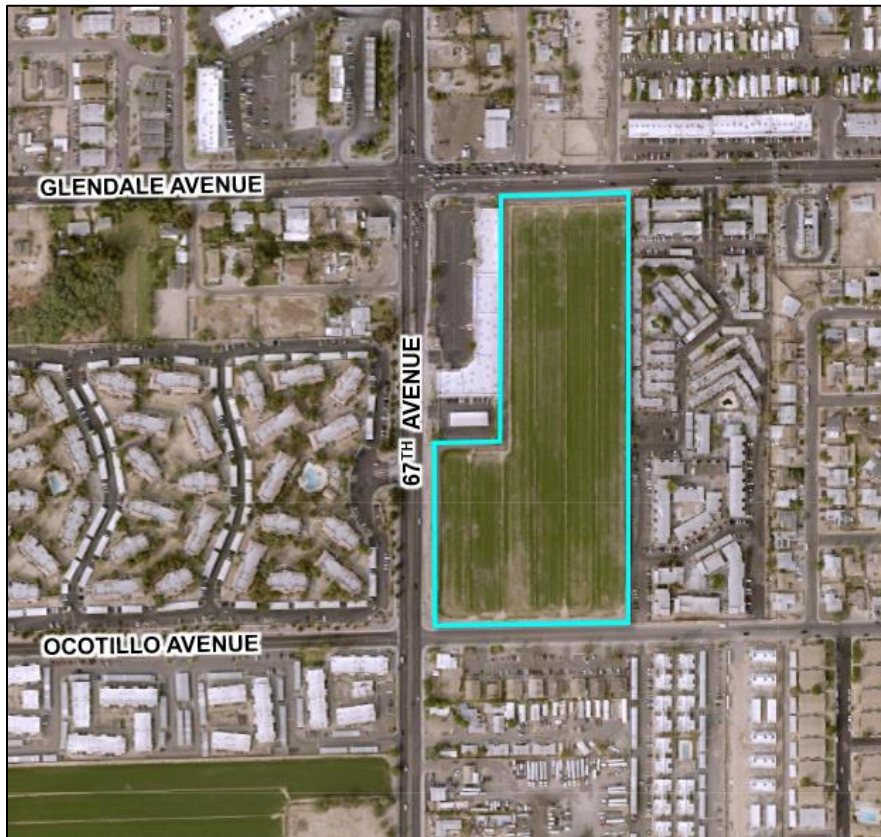


CENTERLINE ON GLENDALE
GORMAN & COMPANY
CITY OF GLENDALE
VACANT (AGRICULTURAL) PROPERTY SURROUNDING SOUTHEAST CORNER OF
67TH AVENUE AND GLENDALE AVENUE
GPA21-11 AND ZON21-27



PROPOSED MINOR GENERAL PLAN AMENDMENT AND REZONING NARRATIVE
SUBMITTED OCTOBER 19, 2021
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Page 1 of 35

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Table of Contents

1. Executive Summary	4
2. Regulatory Requests	6
3. Site Location and Context	7
4. Detailed Description of the Proposed Community	9
5. General Plan Amendment Request	14
6. PAD Findings	18
7. List of Allowed and Prohibited Uses	21
8. Landscaping	23
9. Design Standards	24
10. Sign Standards	28
11. Circulation and Access	29
12. Utilities and Services	31
13. Phasing	32
14. Amendments	33
15. Conclusion	35

List of Exhibits

Exhibit 1 – Site Plan

Exhibit 2 – Proposed General Plan Amendment Map

Exhibit 3 – Proposed Rezoning Map

Exhibit 4 – Aerial Map of Site

Exhibit 5 – Valley Metro Bus Stops

Exhibit 6 – Design Review Materials

1. Executive Summary

On behalf of the developer, Gorman & Company (“Gorman”), we are pleased to submit this minor General Plan Amendment and Rezoning application for the Centerline on Glendale project (the “Community”). Gorman plans to develop the Community on the 14.6 gross acres located southeast of the intersection of N. 67th and W. Glendale Avenues (“Site”). Specifically, Centerline on Glendale will be a highly amenitized Community comprised of 368 residential units, spread across multiple buildings ranging from one to four stories in height. See Exhibit 1, Site Plan.

The greater Phoenix area is experiencing a housing crisis. While jobs are plentiful, housing is not – particularly affordable housing. This issue is particularly acute in Glendale, which has a markedly higher poverty rate than the County as a whole: Glendale has an 18% poverty rate, whereas Maricopa County overall is 12.2%. Working with City of Glendale staff, Gorman has identified an opportunity to develop a significant affordable housing project on the Site. In the words of City staff:

The Project will add much needed inventory to our community and will help increase housing choice for many of the residents we serve through our programs as well as the greater community. This new development is crucial to addressing the growing gap of affordability and the need for quality units in Glendale.

Gorman is a nationally recognized developer of affordable housing committed to community revitalization and stability. Since 1984, Gorman has developed thousands of affordable dwellings across the country, including two projects in the City of Glendale, the Glendale Enterprise Lofts on Glendale at 63rd Avenue, and Ironwood Village, a formerly troubled apartment complex at 45th Avenue south of Glendale. In Arizona alone, Gorman has built 1,500 units, is under construction on 500 units, and in pre-development on 2,500 more units. Gorman would like to extend its record of accomplishment both across the Valley and in the City of Glendale with this Community.

In addition to the well-documented affordability crisis, Centerline on Glendale is poised to help the City advance a different goal. Ten years ago, the City adopted the Centerline Overlay District (Section 6.800) in an effort to spur redevelopment of parcels along Glendale Avenue in and near downtown Glendale. That regulatory

signal to developers has had mixed success. The continued vacancy on this Site is illustrative of the continuing struggle to draw investment to the Overlay District. Again, in the words of City staff:

The location is also ripe for a catalyst development to encourage redevelopment of the neighboring area.

Gorman is excited by the opportunity suggested by the Overlay District and presented by this Site, and is prepared to invest \$90 million on this Site, one of the most significant investments in the history of the Overlay District.

Gorman looks forward to presenting details regarding the Centerline on Glendale Community, and to securing City approvals necessary to move forward with long overdue, vertical development at this Site.

2. Regulatory Requests

In order to develop Centerline on Glendale, Gorman is requesting a minor General Plan Amendment and a rezoning.

General Plan. The City's current General Plan designation for the Site is High Density Residential (HDR) 12-20. It should also be noted that the Market area of the Centerline Overlay District, where the Site is located, encourages 25 du/ac, significantly above the current General Plan designation. As indicated above, Gorman is proposing to develop 368 units of affordable housing, at a density of 25.14 du/ac, about what the Overlay District would allow.

Gorman is seeking to designate the Site for Downtown Mixed Use (DMU). See Exhibit 2, Proposed General Plan Amendment Map. Per Table 1 of the City General Plan, because the Site is located in Area A, is less than 20 acres, and seeks to change the General Plan designation from HDR 12-20 to DMU, this proposal is a minor General Plan Amendment. It therefore can be processed concurrently with our rezoning request.

Rezoning. Gorman is also seeking to rezone the Site from R-4, which allows multifamily residential uses already, to Planned Area Development, PAD. See Exhibit 3, Proposed Rezoning Map. The general concept of a PAD is to provide flexibility for innovative projects that bring benefits to the community and the City. In the specific words of the Ordinance (Section 5-901), the PAD should:

Encourage residential development to provide a mixture of housing types and designs. ... Encourage innovative development or redevelopment concepts for all land use types to provide a greater variety and intensity of uses.

This Community redevelops a Site the City targeted for redevelopment ten years ago, and it provides 368 affordable units to a City that is desperately short of affordable housing options. This is precisely the type of redevelopment project for which the City should engage its PAD zoning option.

3. Site Location and Context

Location. The Site is the approximate 14.6 acres of L-shaped, currently vacant (agricultural) land southeast of the intersection of 67th and Glendale Avenues. See Exhibit 4, Aerial Map. Because the Site itself is currently farmed, it is essentially flat and ready for vertical development.

The Site enjoys superb local street access due to its direct access to both 67th and Glendale Avenues. The adjacency to two arterial streets is an especially important feature for an affordable housing Community, because automobile ownership is substantially reduced below other subdivisions. Specifically, the Valley Metro bus routes 70 and GUS1 are instantly accessible at the northwest corner of the Site. There is also a bus stop at the southwest corner of the Site, along 67th Avenue. There are total of eight (8) Valley Metro Bus Stops within 1,000 feet of the Site. See Exhibit 5, Valley Metro Bus Stops, noting that is likely unusual that a bus map would be included in a rezoning proposal, much less this early in such a narrative. Therefore, the Site is ideally positioned to capitalize on safe and convenient public transit access.

The south perimeter of the Site is adjacent to Ocotillo Road, which is convenient for a different group of non-automobile owners: children. Harold Smith Elementary is down the street, as is the Swift Kids Branch of the Boys and Girls Club. As a result of its open, urban design, detailed further below, the Community will provide direct pedestrian access out its southern perimeter, so the children can walk to and from school and the Club. To ensure safety and reduce its vehicular impact on Octotillo Road, Gorman will be foregoing a driveway along this frontage, and prohibiting left turn lanes out of the project onto southbound 67th Avenue, thus reducing the amount of left turns onto Ocotillo. In addition, Gorman will be undergrounding the overhead power lines along Ocotillo, further enhancing the pedestrian experience. These multi-modal opportunities make this Site an ideal location.

Context. The Site wraps the southeast corner of the intersection of Glendale Avenue and 67th Avenue, which is occupied by a Maricopa County Community Services Center, zoned C-3 and R-4. The Glendale Manor Apartments, zoned R-4, spans almost the entire eastern perimeter of the Site. There is a commercial strip mall immediately south of Glendale Avenue, just north of the Glendale Manor Apartments and abutting the Site on the east side. These are the only three

developed properties that are adjacent to the Site, and the only three places where Gorman plans to provide a traditional block wall.

The balance of the Site is adjacent to street frontages, and in those locations, Gorman plans to forego the traditional perimeter wall, and instead have its project directly address and embrace the street frontages, embodying the urban redevelopment envisioned by the Overlay District and putting eyes on the street to enhance neighborhood safety. Using the PAD tool, the Community will reduce setbacks to ten feet in all of these locations to achieve that urban design. Units in the Community that face the street frontages will have traditional front porch stoops. And along Glendale Avenue, the heart of the Overlay District, the Community will have an energized, urban ground floor with community services and public places.

The Community does have some neighbors across its street frontages as well. To the north, across Glendale Avenue, are commercial (C-2) and residentially (R-3) zoned properties. The property due north of the Site is currently vacant and unimproved. The property to the south, across Ocotillo Road, consists of two-story, multi-family residential housing (R-4). The property west of the Site, across 67th Avenue, includes the San Martin two-story apartments (R-4).

We have already noted the presence of the County facility at the southeast corner of the intersection of 67th Avenue and Glendale. The other three corners have commercial businesses on them, but it is the northwest corner of the intersection that has the most community services attracting regular, local use (as opposed to, say, the transmission shop at the northeast corner). As a result, it is important to provide safe pedestrian paths that encourage safe crossings of the intersection, and Gorman has designed the community to do just that.

As detailed above, the proposed Community will not only be compatible with its neighbors, it will enhance this area and the Glendale Avenue Centerline Overlay District, by bringing long overdue investment to an infill, greenfield Site.

4. Detailed Description of the Proposed Community

This Community is indeed providing critically needed affordable housing, and indeed it might be sufficient to stop there in describing the community benefits of Gorman's proposal. But this Community does so much more than that. We have already indicated above that the Community has a street-facing urban design that takes advantage of the multi-modal opportunities right outside its perimeters. Beyond that, there are multiple other features of the Community design here that make unique use of the PAD zoning option to create an innovative, multi-million dollar reinvestment on this greenfield site.

Gorman's urban design approach replaces suburban sprawl with urban verticality, a vast parking field of hot asphalt with multimodal transportation options, and remote and walled off structures with buildings that embrace the space of the public sidewalks and streets. Thus, an increase in height is offset by a significant reduction in lot coverage. An increase in density brings more people into a neighborhood that needs energy and investment, while providing more housing options to an underserved populace. A reduction in setbacks puts eyes on the streets, where residents will be accessing the local school, bus stop, and nearby stores. Driveways have been limited – none on Ocotillo – and carefully laid out to enhance the architecture of the Community.

The Community consists of 368 affordable units, a density of 25.14 du/ac. These homes are spread across eight buildings, seven of them three stories and 40 feet tall, and the eighth, facing Glendale Boulevard, consisting of four stories and 60 feet tall. The additional height along Glendale Avenue results from architectural embellishments on the top floor, and allows this building to house ground floor spaces available for public uses, energizing the street level. The four buildings along each of the three street frontages face the street at a 10 foot setback, with front door units on the ground floor, facing the street. There is no perimeter wall along the streets, giving the community an open, urban campus feel. Instead of a field of unoccupied parking facing the streets, all the parking is interior to the Community, and it is sharply reduced below the Ordinance requirements. Gorman knows that its residents do not own cars at the same proportion as other projects. In fact on its new construction urban projects, Gorman averages .73 spaces per unit.

While the design itself may be the primary amenity for residents, there are other amenities spread throughout the Site. There will be a traditional, single story amenity building within the center of the Site, featuring a community room, leasing

office, outdoor splash pad and playground area. And indeed, Gorman has located its 67th Avenue driveway specifically to align with this smaller building and amenity area, to create a real sense of entry for residents and visitors alike. But this Community has other, unusual amenities folded into its design. Key among these is a pedestrian path that encircles the entirety of the Site. Residents who utilize this path can cover seven-tenths of a mile without ever leaving the Community. This path has the added benefit of making it easy and attractive for resident to take advantage of the previously mentioned pedestrian amenities of the Site, whether it be the proximity of the shopping to the northwest or the school to the southeast. The walking path will be at least five feet wide and be shaded with trees. There will also be a separate dog park within the Community. In addition, there is a large shaded and amenitized area in the space between Buildings B and C, so that residents of the northern part of the Site have immediate access to their open space. Thus, although Gorman is seeking modest reductions in the City's typical public and private open space standards, residents of Centerline at Glendale will continue to enjoy an abundance of both in a novel, open, urban campus, while still securing the quality affordable homes they and the City need.

The ground floor of the Glendale Avenue building warrants separate discussion of its function as an amenity to the Community and the surrounding neighborhood. This is a key to Gorman's efforts to realize the City's urban redevelopment goals. The Community will have an overall theme of health and wellness. The ground floor along Glendale Road will host community facility services including residential units, general retail, a combination of healthy food, exercise/fitness/wellness, some possible medical care and commercial kitchen/cooking options for residents. There will be residential units above the ground floor. The idea is to create a sense of wellbeing for all of the residents and the public, as most of this will be open to the public. There will be six (6) dedicated parking spaces for the general public to use to visit these non-residential spaces.

The significant parking reduction also merits separate comment. The impact of suburban parking requirements on housing affordability and the urban heat island are now well documented. In October 2018, the American Planning Association reported, "Planners' shifting strategies toward parking are now supported by a growing body of evidence that parking requirements negatively impact multifamily housing, especially affordable projects. In a nutshell, building parking costs a lot, and that cost usually ends up raising tenant rents." The APA report went on to note that municipalities across the country reducing parking requirements are especially

focused on locations near transit options – like this Site – and in special planning districts – again, like this Site. The City’s investment in the public transit system should be supported by encouraging developers and future residents to use that system. This reduction in parking is standard for Gorman projects, as every project has reduced parking because residents often use public transportation to save money. Further, Gorman does not provide reserved parking spaces for its residents. Gorman makes this request for reduced parking not just out of a *perceived* need, but on the basis of a vast array of experience. Gorman *knows* its residents are transit users, and have a sharply reduced desire for parking lots.

The specific Development Standard deviations Gorman is proposing are set forth in the Table below. It should be noted that for financing purposes, Gorman may divide the Site into two parcels. As a result, some of the PAD standards have been modified to provide for that flexibility. As a primary example, the Community is proposed at 368 units, which is less than 26 du/ac for the overall Site. However, because the Site may be divided, Gorman has proposed a standard of 30 du/ac. That is solely to ensure that, should the Site be divided, each parcel will meet the PAD standards (as opposed to suggesting that there may be more units overall).

**Centerline on Glendale
Development Standards Table**

Standard	Existing (R-4) Development Standards	Proposed Development Standards
Density and Number of Dwelling Units	20 du/ac	30 du/ac; 368 units maximum for the overall site
Building Setbacks (street frontage)	20 feet, increase 1 foot to 1 foot ratio for buildings over 20 feet	10 feet

Accessory Building Setbacks	Per Section 7.301 of the Glendale Zoning Ordinance	Per Section 7.301 of the Glendale Zoning Ordinance
Minimum Perimeter Setback (non-street frontage external to the overall site)	20 feet, increase 1 foot to 1 foot ratio for buildings over 20 feet	20 feet
Minimum Net Lot Area	6,000 SF	5 acres
Minimum Width	60 feet	300 feet
Minimum Depth	94 feet	200 feet
Private Open Space	100 SF per dwelling unit	70 SF per dwelling unit
Public Open Space	30% exclusive of parking areas	23% exclusive of parking areas
Lot Coverage	50%	30%
Parking (Multi-family)	Studio or 1 Bedroom: 1 space 2 or more Bedrooms: 2 spaces 1 Designated guest space for every 3 units 689 spaces	488 spaces for the overall site. 482 spaces are unreserved, and intended for residents. 6 spaces will be reserved for visitor parking for the ground floor of Building A. If the project is phased, there must be at least 245 spaces provided with any single phase.
Building Heights (Maximum Structure Height)	30 feet, two story maximum	Building A: 4 stories (60 feet)

	for principal buildings	Buildings B thru D and F thru I: 3 stories (40 feet) Building E: 1 story (25 feet)
Walls	6' on property lines	No screen walls required adjacent to public rights-of-way; 6' screen walls along shared property lines with private properties adjacent to the overall site

The PAD allows Gorman and the City to work together to narrowly shape the development standards for the Site to allow a strong level of City control and oversight of Gorman's proposal. Unless a use or standard for development is specifically revised herein, the Zoning Ordinance of the City of Glendale, Arizona as adopted and periodically amended, is applicable to the Centerline on Glendale PAD. The intent and purpose of this PAD is to establish the permitted uses, development standards and amended provisions of the Zoning Ordinance that will govern this development.

5. General Plan Amendment Request

To reiterate, according to the City General Plan Land Use Map, the Site is currently designated for multi-family use at the High Density Residential 12-20 du/ac range. The Community will require a minor amendment to change the land use designation to Downtown Mixed Use (DMU). The uses proposed for the Project are consistent with this designation. The DMU designation seeks to provide a mix of uses, including vertical residential integration with an enhanced pedestrian experience and a reduction in automobile dependency. The DMU designation expressly seeks to energize the Glendale Avenue frontage, a key component of the Centerline on Glendale design. The DMU permits multi-family residential units with a minimum density of 12 du/ac. Gorman is proposing a density of 25.14 du/ac, more than twice the minimum requirement.

The General Plan Amendment meets the following goals and policies of the General Plan.

Goal LU-3: Land use ties into existing and future transportation systems.

As detailed above, Gorman selected this site because of its heavy proximity to bus lines. Thus, this project meets this Goal, and all of its underlying policies, including Policy LU-3.6, which calls for a minimum density of 15 du/ac within a quarter mile of intense transit service areas. Here, those bus routes are literally on our doorstep.

Goal LU-4: Mixed-use projects provide urban clusters with housing, retail, restaurants and integrated transit facilities in Glendale.

Centerline on Glendale meets this Goal, and all of its underlying policies. The current General plan designation does not allow Mixed Uses, but the DMU designation does, thus allowing the Community's proposed ground floor uses facing Glendale Avenue. In addition, the Community specifically meets Policy LU-4.4, which aspires to vertically mixed uses.

Policy HE-1.1: The City should partner with the private sector to achieve goals for safe, affordable housing and coordinate housing programs and services to ensure consistency with the current Consolidated Plan.

The support of City staff in guiding this private sector, affordable housing project has been essential to its advancement to date.

Goal HE-3: Glendale has housing options that meet the range of socioeconomic needs of the City's current and future residents.

Centerline on Glendale meets this goal, and most of its underlying policies. In particular, the City's support via fee waivers and accelerated processing, as envisioned by Policy HE-3.1, has been essential.

Policy HE-5.2: The City shall encourage housing developments to incorporate the highest possible cost- and quality-effective level of amenities, sustainable design, durability, and architectural quality.

This Community will have high quality architectural design outside and amenities, fixtures and finished inside.

Goal GA-4: Growth Areas are connected by a mix of pedestrian, bicycle, transit and vehicular connectivity.

The General Plan identifies the Glendale Centerline area as one of the City's Growth Areas, where, "Particular attention is directed toward preserving residential affordability and value in areas principally along the planning area periphery." That is an apt description of this proposal. The PAD reduction in parking is an essential element of meeting Goal GA-4's emphasis on transit and walkability, as opposed to an auto-dominant development.

Goal UD-3: Glendale's City Center is revitalized, vibrant, and easily identified through wayfinding, signage, and gateways.

The Urban Design section of the General Plan specifically references Glendale and 67th Avenue. Gorman's urban design approach abandons perimeter walls, and presents an open, campus setting, with an energized ground floor along Glendale Avenue and front stoops along our other street frontages.

Policy CRR-1.8: The City shall develop strategic and proactive intervention efforts for property redevelopment, rehabilitation, and maintenance on properties beginning to show signs of decline, so as to prevent further progression of blight, distress, underutilization or deterioration.

This Community represents a massive investment in a long-vacant property that will bring new residents and new energy to this neighborhood and to Glendale Avenue.

Goal CRR-2: Infill development is a top priority.

This Community is the essence of infill development. Centerline on Glendale advances all of the politics associated with this goal. The PAD modifications implement Policy CRR-2.3, which suggests that “The City shall prepare and implement infill construction incentives, including zoning ordinance revisions, to remove impediments to qualified infill projects.” The density, height, and suburban parking standards of the R-4 District are all impediments to this Community.

Goal CRR-3: Underutilized properties are redeveloped and reused.

The Site is a farm field in the middle of the City. It needs to be put to more productive use to serve the needs of the citizens of Glendale, and to take advantage of the existing infrastructure investments the City has made.

Goal ED-3. Redevelopment of the Centerline area, inclusive of Downtown Glendale promotes economic growth.

This Community represents a significant, private sector investment in a long vacant property at the western gateway to the Centerline area. The density increase proposed within this PUD meets Policy ED-3.1, which states, “The City should expand housing opportunities to increase population in the area to support ongoing commercial and retail development.”

Goal ED-6: The Centerline Redevelopment area has a long-term plan to ensure its viability and sustainability.

The policies and ambitions of the Glendale Centerline Overlay provided Gorman with the vision it needed to pursue and design this Community.

Policy CoD-2.5: The City should provide developers with code or fee incentives to revitalize and/or redevelop older commercial uses near residential neighborhoods and residential uses to benefit the City aesthetically while more efficiently accessing infrastructure elements and public services.

To reiterate, Gorman appreciates the City’s fee waiver to encourage this bold infill investment project.

Goal C-2: Public transit as a viable alternative mode of travel.

To make public transit more viable, the system needs riders. This Community will bring hundreds of new residents to an intersection with at least a half dozen routes and stops within 1,000 feet.

Goal C-8: Land use ties into existing and future transportation systems.

This project is deeply integrated into the transit system. The PAD reduction in parking will encourage residents to use the transit system.

Goal EP-9: Urban heat island effects are minimized through development techniques.

Gorman has proposed a significant reduction in unnecessary parking at this site, which will substantially reduce the heat island impact of unused parking.

6. PAD Findings

As previously indicated, the proposed Community is a classic example of a reinvestment proposal that merits deployment of the City's PAD zoning district. The primary justification for use of the PAD is to provide much-needed affordable housing, a benefit to the City. The second, and more local, justification for use of the PAD is to jumpstart the Centerline Overlay District, which has sought to encourage redevelopment of vacant properties along Glendale Avenue.

Many of the design features of the Centerline on Glendale project use the PAD to achieve these municipal aspirations. For example, the DMU General Pan designation seeks to reduce the focus on vehicular use; the PAD here is essential to reduce the parking supply and advance that goal. Likewise, the DMU designation seeks vertically integrated buildings along Glendale Avenue, with ground floor public uses and residential above. The PAD height increase here allows this Community to realize that ambition. One of the purposes of the PAD is to allow flexibility in design, building arrangement and development standards to support redevelopment.

Section 5.901 of the City's Zoning Ordinance sets forth the specific intent of the PAD District as follows.

- A. *Encourage creative and effective use of land and circulation systems to accommodate changes in land development technologies.*

The R-4 development standards simply cannot accommodate an urban design of affordable housing like the Centerline on Glendale. Indeed, even the Overlay District is insufficiently visionary to respond to Gorman's design approach. This Community puts its buildings, including ground floor public uses and individual front porches, close to the street. This Community uses vertical buildings to reduce its structural footprint on the site, allowing a more open design and a greater number of affordable housing opportunities. This Community acknowledges multi-modal transportation options for all generations by being centrally located for pedestrians – including schoolchildren – and transit users, and deemphasizing the need for multiple cars for every home. None of these things are possible without the use of the PAD to allow greater height and density, and to reduce setbacks and parking requirements.

B. Encourage residential development to provide a mixture of housing types and design.

To reiterate, Gorman is proposing to inject 368 affordable homes into a market that is desperately short of them. This is the mixture that is currently missing from the City's housing market. The PAD's flexible design standards make this needed addition financially viable. For example, the reduction in parking, as detailed above, is an essential financial component of affordable housing projects, making the construction itself financeable, and controlling rents for residents who cannot afford a fleet of cars and do not need to pay for the asphalt to house them. Absent this flexibility available only with the PAD, the City loses the benefit of more affordable housing.

The PAD also allows the innovative design features. For example, the replacement of perimeter walls with front porches is only possible with a setback reduction. The vertically integrated building along Glendale Avenue is only possible with the height increase of the PAD.

C. Encourage innovative development or development concepts for all land use types to provide a greater variety and intensity of uses.

Like the DMU General Plan designation, this provision of the PAD recognizes the need for a "greater ... intensity" of uses. People are the key to bringing energy to areas of the City that lack investment. The proposed increase in density is the direct PAD modification of an R-4 standard to meet this expressly stated goal of multiple City regulatory documents.

D. Provide a process which relates the urban design and scale of project to the unique characteristics of the site.

The Centerline on Glendale PAD will accommodate the urban design and appropriate scale of the Project to the unique characteristics of the Site. The City's long range plans seek a more urban, more energized Glendale Avenue frontage. This Community provides that with a vertically integrated building that requires height that only the PAD can provide. Urban design means deemphasizing the role of the automobile, as expressly stated by the DMU designation, and creating a more walkable and transit oriented footprint instead. Gorman's design does that by eliminating unneeded parking, and by reorienting its homes to the streets. Neither of these City design goals can be achieved without a PAD.

- E. Require the nature and intensity of development to be supported by adequate utilities, transportation, drainage, and common open spaces to serve the development and to minimize impact on existing or future adjacent development.*

One of the advantages of an overlooked, underutilized, infill property like the Site is that it is already served by existing utilities. This narrative has already spoken at great length about the existing visible infrastructure in this neighborhood, like the bus stops, the School, the Boys and Girls Club, and the local shopping. But it is not surprising to learn that the Site is equally well-served by the utility-level infrastructure the City has invested in. That starts with Glendale and 67th Avenue themselves, but immediately extends to include the water lines and wastewater lines in those adjacent streets that can serve the Site now. Likewise, the Site has electrical lines running on three sides, including one along Ocotillo Road that Gorman will be undergrounding.

As previously detailed, open space and similar amenities are key component of the Community. That includes the open nature of the design itself, opening up the Site instead of walling it in, encouraging pedestrian engagement around the perimeter of the Site and into the neighborhood beyond.

The Centerline on Glendale project clearly meets this aspect of the PAD Ordinance.

- F. Encourage development that is consistent with the policies and the guidelines established in any specific plan and the General Plan.*

As has been exhaustively made clear, Centerline on Glendale embraces multiple aspects of multiple City planning documents. This includes the DMU, where the Community provides density, height, mixed uses, and a multi-modal design approach. This includes the PAD, which, as just noted above, seeks greater intensity. And while meeting so many various land use and design goals of so many different City documents is indeed a welcome redevelopment opportunity, underlying them all is the City's critical need for affordable housing.

All images included in the PAD are conceptual representations of the character and quality of the development. Future plans and documents with specific designs for the future development will be processed through the City's process in accordance with Section 3.600-Design Review.

7. List of Allowed and Prohibited Uses

Multifamily Residential is the sole permitted primary use throughout the entire site, with the exception of the ground floor of Building A. In Building A, multifamily residential is the sole permitted primary use above the ground floor.

On the ground floor, Building A, permitted uses are as follows:

- Commercial daycare
- Community facility services
- Galleries and studios
- General retail
- Financial institutions
- Fitness businesses such as gyms, yoga studios, etc.
- Laundry, cleaning, and dry cleaning establishments, limited as follows:
 - 1. Maximum of one thousand (1,000) square feet of floor area to be occupied by or devoted to machinery to be used for laundry, cleaning, dyeing, and finishing work.
 - 2. Retail service to individual customers only and no wholesaling of any commodity or service shall be permitted.
- Medical offices
- Personal service businesses, such as beauty shops and barber shops
- Professional, business, and administrative offices
- Residential and commercial kitchens
- Residential units
- Restaurants, cafeterias, delicatessens, self-service and take-out restaurants, and outdoor dining allowed when ancillary to restaurant use, and catering services, when ancillary to a primary restaurant use
- Social professional youth organizations

Building E is intended to provide accessory uses to the multifamily residential uses on site. This would include but not be limited to a leasing office, a management office, a clubhouse, meeting and work rooms, kitchen, parcel storage, bicycle storage, and an exercise room.

The following uses are prohibited in the Centerline on Glendale PAD:

1. Adult Oriented Businesses.
2. Alternative tower structures.
3. Automobile Sales or Storage.
4. Check Cashing Facilities.
5. Communication Towers
6. Drive-thru restaurants.
7. Hotels, including conference and convention facilities.
8. Medical Marijuana Establishments.
9. Pawn Shops.
10. Parks and General Recreation.
11. Swap Meet.

8. Landscaping

The Community will comply with the City's general Landscape standards, including the following:

1. All required trees shall be a minimum of fifteen (15) gallons in size and at least fifty (50) percent of those trees must be twenty-four (24) inch box or larger size. All shrubs shall be a minimum of five (5) gallon in size. All fifteen-gallon trees must be a minimum of eight (8) feet in height, four (4) feet in feet in spread of two-inches trunk caliper at the ground level. (CGLO Section 19-42)
2. All landscaped areas shall be finished with a natural topping material which may include, but not limited to, the following: turf, groundcover, planting, decomposed granite (two (2) inches minimum depth), river run rock, expanded shale, or bark. A pre-emergent herbicide shall be applied to the ground prior to the placement of natural surface materials (decomposed granite, river run rock, etc.) in any landscaped area to prevent weed growth. (CGLO Section 19-43)
3. The installation of street trees, shrubs, and vegetative groundcover shall be required for all applicable projects in an amount equal to or greater than one (1) tree and three (3) shrubs for each thirty (30) feet of street frontage, and vegetative groundcover occupying a minimum of sixty (60) percent of the total street frontage landscaped area. (CGL Section 19-76)
4. On-site parking areas for all applicable development projects shall contain at least one (1) landscaped planter, not less than two hundred (200) square feet in area and with a minimum width of five (5) feet measured from back of curb to back of curb, for every ten (10) parking spaces provided on the site. (CGLO Section 19-65)
5. Per GZO Sec. 7.202 A.1, a minimum of 30% of the total site area must be landscaping /public open space.
6. All multiple-family residential development shall contain a minimum of one (1) tree and two (2) shrubs for each dwelling unit.

9. Design Standards

This project has been designed to work within the context of the neighborhood and how the City of Glendale envisions the future of Glendale Road. The units provide affordable, attractive living spaces with a strong amenity package that serves the residents and the broader community. The design creates a safe feeling both around the perimeter and on the interior by emphasizing a walkable environment, pleasant for people of all ages. Amenities in both the front and central portion of the project offer options for residents to socialize with neighbors and find important services they need.

The overall design sets the project apart. The exterior facing edifices along Glendale Road, 67th Avenue and Ocotillo Road present a variety of materials, colors and articulations on the building facades to make them attractive and interesting. By fronting active spaces along Glendale and stoops along 67th Avenue and Ocotillo, the project creates a welcoming environment, not one which walls off anyone who does not live there. Along Glendale Road large amounts of glass on the ground floor create connections between those walking along the sidewalk and people inside the building. The building rooflines on the perimeter streets will be varied heights and angles so long flat roofs will not be seen. Building materials will include stucco, articulations with other materials and metal on balconies. Balconies and stoops as well as indentations in the building envelope will create huge variety and interest making the project pleasant to look at while walking, biking or driving by. Stairways will be on the interior with landings at each floor to break up any potential monotony. There will be no blank walls around the entire project.

The building on Glendale Road and 67th Avenue will be slightly taller than surrounding neighbors and that height and positioning near the lot line along with lush tree lined sidewalks will create a slightly different feel than neighboring projects, but is exactly what the planning for Glendale Road calls for in the Centerline Overlay District. Furthermore, there is sufficient distance from neighbors so any height will not be impactful. These characteristics are the hallmark of walkable urban environments.

The site plan has been constructed to build a walkable shaded feeling inside the campus with opportunities to exercise and gather throughout even while there is an intense urban environment surrounding the project.

The landscape will be the equivalent of a small forest with over 350 trees planted where none currently exist. A walking path around the perimeter plus intensive tree planting and block walls will shield the development from adjacent users and create shade. With balconies and porches on every unit residents can spend time outdoors, but are positioned to not impose on their neighbors.

The reduced use of cars in the development and pushing egress to the major arterials of Glendale and 67th Avenue will keep traffic away from the interior neighborhood. The siting of the project at a major intersection though means easy access to buses with 8 stops surrounding the site all directly accessed through sidewalk connections and at the traffic signal at 7th Ave and Glendale with pedestrian crossings.

However, as it is located near major arterials, noise reduction is very important. Both the large number of trees as well as following green building techniques including dual pane windows and heavy insulation will minimize sound inside the units. Placement of building along the street will also shield open spaces in the center of the project from loud noise as well. The financing for this project actually requires high energy efficiency which simultaneously reduces noise. Accent lighting on the buildings and along paths will create a safe and strong nighttime visual without producing light throw on neighbors or into the sky.

We believe to attract and retain residents an amenity package must be well suited for the needs of the residents. With many families likely living at the project, multiple attractions will be placed through the site. The main leasing/amenity building will provide gathering space for residents as well as a computer room for adults and children to use. A 500 SF vending area with healthy food will also be provided in this space. Around the building, playground equipment and a splash pad will provide hours of fun for younger children. Ramadas and barbeques will be sprinkled throughout the project so gatherings can regularly occur. A walking path around the perimeter of the development is approximately 7/10 of a mile, providing a running/walking trail as well as an easy place to walk pets. Likewise, a small dog park will be located on the east side of the project. In the front building

on Glendale wellness uses such as a yoga/exercise room and private spaces for telehealth will offer more possibilities for residents and potentially the broader public.

The inside of the units were thought about as much as the exteriors. Washer/dryers will be provided along with ceiling fans, plentiful storage, internet connections and outside covered parking. Low VOC paint and vinyl plank flooring along with durable surfaces mean residents are safe and units will stay fresh for the long haul.

The overall project design will create a safe and walkable environment that offers quick and easy accessibility for police and fire if ever needed. Safety vehicles can access all buildings and the flow is logical and easy to see. All apartment front doors will have strike plates and peep holes so residents know who is visiting and clear visibility in all directions will be the norm. The overall site plan not only provides safety but good relations between buildings and amenity areas so residents always feel safe as they walk through the project while being interesting as well. Seating interspersed throughout and pedestrian lighting will also allow residents to relax and move throughout the development as well as gather.

To minimize sun exposure in the morning and afternoon almost all of the buildings are facing north/south and as mentioned earlier carports will shade the parking lot/cars. The parking areas are not too lengthy and are broken up with trees and carports. Likewise, sidewalks that residents take from their cars will be shaded with trees.

Since many of our residents do not own cars, safe and plentiful sidewalks/paths that connect people throughout the project and with the surrounding neighborhood is very important. The project has been designed to facilitate that movement. Likewise, many will cycle to work or surrounding retail. Direct connectivity to the sidewalks around the project will be provided as well as to the surrounding bus stops. Per the landscape plan, all sidewalks will have abundant trees and vegetation to minimize heat and sunlight.

It is important that residents feel comfortable throughout the project so the landscape plan will balance heat mitigation with water usage. Appropriate trees and colorful vegetation will be planted around the perimeters of all buildings and especially along sidewalks and the walking path. We want our residents to be able

to go outside during all times of the year so plantings will reflect that desire by creating shade and bosc like areas in the larger open spaces.

On the perimeter of the project block walls will separate adjacent neighbors but a more open campus along the roads will create a strong urban environment with the buildings fronting on the streets to create buffers and interest.

As this is a large development, dumpsters will be at multiple enclosed facilities throughout the projects so residents do not need to walk far.

We believe this project speaks to the desires of the city and community for a new more urban design which is attractive and begins the changes along Glendale Avenue called for ten years ago. Inside the development however a calm environment that caters to residents need for shade, gathering, amenities and a healthy lifestyle is abundant. This mixture will help begin the revitalization of Glendale Avenue envisioned by the city.

In conjunction with the submittal of this PUD, Gorman is submitting elevations of all buildings indicating their heavily articulated design, a colored landscape plan, and photographs used during community outreach of Gorman's "Gracie's Village" project in Tempe, reflecting a recent use by Gorman of varied, modern, and urban exterior finishes, high design interior common areas, and market-rate interior finishes. See Exhibit 6, Design Review Materials. These are three of the five items required during the Design Review process, omitting only a materials board and signage design.

Centerline on Glendale will be subject to design review pursuant to Section 3-600 of the City Zoning Ordinance.

10. Sign Standards

Signage will conform to Section 7.104.D, Glendale Centerline Overlay District standards.

11. Circulation and Access

The Site is adjacent to two major streets, Glendale Avenue and 67th Avenue, and is proposing a single driveway onto each of these two streets.

- The Glendale drive is located at the northeast corner of the site, to allow space for the transit stop located along Glendale Avenue. All movements will be allowed at this driveway.
- The right-in, right-out only driveway on 67th Avenue is located to bring visitors and tenants directly into the leasing office and amenity space. It is a welcoming design. The restriction of the driveway to right-in, right-out only movements has multiple advantages. First, it does not interfere with movements from the San Martin Apartments driveway across 67th Avenue, so the center lane of 67th Avenue is not impacted by the Community at all. In addition, because there will be no southbound traffic exiting from the Community onto 67th Avenue, the already low impact on the intersection at Ocotillo Road will be even further reduced.
- While there will be pedestrian access to Ocotillo Street on the south, there will be no vehicular access to this local street.

To reiterate, as a result of these multiple restrictions, the Community will have very little vehicular impact on Ocotillo or its intersection with 67th Avenue.

Parking is scattered across the Site, and all residents will have vehicular access to both driveways, although, presumably, residents will tend to use the drive that is closer to their home. There will be some covered parking available.

As previously indicated, Gorman expects residents of this Community will want to take advantage of the significant mass transit access afforded on the two major streets. This is intended to be a transit oriented project.

Gorman has submitted a Traffic Impact Study prepared by CivTech along with this resubmittal. The TIS indicates 123 AM peak trips, about two cars per minute, and 155 PM peak trips, well under three cars per minute. It should be noted that the TIS makes no allowance for the transit oriented nature of the community, or the reduced amount of vehicle ownership. CivTech used normal ITE figures, so the

TIS's numbers should conservatively exceed the actual traffic which Gorman expects.

Regardless, the CivTech TIS indicates that LOS at surrounding intersections should remain acceptable, except at Octoillo and 67th Avenue, which already has some operational issues. This is another good reason for Centerline on Glendale not to burden this local street with a driveway. As a result of the Community's sensitivity to this design question, the Community is only expected to contribute 3% of the peak hour traffic at that intersection. It is difficult to imagine a greenfield development project having less impact.

12. Utilities and Services

Public Utilities and Services Table	
Utility	Provider
Water	City of Glendale
Sewer	City of Glendale
Gas	Southwest Gas
Communications	Cox Communications
Refuse	City of Glendale
Law Enforcement	City of Glendale
Fire and Emergency Medical Services	City of Glendale
Electric	SRP
Telephone	Cox Communications

As previously detailed, this infill site is ideally positioned to take advantage of existing municipal services and investments.

13. Phasing

The Community is envisioned to be developed in one phase but may be developed in two phases if warranted by the development funding schedule.

14. Amendments

Due to the need for flexibility/timeliness in the final stages of design/development, especially for affordable housing developments, the following provisions are intended to provide criteria for Administrative Interpretations and for the determination of a Major Amendment or Minor Amendment to this PAD.

Administrative Interpretations

On occasion, it may be necessary to request a formal or informal interpretation from the City of Glendale Planning Administrator related to the implementation and/or interpretation of the project intent, use, or development standards, as may be applicable to the interpretation of the provisions of the City of Glendale Zoning Ordinance or to the interpretation of the intent of narrative descriptions/statements contained in this PAD application. Such requests for interpretation to these provisions will be made in written form to the City of Glendale Planning Administrator, or his/her designee, by the Developer or the property owner.

Major Amendments

A Major Amendment is a substantial alteration to the approved PAD, as deemed by the Planning Administrator or his/her designee. Major Amendments shall comply with the procedural/public hearing requirements set forth in City of Glendale Zoning Ordinance and State Statute

Minor Amendments

The City of Glendale Planning Administrator or his/her designee may allow Minor Amendments to the PAD, provided that such proposed Amendments do not rise to the level of a Major Amendment as outlined above. Minor Amendments shall be acted upon administratively by the Planning Administrator, or his/her designee. Unless otherwise required by law, those Amendments determined to

be Minor by the City shall not require public notice or public hearings. The following items shall be considered as Minor Amendments to the PAD:

1. Any alterations to the PAD narrative which do not directly impact the health, safety and welfare for any adjacent property owner or that of the general public as determined by the Planning Administrator, or his/her designee;
2. Changes or modifications in any development standard (e.g., building setbacks, building height, open space, etc.) by less than 10% in order to accommodate for unique circumstances or specific site constraints, so long as the change does not conflict with the City of Glendale Building Code;
3. Any analogous interpretations of the List of Uses of the property as set forth in the PAD, as determined by the Planning Administrator or his/her designee;
4. Minor modifications or adjustments to internal driveway alignments/locations and/or parcel configuration, so long as the proposed modification does not change the overall intent of the PAD;
5. Other changes not identified above, but deemed appropriate by the Planning Administrator, or his/her designee, as long as the change does not impact the general health, safety, and welfare of the residents of the City of Glendale and does not impact the overall intent of the approved PAD.

Upon the approval of any proposed Amendment to the PAD, the Amendment shall be attached to the PAD as an addendum and shall become a part thereof.

15. Conclusion

Gorman is excited to bring the Centerline on Glendale proposal to this vacant, infill site at the gateway to the Centerline Overlay District. Equipped with its experience as one of the Valley's leading affordable housing developers, and excited by the innovative design opportunities presented by this centrally located Site, Gorman believes this Community will be not just an overdue redevelopment of a greenfield, but model of how to shift to a more urban, multi-modal design approach to meet the City's needs and goals. This creative solution to the City's substantial need for more affordable housing units can only be achieved through the use of the City's PAD zoning designation. We encourage the City to continue its support for the proposed minor General Plan Amendment to DMU and rezoning request to PAD.

Exhibit 1
Site Plan

CENTERLINE ON GLENDALE

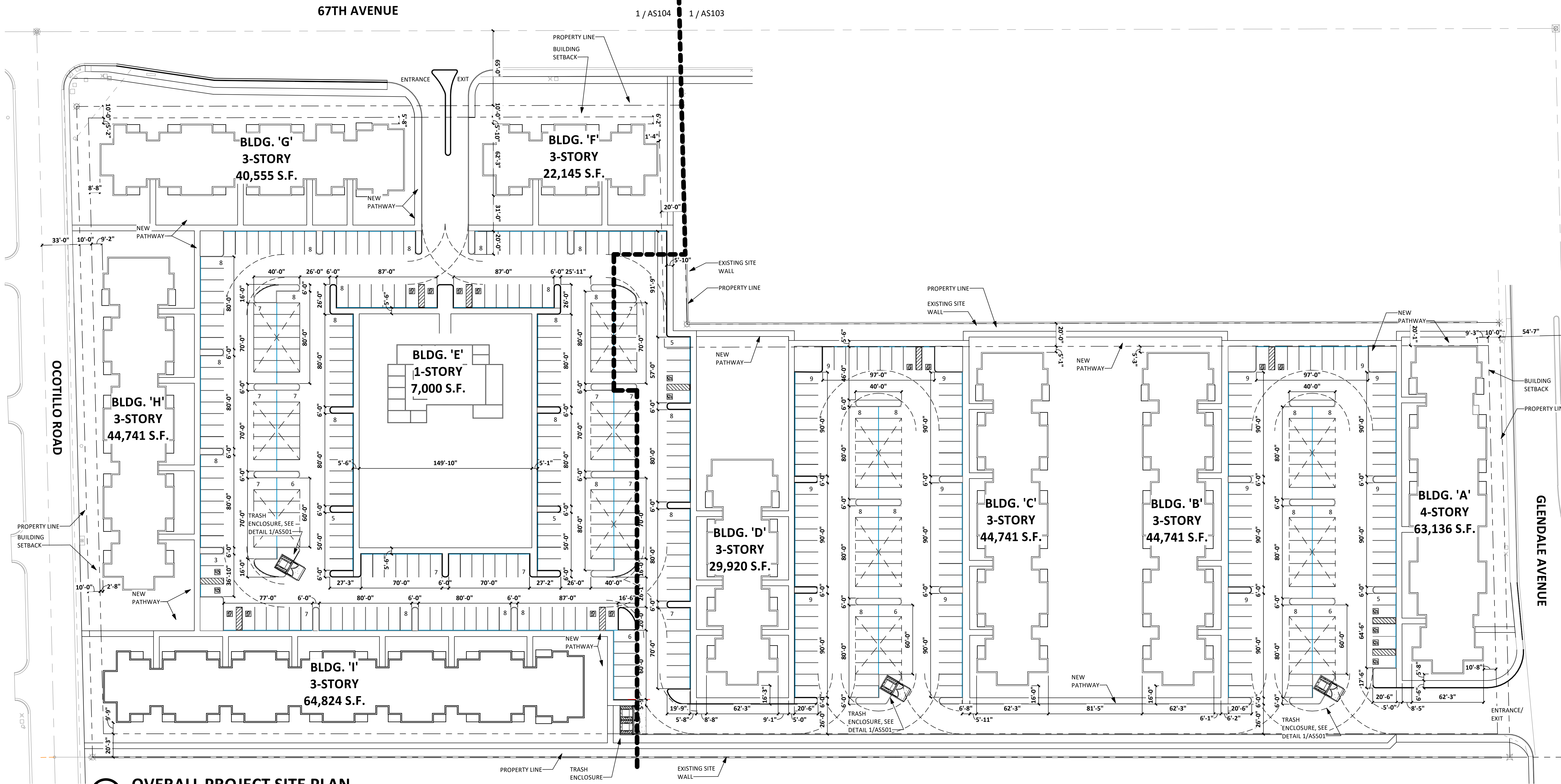
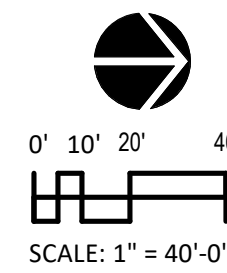
6529 WEST GLENDALE AVENUE
GLENDALE, ARIZONA 85301

Issue Dates:
DATE DESCRIPTION

Project No. _____ Project Number
Plot Date: 2/2/2022 12:10:20 PM
Drawn by: GORMAN TEAM
Checked by: Checker
Approved by: Approver
TEMPLATE

Sheet Title
ARCHITECTURAL SITE PLAN
OVERALL

Sheet No.
AS102



1 OVERALL PROJECT SITE PLAN
SCALE: 1" = 40'-0"

UNIT MIX			
BUILDING 'A'		BUILDING 'G'	
1 BD	14	1 BD	12
2 BD	34	2 BD	18
3 BD	8	3 BD	6
TOTAL	56	TOTAL	36
BUILDING 'B'		BUILDING 'H'	
1 BD	24	1 BD	24
2 BD	18	2 BD	18
3 BD	6	3 BD	6
TOTAL	48	TOTAL	48
BUILDING 'C'		BUILDING 'I'	
1 BD	24	1 BD	36
2 BD	18	2 BD	18
3 BD	6	3 BD	6
TOTAL	48	TOTAL	60
BUILDING 'D'		PROJECT TOTAL	
1 BD	24	1 BD	170 - (46%)
2 BD	18	2 BD	154 - (42%)
3 BD	6	3 BD	44 - (12%)
TOTAL	48	TOTAL	368 - (100%)
BUILDING 'E'			
1 BD	12		
2 BD	12		
3 BD	0		
TOTAL	24		

PARKING	
REQUIRED PARKING	
GUEST PARKING (1 SPACE PER 3 UNITS) = 368/3 = 123	
1 BD (1 SPACES PER UNIT) = 170(1) = 170	
2 BD (2 SPACES PER UNIT) = 154(2) = 308	
3 BD (2 SPACES PER UNIT) = 44(2) = 88	
TOTAL REQUIRED PARKING = 689 SPACES (1.87 PU)	
PROVIDED PARKING	
STANDARD PARKING	496 SPACES
TOTAL PARKING	496 SPACES (1.35 PU)

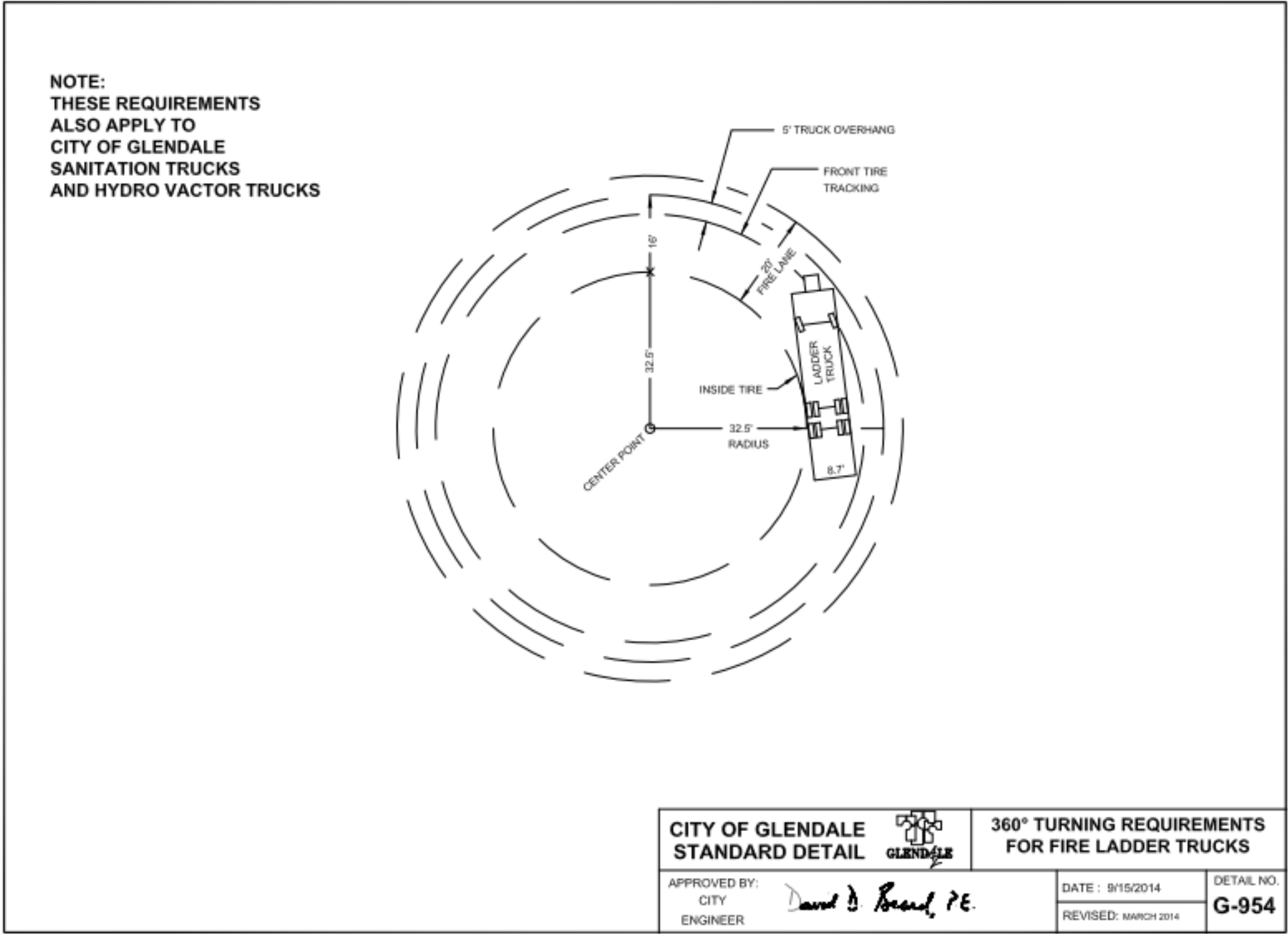
BUILDING SQ. FT.	
BUILDING 'A' (4-STORIES)	= 64,514 S.F.
BUILDING 'B' (3-STORIES)	= 44,741 S.F.
BUILDING 'C' (3-STORIES)	= 44,741 S.F.
BUILDING 'D' (3-STORIES)	= 29,920 S.F.
BUILDING 'E' (1-STORY)	= 7,000 S.F.
BUILDING 'F' (3-STORIES)	= 22,145 S.F.
BUILDING 'G' (3-STORIES)	= 40,555 S.F.
BUILDING 'H' (3-STORIES)	= 44,741 S.F.
BUILDING 'I' (3-STORIES)	= 64,824 S.F.
TOTAL	= 363,181 S.F.

PROJECT DATA	
DESCRIPTION	A NEW MULTI-FAMILY DEVELOPMENT AND WILL BE MADE UP OF EIGHT 3 & 4-STORY BUILDINGS WITH AN ADDITIONAL 1-STORY AMENITIES BUILDING. THE PROJECT WILL CONSIST OF 368 UNITS RANGING FROM 700S.F.-1100S.F. 1,2, AND 3 BEDROOMS.
LOCATION	THE PROJECT IS LOCATED ON THE SOUTHEAST CORNER OF WEST GLENDALE AVENUE AND NORTH 67TH AVENUE IN GLENDALE, AZ.
ADDRESS	6529 W. GLENDALE AVE., GLENDALE AZ. 85301
SITE INFORMATION	ZONING - R-4 (CENTERLINE OVERLAY DISTRICT) APN - 144-07-004B, 144-07-004C, 144-07-004G, 144-07-005C SIZE - TOTAL - 561,839 S.F. (12.90 ACRES) NORTH LOT - 273,107 S.F. (6.27 ACRES) SOUTH LOT - 288,732 S.F. (6.63 ACRES) SETBACKS - 20'-0", 10'-0" AT STREET FRONTAGES DENSITY - NORTH LOT 182 UNITS/6.27 ACRES = 29 DU/ACRE SOUTH LOT 186 UNITS/6.63 ACRES = 28 DU/ACRE LOT COVERAGE - NORTH LOT 54,748 S.F./273,107 S.F. = 20.0% SOUTH LOT 63,244 S.F./288,732 S.F. = 21.9% COMMON OPEN SPACE PROVIDED - NORTH LOT 67,418 S.F. = 24.7% SOUTH LOT 84,203 S.F. = 29.2% PARKING PROVIDED - NORTH LOT 249 SPACES SOUTH LOT 247 SPACES
CURRENT CODES	2018 INTERNATIONAL BUILDING CODE 2018 INTERNATIONAL MECHANICAL CODE 2018 INTERNATIONAL PLUMBING CODE 2018 INTERNATIONAL ENERGY CODE 2018 INTERNATIONAL FUEL CODE 2018 INTERNATIONAL FIRE CODE 2017 INTERNATIONAL ELECTRIC CODE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES
PROJECT CONTACTS	OWNER DEVELOPER: GORMAN & COMPANY 2030 E. OSBORN RD. PHOENIX, AZ 85016 T. (602) 430-8345 CONTACT: DAN KLOCKE ARCHITECT: GORMAN ARCHITECTURAL, INC. 2030 E. OSBORN RD. PHOENIX, AZ 85016 T. (602) 712-4145 CONTACT: ADDISON LECY-SIEWERT

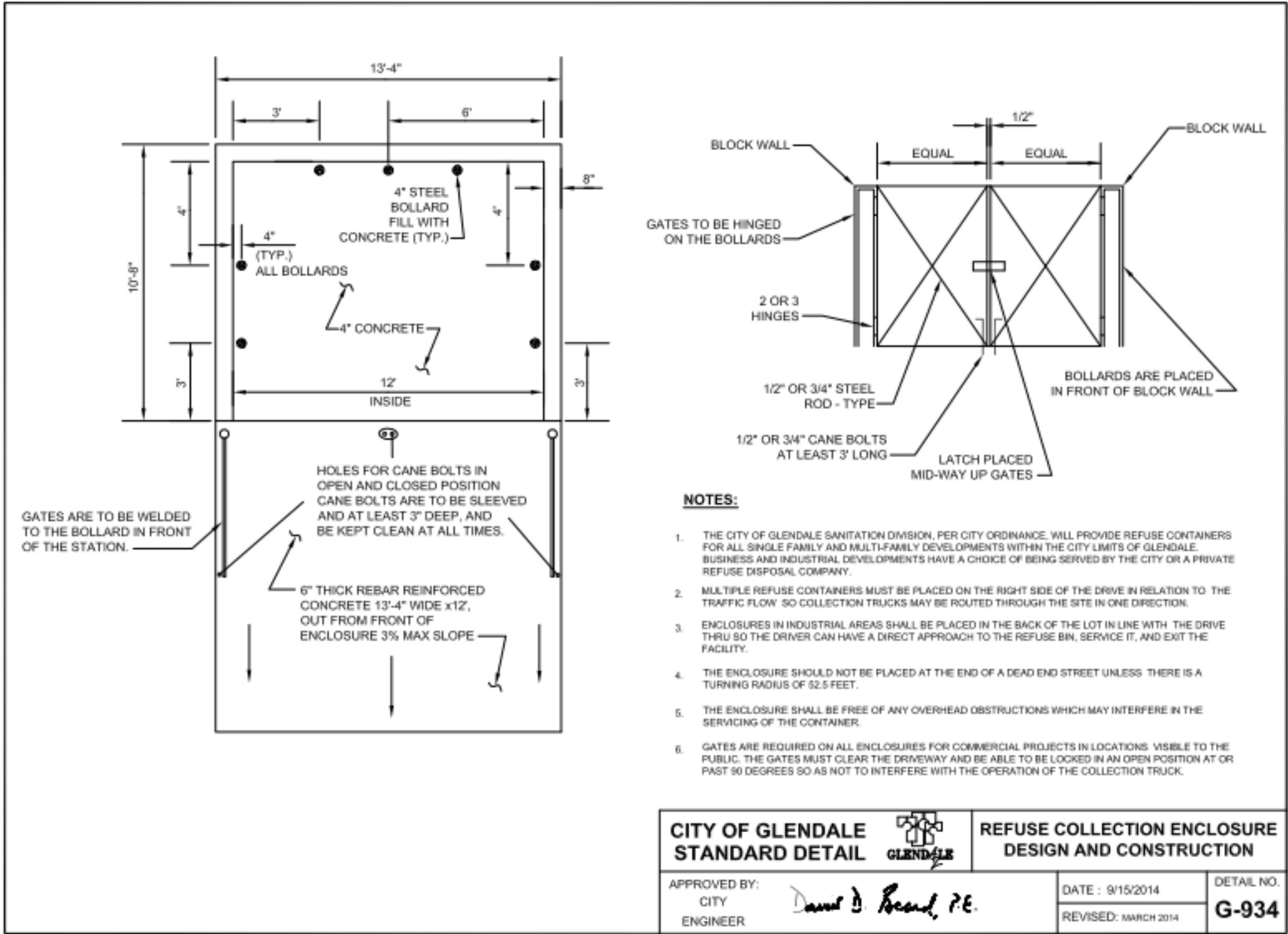
PARKING COUNT	
COUNT	TYPE
20	ACCESSIBLE
476	STANDARD
TOTAL PARKING: 496	

Issue Dates:	
DATE	DESCRIPTION

Project No.	Project Number
Plot Date:	2/2/2022 12:04:23 PM
Drawn by:	GORMAN TEAM
Checked by:	Checker
Approved by:	Approver
TEMPLATE	
Sheet Title	
ARCHITECTURAL SITE DETAILS	
Sheet No.	
AS501	



2 DETAIL G-954
SCALE: N.T.S.



1 DETAIL G-934
SCALE: N.T.S.

Exhibit 2

Proposed General Plan Amendment Map

Proposed General Plan Amendment Map

General Plan Categories

Residential

- LDR 1 - Low Density Residential 0 - 1 du/ac
- LDR 2.5 - Low Density Residential 1 - 2.5 du/ac
- MDR 3.5 - Medium Density Residential 2.5 - 3.5 du/ac
- MDR 5 - Medium Density Residential 3.5 - 5.0 du/ac
- MHDR 8 - Medium-High Density Residential 5.0 - 8.0 du/ac
- MHDR 12 - Medium-High Density Residential 8.0 - 12.0 du/ac
- HDR 20 - High Density Residential 12.0 - 20.0 du/ac
- HDR 30 - High Density Residential 20 - 30.0 du/ac

Office

- OFC - Office
- BP - Business Park

Commercial

- GC - General Commercial
- PC - Planned Commercial

Industrial

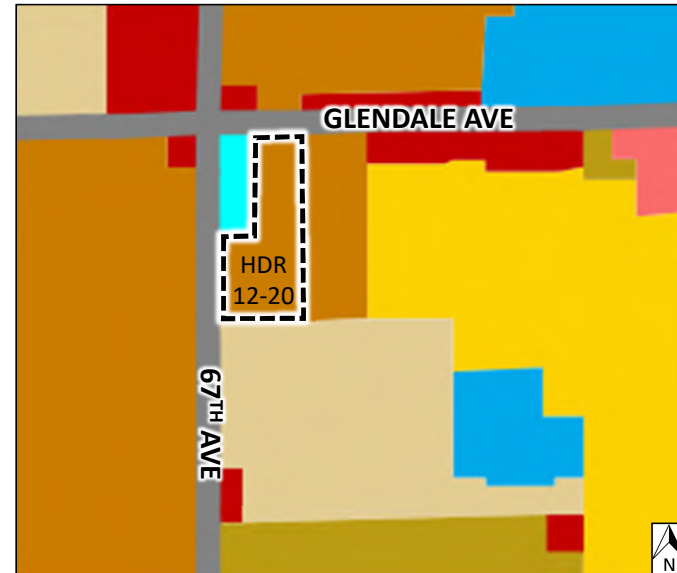
- LI - Industrial
- HI - Heavy Industrial

Mixed Use

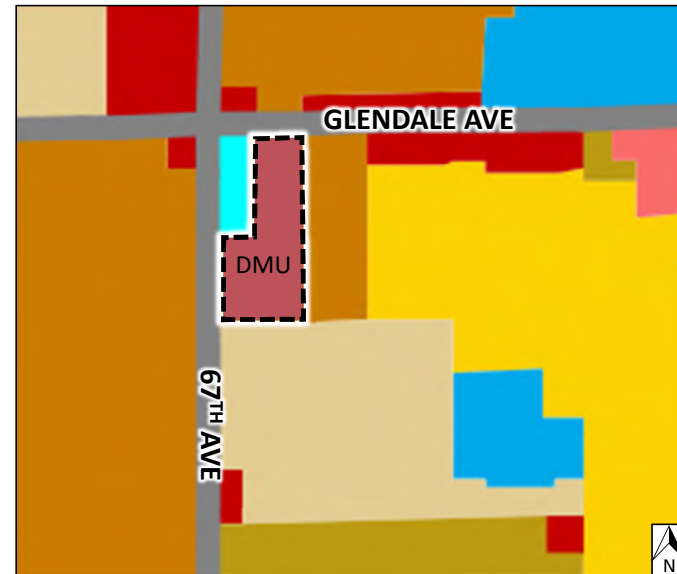
- CCC - Corporate Commerce Center
- DMU - Downtown Mixed Use
- EMU - Entertainment Mixed Use
- RMU - Regional Mixed Use

Special

- INST - Institutional
- EDU - Educational
- PF - Public Facilities
- LCLU - Luke Compatible Land Use Area
- POS - Parks And Open-Space



Existing

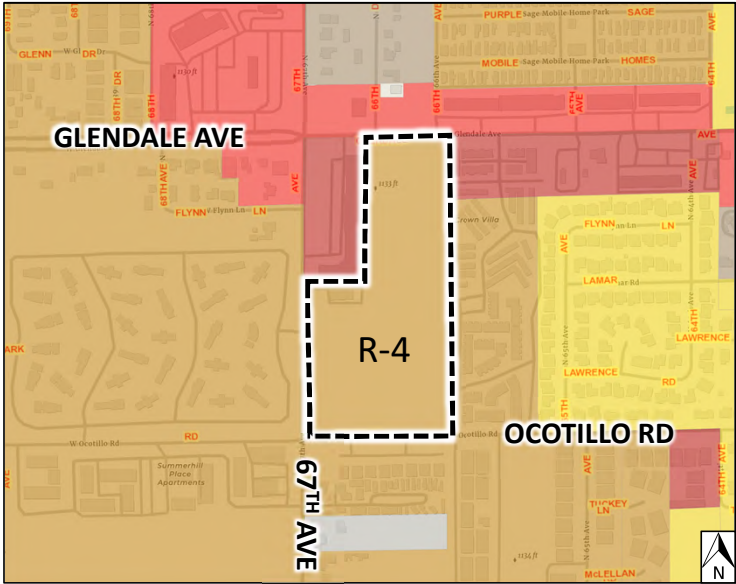


Proposed

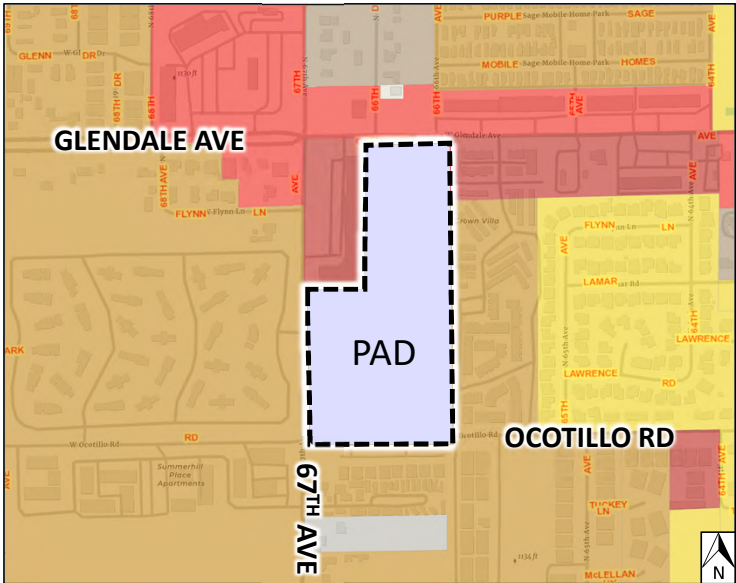
Exhibit 3
Proposed Rezoning Map

Proposed Zoning Map

- | | |
|----------------------------|------------------------------------|
| A-1 (Agricultural) | C-O (Commerical Office) |
| RR-90 (Rural Residence) | G-O (General Office) |
| RR-45 (Rural Residence) | PR (Pedestrian Retail) |
| SR-30 (Suburban Residence) | NSC (Neighborhood Shopping Center) |
| SR-17 (Suburban Residence) | SC (Shopping Center) |
| SR-12 (Suburban Residence) | C-1 (Neighborhood Commerical) |
| R1-10 (Single Residence) | C-2 (General Commercial) |
| R1-8 (Single Residence) | C-3 (Heavy Commercial) |
| R1-7 (Single Residence) | CSC (Community Shopping Center) |
| R1-6 (Single Residence) | B-P (Business Park) |
| R1-4 (Single Residence) | M-1 (Light Industrial) |
| R-2 (Mixed Residence) | M-2 (Heavy Industrial) |
| R-3 (Multiple Residence) | PAD (Planned Area Development) |
| R-4 (Multiple Residence) | SU (Special Use District) |
| R-5 (Multiple Residence) | |
| R-O (Residential Office) | |



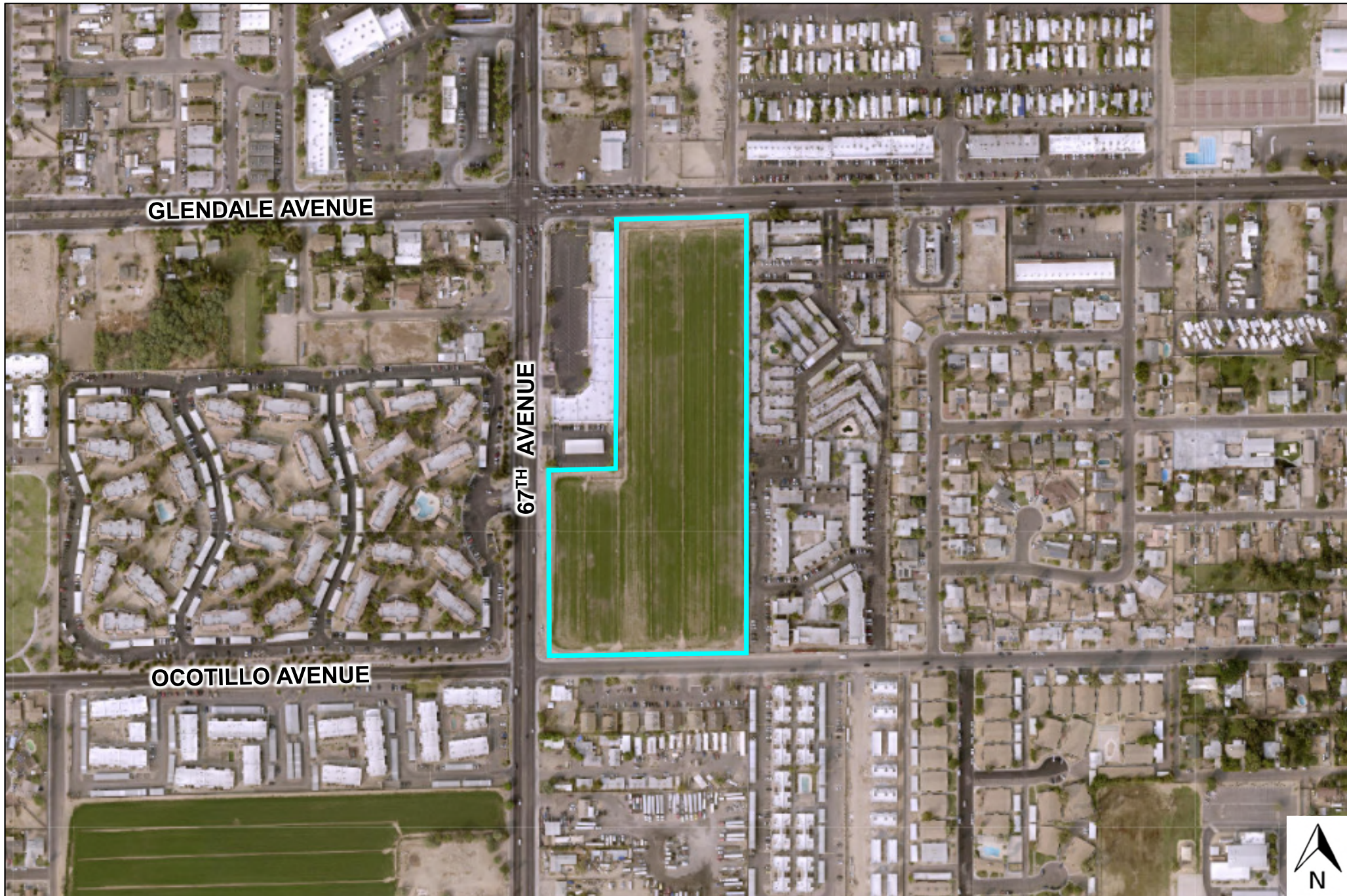
Existing



Proposed

Exhibit 4
Aerial Map of Site

Aerial Map



 SUBJECT PROPERTY

Exhibit 5

Valley Metro Bus Stops

Valley Metro Bus Stop Locations

Map #	Valley Metro Stop ID
1	#6631
2	#4243
3	#2549
4	#1336
5	#6630
6	#9244
7	#2527
8	#4257

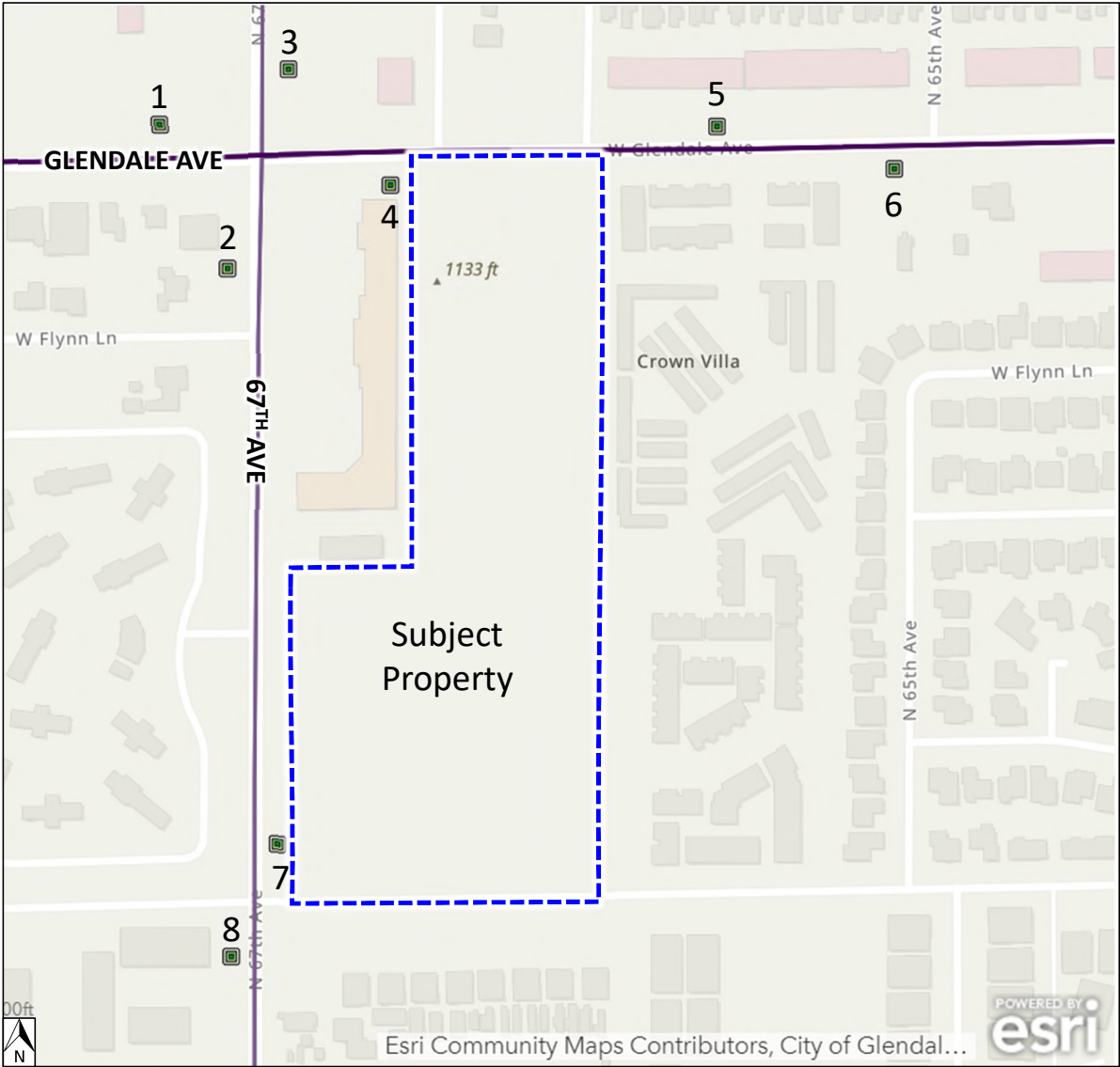


Exhibit 6
Design Review Materials

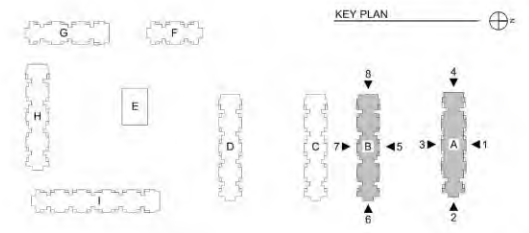
**PRELIMINARY
NOT FOR
CONSTRUCTION**

**MULTI FAMILY DEVELOPMENT
CENTERLINE ON GLENDALE
GORMAN & COMPANY
6629 W GLENDALE AVE
GLENDALE, ARIZONA 85301**

ISSUE		
DATE	REV	FOR
10.29.2017		

Drawn
JF
Checked
BC
Job Number
2146
Drawing
ELEVATIONS
BUILDINGS A & B
Sheet

A3.0



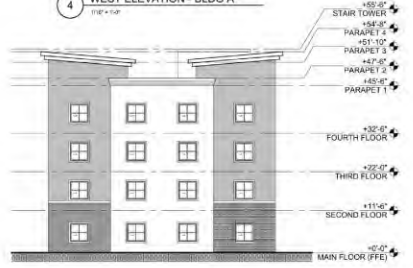
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1/8" = 1'-0"



6 EAST ELEVATION - BLDG B
1/8" = 1'-0"



4 WEST ELEVATION - BLDG A
1/8" = 1'-0"



2 EAST ELEVATION - BLDG A
1/8" = 1'-0"



7 SOUTH ELEVATION - BLDG B
1/8" = 1'-0"



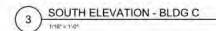
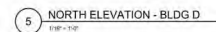
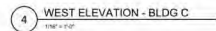
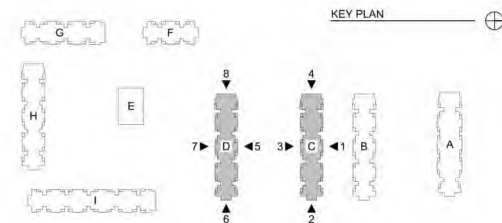
5 NORTH ELEVATION - BLDG B
1/8" = 1'-0"



3 SOUTH ELEVATION - BLDG A
1/8" = 1'-0"



1 NORTH ELEVATION - BLDG A
1/8" = 1'-0"



**PRELIMINARY
NOT FOR
CONSTRUCTION**

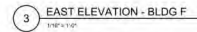
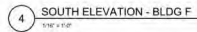
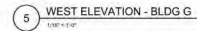
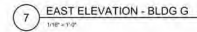
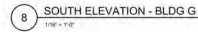
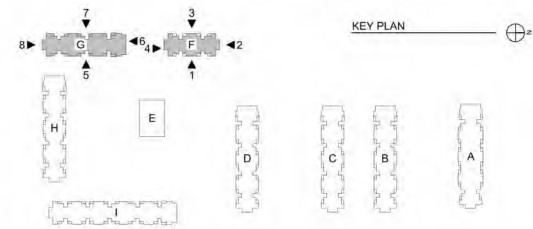
MULTI FAMILY DEVELOPMENT
CENTERLINE ON GLENDALE
GORMAN & COMPANY
6529 W GLENDALE AVE.
GLENDALE, ARIZONA 85301

DATE	REV	FOR
29.2021		

Drawn
JF
Checked
BC
Job Number
2146
Drawing
ELEVATIONS
BUILDINGS F & G
Sheet

A3.2

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Centerline on Glendale

Rendered Landscape Plan

PROVIDED OPEN SPACE AREA		
North Lot	67,418 SF	24.7%
South Lot	84,203 SF	29.2%
Total	151,621 SF	27.0%



- Resident Amenity Area**
- Tot Lot Play Area (Varying Ages)
 - Shade Trees
 - Bench Seating
 - Open Play Turf

Perimeter Walking Trail

- Resident Open Space**
- Shade Trees
 - Seating
 - Lawn Games
 - Open Turf



Gracie's Village – Tempe, AZ



Gracie's Village – Tempe, AZ



Gracie's Village – Tempe, AZ



Gracie's Village – Tempe, AZ

