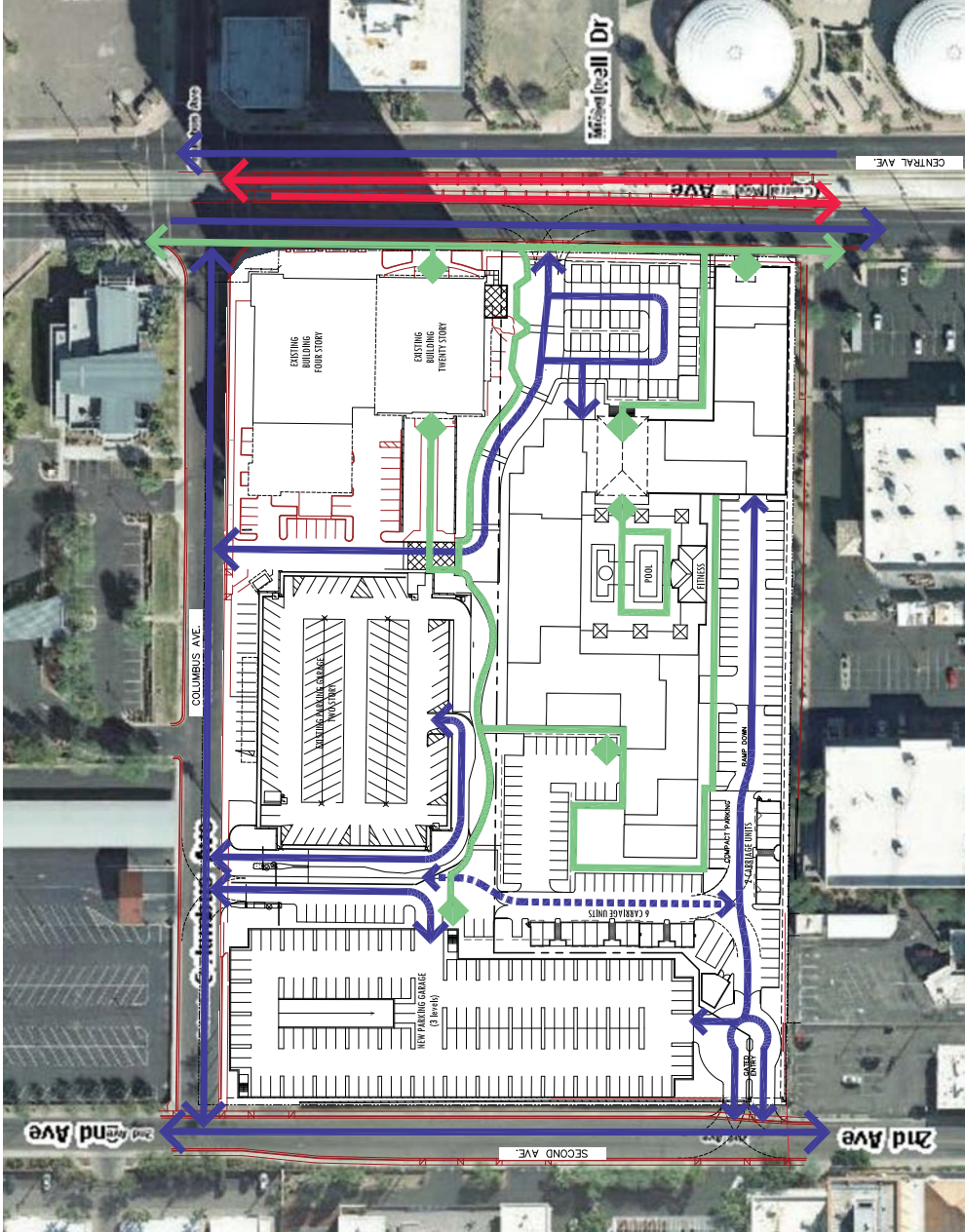
A.P.N. 118-32-041  
TRIPSON & DONNA L  
1985-077096 M.C.R.

A.P.N. 118-32-043A  
ALMARGARIT & DONNA L  
1985-0643007 M.C.R.



SCALE: 1" = 40'-0"

**SITE PLAN GARAGE LEVEL - PRELIMINARY**



SCALE: 1" = 50'-0"

SITE CIRCULATION PLAN



CONCEPTUAL EAST ELEVATION  
SCALE: 1" = 20'-0"

- 44'-10 1/2" L.A. HEIGHT
- 44'-10 1/2" L.A.
- 34'-10 1/2" W. W.
- 24'-8 3/4" W. W.
- 14'-7 3/8" W. W.
- 6'-5" W. W.
- 6'-0" W. W.



CONCEPTUAL SOUTH EAST ELEVATION  
SCALE: 1" = 20'-0"

- 44'-10 1/2" L.A. HEIGHT
- 44'-10 1/2" L.A.
- 34'-10 1/2" W. W.
- 24'-8 3/4" W. W.
- 14'-7 3/8" W. W.
- 6'-5" W. W.
- 6'-0" W. W.



CONCEPTUAL NORTH ELEVATION  
SCALE: 1" = 20'-0"

- 44'-10 1/2" L.A. HEIGHT
- 44'-10 1/2" L.A.
- 34'-10 1/2" W. W.
- 24'-8 3/4" W. W.
- 14'-7 3/8" W. W.
- 6'-5" W. W.
- 6'-0" W. W.



**Illustrative Photos of Architectural Character & Building Entrances from Streetscape**  
**Exhibit 10**



*\* All main pedestrian entrances to the residential building will be ADA accessible.*

STANDARD	REQUESTED PUD STANDARDS	C-2 SECTION 623 TOD-1 SECTION 662 C-2 HR REQUIREMENTS/TOD-1
Minimum density for residential parcel	46 dwellings per gross acre	96.8 dwellings/acre maximum
Setbacks and Build-To Lines	North: 6 ft East: 12 ft South: 6 ft West: 6 ft	Per Section 662, TOD-1 Street setback - 6 feet (0-1,000 feet) Interior setback - 0 feet (C-2) (662.I.1.a Table 1)  North: 6 ft East: 6 ft South: 0 ft West: 6 ft
PUD Perimeter (adjacent to a street)	North: 6 ft East: 12 ft West: 6 ft	For properties adjacent to Central Avenue, use following (TOD-1 623.E.3)  North: 6 ft East: 6 ft West: 6 ft
PUD Perimeter (not adjacent to a street)	South: 6 ft	For properties adjacent to Central Avenue, use following (TOD-1 623.E.3)  South: 0 ft
Building Frontage on Transit Street		
0-500 feet from transit station	Central Ave: 25.3% (residential only) 58% (total site) Includes existing office tower	75% (per TOD-1) (662.I.2a Table 2)
500 - 2,000 feet from transit station		65% (per TOD-1) (662.I.2a Table 2)

STANDARD	REQUESTED PUD STANDARDS	C-2 SECTION 623 TOD-1 SECTION 662 C-2 HR REQUIREMENTS/TOD-1
Building Frontage Not on a Transit Street		
0-2,000 feet from transit station	2nd Ave: 72.9% (New garage) Columbus: 47% Includes existing office tower	50% (per TOD-1) (662.I.2a Table 2)
Height	Residential 56 ft Commercial: 250 ft Parking: 30 ft	C-2 - four stories, not to exceed 56 ft (623.E.3.d) C-2 HR: 250' P-2.56' maximum height (640.B.2)
Lot Coverage	Residential Primary Structure: 28.9% Total: 33% (Inc. carriage & carports)  Commercial: Primary Structure: 13.5% Total: 65% (Inc. garage structure / & carports)  Combined Coverage: Primary: 18.5% Total: 47%	Residential: (615.B Table A) Primary structure 40% Total 50%  C-2 HR : 50% max (631.B.2.e)  TOD-1: no maximum (662.I.3.a)
Open Space	Residential: 22,000 sf = 12.3%  Commercial: 11,442 sf = 4.7%  Combined: 33,442 s.f. = 7.9%	Common areas: 5% of gross area minimum (615.B.Table A)  TOD-1: 5% of gross area min (662.I.4) with minimum 200 s.f. area and minimum 10 feet length and depth

STANDARD	REQUESTED PUD STANDARDS	<b>C-2 SECTION 623 TOD-1 SECTION 662 C-2 HR REQUIREMENTS/TOD-1</b>
Office	Parking Spaces Provided: 779 sp  Accessible Spaces: 15 sp  Subtotal: 779 sp	Office Parking: office buildings greater than 50,000 s.f. gross building area - 250,000 - 600,000 TLA - 3.2/1,000 s.f. (Section 702.C table) (15% reduction allowed per Section 662.L.1a)  $286,288/1000 \times 3.2 = 917$ sp $917 \times 15\% = 138$ sp (15% reduction per TOD-1) Total required: 779 sp  Accessible Parking: Not less than 2% of assigned and unassigned spaces (702.G.1b)  $779 \times 2\% = 15$ sp  Off-street Loading Spaces - Commercial or office developments over 60' in height 240,000 - 400,000 s.f. - 3 spaces
Retail	Parking Spaces Provided: 13 sp  Accessible Parking: 1 sp  Subtotal: 13 sp	Retail less than 50,000 s.f. of gross building area - 1 space / 300 s.f. floor area (Section 702.C table) [Note: 15% reduction to above allowed per Section 662.1.1.a]  $3,125/300 = 11$ sp $11 \times 15\% = 1$ sp (15% reduction per TOD-1)  Total Parking Required: 10 sp Accessible: Not less than 2% of assigned and unassigned spaces (702.G.1b) $10 \times 2\% = 1$ sp

STANDARD	REQUESTED PUD STANDARDS	C-2 SECTION 623 TOD-1 SECTION 662 C-2 HR REQUIREMENTS/TOD-1
Residential	<p>Multifamily Unit &amp; Open Parking: Open Parking: 119 sp Underground Parking: 133 sp Garage Parking: 20 sp</p> <p>Total Parking Provided: 272 sp Unreserved Parking Spaces Provided: 96 sp</p> <p>Accessible Parking: Open Parking: 2 sp Covered Parking: 6 sp</p> <p>Total Accessible Spaces: 8 sp Off-street loading: 2 sp</p> <p>Subtotal: 272 sp</p> <p>1,064 ps</p>	<p>Multifamily Unit Parking: 1.5 sp per 1 and 2 bedroom units (Section 702.C Table) e) [Note: 25% reduction allowed per Section 662.L.1.a]</p> <p>108 (1 Bd) x 1.5 = 162 sp 84 (2 Bd) x 1.5 = 126 sp Subtotal: 288 sp 25% TOD-1 reduction (288 x 25% = 72 sp)</p> <p>Total Unit Parking Required: 216</p> <p>Unreserved Parking: 0.5 spaces per 1 or 2 bedroom units (Section 702.C table) [Note: 25% reduction allowed per Section 662.L.1.a]</p> <p>192 x 0.5 = 96 sp 25% TOD-1 reduction (96 x 25% = 24 sp)</p> <p>Total Unreserved Parking Req'd: 72 sp</p> <p>Accessible Parking: Not less than 2% of assigned and unassigned spaces (702.G.1b)</p> <p>288 x 2% = 6 sp</p> <p>Off-street loading spaces: 26 - 150 dwelling units - 1 space Each additional 150 units - 1 space (Section 702.B(H).2 Table C)</p> <p>1,005 ps / required</p>
TOTAL PARKING PROVIDED		



STANDARD	REQUESTED PUD STANDARDS	C-2 SECTION 623 TOD-1 SECTION 662 C-2 HR REQUIREMENTS/TOD-1
Bicycle Parking - Residential	0.25 secured spaces per residential unit, with a maximum of 50 spaces (Secured parking is defined as the provision of bicycle lockers, fenced storage or individual storage lockers) <u>AND</u> 0.10 unsecured spaces per residential unit, placed in publicly accessible spaces near building entrances	0.25 space for each residential unit with a maximum of 50 spaces (662.L.3)
Bicycle Parking - Commercial, non-retail greater than 5,000 square feet	N/A	N/A
Bicycle Parking - Commercial, non-retail greater than 100,000 square feet	Commercial retail or office development: one space per 2,000 s.f. of tenant leasable floor area - maximum 50 spaces (662.L.3)	Commercial retail or office development: one space per 2,000 s.f. of tenant leasable floor area - maximum 50 spaces (662.L.3)

STANDARD	REQUESTED PUD STANDARDS	C-2 SECTION 623 TOD-1 SECTION 662 C-2 HR REQUIREMENTS/TOD-1
Landscape Setback / Standards		
	Unless there is a conflict with an existing or proposed public utility easement, landscaping treatment shall be provided for the entire site exclusive of	
Central Avenue frontage	Per the Central Avenue Beautification Plan (relevant pages are included in Appendix)	8 feet (T.O.P.)
PUD Perimeter (adjacent to a street)	12 feet maximum / 20 feet back of curb	8 feet maximum
PUD Perimeter (not adjacent to a street)	6 feet minimum	N/A
PUD perimeter (Central Avenue)	75% shaded walk	75%
Internal pedestrian routes	50% shade of walk	N/A
<b>Streetscape (except Central Avenue)</b>		
Plant Type	Minimum Planting Size	
	Minimum 2-inch caliper (50% of required trees)	
Trees*	Minimum 3-inch caliper (50% of required trees)	Minimum 2-inch caliper (50% of required trees) Minimum 3-inch caliper (50% of required trees)
<b>Perimeter (not adjacent to a street)</b>		
Plant Type	Minimum Planting Size	N/A
Trees*	Minimum 2-inch caliper (100% of required trees)	N/A
	1 tree per 20 feet on center or equivalent groupings	N/A
Shrubs	Minimum three 5-gallon shrubs per tree	
	*Trees shall be selected from the <i>Recommended Tree Species Matrix</i> , of the Downtown Code, Chapter 12 of the Zoning Ordinance.	
	Tree well size shall be a minimum of 5 feet by 5 feet or a minimum 2 foot 6 inch radius from the base of the tree	