

ALTA BLUEWATER

CASE Z-16-20-6

LOCATED APPROXIMATELY 600 FEET EAST OF THE
NORTHEAST CORNER OF
16TH STREET AND CAMELBACK ROAD



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CITY OF PHOENIX

MAY 28 2021

**Planning & Development
Department**

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

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A. PURPOSE AND INTENT

A1: Project Overview and Goals

Located in the Camelback-Biltmore area, one of the most prestigious locations in the Valley, Alta Bluewater is a distinctive 216 unit, five (5) story luxury rental residential community that will provide a high-quality living environment for those that desire to live near their place of work (there is over 7.9 million square feet of office space in the area¹) as well as all of the shopping, dining and entertainment located in the immediate vicinity. The primary goal of the Project is to provide a quality modern urban living experience, both internally (amenities, unit finishes and tenant services) and externally (by proximity to a full live/work/play environment) for its future residents and to create a visually pleasing structure as this is a site situated along one of Phoenix's most significant thoroughfares.

A2: Overall Design Concept

The design is focused on the creation of a “modern luxury” environment, complementing the built environment in the Camelback East Village and following a development trend that has reinvented this area with higher density urban living, the redevelopment of underutilized properties (especially surface parking lots) and an emphasis on quality design that has visual interest from both Camelback Road as well as for those traveling SR-51. Further, the Project's design provides for a building of comparable height and scale to those in the surrounding area, including new multifamily projects along 16th Street as well as the Biltmore Square Condominiums directly to the north of the Site.

To support the “modern luxury” concept, vehicle parking is located within a fully wrapped parking structure (except for a few spaces near the entrance intended primarily for visitors, taxi and ride share use).

As a residential environment, the elevations focus on the expression of the dwelling units, with a contemporary modern design that features the extensive use of brick and stone veneers, textured fiber cement siding, use of a varied light, midrange and dark color palette as well as movement in the elevation at the base, middle and top of the structure with a number of square “units” of for alternating size and scale. This design will complement the abutting Camelback Center shopping plaza, which utilizes a mix of color, metal details and veneers, along with varying square elements, but will be differentiated by a bolder color palette and utilization of extensive window fenestrations.

In summary, the overall design concept is a building that (i) fits the surrounding scale by maintaining similar heights as its neighbors, (ii) eliminates wasteful and unsightly surface parking

¹ <https://www.phoenix.gov/econdevsite/Documents/Camelback%20Biltmore%20Employment%20Center.pdf>

areas by providing structured parking that is wrapped by the building and not visible from the street, and (iii) the expression of the Camelback East area's reputation for a quality built environment via a rich blend of materials and colors combined with contemporary design that is distinguished from its neighbors while retaining a complementary visual relationship.

A3: Compliance with the Camelback East Primary Core Specific Plan

As part of the Camelback East Primary Core Specific Plan (the "Plan") identified as a "Core Gradient" area (classified as "Core Gradient 2²"), Alta Bluewater furthers the vision of the Plan and implements specific the components of the Plan's Design Guidelines, Section 5.4.4, specifics of which are further detailed in the "Camelback East Village Planning Committee Application Review Committee" comment form, provided in Exhibit H.

The site is unique in that it has a narrow frontage onto Camelback Road, with the building behind an existing use (a gas station) as the lot widens 125 feet behind the edge of the right-of-way. The site is also accessible via easements to the existing shopping center (to the west) and is not accessible from the north (existing development) nor east (SR-51). Anticipating a resident seeking non-vehicular mobility, the project includes a sidewalk system that runs through the Project and connects to all amenity spaces, as well as to Camelback Road and the commercial center to the west.

One key goal of the Plan is to address pedestrian access (the word pedestrian is found over 300 times in the Plan). To support the Plan's call for a "pedestrian-friendly environment³", a primary pedestrian route is provided directly to Camelback Road (for those coming from the east) and to the shopping center's walkway system (for those coming from the west), with the main pedestrian entry being located at the southeast corner of the building. This entry is clearly identifiable⁴ through the use of over-height and emphasized architectural features (storefront glass, double-doors and a change in brick veneer).

To create a strong sense of arrival, once in the structure, pedestrians enter a double height "Outdoor Room" (flex clubhouse space that has sliding doors to expand out into the pool courtyard). The building entry area will be visually dramatic, with the doors surrounded by glass storefront, architectural detailing at the ceiling and views through the building out to the pool area. This Outdoor Room continues an uninterrupted expanse of landscape and hardscape from the exterior pedestrian linkage with extensive shading and contemporary outdoor furnishings. By tying indoor semi-private space with outdoor public pathways, Alta Bluewater will provide a quality on-site pedestrian experience, encouraging pedestrian activity in the area and discouraging automobile use for short trips, as desired by the Plan⁵.

² Map 4, Page 28 of the Plan

³ Section 1.1, Page 10 of the Plan – discussion of the origin of the Plan and noting a community "desire to create...a pedestrian-friendly environment."

⁴ Section 2.6, Page 19 of the Plan - "Pedestrians should be able to identify building entrances easily and access buildings directly from the street..."

⁵ Section 2.6, Page 19 of the Plan – "There should be plenty of places to live within easy walking distance of the Core's many attractions."

Water is an important theme to the Project, giving homage to the site’s former use (a seafood restaurant) and offering a welcome respite from the desert streetscape. A carefully designed water feature is situated along the pedestrian linkage, enriching the pedestrian experience, as recommended in the Plan⁶. Blue colored artistic lighting on the building and within the signage contribute to the theme. Inclusion of water within the pedestrian realm further supports a quality pedestrian experience on-site.

In addition to giving greater priority to pedestrians⁷, due to its location, amenities, and overall design, Alta Bluewater also furthers many of the Plan’s other goals, including providing new places for people to live in the Core⁸ as well as allowing people to “maintain a high-quality residential lifestyle” (Page 19 of the Plan).

Alta Bluewater also satisfies the Plan’s regulatory components, which implement the goals noted above. It complies with Table B, Table of Building Height and Floor Area Ratio (Page 28) for a Core Gradient 2 parcel by maintaining a maximum height of 56 feet⁹. It also complies with the regulations of Section 5.2. Section 5.2.4 codifies the applicable development standards as found on Table E, which provides the following development standards to the Alta Bluewater site:

Development Standard						
Density	Building Height	Lot Coverage	Setbacks	Step Back from Single-Family	Open Space	Parking Spaces Required
96.8 dwelling units per acre for development over four stories	Residential: per underlying zoning with max height of 56' allowed	Per underlying zoning	Per underlying zoning	Per underlying zoning and presumptive design guideline B.2.3	Per Ordinance	Per Section 702

This PUD establishes the “underlying zoning” for the site and complies with the density, height, open space and parking required by the Plan as noted above.

The Plan includes incentive elements that seek to encourage specific design features in certain development scenarios. This PUD supports these goals of the Plan by including several of the “High” rated desired amenities identified in Section 5.3.5, Table F, including:

- (i) High Density Housing (High Desirability)
Meets – project provides 216 dwelling units at 64.5 dwelling units per acre.
- (ii) Extraordinary Design Quality (High/Medium Desirability)

⁶ Section 5.4.4.A.3.4.2, Page 70 – “Fountains and other forms of water features enhance the pedestrian environment with the splash, sprinkle and reflections of moving water while masking the sounds of vehicle traffic from the surrounding streets and driveways. In warm weather, water in motion and in still pools provides a pleasurable sense of coolness.”

⁷ Section 2.6, Page 18 of the Plan – “Pedestrians should be given greater priority”

⁸ Section 2.6, Page 18 of the Plan – “People should be encouraged to live within...the Core and be able to select from a broad range of housing types.” and Page 19 of the Plan, “There should be plenty of places to live within easy walking distance of the Core’s many attractions.”

⁹ The City of Phoenix no longer utilizes “stories” as a height control, therefore such story restrictions are not applicable.

Meets – project provides a modern design with emphasis on an updated urban vernacular including bold use of color, material and patterns in the elevations.

(iii) Exceptional Mitigation of Structured Parking Design (High Desirability)

Meets – project parking garage is enclosed within the building, fully wrapped with units and not visible from public rights of way.

(iv) Creation of Extraordinarily Enhanced Pedestrian Areas with Project (High Desirability)

Meets – project provides direct linkages to Camelback Road as well as to abutting retail shopping and dining.

B. LAND USE PLAN

B1: Proposed Land Use Categories

The Project is proposed as a residential luxury multi-family community of up to 216 dwellings and supporting private resident amenities.

B2: Conceptual Site Plan Summary

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

Grade Level is the location of the primary access to the Site, along with a few surface parking spaces reserved for guests, ride share and prospective tenants of the project. At the southern end of the Site is the main entrance to the building and its amenity facilities. Pedestrian linkages are provided from Camelback Road and the adjoining retail center into the main clubhouse. The entrance to the structured parking is provided near the northwestern portion of the building. Connections to the adjoining commercial drive aisles are provided, offering two other points of access to and from the Site. The grade level of the structure also features residential units, accessed from internal corridors within the building. Landscaping is provided to enhance the entry drive from Camelback Road, as well as to soften the edge along SR-51 and the area between this project and the existing carriage units (part of the development to the north). The main resident outdoor amenity space is provided in the southern core of the building.

Levels 2-4 are typical representation of the upper levels of the building. Here the residential dwelling units continue above the grade level podium. As the resident dwelling focused areas of the Project, there are no amenities on these upper levels. Note that the development is a mix of one- and two-bedroom units, ranging in size from 677 up to 1,224 square feet.

Level 5 will have additional residential units configured in a manner similar to levels 2-4. Level 5 will also feature a Club Deck, approximately 800 square feet in size. The Club Deck will feature amenities such as an outdoor kitchen, seating areas and decorative lighting. The Club Deck will be shaded by a roof projection and will be architecturally integrated into the building façade.

Roof Level will not be occupiable.

C. LIST OF USES

C1: Permitted Uses

- Multi-Family Residential Dwelling Units as Governed Herein
- C-2 Uses as Permitted by Section 623 of the City of Phoenix Zoning Ordinance are subject to all listed conditions in said section.

C2: Temporary Uses

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

C3: Prohibited Uses

The following land uses are not permitted:

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

D. DEVELOPMENT STANDARDS

D1: Development Standards Table

The following development standards apply to any multifamily development of the Property; in the event non-multifamily development occurs, the development standards applicable to such development shall be those of Section 623, the C-2 General Commercial, Zoning District.

a. Maximum Residential Unit Count	
Maximum Dwellings	216 dwelling units
Maximum Density	64.5 dwelling units per acre
b. Minimum Lot Width/Depth	No Minimum
c. Minimum Building Setbacks	From Property Line
North (Internal Property Line)	10'
West (Internal property Line)	25'
South (Camelback Road)	125'
South (Internal Property Line)	25'
East (State Route 51)	10' ¹⁰
d. Minimum Parking Setbacks	10'
d. Maximum Building Height	56 Feet
e. Maximum Lot Coverage	65% of Total Net Site Area

D2: Landscape Standards Table

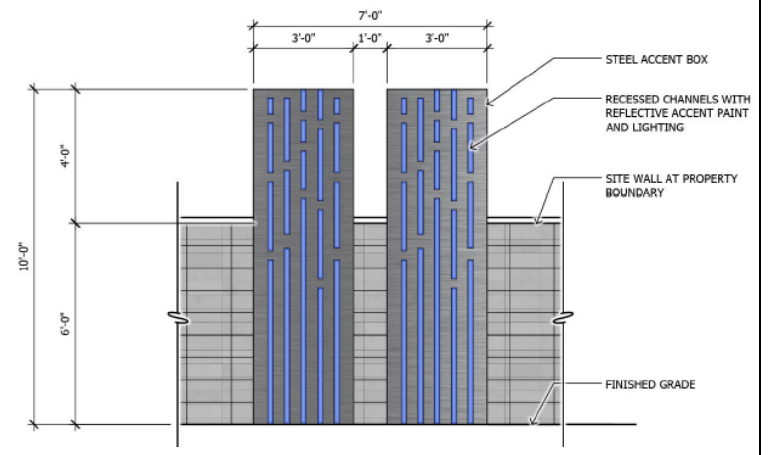
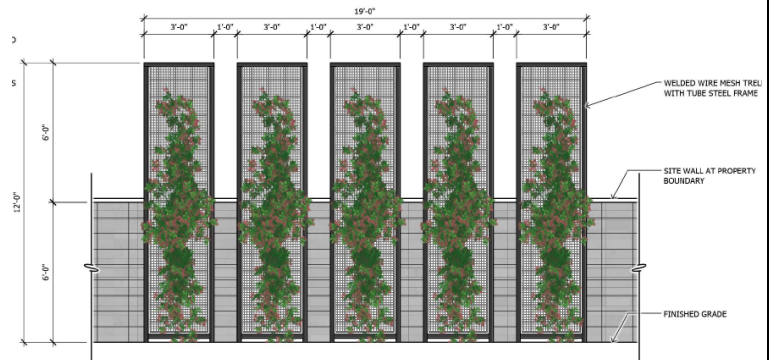
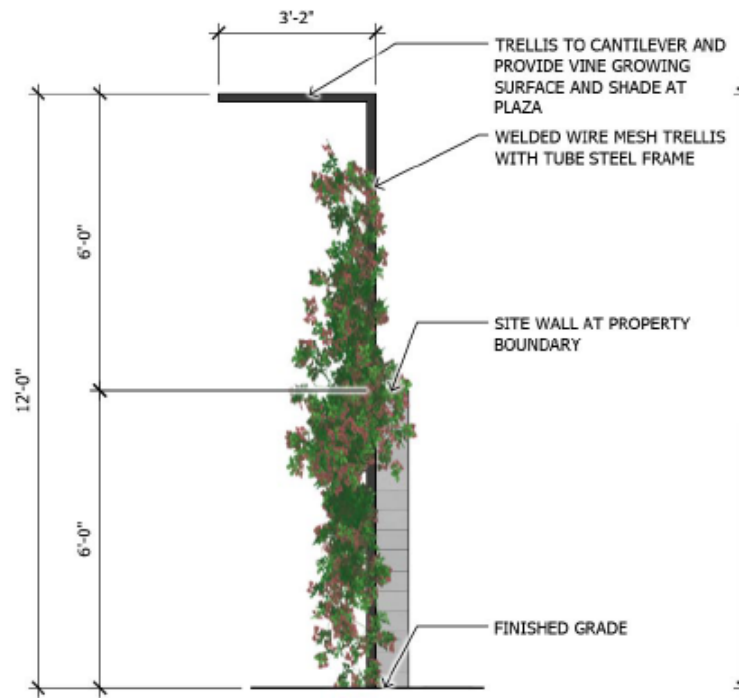
Minimum Landscape Setbacks	
North (Internal Property Line)	10' Landscape Setback
West (Internal Property Line)	0' Landscape Setback
South (Camelback Road)	50' Landscape Setback ¹¹
South (Internal Property Line)	10' Landscape Setback
East (State Route 51)	10' Landscape Setback ¹²

¹⁰ The building setback may be reduced to zero (0) feet adjacent to the SR-51 "ADOT" property line "notch" as depicted in [Exhibit B](#).

¹¹ For portions of this area subject to an existing SRP easement, restrictions on plantings by SRP supersede any requirements of this PUD.

¹² The landscape setback may be reduced to zero (0) feet adjacent to the SR-51 "ADOT" property line "notch" as depicted in [Exhibit B](#).

Minimum Landscape Standards	
a. Streetscape - Adjacent to Camelback Road (South Property Line)	<p>50% 2"-caliper trees; 25% 3"-caliper trees; 25% 4"-caliper trees planted 20' O.C. or in equivalent groupings, except for within driveways or sidewalks and excludes any areas where existing easements restrict tree plantings.</p> <p>Five (5) 5-gallon drought-resistant shrubs per tree.</p> <p>Any open area not improved or hardscaped shall include landscaping materials at a minimum of 75% living Groundcover.</p>
b. Perimeter Property Lines (North, East and West Property Line)	<p>100% 2" Caliper Trees (or greater) planted 25' O.C. or in equivalent groupings, except for within driveways or sidewalks and excludes any area (i) along fire lane where landscape area is not able to support trees and (ii) within any easement required by SRP.</p> <p>Five (5) 5-gallon drought-resistant shrubs per tree.</p> <p>Any open area not improved or hardscaped shall include landscaping materials at a minimum of 75% living Groundcover.</p> <p>Within the SRP easement areas on the north, west or east property line, the following standards shall apply:</p> <p>(i) provide a minimum 4-foot-wide natural grey scored concrete walk, connected to either other pedestrian ways or to an entry door.</p> <p>(ii) provide vehicular rated liner paver patio areas for a total of no less than 15% of total easement area.</p> <p>(iii) for areas not improved with the above surfaces, plant vegetation per the SRP approved plant list for their easements. At maturity, said vegetation shall cover 75% of the area not hardscaped.</p> <p>(iv) along the eastern property line, provide a minimum of two (2) locations of vine trellis with vines and two (2) locations of accent panels to be installed near the property boundary line within the SRP easement area. Each location of vine trellis and accent panels are to be in substantial conformance to the design below.</p>



Within the SRP easement areas, Section D2.f and Section D4.a do not apply.

d. Minimum Common Open Space	A “Pool Courtyard” private common open space amenity shall be provided. Said amenity shall be a minimum of 5,000 square feet. See Section D.5 for shade requirements and Section E.4 for amenity requirements.
e. Minimum Total Open Space	Minimum of 8% of total Gross Site Acreage. May be located above grade. Excludes landscape setback areas.
f. Plant Palette	All plant materials shall consist of those listed on the Phoenix low-water use plant list, and shall be consistent with the Biltmore landscape design theme. Further, selected plant materials shall be consistent with the “historic” plant palette of the “Old Phoenix” or “Arizona Biltmore” landscape theme, as outlined in the Specific Plan.

D3: Parking

Parking Standards	
Minimum Parking Standards a. Residents b. Unreserved Visitor c. Bicycle Parking	1.3 spaces per unit 0.35 spaces per unit 0.25 spaces per dwelling unit (maximum requirement for bicycle parking is 50 spaces)
Parking Location, Automotive	Resident parking shall be within a structured garage, located internal to the Site, as outlined in the Specific Plan in Section 6.2.1. Visitor, prospective tenant and/or clubhouse parking may be located in a surface parking lot, not to exceed a total of ten (10) spaces. Said parking lot shall not be located within the building setbacks (D1.c) except the South (Camelback Road) setback, in which case the setback shall be no less than 50’ feet.
Parking Location, Bicycle	To be installed in conformance with Section 1307.H, except as follows: (i) Inverted-U style bicycle racks or artistic style racks consistent with the City of Phoenix preferred designs (see Comprehensive Bicycle Master Plan, Appendix K) shall be provided and (ii) secure resident bike storage may be located within the parking garage.

D4: Shade

Shade	
Building and Shade	
Shading, which may be corporeal, vegetative or any combination thereof, shall be provided as follows. All shade calculations shall be based on the summer solstice at noon.	
a. Pedestrian Realm (Sidewalk) Shading	75% minimum for north/south access sidewalk (from Camelback Road to Main Entry) unless existing easement prohibits installation of trees and/or physical shading structures.
b. Amenity Courtyard	50% minimum of useable area. Total percentage required excludes pool surface and pool deck area (the area within the pool fence enclosure) and inaccessible elements (such as raised planters, fountains, etc.).
c. Surface Parking Lots	Two (2) inch caliper shade trees shall be provided at the ends of each parking row, unless existing easement prohibits installation of trees.

E. DESIGN GUIDELINES

E1: Design Guidelines. The following design guidelines shall be provided for in the final plans for a multi-family structure (non-residential development shall comply with Section 507 Tab A, and with Design Guidelines found in the Camelback East Primary Core Specific Plan):

- a. **Exterior Materials** – Quality elevations require the use of a variety of materials, particularly in the details of the façade design. All sides of the building shall exhibit four-sided architecture. To achieve this, the following standards apply:
 - Materials for the external façade may include:
 - Concrete
 - Masonry
 - Brick or Stone Veneer
 - Non-reflective coated metals
 - Stucco
 - Wood, painted or stained
 - Tile
 - Rough Textured Fiber Cement Siding
 - Of these materials, there shall be no less than three (3) different materials utilized on each façade.
 - Use of Stucco is limited to no more than 60% of the building elevation.
- b. **Color Palette** – Colors should be as illustrated on the color and materials palette included with this PUD application.
- c. **Mechanical Equipment Screening Methods.** Rooftop mechanical unit screens shall obscure visible sides of the roof top equipment by use of one (1) or more of the following methods to screen equipment:
 - Building parapets.
 - Independent, structurally supported screen walls providing screening for rooftop mechanical equipment when the parapet is lower than the mechanical units.
 - Removable decorative panels.
 - Other enhanced features comprised of complementary building materials.
- d. **Parking Garage** – The parking garage shall be internal to the site and be fully screened by (i) being wrapped by dwelling units and/or (ii) including façade features that are architecturally integrated to appear part of the overall building façade. No freestanding detached parking garages are permitted.

E2: Landscape Design Guidelines. The primary goal of the Conceptual Landscape Plan is to soften the building’s exterior between the existing residential units to the north and to enhance the appearance from SR-51. To accomplish this goal, the following requirements apply to multi-family residential development (non-residential development shall comply with Section 507 Tab A and Section 623 of the Phoenix Zoning Ordinance):

- a. Uniform Perimeter Design - The perimeter shall be developed to have a consistent look and shall include the following:
 - Use of a mix of flowering desert shrubs and groundcovers.
 - All screen walls will include architectural detailing consistent or complementary to the building facade.
 - Along the north, west and east facades, use of desert drought-tolerant trees.
- b. Pedestrian Pathway System Standards – Development shall include a pedestrian pathway system that includes the following:
 - Provide one (1) or more pedestrian connections to the retail center to the west as well as one (1) to Camelback Road. Such pedestrian connections shall be a minimum of five (5) feet wide concrete walkways except where crossing driving surfaces, where decorative pavers or stamped concrete will be utilized to emphasize the pedestrian pathway.
 - This pathway system shall provide direct connections between the following site elements: sidewalks, where pedestrian paths cross drive aisles, bicycle facilities, building entrances and exits.
 - The main pedestrian pathway that connects Camelback Road to the building entrance shall be a minimum 8 feet wide and shall be shaded with trees to 75 percent at maturity or physical structures, except as limited by existing easements. Pedestrian-scale lighting shall be provided along this path.

E3: Amenities Guidelines. The following amenities are required for multi-family development:

a. Resident Amenities (in building)
Clubhouse/Event Space of no less than 5,000 square feet
Fitness Center of no less than 1,840 square feet
5 th Floor Club Deck of no more than 800 square feet.

b. Resident Amenities
Swimming Pool and/or Spa of no less than 750 square feet
Water Feature Along Primary Pedestrian Route to/from the Building
In addition to the above, provide at least three (3) of the following:
Shaded outdoor dining area
Water feature(s)

F. SIGNS

F: Signs

Signage shall comply with the provisions found within Section 705 of the Zoning Ordinance, except as otherwise permitted below.

Note that there is an existing monument sign for the larger commercial center located at the southeast corner of the site near Camelback Road subject to a specific agreement titled “Sign and Access Easement Agreement recorded at 2003-1249826 in the records of the Maricopa County Recorders Office. This PUD does not modify the applicable standards applicable to this sign under the provisions of the Zoning Ordinance. No changes to this sign are proposed by this PUD nor with subsequent redevelopment of the site. This sign shall not be counted as one of the allowed site signs in the application of this section and/or the Zoning Ordinance to the project’s allowable identification signage (i.e. if one sign is permitted, the existing monument sign does not count towards that cap).

F.1: Building Signage

In addition to those signs otherwise permitted by Section 705 of the Zoning Ordinance, building identification signage may include the following, as regulated herein.

- a. Wall Signs (“Blade Style” projecting signs are permitted)
- b. Monument Sign (located near entryway onto Camelback Road)

As the Site is subject to the Camelback East Primary Core Specific Plan, all signs will require approval of a Comprehensive Sign Plan (“CSP”). This approval shall be processed through a separate application.

F.2: Wall Signs.

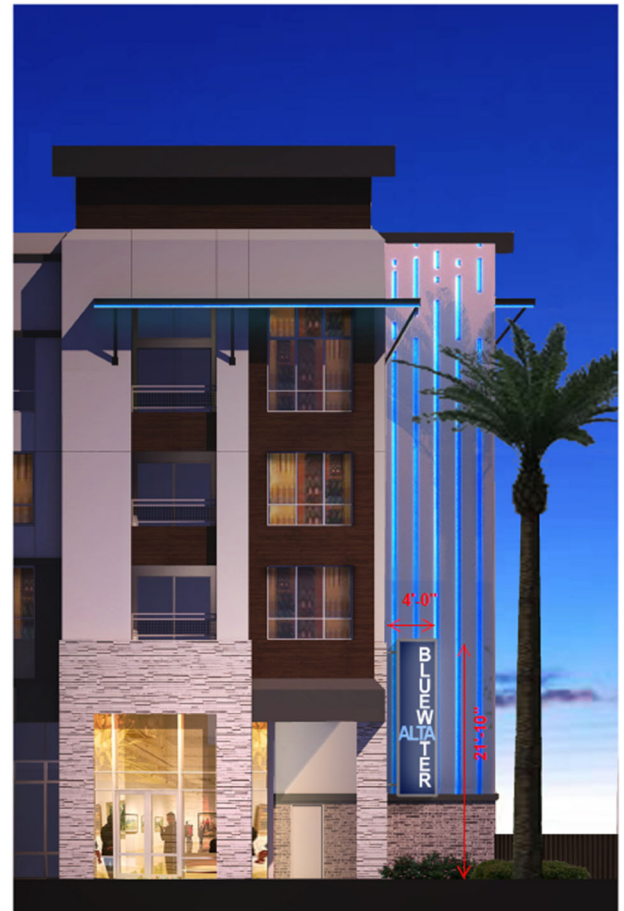
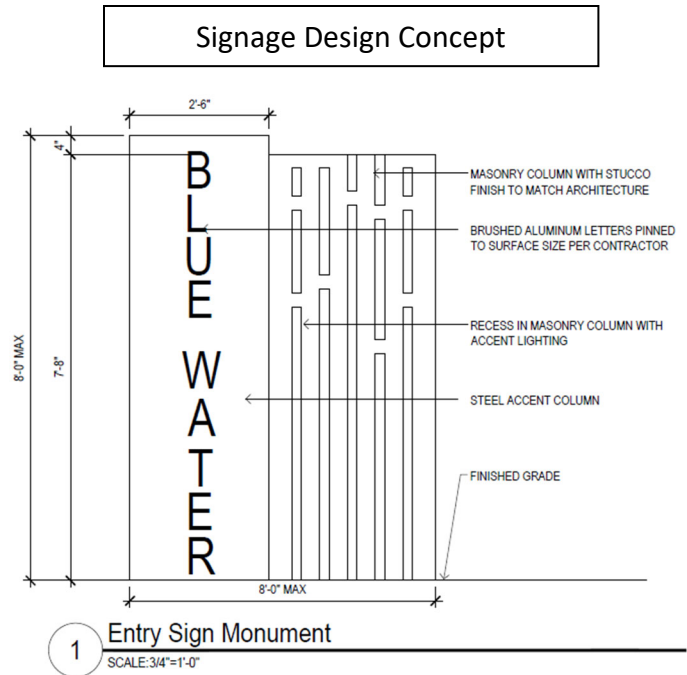
The project may have up to two (2) wall signs (of a “blade sign” type, projecting from the building façade), limited to (i) 25 feet maximum length, (ii) 4 feet maximum width and (iii) a total of 94 square feet of area. Such signs may be internally lit.

F.3: Camelback Road Monument Sign

Due to the narrow exposure to Camelback Road, need to maintain proper sight visibility distances for traffic safety, and an existing monument sign for the neighboring retail center, careful placement in design of project identification is critical to provide directional information to future residents and guests, particularly given the significant setback from Camelback Road to the building. To address these factors, the following standards shall apply to this sign:

F.2a: Camelback Road Monument Sign Standards

Sign Requirements	
1. Maximum Height	8'-0"
2. Maximum Base Width	3'-0"
3. Maximum Base Depth	8'-0"
4. Maximum Area Per Face	32 Square Feet
5. Minimum Setback from Camelback Road Property Line	5'-0"
6. Design Standards	<p>Must utilize at least two (2) of the following materials:</p> <ul style="list-style-type: none"> • Brick • Brushed Aluminum • Rolled Steel • Stucco
7. Location	Near Camelback Road, setback at least 5 feet from ROW.



**SOUTH ELEVATION FACING
CAMELBACK ROAD**

G. SUSTAINABILITY

G1: City Enforced Standards

The following are standards that are measurable and enforceable by the City and will be provided:

- Recycling receptacles and chutes will be provided in the refuse room.
- Bicycle parking for multi-family residential shall be provided in a secured location which may include individual lockers or racks. At least one area will be accessible within 250-feet from the street. The location and dimension of bike racks is subject to the City's approval during the technical site plan review process.
- All primary site lighting will be LED lighting.

G2: Developer Enforced Standards

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

- Provide water efficient landscaping (drought tolerant plants).
- Utilize a drip irrigation system with a 'smart' controller to minimize water waste.
- Utilize low water usage plumbing fixtures.
- Encourage the design of buildings' HVAC systems to eliminate the usage of CFC's and CFC based refrigerants.
- Encourage the use of water-based adhesives on all VCT and vinyl flooring to minimize VOC off gassing.
- Lower flow toilets and showerheads.
- Energy Star Rated appliances.
- Use of synthetic turf (outside of any landscape setback) on podium.
- On-site amenities and activity programs to encourage residents to remain on property, reducing off-site traffic trips.

H. INFRASTRUCTURE

H1: Grading and Drainage

The subject property is not currently located within a FEMA special flood hazard zone and is not impacted by offsite storm water flows. Grading will be limited to the property with the intent of matching existing elevations at the perimeter.

Existing site drainage methodology allows storm water to sheet flow across the surface with some underground piping to above-ground retention basins utilizing drywells for disposal. In the developed condition, storm water retention must be provided for the difference between the pre-developed and post-developed runoff from a 100-year, 2-hour storm event. It is anticipated that retention will be provided in underground corrugated metal or concrete tanks. A small diameter storm drain collection system will capture and convey storm water from building roof drains, site concentration points and proposed open spaces to the tanks. Dual chamber drywells will be utilized to drain the retained storm water within the required period.

H2: Water and Wastewater

The existing property is served by a City of Phoenix 8-inch public sewer main, draining west in Medlock Drive. The proposed onsite improvements will include a vitrified clay pipe (VCP) sanitary sewer service to the existing Medlock Drive sewer, which terminates at manhole located in the northwest corner of the property.

Medlock Drive contains an existing 8" public water main within pressure Zone 1 that terminates approximately 215 feet west of the property. This waterline is inaccessible from the property.

Based on City of Phoenix mapping, the north end of the property contains a sub-standard, public small diameter water loop. It is understood that a section of this small diameter system serves the adjacent property to the west. The potential of replacing this existing Zone 2A 4" public water loop with a single new 4" water line should be explored with the city during final design. Per the City of Phoenix, this system cannot be utilized for the proposed development.

Camelback Road contains separate 12" and 8" existing public water mains within pressure Zone 1. An existing 6" fire line extends north into the site from the 12" diameter Camelback waterline. An existing ¾" water service also extends to the Bluewater Grill building from Camelback Road. Domestic, landscape and fire protection water service for the proposed development shall be extended from the Camelback Road pressure Zone 1 system. Additional hydrants may be required onsite for adequate coverage of the proposed development.

H3: Circulation Systems

The adjacent public roadway (Camelback Road) is built to a full public standard and is at its final build-out size and configuration. No changes are proposed for this roadway. Site access is provided by (i) a driveway onto Camelback Road, (ii) into and across the retail shopping center via easement rights which accesses additional driveways onto Camelback Road and 16th Street and (iii) via the back side of the retail center to both Medlock Drive and 16th Street. Based on the provided Traffic Impact Statement (under separate cover), the project proposed by this PUD is not anticipated to negatively impact existing roadway capacities.

H4: Complete Streets

The City of Phoenix Complete Streets Design Guidelines include a number of suggestions for new development, some of which are applicable to this project. Specifically, this project will forward the “Design for Safety” and “Design for Connectivity” recommendations by its location, and inclusion of an emphasized pedestrian pathway network to encourage pedestrian movements to/from the adjacent retail center, the project will identify where pedestrians are crossing automotive pathways to reduce conflicts.

I. COMPARATIVE ZONING STANDARDS TABLE

I: Comparative Zoning Standards Table

Comparative Zoning Standards Table			
Standards	C-2 Standards	P-1 Standards	Proposed PUD Standards
	<i>623.E.1 refers to R-3 (Section 615)</i>	<i>639.A.B.1 refers to Section 702</i>	
a. Minimum Lot Dimensions (Width and Depth)	60' width, 94' depth	None	None
b. Dwelling Unit Density (Units/Gross Acre)	14.5 Dwelling Units Per Acre (Modified by Specific Plan to 96.8 du/ac)	None	216 Dwelling Units (81 du/ac)
c. Perimeter Standards	20' Front; 15' Rear; 10' Side	None	None
d. Building Setbacks			
	25' Front	None	125'
	15' Rear	None	10'
	5' Sides	None	25' West/10' East
e. Landscape Setbacks			
	25' Front	None	25'
	5' Rear	None	10'
	5' Sides	None	0' West/10' East
e. Maximum Height	2 Stories of 30' for First 150'; 1' in 5' Increase to 48' High, 4-Story Maximum (Modified by Specific Plan to 56')	None	56 Feet
f. Lot Coverage	45%	None	65%
g. Common Areas	Minimum 5% of Gross Area	None	Minimum 8% of Gross Area

J. LEGAL DESCRIPTION

I. Legal Description:

DESCRIPTION (NCS-995489-ATL)

The Land referred to herein below is situated in the County of Maricopa, State of Arizona, and is described as follows:

THAT PORTION OF THE "BILTMORE SQUARE CONDOMINIUMS, A CONDOMINIUM," LYING SOUTH OF THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 2 OF MAPS, PAGE 1, AND, BEING A PORTION OF LOT 14 "ADAMS & GRAHAM SUBDIVISION," OF THE SOUTH HALF OF SECTION 15, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF SAID COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 2 OF MAPS, PAGE 1;

COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 14, BEING THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SOUTHWEST QUARTER OF SECTION 15;

THENCE NORTH 89 DEGREES 41 MINUTES 44 SECONDS EAST (BASIS OF BEARINGS), ALONG THE NORTH LINE THEREOF, SAID NORTH LINE ALSO BEING THE SOUTH LINE OF SAID "BILTMORE SQUARE CONDOMINIUMS, A CONDOMINIUM," A DISTANCE OF 206.38 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID NORTH LINE, NORTH 89 DEGREES 41 MINUTES 44 SECONDS EAST, A DISTANCE OF 19.32 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE ROUTE 51;

THENCE ALONG SAID WEST RIGHT-OF-WAY LINE OF STATE ROUTE 51, SOUTH 00 DEGREES 27 MINUTES 13 SECONDS WEST, A DISTANCE OF 248.71 FEET;

THENCE CONTINUING ALONG SAID WEST RIGHT-OF-WAY LINE OF STATE ROUTE 51, SOUTH 89 DEGREES 17 MINUTES 13 SECONDS EAST, A DISTANCE OF 2.51 FEET;

THENCE CONTINUING ALONG SAID WEST RIGHT-OF-WAY LINE OF STATE ROUTE 51, SOUTH 00 DEGREES 26 MINUTES

38 SECONDS WEST, A DISTANCE OF 13.77 FEET TO A POINT ON THE SOUTH LINE OF "HUNTCROFT UNIT TWO," ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF SAID COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 63 OF MAPS, PAGE 50; THENCE ALONG SAID SOUTH LINE, SOUTH 89 DEGREES 41 MINUTES 44 SECONDS WEST, A DISTANCE OF 39.73 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 14 SECONDS EAST, A DISTANCE OF 131.25 FEET; THENCE NORTH 89 DEGREES 41 MINUTES 44 SECONDS EAST, A DISTANCE OF 19.96 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 14 SECONDS EAST, A DISTANCE OF 131.25 FEET TO THE TRUE POINT OF BEGINNING.

DESCRIPTION (NCS-990413-PHX1)

The Land referred to herein below is situated in the County of Maricopa, State of Arizona, and is described as follows:

PARCEL NO. 1:

LOTS 111, 112, 113, 114 AND 115, HUNTCROFT UNIT TWO, ACCORDING TO BOOK 63 OF MAPS, PAGE 50, RECORDS OF MARICOPA COUNTY, ARIZONA; EXCEPT THAT PORTION OF LOT 115 LYING EAST OF THE FOLLOWING DESCRIBED LINE DESIGNATED HEREIN AS LINE A; BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 115; THENCE SOUTH 89 DEGREES 41 MINUTES 20 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT 115, A DISTANCE OF 20.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 00 DEGREES 00 MINUTES 10 SECONDS WEST, A DISTANCE OF 97.93 FEET TO A POINT ON THE SOUTHERLY LINE OF PASADENA AVENUE AND THE POINT OF TERMINATION.

PARCEL NO. 2:

THAT PORTION OF THE ABANDONED ALLEYS THAT IS CONVEYED BY OPERATION OF LAW AS SET FORTH IN RESOLUTION NO. 17663 OF THE CITY OF PHOENIX, RECORDED APRIL 13, 1990 IN RECORDING NO. 90-164706, RECORDS OF MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 111 IN SAID HUNTCROFT UNIT TWO; THENCE WEST ALONG THE NORTH LINE OF SAID LOT 111 AND ALONG THE NORTH LINE OF LOT 112 IN SAID HUNTCROFT UNIT TWO TO THE MOST NORTHERLY NORTHWEST CORNER OF SAID LOT 112; THENCE SOUTHWESTERLY ALONG THE LOT LINE OF SAID LOT 112 TO THE MOST

WESTERLY NORTHWEST CORNER THEREOF;
THENCE SOUTH ALONG THE WEST LINE OF SAID LOT 112, AND THE WEST LINE OF LOT 113 AND THE WEST LINE OF LOT 114 IN SAID HUNTCROFT UNIT TWO TO THE MOST WESTERLY SOUTHWEST CORNER OF SAID LOT 114;
THENCE SOUTHEASTERLY ALONG THE LOT LINE OF SAID LOT 114 TO THE MOST SOUTHERLY SOUTHWEST CORNER THEREOF;
THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 114 AND ALONG THE SOUTH LINE OF LOT 115 IN SAID HUNTCROFT UNIT TWO TO THE SOUTHEAST CORNER OF SAID LOT 115;
THENCE SOUTHERLY ALONG THE SOUTHERLY PROLONGATION OF THE EAST LINE OF SAID LOT 115 TO THE SOUTH LINE OF THE NORTH 12.00 FEET OF THAT PART OF THE WEST HALF OF LOT 14 IN SAID ADAMS AND GRAHAM SUBDIVISION OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 2 NORTH, RANGE 3 EAST, LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF SAID HUNTCROFT UNIT TWO;
THENCE WEST ALONG LAST SAID SOUTH LINE AND ALONG ITS WESTERLY PROLONGATION TO THE WEST LINE OF THE EAST 8.00 FEET OF LOT 13 IN SAID ADAMS AND GRAHAM SUBDIVISION;
THENCE NORTH ALONG LAST SAID WEST LINE AND ALONG ITS NORTHERLY PROLONGATION TO THE SOUTH LINE OF LOT 90 IN HUNTCROFT, ACCORDING TO BOOK 59 OF MAPS, PAGE 16;
THENCE EAST ALONG THE SOUTH LINES OF LOTS 90, 89, 88 AND 87 ALL IN SAID HUNTCROFT TO THE NORTHERLY PROLONGATION OF THE EAST LINE OF SAID LOT 111 OF HUNTCROFT UNIT TWO;
THENCE SOUTHERLY ALONG LAST SAID PROLONGATION TO THE POINT OF BEGINNING.
EXCEPT ANY PORTION THEREOF LYING WITHIN BILTMORE SQUARE CONDOMINIUMS AS RECORDED IN BOOK 753 OF MAPS, PAGE 28, RECORDS OF MARICOPA COUNTY, ARIZONA; AND ALSO
EXCEPT ANY PORTION THEREOF LYING WITHIN LOT 13 OF ADAMS AND GRAHAM SUBDIVISION AS RECORDED IN BOOK 2 OF MAPS, PAGE 1, RECORDS OF MARICOPA COUNTY, ARIZONA; AND ALSO
EXCEPT ANY PORTION THEREOF LYING BELOW THE SOUTH LINE OF THE NORTH 284.50 FEET OF THE WEST HALF OF LOT 14, OF SAID ADAMS AND GRAHAM SUBDIVISION.

PARCEL NO. 3:

THAT PORTION OF THE ABANDONED ROADWAY AS SET FORTH IN RESOLUTION NO. 17663 OF THE CITY OF PHOENIX, RECORDED APRIL 13, 1990 IN RECORDING NO. 90-164706, RECORDS OF MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

THAT PART OF PASADENA AVENUE WITHIN HUNTCROFT UNIT TWO, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 63 OF MAPS, PAGE 50 THAT LINES WEST

OF THE SOUTHERLY PROLONGATION OF THE EAST LINE OF LOT 111 IN SAID HUNTCROFT UNIT TWO;
EXCEPT THAT PORTION OF LOT 115 LYING EAST OF THE FOLLOWING DESCRIBED LINE DESIGNATED HEREIN AS LINE A;
BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 115;
THENCE SOUTH 89 DEGREES 41 MINUTES 20 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT 115, A DISTANCE OF 20.00 FEET TO THE POINT OF BEGINNING;
THENCE NORTH 00 DEGREES 00 MINUTES 10 SECONDS WEST, A DISTANCE OF 97.93 FEET TO A POINT ON THE SOUTHERLY LINE OF PASADENA AVENUE AND THE POINT OF TERMINATION.
EXCEPT ANY PORTION THEREOF LYING WITHIN BILTMORE SQUARE CONDOMINIUMS AS RECORDED IN BOOK 753 OF MAPS, PAGE 28, RECORDS OF MARICOPA COUNTY, ARIZONA.

PARCEL NO. 4:

THE EAST 8 FEET OF THE NORTH 274.5 FEET OF LOT 13, ADAMS AND GRAHAM SUBDIVISION, RECORDED IN BOOK 2 OF MAPS, PAGE 1, RECORDS OF MARICOPA COUNTY, ARIZONA.

PARCEL NO. 5:

EASEMENT RIGHTS AND OTHER INTERESTS IN REAL PROPERTY AS SET FORTH IN THAT CERTAIN DOCUMENT ENTITLED SIGN AND ACCESS EASEMENT AGREEMENT RECORDED SEPTEMBER 5, 2003 IN RECORDING NO. 20031249826, RECORDS OF MARICOPA COUNTY, ARIZONA.

PARCEL NO. 6:

EASEMENT RIGHTS AND OTHER INTERESTS IN REAL PROPERTY AS SET FORTH IN THAT CERTAIN DOCUMENT ENTITLED AMENDED AND RESTATED CROSS-ACCESS EASEMENT AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT RECORDED SEPTEMBER 8, 2003 IN RECORDING NO. 20031256094, RECORDS OF MARICOPA COUNTY, ARIZONA.

DESCRIPTION (NCS-991613-PHX1)

The Land referred to herein below is situated in the County of Maricopa, State of Arizona, and is described as follows:

TRACT 1 FEE:

THE WEST HALF OF LOT FOURTEEN (14), IN THE SOUTHWEST QUARTER OF SECTION FIFTEEN (15), ADAMS & GRAHAM SUBDIVISION, OF THE SOUTH HALF OF SECTION FIFTEEN (15), TOWNSHIP TWO (2) NORTH, RANGE THREE

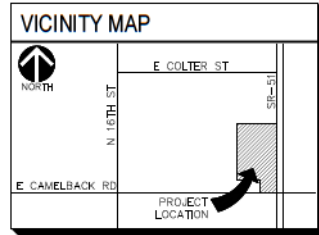
(3) EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 2 OF MAPS, PAGE 1;
EXCEPT THE EAST 93.82 FEET; AND
EXCEPT THE WEST 150 FEET OF THE SOUTH 125 FEET THEREOF, AND
EXCEPT THE NORTH 262.5 FEET THEREOF, AND
EXCEPT THE NORTH 7 FEET OF THE SOUTH 40 FEET OF THAT PART OF THE SOUTHWEST QUARTER SECTION 15,
TOWNSHIP 2 NORTH, RANGE 3 EAST, LYING WITHIN THE EAST HALF OF THE WEST HALF OF SAID LOT 14, AND
EXCEPT THE NORTH 12 FEET OF THAT PART OF THE WEST HALF OF LOT 14, LYING SOUTH OF AND ADJOINING THE
SOUTH LINE OF HUNTCROFT UNIT TWO, A SUBDIVISION RECORDED IN THE MARICOPA COUNTY RECORDER'S OFFICE
IN BOOK 63 OF MAPS, PAGE 50, AS QUIT-CLAIMED TO THE CITY OF PHOENIX, BY QUIT CLAIM DEED RECORDED
FEBRUARY 1, 1961 IN DOCKET 3573, PAGE 593, AND
EXCEPT THAT PROPERTY AS SET FORTH IN FINAL ORDER OF CONDEMNATION RECORDED NOVEMBER 14, 1988 AS 88- 556740 OF OFFICIAL RECORDS.

TRACT 2 EASEMENT:

Easement rights and other interests in real property contained in that Cross-Access Easement Agreement and Temporary Construction Easement recorded September 8, 2003 in Recording No. 20031256094, Records of Maricopa County, Arizona.

TRACT 3 EASEMENT:

Easement rights and other interests in real property contained in that Sign and Access Easement Agreement recorded September 05, 2003 as 2003-1249826 of Official Records.



LEGAL DESCRIPTION

THAT PORTION OF THE "BILTMORE SQUARE CONDOMINIUMS, A CONDOMINIUM," LYING SOUTH OF THE NORTH LINE OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 2 OF MAPS, PAGE 1, AND, BEING A PORTION OF LOT 14 "ADAMS & GRAHAM SUBDIVISION," OF THE SOUTH HALF OF SECTION 15, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF SAID COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 2 OF MAPS, PAGE 1

REFUSE & RECYCLING COLLECTION

0.5 CUBIC YARDS OF WASTE PER UNIT = 0.5 x 212 = 106 C.Y.
 0.5 CUBIC YARDS OF RECYCLING PER UNIT = 0.5 x 212 = 106 C.Y.
 MINI MAC COMPACTOR COMPACTION RATIO = 3:1
 TOTAL CUBIC YARDS OF WASTE GENERATED PER WEEK = 36 C.Y.
 TOTAL CUBIC YARDS OF RECYCLING GENERATED PER WEEK = 36 C.Y.
 36 C.Y./6 (3 C.Y. CONTAINERS) = 2 COLLECTIONS PER WEEK - WASTE
 36 C.Y./6 (3 C.Y. CONTAINERS) = 2 COLLECTIONS PER WEEK - RECYCLING

REFUSE & RECYCLING NARRATIVE

ON COLLECTION DAY THE TRUCK WILL PULL UP NEXT TO THE REFUSE/RECYCLING ROOM ROLL-UP DOOR. CONTAINERS WILL BE WHEELED OUT TO TRUCK WHERE THEY WILL BE EMPTIED INTO THE WASTE OR RECYCLE TRUCK. THIS WILL CONSIST OF A TWO PERSON TEAM, ONE WILL OPERATE THE TRUCK WHILE THE OTHER WILL MANUEVER THE CONTAINERS INTO POSITION FOR THE OPERATOR TO EMPTY EACH CONTAINER. MAINTENANCE STAFF WILL BE ON HAND TO CLEAN THE AREA AS NECESSARY AND RELOCATE CONTAINERS INTO THE REFUSE/RECYCLING ROOM AND CLOSE THE ROLL-UP DOOR.

SITE PLAN NOTES

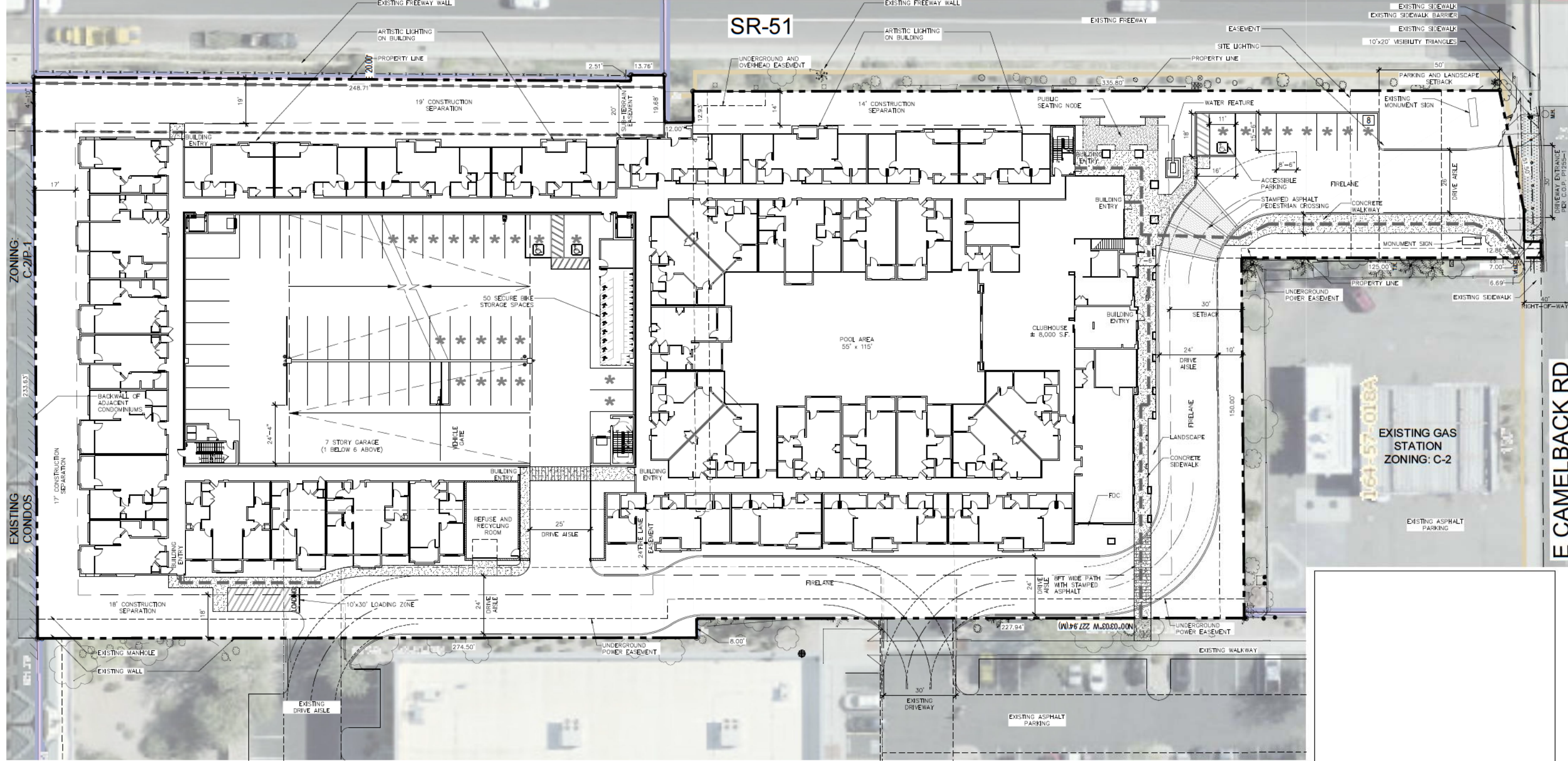
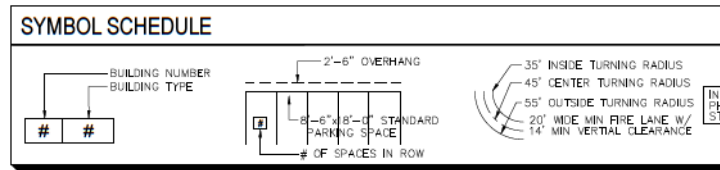
- DEVELOPMENT AND USE OF THIS SITE WILL CONFORM WITH ALL APPLICABLE CODES AND ORDINANCES.
- ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.
- STRUCTURES AND LANDSCAPING WITHIN A TRIANGLE MEASURING 10' FROM THE PROPERTY LINE AND 20' ALONG THE PROPERTY LINE ON EACH SIDE OF THE DRIVEWAY ENTRANCES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'.
 4. STRUCTURES AND LANDSCAPING WITHIN A TRIANGLE MEASURING 33' X 33' ALONG THE PROPERTY LINES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'.
 5. ANY LIGHTING WILL BE PLACED SO AS TO DIRECT LIGHT AWAY FROM ADJACENT RESIDENTIAL DISTRICTS AND WILL NOT EXCEED ONE FOOT CANDLE AT THE PROPERTY LINE. NO NOISE, OOR, OR VIBRATION WILL BE EMITTED AT ANY LEVEL EXCEEDING THE GENERAL LEVEL OF NOISE, OOR, OR VIBRATION EMITTED BY USES IN THE AREA OUTSIDE OF THE SITE.
 6. OWNERS OF PROPERTY ADJACENT TO PUBLIC RIGHTS-OF-WAY WILL HAVE THE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE RIGHTS-OF-WAY, IN ACCORDANCE WITH APPROVED PLANS.
 7. ALL ROOFTOP EQUIPMENT AND SATELLITE DISHES SHALL BE SCREENED TO THE HEIGHT OF THE TALLEST EQUIPMENT.
- ALL SERVICE AREAS SHALL BE SCREENED TO CONCEAL TRASH CONTAINERS, LOADING DOCKS, TRANSFORMERS, BACKFLOW PREVENTERS AND OTHER MECHANICAL OR ELECTRICAL EQUIPMENT FROM EYE LEVEL ADJACENT TO ALL PUBLIC STREETS.
 9. BARBED RAZOR OR CONCERTINA WIRE (OR SIMILAR) SHALL NOT BE USED ON THIS SITE WHERE VISIBLE FROM PUBLIC STREETS OR ADJACENT RESIDENTIAL AREAS.
 10. ALL SIGNAGE REQUIRES SEPARATE REVIEWS, APPROVALS, AND PERMITS. NO SIGNS ARE APPROVED PER THIS PLAN.
 11. GATES ARE TO REMAIN OPEN, OR ARE TO OPEN AUTOMATICALLY, BETWEEN THE HOURS OF --- AND ---.
 12. I CONSENT TO THE REPRODUCTION OF THIS SITE PLAN PROVIDED THAT IF MODIFICATIONS ARE MADE, THE PROFESSIONALS WHO MAKE SUCH CHANGES ASSUME FULL RESPONSIBILITY AND LIABILITY FOR THE MODIFIED PORTIONS OF THE PLAN.

PROJECT DATA

OVERALL SITE DATA	UNIT TYPE	ROOMS	GROSS LIV. AREA	UNITS	GROSS LIV. AREA
GROSS AREA	UNIT A1	1 BED/1 BATH	1,077 S.F.	37	25,049 S.F.
NET AREA	UNIT A2	1 BED/1 BATH	730 S.F.	25	18,250 S.F.
EXISTING USED	UNIT A3	1 BED/1 BATH	782 S.F.	13	10,166 S.F.
PROPOSED USED	UNIT A4	1 BED/1 BATH	857 S.F.	10	8,570 S.F.
EXISTING ZONING	UNIT A5	1 BED/1 BATH	777 S.F.	32	24,864 S.F.
PROPOSED ZONING	UNIT A6	1 BED/1 BATH	771 S.F.	25	19,275 S.F.
APN NO'S	UNIT A7	1 BED/1 BATH	1,010 S.F.	4	4,040 S.F.
DENSITY - MAX ALLOWED	UNIT B1	2 BED/2 BATH	1,081 S.F.	14	15,134 S.F.
DENSITY - MAX PROPOSED	UNIT B2	2 BED/2 BATH	1,178 S.F.	14	16,492 S.F.
LOT COVERAGE	UNIT B3	2 BED/2 BATH	1,104 S.F.	35	38,640 S.F.
BUILDING DATA	UNIT B4	2 BED/2 BATH	1,224 S.F.	3	3,672 S.F.
CONSTRUCTION TYPE	UNIT B5	2 BED/2 BATH	1,203 S.F.	4	4,812 S.F.
OCCUPANCY TYPE	TOTAL:			216 D.U.	188,964 S.F.
BUILDING AREA	AVERAGE S.F.				875
GARAGE AREA	TOTAL PARKING				
BUILDING HEIGHT - MAX	REQUIRED: TABLE 9.103 & SECTION 702				
BUILDING HEIGHT - PROPOSED	1 BEDROOM OR LESS (X1.5)	146	219 P.S.		
	2 BEDROOM OR LESS (X1.5)	70	105 P.S.		
	TOTAL REQUIRED:	216	324 P.S.		
	UNRESERVED PARKING REQUIREMENT				
	1 BEDROOM UNITS (x0.5)	146	73 P.S.		
	2 BEDROOM UNITS (x0.5)	70	35 P.S.		
	TOTAL:	216	108 P.S.		
	UNRESERVED PARKING SPACES PROVIDED				
	RESERVED PARKING SPACES PROVIDED (1 PER UNIT)				
	GARAGE PARKING SPACES				
	CLUBHOUSE PARKING SPACES				
	TOTAL PROVIDED:				
	ACCESSIBLE PARKING REQUIRED: (2% OF TOTAL)				
	ACCESSIBLE PARKING PROVIDED:				

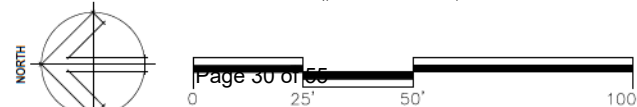
FIRE NOTES

- GATES SHALL REQUIRE PERMITS AND SHALL BE A SEPARATE SUBMITTAL.
- AN EMERGENCY ACCESS SHALL BE REQUIRED AND SHALL BE A SEPARATE SUBMITTAL.



PROJECT DESCRIPTION

±2.68 - ACRE SITE FOR A MULTI-LEVEL, MULTI-FAMILY HOUSING DEVELOPMENT OF 212 UNITS. THE 5-STORY LEVEL WOOD FRAME BUILDING HAS INTERNAL CORRIDORS AND CENTRALLY LOCATED 7 STORY PARKING STRUCTURE WITHIN THE BUILDING OF WHICH 1 PARKING LEVEL IS BELOW GROUND AND 6 ABOVE FINISH GRADE. THE ANTICIPATED BREAKDOWN OF BEDROOMS IS 69% 1 BEDROOM/STUDIO AND 31% 2 BEDROOMS. INTERIOR AMENITIES FLANK CAMELBACK ROAD.



5 STORY SITE PLAN

Kiva Project #: 19-4369
 SDEV #: 1900755
 PAPP#: 1909829



biltform architecture group, LLC.
 11460 north cave creek road suite 111
 phoenix, arizona 85020
 Phone 602.285.9200 Fax 602.285.9229

PRELIMINARY NOT FOR CONSTRUCTION

ALTA BLUEWATER
 Apartment Homes
 1720 EAST CAMELBACK ROAD, PHOENIX, ARIZONA

WOOD PARTNERS
 8777 E. Via De Ventura, Suite 201, Scottsdale, AZ. 85258
 PHONE: 480-607-0622

PLANNING RESUBMITTAL
 09/04/2020

REVISIONS:

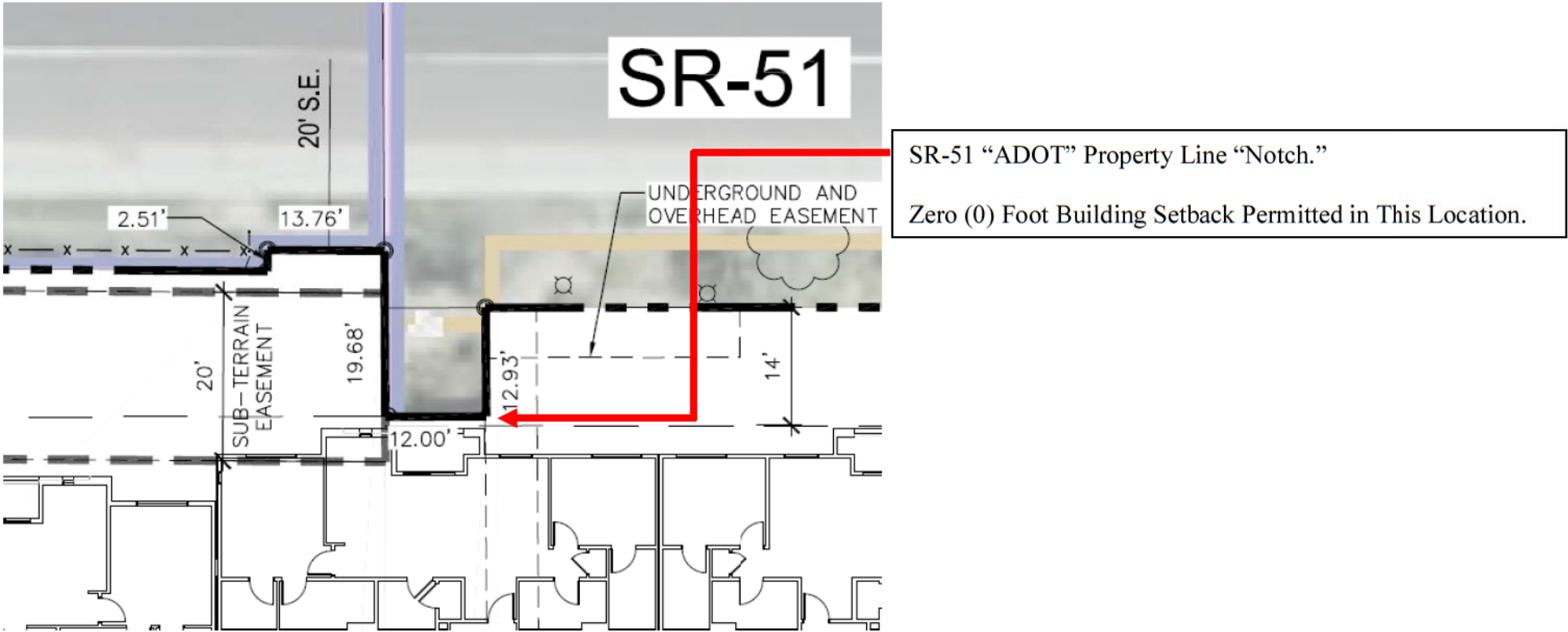
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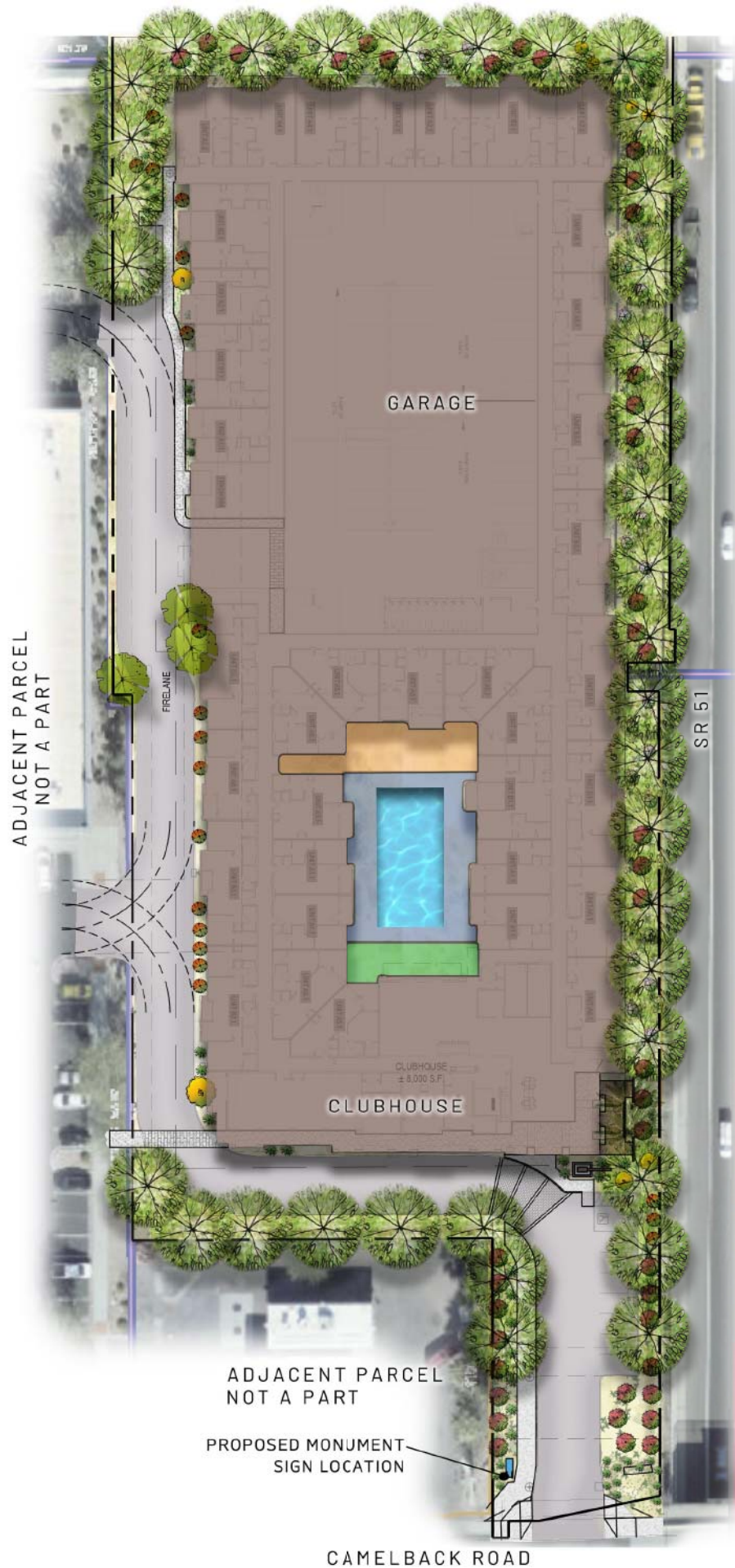
JOB NO: 19-077
 SCALE: 1" = 20'-0"
 SHEET NO:

A1.1

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Exhibit B – SR-51 Property Line Exhibit





PLANT MATERIALS LEGEND

Trees	Qty	Height (ft.)	Width (ft.)	Caliper (in.)
Acacia aneura Mulga Acacia		7.0	3.0	1.0
Acacia willardiana Palo Blanco		7.0	3.0	1.0
Caesalpinia cacabaco smoothie Thornless Casahuate		6.0	3.5	1.0
Parkinsonia fontum Blue Palo Verde		5.0	3.0	1.0
Parkinsonia hyb. Desert Museum Palo Verde		6.0	3.0	1.0
Phoenix dactylifera Date Palm				
Platanus lentissimus Mastic Tree		8.0	3.5	1.5
Prosopis hybrid Thornless Mesquite		7.0	7.0	1.5
Quercus virginiana "Cathedral" Oak		10.0	5.0	1.0
Sophora secundiflora "Silver Pest" "Silver Pest" Texas Mountain Laurel		5.0	3.0	1.25

Extra Large Shrubs	Size	Qty	Groundcovers	Size	Qty
Bougainvillea 'Rosenka'	5 gal.		Eremophila prostrata		
Bougainvillea	5 gal.		Outback Sunrise Eremophila	1 gal.	
Caesalpinia mexicana Mexican Bird of Paradise	5 gal.		Lantana sp.		
Cordia Boissieri Anachuta	5 gal.		New Gold Lantana	1 gal.	
Dodonaea viscosa Hopbush	5 gal.		Lavandula stoechas Spanish Lavender	1 gal.	
Ligustrum japonicum Japanese Privet	5 gal.		Rosmarinus officinalis 'Prostratus'	1 gal.	
Tecoma alata 'Orange Jubilee'	5 gal.		Trailing Rosemary	1 gal.	
Yauquelinia californica Arizona Rosewood	5 gal.		Teucrium chamaedrys prostratum	1 gal.	
Large Shrubs	Size	Qty	Prostate Germander	1 gal.	
Leucophyllum langmaniae	5 gal.		Trachileospermum jasminoides	1 gal.	
Lynx's Legacy Texas Sage	5 gal.		Asiatic Jasmine	1 gal.	
Ligustrum japonicum	5 gal.		Casli/ Accents	Size	Qty
Japanese Privet	5 gal.		Agave ovatifolia		
Simmondsia chinensis Jojoba	5 gal.		Whale's Tongue Agave	5 gal.	
Medium Shrubs	Size	Qty	Asparagus densiflorus 'Myers'	5 gal.	
Eremophila glabra spp. caranosa	5 gal.		Foxtail Fern	5 gal.	
Winter Blaze	5 gal.		Aloe hyb. 'Blue Elf'	5 gal.	
Eremophila hygrophana	5 gal.		Blue Elf Aloe	5 gal.	
Blue Balls	5 gal.		Rouleticus gracilis Blond Ambition	5 gal.	
Leucophyllum frutescens 'compacta'	5 gal.		Dasylium longissimum	5 gal.	
Compact Texas Sage	5 gal.		Mexican Grass Tree	5 gal.	
Nerium oleander 'Little Red'	5 gal.		Dietes bicolor	5 gal.	
Oleander 'Little Red'	5 gal.		Fortnight Lily	5 gal.	
Rosmarinus officinalis	5 gal.		Euphorbia tirucalli 'Rosea'	1 gal.	
Tuscan Blue Rosemary	5 gal.		Firestick Cactus	1 gal.	
Ruellia brittoniana	5 gal.		Hesperaloe parviflora	3 gal.	
Ruellia	5 gal.		Brakeights' Red Yucca	3 gal.	
Simmondsia Chinensis 'Vista'	5 gal.		Muhlenbergia capillaris	5 gal.	
Compact Jojoba	5 gal.		'Regal Mist'	5 gal.	
Teucrium fruticosum	5 gal.		Muhlenbergia lindheimeri	5 gal.	
Bush Germander	5 gal.		'Autumn Glow'	5 gal.	
Xylosma congestum 'Compactum'	5 gal.		Opuntia violacea 'Santa Rita'	4 Pad Min.	
Dwarf Shiny Xylosma	5 gal.		Purple Prickly Pear	1 gal.	
Small Shrubs	Size	Qty	Pedilanthus macrocarpus	1 gal.	
Buxus microphylla japonica	5 gal.		Slipper Plant	1 gal.	
Green Beauty Boxwood	5 gal.		Portulacaria afra minima	5 gal.	
Callistemon viminalis 'Little John'	1 gal.		Dwarf Elephant Food	5 gal.	
Little John Bottle Bush	1 gal.		Setcreasea pallida	1 gal.	
Guara lindheimeri	1 gal.		Purple Heart	1 gal.	
Pink Guara	1 gal.		Yucca filamentosa	5 gal.	
Myrtus communis 'Compacta'	1 gal.		Adam's Needle	5 gal.	
Dwarf Myrtle	1 gal.		Zephyranthes candida	1 gal.	
			White Rain Lily	1 gal.	
			Vines	Size	Qty
			Ficus pumila		
			Creeping Fig	15 gal.	

NOTES:
 1. QUANTITIES SHOWN FOR SUBMITTAL PURPOSES ONLY.
 2. ALL QUANTITIES SHOWN ARE FOR THE LANDSCAPE ARCHITECT'S ESTIMATING PURPOSES ONLY AND THEREFORE ARE NOT GUARANTEED. THE CONTRACTOR SHALL CALCULATE QUANTITIES BASED ON THIS DRAWING SET.
 3. ALL TREES SHALL COMPLY WITH THE LATEST AMENDED EDITION OF THE 'ARIZONA NURSERY ASSOCIATION - RECOMMENDED TREE SPECIFICATIONS.' SEE SECTION 1903(6)(A), ZONING CODE.





DESIGN INTENT IMAGE: POOL



DESIGN INTENT IMAGE: WATER FEATURE



DESIGN INTENT IMAGE: FIRE FEATURE



DESIGN INTENT IMAGE: FESTIVE LIGHTING



DESIGN INTENT IMAGE: CABANAS

POOL WITH WATER
FEATURE AND
CABANAS

ADJACENT PARCEL
NOT A PART



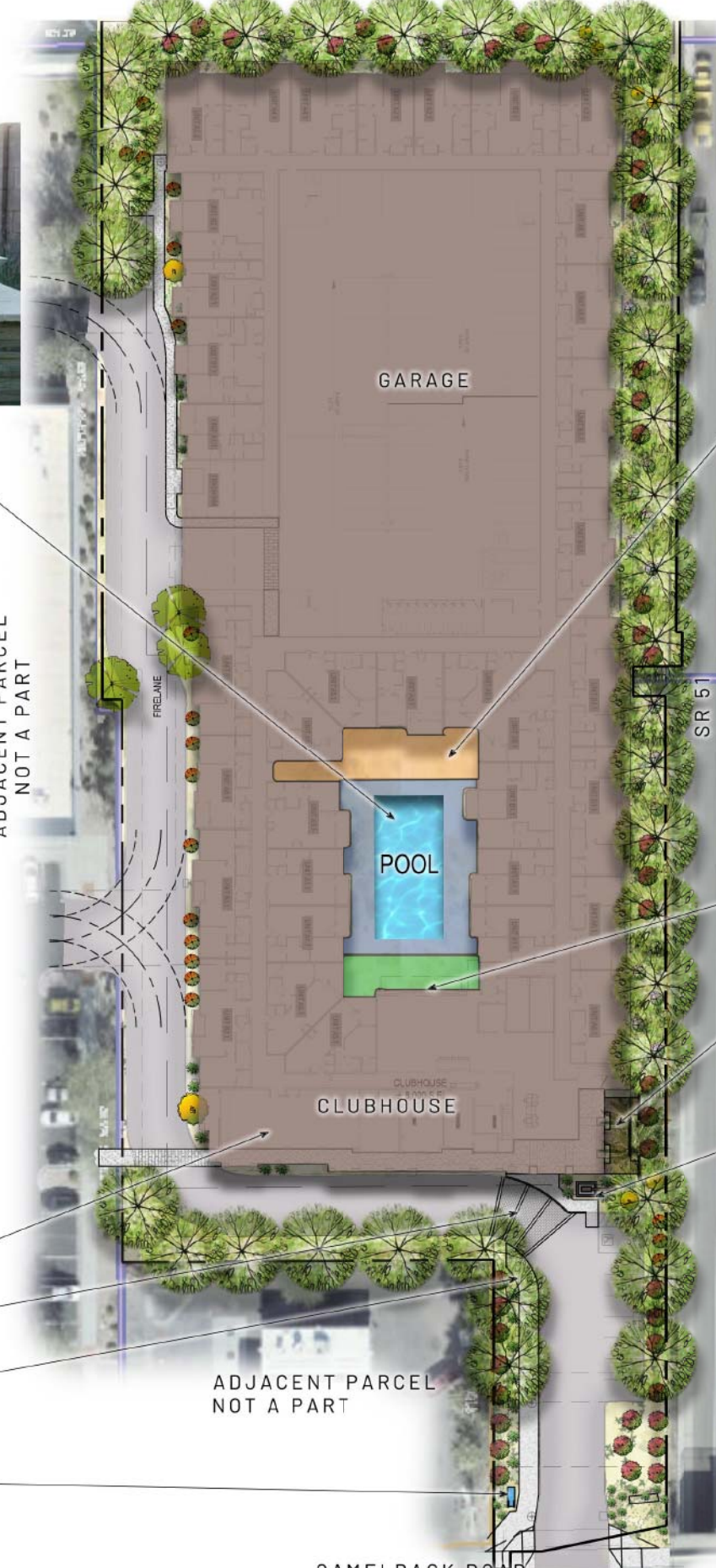
DESIGN INTENT IMAGE: SEATING NODE



DESIGN INTENT IMAGE: SEATING NODE

CLUBHOUSE WITH INDOOR
OUTDOOR USER EXPERIENCE
ACCENT PAVING AT
PEDESTRIAN CROSSING
8'-0" CONCRETE SIDEWALK

PROPOSED MONUMENT SIGN



- GAME GARDEN
- BEAN BAG TOSS
 - FESTIVE LIGHTING
 - FIRE FEATURES



DESIGN INTENT IMAGE: GAME BOARDS

- BBQ AND DINNING/ REST AREA
- PASSIVE SEATING
 - SHADE STRUCTURES

- PUBLIC SEATING NODE
- BENCH SEATING
 - SHADE TREES
 - ACCENT PAVING
 - WATER FEATURE



DESIGN INTENT IMAGE: BBQ ISLAND



DESIGN INTENT IMAGE: SHADED OUTDOOR DINING



DESIGN INTENT IMAGE: SHADE STRUCTURE





4 WEST ELEVATION



4A WEST ELEVATION



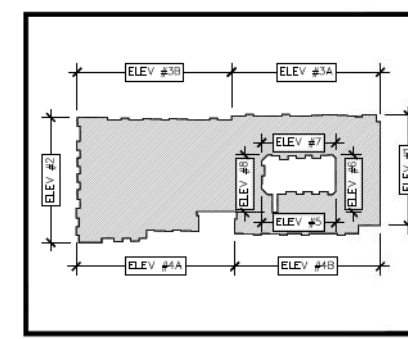
4B WEST ELEVATION

- ELEVATION KEY NOTES:** #
1. EXTERIOR STUCCO SYSTEM
 2. STUCCO PARAPET CAP
 3. BRICK VENEER
 4. STONE VENEER
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 6. WINDOW
 7. METAL RAILING
 8. DOOR PER PLAN
 9. STUCCO CONTROL JOINT
 10. FIBER CEMENT SIDING
 11. METAL CANOPY, PAINTED
 12. ALUMINUM STOREFRONT WINDOW SYSTEM
 13. FRAMED BALCONY
 14. RECESSED LED STRIPS
 15. ALUMINUM TELESCOPING DOOR SYSTEM
 16. ALUMINUM CHANNEL LETTERS
 17. BLADE SIGN
 18. STRUCTURE BEYOND
 19. COLUMN
 20. GARAGE DOOR
 21. PARKING GARAGE ENTRY, OPEN TO BEYOND

- GENERAL ELEVATION NOTES:**
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 2. SOLID MASONRY WALLS AND GATES EQUAL TO, OR GREATER THAN, THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT SHALL SCREEN ALL GROUND MOUNTED MECHANICAL EQUIPMENT.
 3. ANY ROOF ACCESS LADDERS SHALL BE LOCATED INSIDE THE BUILDING. ROOF DRAINAGE SHALL UTILIZE INTERIOR ROOF DRAINS OR BE ARCHITECTURALLY INTEGRATED INTO THE BUILDING DESIGN. ARCHITECTURALLY INTEGRATED ROOF DRAINS SHALL REQUIRE ADDITIONAL ARTICULATION BEYOND PAINT ACCENTS. SECTION 35-1902 (8)(e)(15), ZONING CODE.
 4. SCHEDING SHALL BE ARCHITECTURALLY INTEGRATED FOR THE SERVICE ENTRANCE SECTION (SES) AND ALL UTILITIES. ALL GROUND MOUNTED EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW BY A CONCRETE OR MASONRY WALL WITH SOLID GATES, EQUAL TO OR GREATER IN HEIGHT THAN THE MECHANICAL EQUIPMENT. SECTION 35-1902 (8)(e)(13), ZONING CODE.
 5. SIGNS REQUIRE A SEPARATE SUBMITTAL AND PERMIT.
 6. ALL ROOF EQUIPMENT, HVAC, TRASH CHUTE AND ANY ELEVATOR VENTS, ETC. ARE TO BE BELOW THE LOWEST BUILDING PARAPET ELEVATION.

EXTERIOR COLOR SCHEME 1:

A LIGHT STUCCO COLOR	BENJAMIN MOORE 2123-70 ICE MIST
B MIDRANGE STUCCO COLOR	DUNN EDWARDS DE2255 WASHING WELL
C DARK STUCCO COLOR	DUNN EDWARDS DE6327 RHINOCEROS
D RAILINGS/CANOPIES /DOORS	DUNN EDWARDS DE4187 BLACK
E ROUGH TEXTURED FIBER CEMENT SIDING	DUNN EDWARDS DET681 MODERN CLASS
F STONE VENEER	CORONADO SAWTOOTH LEDGE WHITE
G BRICK VENEER	SUMMIT FACE BRICK 702 TBL CONCORDE
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**PLANNING
RESUBMITTAL
09/04/2020**

REVISIONS:

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SCALE: 3/32" = 1'-0"
SHEET NO:

A4.3C

BUILDING EXTERIOR ELEVATIONS

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1 NORTH ELEVATION



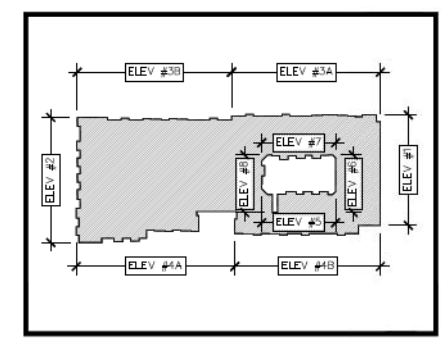
2 SOUTH ELEVATION

- ELEVATION KEY NOTES: #**
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 - STUCCO PARAPET CAP
 - BRICK VENEER
 - STONE VENEER
 - FOAM/STUCCO POP-OUT WITH SAND FINISH
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3 EAST ELEVATION

- ELEVATION KEY NOTES:** #
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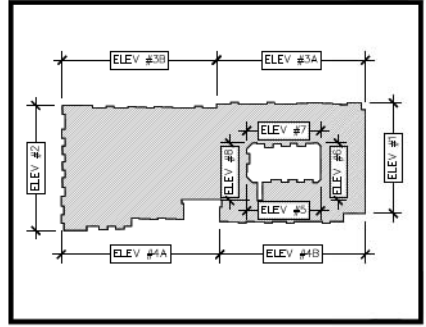


3A EAST ELEVATION

- +58'-6" T.O. PARAPET
- +51'-8 5/8" T.O. PLATE
- +42'-8 1/4" 5th FINISH FLOOR
- +41'-0 3/4" T.O. PLATE
- +32'-0 3/8" 4th FINISH FLOOR
- +30'-4 7/8" T.O. PLATE
- +21'-4 1/2" 3rd FINISH FLOOR
- +19'-0" T.O. PLATE
- +10'-8 5/8" 2nd FINISH FLOOR
- +9'-1 1/8" T.O. PLATE
- 0'-0" FINISH FLOOR



3B EAST ELEVATION

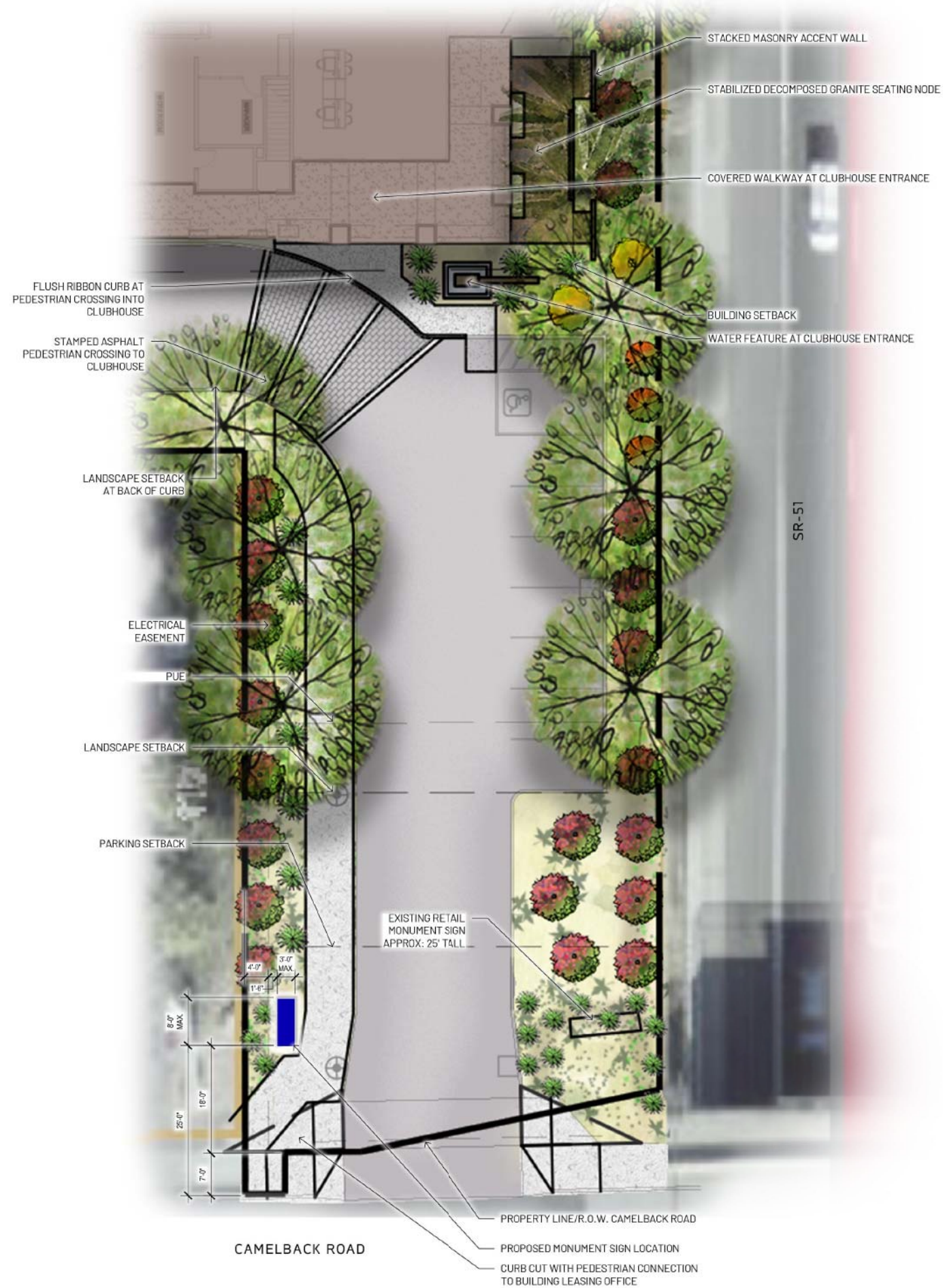


PLANNING RESUBMITTAL
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Planning Process



"Planning with People for a Better Phoenix"

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

Camelback East Village Planning Committee Application Review Committee (ARC) Camelback East Primary Core Specific Plan Design Guidelines Comments

PROJECT _____

DATE OF COMMENTS _____

Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance			
A.3 Landscape Architecture					
3.1.1. Materials listed on the Phoenix low-water use plant list should be used within the right-of way. However, the selected plant material should contribute to the Biltmore landscape design theme.	P	Low-water plant materials are proposed within the right-of-way.			
3.1.2 On private property, the existing "Old Phoenix" or "Arizona Biltmore" landscape theme should be continued and strengthened in the Core Center and Core Gradient through use of plant materials such as: <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top;"><u>TREES</u> jacaranda Palms olive trees eucalyptus pepper trees juniper mesquite palo verde</td> <td style="vertical-align: top;"><u>SHRUBS</u> oleanders privet boxwood pyracantha catclaw bougainvillea</td> <td style="vertical-align: top;"><u>ACCENTS</u> roses annuals jasmine specimen cacti</td> </tr> </table> <u>GROUNDCOVERS</u> turf These and other "historic" plant materials should be used in combination with native plants and other low-water use landscape materials. This landscape theme features cacti and other native plants as exotics, setting them in a framework of plant materials historically used in the Core area.	<u>TREES</u> jacaranda Palms olive trees eucalyptus pepper trees juniper mesquite palo verde	<u>SHRUBS</u> oleanders privet boxwood pyracantha catclaw bougainvillea	<u>ACCENTS</u> roses annuals jasmine specimen cacti	P	A palette for the landscape areas is selected based on the "historic" plant materials found in this list.
<u>TREES</u> jacaranda Palms olive trees eucalyptus pepper trees juniper mesquite palo verde	<u>SHRUBS</u> oleanders privet boxwood pyracantha catclaw bougainvillea	<u>ACCENTS</u> roses annuals jasmine specimen cacti			

Exhibit E - Camelback East Matrix

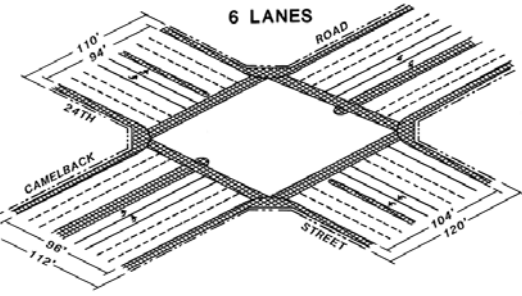
Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>3.4.1 An overall theme should be established for the gateways with public input, by an artist or artist collaboration selected through the Phoenix Arts Commission's public art guidelines and process. An artist or artists should be involved in the design and construction of all Core Gateways.</p> <p>A. Core Gateways should be established within the public right-of-way at:</p> <ol style="list-style-type: none"> 1. 26th Street and Camelback Road; 2. 24th Street, south of Colter Avenue; 3. 24th Street at Highland Street; 4. Piestewa Peak Parkway and Camelback Road (for Camelback Road traffic) 5. Piestewa Peak Parkway and Highland 	C	N/A – “Gateways” are public improvements in public ROW to be done by the City of Phoenix
<p>B. Developers and other private sector interests should be encouraged to contribute to the development of the Gateways.</p>	C	If the City of Phoenix identifies an area on the site abutting the ROW that it would like to have area for a “gateway”, the developer is willing to discuss an easement or similar to provide a land donation towards this goal.
<p>C. Highest priority and symbolic importance should be given to the Camelback Road Gateways.</p>	C	N/A – City initiated item.
<p>D. Gateways should indicate the boundaries of special Core landscaping and streetscape treatment.</p>	C	N/A – City initiated item.
<p>3.4.2 Locate fountains and/or other water features at those points along the pedestrian spine where the highest concentrations of pedestrians are anticipated engage in activities other than walking through the area.</p>	P	A water feature is planned for the pedestrian spine.
<p>3.4.3 Developers should consider planning for and installing public art within their projects or the adjoining right-of-way and provide opportunities for artist/designer collaborations in accordance with the City's "Private Percent for Art Guidelines."</p>	C	The project is proposing to include artistic lighting on the building, vertical and horizontal striped Blue colored LED lighting to be seen from Camelback Road and the freeway.
A.4 Open Space/Amenities		
<p>4.1 Shade and street furnishings should be provided for the comfort and convenience of pedestrians especially within and/or adjoining the pedestrian spine, (see Map 8 of Specific Plan). Furnishings should include pedestrian lighting fixtures and one or more of the following:</p> <ul style="list-style-type: none"> - drinking fountains - benches - trash receptacles - information kiosks 	P	Benches and trash receptacles are provided.

Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>4.2 The Location of active uses at ground level in high-traffic pedestrian areas with particular emphasis along the pedestrian spine should be encouraged, including one or more of the following uses:</p> <ul style="list-style-type: none"> - retail - restaurants (food and beverage) - service (includes public, community uses) - entertainment - outdoor room with eating options - public art with kinetic movement or descriptive interpretation narrative - office space with visual interactive glazing - display windows or shadow boxes 	P	While not a part of the Core "Pedestrian Spine," a pedestrian link connects from Camelback Road to the project's front-door and its "outdoor room," as well as through an arcade to the existing retail center to the west.
<p>4.3 Uses and activities that "spill out" into pedestrian areas, especially those adjoining the pedestrian spine (sidewalk cafes, etc.) should be encouraged.</p> <p>A. Open space provided in front of a building should be an extension of the public streetscape and act as a transition to the building.</p>	P	While the project is not part of the formal "pedestrian spine," the link is an extension of the public streetscape, transitioning at the outdoor room into the building.
<p>4.4 Along the defined pedestrian spine, active, pedestrian outdoor public spaces (a plaza, courtyard, garden, "outdoor room," or a promenade) should be provided within private developments and connected with pedestrian walkways.</p>	P	A pedestrian walkway provides a series of pedestrian experiences linking the right-of-way access to the building and across to the existing retail center.
<p>A.5 Trails/Pathways/Walkways</p>		
<p>5.1 Continuous sidewalks or other pedestrian walkways linking private developments with sidewalks along public streets should be provided.</p>	P	Provided
<p>5.2 A continuous walkway system shall be as shown on Map 8, pedestrian facilities plan. The pedestrian spine should always be continuous and provide connectivity between pedestrian destinations, even if the alignment is modified.</p>	P	This connectivity is provided, linking the pedestrian destinations through the project site.
<p>5.3 Safe and convenient means of pedestrian access should be created between neighborhoods and the Core.</p> <p>A. Access via other than public streets should be provided if requested by the affected homeowners association, with consent of adjacent properties and if security measures for the neighborhood are addressed.</p>	P	Not applicable as there are no abutting neighborhoods to access; the site is limited to no access north (existing condominiums) nor east (the SR-51 Freeway).

Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
B. Access via public streets should be provided in the form of a continuous sidewalk connecting all residential areas within or adjacent to the Core Center or Gradient to Camelback Road.	P	Provided as shown on the site plan.
5.4 Vehicular access across the pedestrian spine should be minimized. Exceptions may be made for delivery access only, travel distance around project perimeters on private property, and for "main street" development that enhances the pedestrian environment.	P	Access is limited to what is needed to link the parking
5.5. Pedestrian spine identity items and way-finding aides shall be provided, including decorative hardscape, medallions, lighting standards and luminaries	P	Decorative hardscape and decorative lighting are to provide way-finding aides.
A.6 Parking/Circulation		
6.1.1 Parking must be conveniently located, but visually unobtrusive. A. Parking lots must be screened from street view with landscaping, berms, walls, grade changes or a combination of these elements.	C	Most of the project's parking is embedded in a parking structure within the building, hidden from view. Walls and landscaping screen the parking spaces at the pedestrian link.
B. For office and retail commercial projects, every parking space shall be no greater than 150 feet from a sidewalk leading to the building or from a building entrance, and unshaded segments of walkways shall not exceed 15 feet except at a driveway crossing.	P	Not applicable
C. For all new development a minimum of 15% of parking lot area must be landscaped with trees and shrubs. For all expansions to existing development, remodeling, or additions, a minimum of 10% of parking lot area must be landscaped. Minimum width of landscape area is five feet (seven with parking overhangs).	P	Met.
6.1.2 Within the Core Center, all parking for office uses should meet the following standards. A. If such parking exceeds 50 spaces, 80 percent of the total number of parking spaces required for office use must be within above grade or below grade parking structures.	P	Not applicable
B. This requirement can be varied by 20 percent subject to approval of a use permit through the Zoning Administrator.	P	Not applicable

Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>C. These guidelines apply to the review of a development plan for office uses within the Core Center. For development plans which include more than one phase of office construction, the development plan should demonstrate how this requirement will be complied with when office development exceeds 50 spaces. If an existing office development with 50 parking spaces or less proposes to expand and exceed 50 spaces, then the total existing and proposed spaces should comply with these guidelines.</p>	P	Not applicable
<p>6.2.1 Parking must be conveniently located, but visually unobtrusive</p> <p>A. Parking structures must be either architecturally integrated with adjoining buildings or should be designed with architectural features similar to adjoining buildings for visual continuity.</p>	P	The parking structure is conveniently located with the building, and is fully obstructed from view.
<p>B. Above grade parking structures should not be located within 150 feet of a major street, collector street or pedestrian spine unless the ground level of the structure is devoted to retail, service, food and beverage, entertainment uses, or has such uses between the parking structure and the pedestrian spine.</p>	P	Not applicable. The project is located approximately 160 feet from Camelback Road.
<p>C. Openings in parking structures must be screened to eliminate visual impacts of headlights, cars and bright security lighting on adjacent residential properties and streets and major pedestrian areas.</p>	C	No openings, other than the entry to/exit from the parking garage are provided.
<p>D. Parking on the roof of a parking structure shall be screened on all sides and on the top with a structure to block visibility of cars.</p>	C	The parking structure will be fully screened from view.
<p>6.3.1 Interruptions to pedestrian circulation along streets e.g., driveways, private streets, garage entrances) should be minimized.</p> <p>A. Driveways within or near bus stop zones should be eliminated to avoid vehicular/pedestrian conflicts and to avoid sight distance constraints around transit structures for vehicles exiting from developments.</p>	P	The vehicular circulation is minimized to what is needed, given the site's size. The existing drive location is utilized for this project, so only one driveway will be provided in the public Camelback sidewalk. All entry drives link to existing locations/drives (no new driveways nor connections to the retail center).
<p>B. Driveways along major streets shall be limited to one per property per street. For properties in excess of 660 feet of frontage along a street, driveways shall be allowed at a minimum separation of 330 feet.</p>	P	Met. Only one existing drive location is utilized for this project.

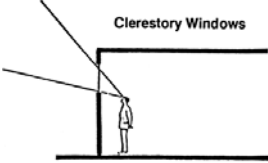
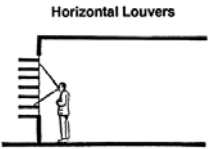
Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
6.3.2 Bicycle facilities (such as wide curb lanes, bicycle lanes or paths consistent with AASHTO standards) should be provided linking Core developments to adjoining neighborhoods and to the citywide bikeway system.	C	N/A – No changes to Camelback Road are proposed by this project.
6.3.3 The Core shuttle should be routed to help create activity along major pedestrian corridors and provide maximum utility for travel.	C	Not applicable, not on route.
6.3.4 If the city adopts a plan for a Core shuttle system, the route should be parallel to but not more than 300 feet away from the pedestrian spine. Do not locate the Core shuttle route above the pedestrian spine.	P	Not applicable, not near pedestrian spine.
6.3.5 For walkways connecting the Core shuttle route to the pedestrian spine, provide continuous shade along the route and at Core shuttle stops.	P	Not applicable, not near route nor pedestrian spine.
6.4.1 Secure bicycle parking areas must be provided, preferably in supervised enclosures or in bicycle lockers. The provision of bicycle parking may be phased per approval of the Traffic Management Association. However, a minimum of 25% of the required bicycle parking shall be provided at the time of construction. A. Bicycle parking must be located within parking structures or other secure covered areas for employees and within convenient distance of primary commercial and community facility destinations.	C	Bicycle parking is provided in a secured location in the garage.
B. Bicycle parking spaces must be provided at a ratio of one space per 10,000 square feet of retail uses and one space per 15,000 square feet of office or other non-residential uses.	C	Provided. See the architectural site plan.
C. Bicycle parking spaces must be either within lockers, a secure enclosure or other facility designed for use of high-security locks, for securing both wheels and frame and offering support (per Appendix J, Arizona Bicycle Facilities Planning and Design Guidelines, 1988). A minimum space of two feet by six feet per bicycle should be provided.	C	Resident bicycle parking is within a secured enclosure located within the building's parking garage.
A.8 Site Lighting		
Citywide lighting standards apply to all light sources in each phase of development.	R	Acknowledged. Project will comply with these standards.
A.10 Improvements within the Public Right-of-Way		

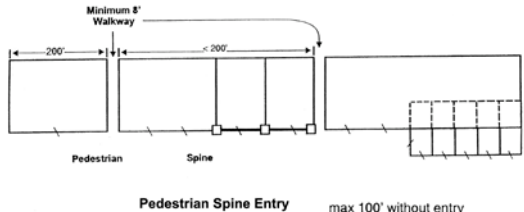
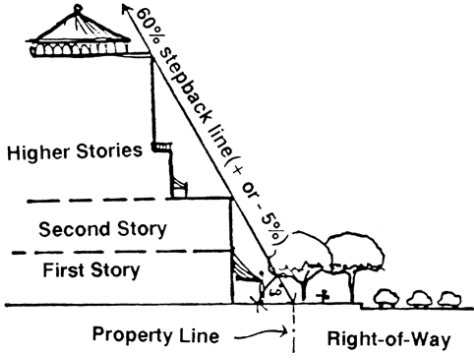
Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>10.1 Streets should be designed so that a pedestrian can cross easily, safely and comfortably.</p> <p>A. Safe, convenient places for pedestrians waiting to cross streets should be provided, including medians for all Core arterials.</p>	P	Not applicable
<p>B. Signalized or other protected mid-block pedestrian crossings should be provided on Camelback Road between 24th and 26th Streets, and on 20th Street, 22nd and 24th Streets between Camelback and Highland.</p>	P	Not applicable
<p>C. Camelback Road should be improved in accordance with the street section shown below.</p> <p>Figure 11 Six Through Lanes at Camelback Road Intersection</p> 	P	Not applicable
<p>10.2 Design elements should be provided within the public right-of-way that contributes to creating a lively and interesting street environment. (This guideline refers to elements that go beyond the merely functional. They can include art, water features, AND gathering places for people, or entertainment.)</p> <p>A. Public art should be incorporated into the streetscape as a part of the City's "Percent for the Arts" program.</p>	C	N/A - This is a City implemented requirement.
<p>B. A diversity of overall streetscape elements should be provided within a consistent framework.</p>	C	N/A - This is a City implemented requirement.

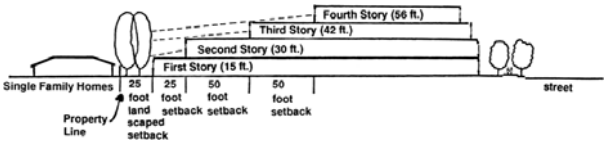
Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>10.3 For development site frontage within the Core and adjoining Camelback Road, 24th Street, 22nd Street, 20th Street, 16th Street (east side), and Highland Avenue, ten-foot (10) wide sidewalks should be provided and separated from the roadway with a six-foot (minimum width) landscaped area to achieve the following benefits:</p> <ul style="list-style-type: none"> - Increased aesthetic quality - Increased safety - Increased incentive to walk - Decreased noise - Decreased fumes - Decreased dirt - Decreased heat <p>Separation of sidewalks from the roadway is required except at bus stops and pedestrian street crossings or where access to the curb is necessary, or on the north side of Camelback, between 24th and 26th streets, to maintain the established, mature olive tree theme. If a transit shelter is provided, the distance between curb and right-of-way line shall be increased by the width of the transit shelter if the shelter is placed between curb and sidewalk. (See also Design Guideline A.10.10)</p>	P	Unable to meet. The minimal width of the project's site frontage restricts the ability to transition from a separated sidewalk to the existing street adjoining sidewalk on each side. The frontage is only XX' across, in which a 30' wide driveway is required. In addition, the existing SR-51 bridge begins at the eastern edge of this frontage.
<p>10.4 Street improvements on Camelback Road from 28th Street to Piestewa Peak Parkway and on 24th Street from Highland to Colter should be designed and constructed to provide a condition for reducing vehicular speed.</p>	P	Not applicable
<p>10.5 Transit waiting areas should be of a design, consistent with the Core's design theme. They should be designed to meet or exceed City standards for shelter, information, location and convenience.</p>	C	Not applicable
<p>10.6 Views from the roadway of Piestewa Peak and Camelback Mountain should be protected, looking east along Camelback Road and looking north along 24th Street, 22nd Street, and 20th Street in the following ways:</p> <p>A. Median planting should not exceed three feet in height.</p>		Not applicable
<p>B. Pedestrian overpasses should not be constructed spanning 24th Street or Camelback Road, except an open pedestrian bridge may be located on 24th Street between Camelback Road and Esplanade Lane.</p>	P	Not applicable
<p>C. The size and placement of traffic signals, light standards and other street signage should not interfere with views, consistent with safety requirements.</p>	P	Not applicable

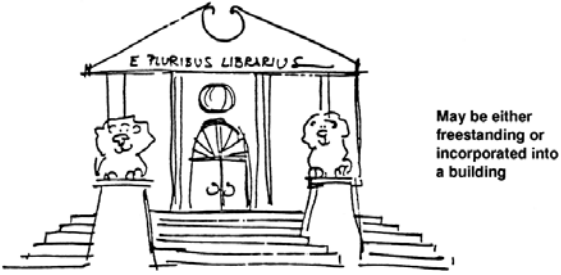
Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
D. New utility lines should be located underground.	P	Acknowledged
E. Gateways should not obstruct mountain views from major roadways.	P	Because the building is set back approximately 160 feet from Camelback Road, mountain view obstruction is minimized.
<p>10.7 Views from the roadway of Piestewa Peak and Camelback Mountain should be framed with a formal, double row of trees, spaced approximately 25 feet on center. The double row of street trees shall be planted along 24th Street, Camelback Road, Highland Avenue, 20th Street and 22nd Street.</p> <p>A. The row of trees on the development side of the pedestrian path is the responsibility of the private developer.</p>	P	Unable to meet. Nearly all of the project's minimal street frontage is part of the existing vehicular entry/exit, which doesn't make the double row of trees possible nor desirable due to visibility triangle requirements (safety issue).
B. The row of trees nearest the street should be provided as part of an improvement district, street project or by private development. (See also Design Guideline A.10.6)	P	Unable to meet. Nearly all of the project's minimal street frontage is part of the existing vehicular entry/exit, which doesn't make the row of trees possible as noted above.
<p>C. One theme tree shall be adopted for each of the following streets as follows:</p> <ul style="list-style-type: none"> ▪ <u>Camelback Road</u> - Native Mesquite, Medjool Date Palm and Swanhill Olive ▪ <u>Highland Street</u> – Native Mesquite, and Swanhill Olive ▪ <u>24th Street</u> – Palo Brea, <u>Swanhill Olive (adjacent to Biltmore Fashion Park)</u> ▪ <u>20th Street</u> – Palo Brea ▪ <u>22nd Street</u> – Palo Brea <p>The outer (street side) row of trees will be exclusively of the "theme" variety; and the inner row shall use the theme tree to supplement existing trees along the sidewalk. The intention is not to remove existing, mature trees to create the "inner row" if such trees are located in the way of the formal street trees but to use the "theme" trees to finish out the row and create a strong landscape transition.</p>	P	N/A – the City is responsible for establishment of desired street tree types.

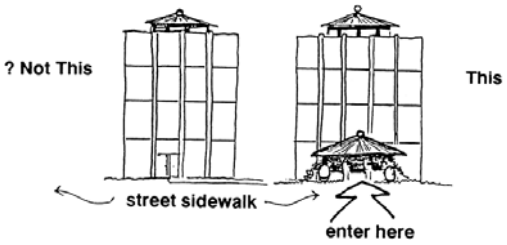
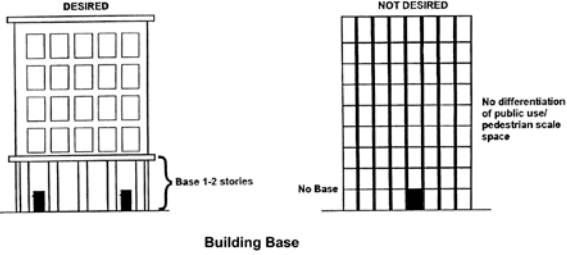
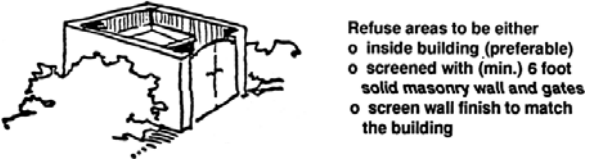
Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>D. A continuous streetscape theme should be established based on the “Arizona Biltmore Hotel” style utilizing street trees, street and pedestrian scaled light standards, street furniture, and street medians as primary elements. An artist or artists shall be included in the development of this theme and in the design and construction of appropriate streetscape elements. This streetscape treatment should be used on Camelback Road from 26th Street to the Piestewa Peak Parkway, on Highland Avenue from 24th Street to the Piestewa Peak Parkway, on 20th Street from Highland Avenue to the post office, on 22nd Street from Highland Avenue to Camelback Road and on 24th Street from Highland Avenue to the north boundary of Biltmore Fashion Park.</p>	P	Not applicable
<p>B.1 Placement/Orientation</p>		
<p>1.1 A strong and relatively continuous building frontage adjacent to public streets and the pedestrian spine should be provided. A minimum 30% of the lot frontage should include buildings at the setback line of each lot* along the defined pedestrian spine, with the exception of intersecting walkways and outdoor rooms, the frontage should be continuous along at least one side of the defined pedestrian spine. On the Colonnade (CCI) site this is most important along 20th Street. * “lot” means the project development lot for zoning.</p>	P	Unable to meet. The site is only 70’ feet wide along Camelback Road and is over 125 deep before widening up to a size where a building can be constructed.
<p>A. Parking fields should not exceed 250 feet in depth. If greater than 250 feet then 30 % of the frontage on a public street should have building abutting the street.</p>	P	Met. Minimal surface parking in this project.
<p>1.2 Use streetscape elements (landscaping, art, special paving) to provide visual interest where buildings are not at the setback line to provide continuity.</p>	P	Unable to meet. The minimal street frontage doesn’t permit the use of these elements directly along Camelback Road, although landscaping and special paving are part of the pedestrian spine.
<p>1.3 Development proposals should analyze and illustrate on the shading plan the impacts of summer and winter sun and shade of pedestrian spaces (plazas, walkways, public sidewalks, etc.) and on adjoining neighborhoods.</p>		Landscaping, covered walkways and shade provided by the building will mitigate this impact.
<p>A. Projects should minimize negative microclimatological impacts on adjacent residences and pedestrian areas.</p>	C	Met. The building will replace a larger surface parking area, reducing heat island impacts (reflective roof surfaces vs blacktop).

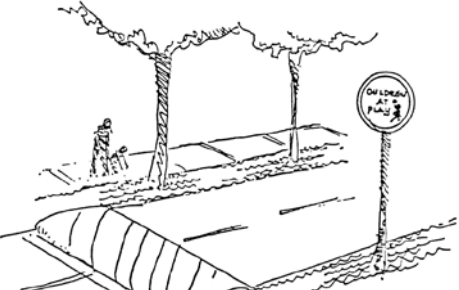
Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
B, In the design of pedestrian-oriented plazas and courtyards, hard surfaces should be shaded from mid-may through mid-October.	C	As provided. See architectural plans.
1.3.1 To the maximum extent practical the pedestrian spine should provide substantial, evenly distributed areas that will be 1) in sunshine during the middle of the day from mid-October through the end of May, and 2) in shade from the end of March through Mid-October. The goal is to enhance the comfort of people using the pedestrian spine throughout the year and thereby encourage its use. With the exception of vehicular crossings, those portions of the pedestrian spine crossing surface parking areas should be in <u>near</u> continuous shade from the end of March through mid-October.	P	As provided. See landscape plans.
1.4 Buildings in the Core Gradient should be designed to preserve privacy for adjacent single family residential areas through such measures as building orientation, clerestory windows, positioning windows so they do not face residential properties, eliminating windows or providing other window screening devices.	P	Not applicable. There is no adjacent single-family area to this site.
<p>A. A statement must be submitted at the time of development review demonstrating both the extent of impacted residential areas and measures taken to ensure privacy.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>Clerestory Windows</p> </div> <div style="text-align: center;">  <p>Horizontal Louvers</p> </div> </div>	R	No residential areas located to the south, east and west of the site will be impacted. An existing 3-story windowless wall on the north property line screens views from the project to the multi-family community on this adjacent property.
1.5 For buildings that abut the pedestrian spine or front on an outdoor room that abuts the pedestrian spine:		
A. Provide an outdoor walkway that passes between buildings and connects to the pedestrian spine or the abutting outdoor room at intervals of approximately every two hundred (200) feet. The minimum walk way width shall be eight feet.	P	N/A- project does not abut "Pedestrian Spine"

Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>B. For buildings that exceed two hundred feet in length before providing a walkway as per 1.5 A, provide retail shops with clear, non-reflective glass windows and individual shop entries fronting on the pedestrian spine at a maximum of 100 feet apart. Such shops shall be distinctive through the use of offsets or architectural treatment from the larger user.</p> 	P	N/A- project does not abut "Pedestrian Spine"
B.2 Height, Bulk and Area		
<p>2.1 Buildings should be designed so they do not extend closer to the street than a line drawn at 60 degrees from the front property line (plus or minus 5% or 3 degrees) on Camelback Road, 24th Street, 20th Street, 22nd Street and Highland Avenue.</p> 	P	Not applicable, as the building is set back further from Camelback Road.
<p>2.2 In core center areas building height should be limited to four stories (56 feet) within 150 feet of a single-family residential district.</p>	P	Not applicable
<p>2.3 Except as provided in Table E, the following building height and setback standards will apply to all development within the Core Gradient that is adjacent to existing single-family district in conformance with the diagram below:</p>		

Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>A. A 25 foot setback and landscape buffer, with two rows of trees, (minimum 24-inch box/2-1/2 inch caliper) of a fast-growing variety that will reach maturity within three (3) years shall be provided along the property line(s) adjoining single-family district to provide screening.</p>	R	Not applicable
		
<p>B. Parking will not be allowed within 25 feet of an adjacent residential zoning district.</p>	R	Not applicable
<p>C. Mechanical and electrical equipment, ventilators, loading facilities, trash enclosures or other noise generating devices or equipment, will not be located on a building wall or roof facing residential property or within 50 feet of the property line adjacent to a residential zoning district.</p>	R	Not applicable
<p>D. An eight foot high solid masonry wall must be provided on the property line adjacent to a single family residential zoning district. The wall height will be measured from grade of the higher elevation property.</p>	R	Not applicable
<p>E.1 Roof top activity areas for any building of three stories or more facing a single-family district or multifamily use of two stories or less shall provide a parapet and/or physical separation from the roof edge so that views of the ground surface within 250 feet of the building shall not be visible.</p>	R	Not applicable
<p>E.2 The face of balconies oriented to a single-family or a multifamily use of two stories or less shall have a 3' 6" translucent wall or opaque barrier.</p>	R	Not applicable
<p>B.3 Architecture</p>		

Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
3.1 Community facilities (e.g., library, post office, meeting rooms, museums, theaters, government offices) should be architecturally prominent and easily accessible with a strong orientation to pedestrian spaces.	P	Not applicable
		
3.2 Architectural design and site planning should be considered that incorporate a design theme that is compatible with a strong regional, cultural and environmental awareness.	C	The project considers this awareness through regional building materials and an appropriate design aesthetic, the homage to the site's past use/significance and energy efficient construction.
B.4 Articulation		
4.1 Design elements at ground level, especially along the pedestrian spine, should be created with sufficient variety and detail to be of interest to pedestrians by providing three or more of the following:		
A. Architectural details and articulation.	P	As provided
B. Visual links to open spaces within developments.	P	As provided
C. Ground level building facades that incorporate a substantial portion of their frontage as transparent elements.	P	As provided
D. People-active areas and uses (balconies, terraces, patios, etc.).	P	As provided
E. Intersections/movement options for pedestrians should be frequent, avoiding long, blank walls.	P	As provided
4.2 Highly visible and direct pedestrian access to buildings, transit waiting areas and businesses should be provided from the public streets, the pedestrian spine, and internal plazas.		Provided, as applicable
A. Building entries should be architecturally prominent.	P	As provided
B. Ground floor retail and service businesses located within 50 feet of a public street should have direct access from the public street.	P	Not applicable
C. Barriers such as walls and hedges between buildings and bus stops should be avoided.	P	Acknowledged and provided

Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>D. Provide at least one building or site entrance per block per public street or 300 feet whichever is less.</p> 	R	As provided
<p>E. All buildings over four stories in height should be designed with a building base that is differentiated from the remainder of the building in order to relate to a pedestrian scale.</p> 	P	As provided
<p>F. Walls without windows or shadow boxes shall not exceed thirty percent of the area of the first 12 feet of the height of the building within 100 feet facing a street or designated pedestrian spine or outdoor room.</p>	R	As provided
B.7 Screening		
<p>7.1 Loading and storage areas, mechanical and electrical equipment and refuse areas should face away from public streets.</p> 	P	As provided
<p>7.2 Fire escapes must be architecturally integrated (enclosed or otherwise designed to avoid a "tacked-on" appearance).</p>	R	Fire access is within the building.
C. Subdivision/Design Development		
C.1 Streets/Circulation		

Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>1.1 Existing neighborhood streets should be redesigned to serve as quality open space, with a strong pedestrian emphasis as part of neighborhood protection plans.</p>  <p>Ideas include:</p> <ul style="list-style-type: none"> o warning signs o neighborhood identity signs o street trees o devices to slow traffic and to divert non-neighborhood traffic o narrower streets o pedestrian or 'play' streets 	C	Not applicable
<p>1.2 Consider street closures and other measures such as street narrowing, changes in street texture, speed controls, speed bumps, street medians or traffic circles to eliminate cut-through traffic in neighborhoods commensurate with public safety considerations.</p>	C	Not applicable
<p>D. Specialized Uses</p>		
<p>D.4 Signs</p>		
<p>4.1 Character</p>		
<p>4.1.1 Quality, durable materials, compatible with site and building design, should be incorporated in the sign design and construction. Materials such as masonry, concrete, stainless steel, natural rock or stone should be incorporated. Unless compatible with the building design, visible aluminum should be used on a minimal basis. Internally illuminated panels are discouraged. Routed or individual letters are preferred. There shall be consistency in the quality and durability of materials between the panels used on the sign.</p>	P	Acknowledged.
<p>4.2 Location</p>		
<p>4.2.1 Where a sign is blocked by an abutting building a building identification sign shall be placed at the lowest possible height that will provide visibility from of the abutting arterial or collector street, while the street address numerals, if used, may be placed no higher than the story immediately above the building identification sign.</p>	R	Acknowledged

Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
4.2.2 Retail buildings shall have no wall signs above a height of 56 feet.	R	Not applicable
4.2.3 The maximum sign height of a ground sign in the Core allowable after design review and/or by a comprehensive sign plan shall be twenty (20) feet.	R	Not applicable
4.2.4 Multi-family residential buildings, hotels and parking structures shall have wall signs no higher than the top of the second story. Hotels may have wall signs up to a height of 56 feet.	R	Acknowledged.
4.2.5 Unless otherwise regulated by the fire code, office buildings, including banks, of more than two stories shall have wall signs no higher than the top of the second story, except for street address numerals which may be located on the first or second story.	R	Not applicable
4.2.6 Other than a directional sign, in no event shall an illuminated sign be located closer than one hundred fifty (150) feet to the closest property line of any single-family residential district unless the sign does not face, is not oriented to, or is obscured by intervening structure from the residential district.	R	Not applicable
4.2.7 No roof signs or roof-mounted signs shall be allowed in the Core. The horizontal surface of sidewalks, pedestrian areas, landscaped areas, private street surfaces and similar surfaces shall not be used for signs.	R	Not applicable

For additional information, contact Samantha Keating, Camelback East Village Planner, at 602-262-6940 or samantha.keating@phoenix.gov.

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