

# ***MAIN STREET***

9900 WEST MARYLAND AVENUE

GLENDALE, ARIZONA

***ANOTHER PRESTIGIOUS RIGHTPATH ADDRESS***



***AN URBAN DESTINATION***



**RIGHTPATH LIMITED**

**Development Group**

**PAD NARRATIVE**

**SUBMITTED MAY 4, 2007**

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## **INTRODUCTION**

Main Street is a Planned Area Development (PAD) on 166.13 gross acres designed to complement the City of Glendale's core Sports and Entertainment District. The applicant will create a vibrant urban core that brings together employment, retail, entertainment, residential and lodging in a multifaceted metropolitan neighborhood. Main Street will be an "Urban Destination" and may include a series of town square parks or roundabouts connected with tree-lined walking streets, water features and community gathering places. This contemporary interpretation of the traditional town square landscape focal point animates Main Street where each urban park and roundabout draws users to a point of arrival and establishes a unique identity for the neighborhood surrounding it.

Located in the heart of Glendale's Entertainment District, Main Street will front the Loop 101 Freeway at the southwest corner of Maryland Avenue and extends west to the New River channel. Main Street's 1,200 feet of freeway frontage presents a highly articulated mixed-use façade enhancing Glendale's urban skyline viewed from the stadium, the arena and the Loop 101 Freeway.

The internal network of pedestrian and vehicle destinations brings together a mix of uses, which will become a hub of office, retail, hotel and other complementary uses. The applicant has created a focal entry point on 99<sup>th</sup> Avenue that ties together the eastern 23.44-acre and the western 72.73-acre Business Park/Retail areas of the PAD along a central "Main Street" axis. The pedestrian linkage may be further strengthened by a pedestrian sky bridge over 99<sup>th</sup> Avenue to create a gateway uniting both the eastern and western quadrants.

The collective land mass of 96.17-acre Business Park/Retail Area is planned for up to 4.0 million square feet of office, retail, entertainment and hospitality uses. Up to 1.4 million square feet of this space will be located on the 23.44-acre parcel adjacent to Loop 101 and up to 2.6 million square feet is planned for the 72.73-acre parcel west of 99<sup>th</sup> Avenue. High-density residential uses such as urban lofts are also encouraged to create the diversity of a zero-commute live-work environment.

The 69.96-acre Resort/Residential Area of the PAD fronts onto the future alignment of Maryland Avenue on the south and reaches north to Glendale Avenue. The Resort/Residential Area will provide up to 2,200 multi-family units and up to 1,000-room resort within the context of urban pocket parks, metropolitan residential streetscapes punctuated by roundabouts and pedestrian linkages of shaded sidewalks and trails. Pedestrian circulation provides connectivity to not only the urban amenities of the Business Park/Retail Area, Zanjero and Westgate, but also to New River and a new proposed regional park in Phoenix and Glendale's Major League Baseball Spring Training Facility.

The PAD enhances the planned growth of Western Glendale and promotes its new Major League Baseball Spring Training Facility. The applicant also desires to work with the City of Glendale to create two pedestrian/golf cart bridge connections over the New River channel, including one from Maryland Avenue to a proposed resort style golf course adjacent to the Glendale Municipal Airport. Additionally, the golf course would be developed on a portion of Camelback Ranch and a portion of the 69.96-acre Resort/Residential PAD.

### **SITE DESCRIPTION**

Main Street will be located on a collective land mass of 166.13-acres strategically situated in the heart of Western Glendale's growing sports, entertainment and employment core. With over 1,200 feet of Loop 101 Freeway frontage on the east and more than 2,600 feet of New River channel frontage on the west, Main Street will provide a critical link between Glendale's Sports and Entertainment District, the Glendale Municipal Airport and Glendale's new Major League Baseball Spring Training Facility.

The PAD is comprised of the following parcels: (1) Parcel A is a 23.44-acre site on the southeast corner of 99<sup>th</sup> Avenue and Maryland Avenue (fronts Loop 101 freeway); (2) Parcel B is a 72.73-acre site on the southwest corner of 99<sup>th</sup> Avenue and the proposed future alignment of Maryland Avenue; and (3) Parcel C is a 69.96-acre site at the northwest corner of the proposed Maryland Avenue and 103<sup>rd</sup> Avenue alignment. The sites are currently used exclusively for agricultural purposes, including farming and dairy.

The privately owned properties abutting the sites are also used for agricultural purposes, including the property along the northern boundary of the sites, and the parcel on the northwest corner of 99<sup>th</sup> Avenue at Bethany Home Road. The three parcels located on Rose Lane along the PAD's southern boundary are also currently used for agricultural purposes.

Neighboring properties owned by public or quasi-public entities include: (1) the Grand Canal and drainage channel adjacent to the Bethany Home Road alignment on the PAD's southern boundary is owned by the Salt River Project (SRP); (2) the parcels owned by SRP along the PAD's southwestern boundary will be used for a subsurface water recharge facility; and (3) the New River owned by the Maricopa County Flood Control District.

Proposed improvements in the area near Main Street include the build out of Westgate and Zanjero on the east, and an executive jet center and hanger facility adjacent to Glendale Municipal Airport on the west.

### **GENERAL PLAN**

On June 4, 2002, the Glendale City Council formally adopted the Western Area General Plan Update, which includes the Main Street property. The Western Area Plan allows the development of property in phases as long as the phases are developed under a similar design theme. The Main Street PAD meets the following adopted City Council goals listed in the Western Area Plan:

**Goal #1: "Build a strong employment base that provides a variety of high paying jobs for Glendale residents."**

*The Main Street development envisions over 4 million square feet of new commercial construction with a mix of office, retail, entertainment, hospitality and residential uses. Applying a job-generation potential of 2.5 employees per 1,000 square feet of employment uses and 1.84 per 1,000 square feet of retail uses, Main Street provides the opportunity to generate over 9,000 new jobs. Additionally, Main Street's walking village site concept encourages urban live-work lofts that may provide more employment in the residential multi-family portion of the PAD.*

**Goal #2: “Expand major retail opportunities to serve residents in Glendale and the surrounding area.”**

*Main Street is planned to bring over 400,000 square feet of retail uses to Glendale and the retail uses will provide a significant revenue gain for the City of Glendale and reduce vehicle trips for residents living in the western part of the City. The planned retail allows for a combination of sit down restaurants, entertainment, large and small retailers as well as other ancillary services to provide amenities for the employment and residential on site. The proposed retail component will help establish this area as a major retail core for the West Valley.*

**Goal #3: “Provide public open space and recreational amenities that enhance the quality of life for Glendale residents.”**

*Main Street envisions ample open space in a variety of configurations from parks, public squares and landscaped roundabouts to broad sidewalks, trails and gathering places. Main Street incorporates these elements to provide a walking village that encourages walking and a live-work zero-commute lifestyle.*

*A proposed resort would bring lush landscaping and a golf course. These features would greatly improve western Glendale's stature as a destination for both residents and visitors.*

*The project enhances access to open space with an urban multi-purpose trail system along New River and SRP waterways near the site. These connections also offer access to the new Major League Baseball Spring Training Facility nearby and Glendale's Sports and Entertainment District.*

**Goal #4: Encourage high quality development that supports new employment opportunities and enhances the character of the area.”**

*A primary purpose of the Main Street PAD is to establish a foundation to encourage, assure and maintain high-quality development for a mixture of land uses within a walking village. Through support of a quality-designed community, restriction of certain uses, encouragement of the construction of attractive retail, employment, resort and residential improvements at appropriate locations and implementation of rigorous maintenance standards, Main Street will establish itself as an attractive selection for*



*employers who look for quality housing and retail amenities in close proximity to the workplace.*

**Goal #5: “Encourage Master Plan developments that offer a variety, district character and amenities.”**

*Main Street is a Master Plan development that offers a mixture of employment, retail, resort and residential uses through a variety of building styles, distinct in their individuality, but maintaining a common design theme. Main Street’s amenities include landscaped roadways, a walking village of pedestrian linkages, landscaped public spaces and open space corridors that provide access to the project’s common amenities.*

**LAND USE**

Main Street integrates the elements of office, retail, resort and residential uses to create a dynamic living, working and shopping environment within the project. The PAD is divided into a 96.17-acre Business Park/Retail area (Parcels A and B), which will incorporate the contemporary character of the built forms east of Loop 101 and a 69.96-acre Resort/Residential area (Parcel C) planned to provide high-density housing within an urban walking village.

**Parcel A- Business Park/Retail**

Parcel A comprises 23.44-acres and is strategically located adjacent to the Maryland Avenue overpass and fronts Loop 101. This site within the PAD is designed to be the signature project with the highest intensity uses within the Main Street PAD. It will feature a gateway entrance from 99<sup>th</sup> Avenue that includes water features, landscaping and pedestrian amenities that are linked to a central park square. Around the park square will be retail and restaurant uses with sidewalk dining and shaded gathering places. Above the retail uses, office buildings and a hotel are planned. These significant building forms will provide architectural icons for the project and a dynamic skyline to those traveling north and south on the freeway.

Parcel A is planned for up to 1.4 million square feet of office, retail, entertainment and hotel use. High-density urban residences incorporated into mixed-use building forms are encouraged in the Business Park/Retail area. Building height may be 150’.



### **Parcel B- Business Park/Retail**

Parcel B comprises 72.73-acres and is situated west of 99<sup>th</sup> Avenue will also feature a grand gateway entrance reflective of the entrance on Parcel A. This area forms the heart of Main Street with its central walking street lined with shops, restaurants and businesses. A variation of building forms creates visual interest within this site. The character of this area is engendered with pedestrian linkages terminating in shaded destinations respecting the Arizona climate and landscape. The pedestrian nature of Parcel B allows users to enjoy Main Street's public and private spaces, whether inside or out.

Parcel B is planned for up to 2.6 million square feet of business park and commercial development. To encourage a safe environment for those who use and enjoy the Main Street experience, a small police substation will be constructed.

### **Parcel C- Resort/Residential**

Parcel C comprises 69.96-acres and is situated west of 99<sup>th</sup> Avenue on the proposed Maryland Avenue alignment. Though employment, retail and commerce make an urban core successful, high-density and residential development makes it sustainable. Main Street provides many opportunities for urban living with nearly 70 acres designated for Resort/Residential. Parcel C is designed to offer public parks with a minimum of 15% open space. Gathering places and pedestrian spaces are essential to a livable urban setting.

The Resort/Residential area retains the walking village character of Main Street within the context of high-density urban lofts and development clustered around public parks linked to a proposed resort golf resort. Pedestrian linkages adjacent to vehicular patterns enhance the urban living environment which is planned for up to 2,200 high-density units and a 1,000-key resort.

The urban residential neighborhood character of Parcel C distinguishes the Resort/Residential area from suburban residential communities. The Resort/Residential area will be an active urban environment both day and night. People walking to work or working from home animate the Resort/Residential area by day along with those

working in permitted residential offices reflecting the diversity of uses that define a metropolitan setting.

The intent of a proposed resort is to create a year round destination that will add to the ambiance of Glendale as a tourist destination as well as an employment core. The Resort will have pedestrian and vehicular linkages to the MLB Spring Training Facility and the sports facilities in Glendale's Sports and Entertainment District. The resort incorporates more open space and landscape vistas into the proposed PAD than high-density alone and provides product diversity within the Resort/Residential area. Building height may be 120'.

### **Development Master Plan**

The land use plan provides flexibility for future locations of the employment, retail and residential land uses based on demand within the marketplace. As the specific employment, retail and residential users and locations are not known at the time of the PAD application, an additional administrative review process will be added to the normal City review process to ensure that the final land use mixture and building arrangements are implemented in a logical pattern that reflects the quality and character intended by the Main Street PAD submittal. This additional process will include the following:

- Submittal of a Development Master Plan shall occur when a Design Review or Conditional Use Permit application is filed for a specific user, building or group of buildings within Main Street. The area depicted within the Development Master Plan shall be limited to parcels adjacent to the subject parcel submitted for Design Review or Conditional Use Permit, to the extent those parcels are undeveloped at the time the Design Review or Conditional Use Permit application is filed. The applicant, without the filing of either a Design Review or Conditional Use Permit application, may file a Development Master Plan.
- The Development Master Plan shall include the site plan for the Design Review or Conditional Use Permit project, along with proposed land uses, representative building locations, circulation (vehicular, bicycle and pedestrian), open spaces, parking and landscaping for the

undeveloped parcels adjacent to the subject parcel submitted for the Design Review or Conditional Use Permit application.

- The Development Master Plan shall illustrate how the specific land use that is the subject to the Design Review or Conditional Use Permit application can be successfully integrated with the planned land uses, circulation, open space and landscaping identified for the adjacent, undeveloped parcels.
- The Development Master Plan shall be reviewed and approved simultaneously with the Design Review application or prior to the Conditional Use Permit going to public hearing.
- The expansion of employment uses into a residential parcel shall only be permitted if approved as part of the Development Master Plan, or through a Design Review or Conditional Use Permit application.
- The Development Master Plan requirement may be waived by the Planning Department if the department finds that sufficient portions of the PAD have been developed or have been approved through the Design Review or Conditional Use Permit process, thus establishing land uses and/or building patterns and negating the need for a Development Master Plan.

The following is a brief description of the two major land uses identified in the PAD:

### **Business Park/Retail Uses**

Main Street provides 96.17 gross acres, or 58%, of the PAD gross acreage for employment and retail uses. At full build-out, the Business Park/Retail Area has the capacity to generate 4.0 million-square feet of useable commercial space.

## **Residential Uses**

Main Street provides 69.96 gross acres, or 42%, of the PAD gross acreage for Residential uses. Assuming all of the available acreage is built out in high-density housing, the Residential area could provide 2,200 units and a 1,000-key resort. Parcels within the Main Street PAD shall be developed in accordance with the following permitted use lists and development standards:

### **Permitted Uses- Business Park/Retail Area**

The permitted uses in the Business Park/Retail Area of the PAD include:

- Professional, administrative or business offices.
- Data centers and call centers.
- Hospitals, urgent care centers.
- Business support services.
- Personal services businesses, such as beauty shops and barbershops.
- Financial institutions, real estate and insurance offices.
- Medical and dental offices and clinics.
- Commercial, trade, business schools, colleges or universities.
- Medical, dental and clinical laboratories.
- Laboratories for research and product development.
- Manufacturing or assembly of finished products, as long as the primary use of the property is not basic processing and compounding of raw materials or require outdoor storage.
- Resorts, Hotels, motels and residential time-share units.
- Conference centers.
- Health and fitness clubs.
- Health spas.
- Full service restaurants with outdoor dining and catering.

- Fast food restaurants without drive-in or drive-thru facilities.
- Cocktail lounges.
- Nightclubs.
- Retail stores.
  - ▶ General merchandising including variety and specialty stores.
  - ▶ Home Improvement stores less than 75,000 sq. ft.
  - ▶ Apparel and accessories.
  - ▶ Home and office furnishings.
  - ▶ Hardware stores.
  - ▶ Food.
- Child care center.
- Laundry, cleaning, and dyeing establishments, limited to:
  - ▶ 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.
  - ▶ Retail service to individual customers only and no wholesaling of any commodity or service shall be permitted.
- Indoor recreation facilities.
- Indoor movie theaters excluding adult theaters and adult entertainment.
- Music or dance schools.
- Outdoor activities/displays related to a primary use such as outdoor patios and sales events.
- Wholesale sales.
- High-density residential, subject to the development standards of the Resort/Residential Area.

Permitted Uses subject to Conditions:

- Gasoline Service Station/ Convenience Store will be permitted with the following conditions.
  - ▶ Primary use of facility must be a full service car wash
  - ▶ The development of such a facility is limited to one (1) occurrence
- Police substation shall be no larger than one thousand (1,000) square feet in size and shall not be a freestanding building.
- Seasonal sales and special events, subject to standards in Sections 7.501 and 7.503 of the City of Glendale Zoning Ordinance (the "Ordinance").
- Financial institution drive-thru windows shall be located on the internal side of the financial institution use.
- Wireless communication facilities, subject to Sections 7.506 and 7.600 of the Ordinance.
  - ▶ Building-mounted antennas and rooftop mounted antennas.
  - ▶ Alternative tower structure mounted antennas that utilize an existing light pole or electric utility pole. The related equipment shelter must be located on property developed for non-residential use or in public right-of-way subject to approval of City Engineer.

Uses subject to Conditional Use Permit:

- Public and semi-public buildings and facilities.
- Distribution of finished goods.
- Convenience uses, limited as follows:
  - ▶ No more than five (5) convenience uses shall be allowed in the Main Street PAD.

- ▶ Drive-thru service windows shall be located on the internal side of convenience uses.
- Wireless communication facilities—new monopole or changes to existing tower subject to development standards in the City of Glendale Zoning Ordinance.
- Wireless communication facilities—alternative design tower.
- Wireless communication facilities—alternative tower structure, otherwise not permitted under Section 7.506 of the Ordinance.

### **Permitted Uses- Resort/Residential Area**

The permitted uses in the Resort/Residential portion of the PAD include:

- Attached patio homes.
- Townhouses.
- Condo Hotel units.
- Condominiums.
- Parks and playgrounds.
- High-density residence dwellings (including upscale apartment communities).
- Hotel and Resort.
- Golf course and associated golf course improvements.
- Outdoor activities related to primary use.
- Childcare Center.

Uses subject to Conditions:

- Public utility facilities provided there are no offices, maintenance facilities, outdoor storage, or full time employees related to the site.
- Health spa operated as part of a permitted hotel or resort, subject to Design Review.



- Home Occupations (Classes I and II) see Section 7.304 of the Ordinance.

Uses subject to Conditional Use Permit:

- Accessory uses that are incidental to the principle use of the property such as satellite earth stations.
- Nursing homes.
- Congregate care facilities.
- Residential offices (as permitted under Subsections 5.502 B.-C. of the Ordinance) when incorporated into a mixed use building with a permitted use.

### Development Standards

<b>Description</b>	<b>Parcel A— Business Park / Retail (23.44 acres)</b>	<b>Parcel B— Business Park / Retail (72.73 acres)</b>	<b>Parcel C—Resort / Residential (69.96 acres)</b>
Min Developable Site Area	5 acres	5 acres	5 acres
Min Width	N/A	N/A	N/A
Min Depth	N/A	N/A	N/A
Max Density	1.4 Million Square Feet	2.6 Million Square Feet	2,200 total units plus up to 1,000 resort keys
Max FAR	N/A	N/A	See % coverage for Residential
Min Open Space %	10%	10%	15%
Min Landscape Setback	50' on 99 <sup>th</sup> Avenue; 30' on Maryland Avenue; 0'-25' on Local; landscape setback measured from the property line as approved through the Design Review process	50' on 99 <sup>th</sup> Avenue; 30' on Maryland Avenue; 0'-25' on Local; landscape setback measured from the property line as approved through the Design Review process	20' for any portion of the building 20' or less in height and .5:1 for any portion greater than 20' in height up to 50' max required setback
Min Building Perimeter Setback	50' on 99 <sup>th</sup> Avenue; 30' on Maryland Avenue; 0'-25' on Local; landscape setback measured from the property line as approved through the Design Review process	50' on 99 <sup>th</sup> Avenue; 30' on Maryland Avenue; 0'-25' on Local; landscape setback measured from the property line as approved through the Design Review process	20' for any portion of the building 20' or less in height and .5:1 for any portion greater than 20' in height; up to 50' max required setback
Building Front Setback	50' on 99 <sup>th</sup> Avenue; 30' on Maryland Avenue; 0'-25' on Local; building setback measured from the property line as approved through the Design Review process	50' on 99 <sup>th</sup> Avenue; 30' on Maryland Avenue; 0'-25' on Local; building setback measured from the property line as approved through the Design Review process	20' for any portion of the building 20' or less in height and .5:1 for any portion greater than 20' in height; up to 50' max required setback

<b>Description</b>	<b>Parcel A— Business Park / Retail (23.44 acres)</b>	<b>Parcel B— Business Park / Retail (72.73 acres)</b>	<b>Parcel C—Resort / Residential (69.96 acres)</b>
Building Side Setback	50' to residential uses and 25' to non-residential uses unless such uses are integrated into a mixed use building; building setback measured from the property line as approved through the Design Review process	50' to residential uses and 25' to non-residential uses unless such uses are integrated into a mixed use building; building setback measured from the property line as approved through the Design Review process	20' for any portion of the building 20' or less in height and .5:1 for any portion greater than 20' in height; up to 50' max required setback
Building Street Side Setback	50' on 99 <sup>th</sup> Avenue; 30' on Maryland Avenue; 0'-15' on Local; building setback measured from the property line as approved through the Design Review process	50' on 99 <sup>th</sup> Avenue; 30' on Maryland Avenue; 0'-15' on Local; building setback measured from the property line as approved through the Design Review process	See Perimeter Setbacks; 25' on Maryland and Glendale Avenues; 0'-15' on Local; building setback measured from the property line
Distance Between Structures	Per Building and Fire Codes	Per Building and Fire Codes	15'
Building Rear Setback	50' to residential uses and 15' to non-residential uses unless such uses are integrated into a mixed use building; building setback measured from the property line as approved through the Design Review process	50' to residential uses and 15' to non-residential uses unless such uses are integrated into a mixed use building; building setback measured from the property line as approved through the Design Review process	See Perimeter Setbacks
% Coverage	See FAR	See FAR	Maximum of 65% for High-density

<b>Description</b>	<b>Parcel A— Business Park / Retail (23.44 acres)</b>	<b>Parcel B— Business Park / Retail (72.73 acres)</b>	<b>Parcel C—Resort / Residential (69.96 acres)</b>
Building Height	150' (subject to 15% variation)	120' (subject to 15% variation)	120' (subject to 15% variation)
Signage	Signage shall be in compliance with Section 7.104.B and 7.104.C of Glendale Zoning Ordinance; Buildings fronting freeway shall be permitted to have freeway signage with max lettering height of 4' and occupy max area of 200 sq. feet per sign and 400 sq. ft. per building, LCD signage is permitted on the freeway frontage. Frequency /movement of sign to be reviewed in Design Review.	Signage shall be in compliance with Section 7.104.B and 7.104.C of Glendale Zoning Ordinance	Signage shall comply with Section 7.104.A and 7.104.C of Glendale Zoning Ordinance
Private Open Space	N/A	N/A	100 sq. ft. per unit
Parking	1:250 sq. ft.	1:250 sq. ft.	1.5 spaces per dwelling unit and three bedroom units require two parking spaces
Prohibited Uses	Adult Oriented Uses. Billboards.	Adult Oriented Uses. Billboards.	Adult Oriented Uses. Billboards.

## **PERFORMANCE STANDARDS**

- Parking.
  - ▶ Each parking space in parking structures shall be at least nine (9) feet wide and twenty (20) feet deep. Provided however that not less than 20% of the spaces in any parking structure shall be nine feet, six inches wide (9'-6") and twenty (20) feet deep and each such space shall be labeled as "oversized parking space". All surface parking spaces shall be a minimum of nine feet, six inches wide (9'-6") and twenty (20) feet deep. The designation of retail, Business Park and residential parking spaces shall be shown on a Development Master Plan submitted under this PAD.
  - ▶ Parking lots larger than 200 spaces shall be divided by buildings, plazas, landscape features or pedestrian amenities.
  - ▶ One (1) designated guest parking space shall be provided for every four (4) residential units, or such guest parking allocation as approved by planning staff on the basis of a parking demand study provided by applicant.
  - ▶ All other off-street parking requirements shall comply with Section 7.400 of the Ordinance.
- All landscaping, buffering, and walls shall comply with Section 7.200 of the Ordinance and the West Glendale Avenue Design Plan, unless otherwise noted in this PAD.
- All accessory buildings and uses shall comply with Section 7.300 of the Ordinance.
- All outdoor sales and displays of retail properties shall comply with Section 5.758 of the Ordinance.
- All employment, retail and multi-residence uses are subject to Design Review approval as outlined in section 3.600 of the Ordinance.

- All employment and retail uses will follow the design standards found in the City of Glendale's Commercial or Industrial Design Expectations.
- Site equipment such as telephone booths will be incorporated into structures and screen walls wherever possible. Where it is not possible, they will be screened from off-site views by walls and/or landscaping.
- All lighting on the site must be completely shielded high-pressure sodium fixtures. Parking lot fixtures and lights shall not exceed 15-feet in height within 150-feet of any residential properties. Lighting elsewhere on the site may not exceed 25-feet in height. The design on the lighting standards shall be consistent throughout the PAD per approval through Design Review.
- All lighting shall meet the City of Glendale Outdoor Light Control Ordinance.
- Residential projects must meet the appropriate design standards in the City of Glendale's Residential Design Development Manual ("RDDM").
- All employment activities must be conducted within an enclosed building. Exceptions include patios, courtyards and other appropriate amenities that are incidental to the primary use of the building.
- In retail areas all shopping carts shall be self locking and stored under a canopy and screened from view.
- Any residential project with lots shall comply with the City of Glendale's Subdivision and Minor Land Divisions Ordinance.
- Any residential development within the PAD shall comply with Section 3.812 of the Ordinance.
- Development of parcels along any USA fee-owned irrigation ditch shall be coordinated with Salt River Project to determine requirements for crossings, upgrading, relocating or tiling the irrigation ditch or underground lateral.

- Buildings over 50-Feet in height must have a staggered appearance to street front.
- All landscaping shall comply with the City of Glendale Landscape Ordinance.
- Adequate School/Facilities approval is required prior to entitlement.

### **LANDSCAPE DESIGN**

The proposed landscape elements provide an urban garden context for the walking village of Main Street. Landscaping will be significant, with extensive planting throughout the site. The use of date palms, turf, annuals, evergreens/deciduous leafy trees, flowering shrubs and other plant material will be encouraged to maintain the lush and green theme year round. The goal of the Main Street landscape design is to:

- Create a green and lush distinctive landscape that enhances the developing urban fabric of the area.
- Design hardscape features that integrate into the architecture in a meaningful and proportional manner.
- Design common open space areas adjacent to employment buildings as focal points and for use by pedestrians.
- Create landscapes elements that complement and reinforce the strength and style of the architecture.
- Establish a landscape image that relates to adjacent development and promotes a cohesive integrated street frontage along 99<sup>th</sup> Avenue and Maryland Avenue.

Pedestrian Nodes. These areas will be shaded areas designed to provide resting places for pedestrians, cyclists and joggers. Located along pedestrian linkages, urban trails, in park areas and in landscape pockets along the Main Street streetscape, pedestrian nodes will provide covered seating areas with appropriate architectural and landscape features to enhance the pedestrian experience.



## **CIRCULATION**

The vehicular circulation for Main Street incorporates direct access from 99<sup>th</sup> Avenue and access to the extension of 103<sup>rd</sup> Avenue and Maryland Avenue. The main retail entrance to the PAD is at 99<sup>th</sup> Avenue where a landscaped gateway with water features and park-like landscape creates a grand entrance onto Main Street, both east- and westbound. The main circulation to the Residential Area will be provided from Maryland Avenue.

Main Street provides the main internal street within the development. Subject to city review and approval of a traffic impact study and a phasing plan, Main Street may ultimately be a publicly dedicated two-lane street with head-in parking at storefronts along the avenue. Main Street is envisioned as an attractive, tree-lined boulevard with landscaped planter pockets and broad sidewalks to enhance the sense of community within the Business Park/Retail Area. The roadway will be designed to create a pedestrian-friendly, “livable” street environment and foster the walking village concept. Traffic flow on Main Street is calmed by the use of roundabouts, which provide a focal point of interest in the streetscape. Additional streets will be identified in the phasing plan in conjunction with the traffic study.

Maryland Avenue and 103<sup>rd</sup> Avenue are proposed to be collectors and planned pursuant to the City of Glendale’s requirements. 99<sup>th</sup> Avenue is a major arterial and is planned pursuant to the City of Glendale’s requirements. Minimum turning radii for all streets shall be 32.5’ inside and 52.5’ outside dimensions. Specifications for these streets will be based upon the outcome of the Traffic Impact Study.

Traffic signals will be considered subject to traffic signal warrants at the following intersections:

- 99<sup>th</sup> Avenue and Main Street
- 99<sup>th</sup> Avenue and Maryland Avenue
- Maryland Avenue and 103<sup>rd</sup> Avenue

Hydrant spacing shall be: (i) 300 feet spacing for commercial areas; (ii) 500 feet spacing for residential; and (iii) at alternative locations along Main Street as approved

by the Fire Department. Multiple access roads/routes in compliance with the City of Glendale's "Standard detail G-954" may be required prior to construction.

Main Street also provides pedestrian and bicycle linkages throughout the PAD to create easy a walking village. The pedestrian circulation provides connectivity not only to the urban amenities of the Business Park/Retail Area, Westgate and Zanjero, but also to the New River channel, and a new regional park in Phoenix and Glendale's Major League Baseball Spring Training Facility. The pedestrian linkages will run adjacent to the vehicular patterns as well as linking to the central park square to enhance the urban living environment. These pedestrian linkages will terminate in shaded destinations respecting the Arizona climate. The pedestrian linkages may be strengthened by a pedestrian bridge over 99<sup>th</sup> Avenue to create a gateway uniting both quadrants. A series of smaller pedestrian linkages through common areas and detached sidewalks along interior streets and private drives interconnect with the larger pedestrian linkages to provide pathway connections between all buildings and land uses.

Bus stops have been planned at four locations – two along 99<sup>th</sup> Avenue and two along Maryland Avenue. Additionally, bus stops with pull out bays will be required at Maryland Avenue and 103<sup>rd</sup> Avenue. Additionally sidewalks will be designed to attach to the curb at bus bay/pullout locations, as well as to the back of all handicap ramps. Additional right-of-way requirements for bus bays and bus shelter pads will be determined during design review.

The applicant will obtain waivers from all residents of Main Street to acknowledge the proximity and noise of the Glendale Municipal Airport.

### **DRAINAGE**

The Main Street PAD is situated on existing agricultural fields and farms. The general direction of fall across the site is in the southwesterly direction. Any offsite flow that encumbers the site will be routed around and/or through the site and outfall back to the historic location and hydraulic conditions.

The City of Glendale requires the site to retain the 100-year 2-hour storm event from the adjacent half street for 99<sup>th</sup> Avenue, Maryland Avenue and any onsite collectors. On-site

we are required to retain the 100-year 2-hour storm event as directed by the City of Glendale. In the storm event greater than the 100-year, 2-hour storm, the flows will be directed through the site to the historic outfall locations on the south and west sides.

The on-site structures will be designed in accordance with City of Glendale criteria and are required to be set above both adjacent ground elevations and the ultimate outfall elevation from the 100-year 2-hour storm event.

## **UTILITIES**

### **Off-site Potable Water**

Glendale and 99<sup>th</sup> Avenues have several various sized lines from 6- to 12-inches in diameter. The 6-inch lines are abandoned in place. The 12-inch lines in Glendale and 99<sup>th</sup> Avenue will provide water to the site. The 16-inch line at Bethany Home Road and 95<sup>th</sup> Avenue will have to be extended to the development by the developer to provide minimum service.

A water study will need to be performed for the 99<sup>th</sup> & Maryland PAD to determine if the existing water network will support the site and both the fire flow and peak hour demand requirements.

### **On-site Potable Water**

Conceptually, the on-site system will be required to provide two points of connection to the off-site lines in the event one of the connections is in-operable water service will still be provided. The internal collector street will be utilized to tie the projects sites together and to the off-site water lines. On-site we will use 8- and 12-inch lines as determined by the future water study to be completed later.

The on-site system will be required to meet the City of Glendale fire flow requirements for the commercial and residential sections of the property, which is 20 psi residual at fire flows of 3,500 gpm and 1,500 gpm respectively. All buildings will be required to

meet these fire flows and will provide the means necessary in accordance with City of Glendale requirements.

### **Off-site Wastewater**

There is an existing 42" sewer line in 99<sup>th</sup> Avenue that flows from north to south and is between 12-feet and 16-feet deep. This line will serve the properties adjacent to 99<sup>th</sup> Avenue and further research with a sewer study will determine the method of serving the properties to the west and along New River Wash. The study will outline if gravity sewer or a lift station and force main will be required.

### **On-site Wastewater**

All on-site wastewater lines will be designed in accordance with City of Glendale and Maricopa County Environmental Services requirements. Structures, line sizes and slopes as well as design flows will meet these criteria.

A wastewater study will determine the final line sizes that will range from 8- to 12-inch in the collector streets. Portions of the site will outfall to the existing 42-inch line running north to south in 99<sup>th</sup> and having a depth between 12-feet and 16-feet. The remaining portions will either gravity flow to the 42-inch line and flow via the lift station to the force main.

### **Reclaimed Water**

There is an existing 12" reclaimed water line in Glendale Avenue. The projects use of this water will be determined based on further discussions with City of Glendale staff. If reclaimed water will be used it will be designed in accordance with all of the applicable municipal codes. Based on flow analysis the use of pumps may be required to reach the desired pressure in the system.

## **PUBLIC UTILITIES AND SERVICES**

Utility services to the Main Street PAD will include electrical service by SRP, phone service by Qwest, natural gas service by Southwest Gas and cable television by Cox

Communications. The City of Glendale will provide fire and police protection and per ordinance may provide refuse collection. Will Serve letters will be obtained from all utility companies to ensure service to the property.

The applicant will work in concert with the utility companies to extend existing services along 99<sup>th</sup> Avenue and Glendale Avenue. In the event utility service is not adjacent to the property, service will be extended to meet the needs of the site.

## **SIGNAGE**

### **Residential Signage**

Monument entry signs will be permitted at primary and secondary entrances to each Residential area from the arterial streets. The lettering will be a maximum of twenty-four (24) inches high, with a maximum sign area of 60 square feet on each side of the entry. The residential signage for Main Street shall comply with the City of Glendale's signage ordinances with the following additions:

Permanent Subdivision Identification Signs. A permanent sign used to identify a recorded subdivision within the Residential area.

- Such signs shall not exceed twenty-four (24) square feet in area. A twenty-four (24) square foot sign may be displayed on one or both sides of a street providing direct access to the subdivision and serving as a major entry;
- Secondary entrance subdivision identification signs shall be incorporated into the subdivision perimeter walls;
- Such signs shall consist of only the name of the subdivision for which the sign is intended;
- Such signs shall not include any advertising copy;
- Such signs may be only externally illuminated. No internal lighting allowed.

### **Commercial Signage**

Signage shall be in compliance with Section 7.104.B and 7.104.C of the Ordinance.

### **Resort/Retail Signage**

Signage shall be in compliance with Section 7.104.C of the Ordinance.

### **Freeway Signage**

Main Street will optimize its 1,200 feet of freeway frontage to create a “window” to the project. To highlight this window, buildings along the freeway frontage will have the opportunity for reasonable signage to indicate their presence. However, freeway signage will be limited to 200 square feet per sign with a total of 400 square feet of signage for each building. One sign per building may be a LCD (liquid crystal display) sign. Freestanding or billboard signage is prohibited.

### **ARCHITECTURAL DESIGN**

The Main Street PAD intends to create an attractive, high quality, mixed use development that incorporates a variety of building forms, heights and massing. A collection of architectural styles linked together with a consistent walking village streetscape and landscaping theme will create a harmonious sense of place. Each building design will be reviewed and approved with respect to the general composition of massing, form, scale, visual strength and integrity, particularly as viewed from the streets and neighboring properties. These designs may, and should, vary, but will maintain common design threads that create compatibility between buildings and land uses, and are in keeping with the context of the project’s overall development. Representative images have been provided with the intent to communicate a general level of quality and design vocabulary. These images are for illustrative purposes only, and do not represent any specific building or buildings within Main Street (see Architectural Character exhibits).

### **Site Design**

The site has been designed as a walking village linking a series of pedestrian destinations such as public squares, parks and gathering places that establish focal

points for pedestrian and vehicular movement throughout the PAD. Each parcel within Main Street will be developed to ensure that building, parking, pedestrian/open space, entrances and retention areas are compatible with adjacent development. General guidelines for site design include:

- Maintaining appropriate distances between structures to minimize the impact of parking.
- Incorporate pedestrian circulation and open spaces, with benches, outdoor eating areas and courtyards, enhanced through the utilization of a variety of materials, landscaping, signage and lighting.
- Bicycle pathways shall be provided as part of the multi-purpose pathway along Maryland Avenue and 103<sup>rd</sup> Avenue.
- Site Lighting shall consist of Streetlights (located in street rights-of-way), parking lot lights landscape lighting, sidewalk lighting, bollards and other building entrance and pedestrian way lighting. Lighting shall be designed in accordance with common light standards for the PAD and located so as to minimize dispersion of light onto any residential properties, yet be adequate for safety and visibility of directional signage. The height of parking lot lighting shall be consistent with adjacent developments.
- Screening ancillary structures and equipment (such as dumpsters, mechanical equipment, electrical equipment, etc.) from public view. These screens shall be designed and utilize appropriate materials and colors maintaining compatibility with the respective buildings.
- Building structures and parking shall be contained by a continuous landscape perimeter, interrupted only by access drives. The landscape perimeter shall be compatible to the urban landscape theme of adjacent thoroughfares to reinforce the landscape design of that street.
- Parking for each development within Main Street will be provided via onsite surface parking lots or parking structures, with controlled points of access from adjoining thoroughfares. Locations of parking structures



and buildings shall be determined during review of a Development Master Plan. Parking areas shall include landscape treatments to break up the monotony of large paved areas, providing shade and defined access points in parking areas, with aisles oriented to facilitate pedestrian movement to the buildings(s) served as well as pedestrian paths create a pedestrian-friendly environment. Parking canopies or parking structures shall be architecturally linked to the primary structure.

### **Building Design**

Buildings within the Main Street PAD shall be sensitive to the southwestern climate, and be designed in a manner that takes advantage of appropriate cooling requirements and landscaping.

Rooflines, relative building heights, orientation of entrances and other major architectural elements of the buildings shall be designed within the context of the overall PAD. Building design shall complement the surrounding area, with contrast encouraged where appropriate or beneficial to the overall development. Buildings shall include articulated wall planes, projection and recesses to provide shadow and depth, and will combine multi-story forms with stepped, stacked or sloped facades.

Service entries, site-mounted equipment, trash containers and other ancillary structures shall be screened from view, from both adjacent properties and surrounding streets.

### **Building Materials**

Office, retail, hospitality and residential buildings within the Main Street PAD will use the following approved materials:

- Common clay brick.
- Architectural metal panels.
- Poured in place, tilt-up or pre-cast concrete if surfaces must be painted or have exposed aggregate finish (color and texture of exposed aggregate must be approved through the Design Review process). Tilt-

up concrete walls shall use reveal joints to break up massing of the walls.

- Stucco or EIFS (exterior insulated finish systems) type systems provided that finishes must be smooth or sand finish.
- Integrally colored concrete block, smooth face and/or split-face block units.
- Granite, marble or other natural stone.
- Ceramic tile.
- Sloped roofs may be metal, tile or a combination of tile and architectural metal.
- Any roof access ladders shall be located inside the building.
- All roof drainage shall be interior roof drains.

### **Color Palette**

Colors and materials should be used to create visual harmony within Main Street as well as accent colors to provide variety and interest. The approved colors are as follows:

- Desert hues and other “earth tones.”
- Muted shades of blues, greens and reds found in the natural desert color vocabulary.
- Colors appearing in natural stone utilized in buildings.
- Accent colors such as gold, red, yellow and green are also encouraged within the architectural theme of Main Street.

### **Prohibited Design Materials and Color Palette**

Some design materials and colors should not be used in the Main Street PAD. Those include:

- Wood, in the Business Park/Retail Area, except for limited amounts of trim and detailing.
- Except as approved during Design Review as an architectural accent, corrugated metal or pre-engineered metal siding.
- Large expanses of reflective glass, blank walls or concrete panels.

## **PHASING**

Main Street will be constructed on a phased basis depending upon market demand. The phasing of improvements will be determined by a traffic analysis for each project to be constructed within the PAD. The amount of development permitted will be reviewed to ensure that trips generated in any phase can be safely managed/accommodated by adequate number of traffic lanes. Development will not be permitted if the capacity of the traffic lanes is exceeded in that phase. The traffic analysis will determine the location and type of street and street-related improvements (such as landscaping, sidewalks and streetlights) required for each project. Main Street will be designed to accommodate the interim traffic while Maryland Avenue is not available. Lane reduction to accommodate the development concept of on-street parking will be allowed only after the completion of Maryland Avenue west of 99<sup>th</sup> Avenue. All needed off-site and on-site storm water retention, and perimeter streetscape improvements adjacent to the parcel will be installed for that phase. Primary entry features into Main Street will be constructed when the development of a phase requires the appropriate portions of the street be connected to 99<sup>th</sup> Avenue, Glendale Avenue or Maryland Avenue as determined by the Traffic Impact Study. Parcel C shall not be developed until Maryland Avenue is extended from 99<sup>th</sup> Avenue west to the site or 103<sup>rd</sup> Avenue is extended south from Glendale Avenue to the site. A Conceptual Phasing Plan is set forth in Exhibit N.

The master plan for Main Street outlines the development approach for the Business Park/Retail Area and Resort/Residential Area that has been designed to respond to the current market trends. The development standards, guidelines and thematic character illustrated in this PAD application provides the guidance measures

needed to assure that the vision for Main Street is achieved through all phases of the development.

Developing a new Business Park/Retail or Resort/Residential district that incorporates mechanisms to accommodate the changes in consumer and industry markets without becoming cliché requires the master plan to contain a certain level of flexibility. For example, attracting a major resort user with a potential golf amenity will require offering the resort user the ideal acreage for its uses, which may necessitate having a portion of the resort or golf uses within the Business Park/Retail Area. Likewise, the ability to offer a major employer additional office space within a mixed use building on the north side of Maryland Avenue in the Resort/Residential area may be critical to bringing the employer to the project. This type of flexibility, without subjecting the plan to a new PAD application, is essential to the ultimate success of the PAD and positions the development for a successful future.

It is not the applicant's intent to deviate from the master plan program, but rather prepare Main Street to respond to the unforeseen requirements of the future. The City and the applicant acknowledge that amendments to the PAD may be necessary from time to time to reflect changes in market conditions and development financing and/or to meet the new requirements of one or more of the potential users or builders of any part of the property. When the parties find that changes or adjustments are necessary or appropriate from time to time they shall, unless otherwise required by applicable law or by state or federal statute, effectuate minor changes or adjustments through administrative amendments. These changes may be approved by the City's Planning Department, which, after execution, shall be attached to the PAD as an addendum and become a part thereof. If, in the future, the City amends one or more of its zoning designations and/or districts, the applicant/developer shall have the option to convert the zoning designation(s) under the DMP to the equivalent zoning designations under such amended development ordinance(s), subject to notice and hearing requirements of applicable law. The exercise by the applicant of such option and any approval by the City shall not be deemed to constitute or to necessitate an amendment of this Agreement, and otherwise required by law; no such minor amendments shall require

prior notice or hearing. All major changes or amendments shall be reviewed by the Planning Commission and by the City Council. The following shall be major changes:

- Any substantial alteration to the list of permitted uses of the property set forth in the PAD, as deemed to be substantial by the Planning Department; and
- An overall 15% increase in either the number of residential units or the square footage of commercial/mixed-use for the property, except as otherwise allowed by the PAD.

The following are examples of minor changes:

- Any minor alteration to the list of permitted uses of the property set forth in this PAD, as deemed to be minor by the Planning Department.
- Changes in the Phasing Plan.

The parties shall cooperate in good faith to agree upon and use reasonable best efforts to process any minor or major amendments to the PAD.

It is in the best interest of Main Street to not preclude a future desired commercial operator or resort from locating within the development. This proactive approach to development orchestrates the plan to respond to the current market trends. With the vision focused on the horizon of possibility, we will maintain a unique character to the design unparalleled within the regional market place.

### **Miscellaneous**

Twenty- two acres of the project has been added to the PAD pursuant to Ordinance 3.803 A.4. Therefore, Proposition 207 waivers will not be available from the owner of the twenty- two acres. However, because the twenty- two acres are currently zoned A-1 (agricultural) the proposed PAD will significantly increase the value of the twenty- two acres so as to preclude any meritorious claim under Proposition 207.



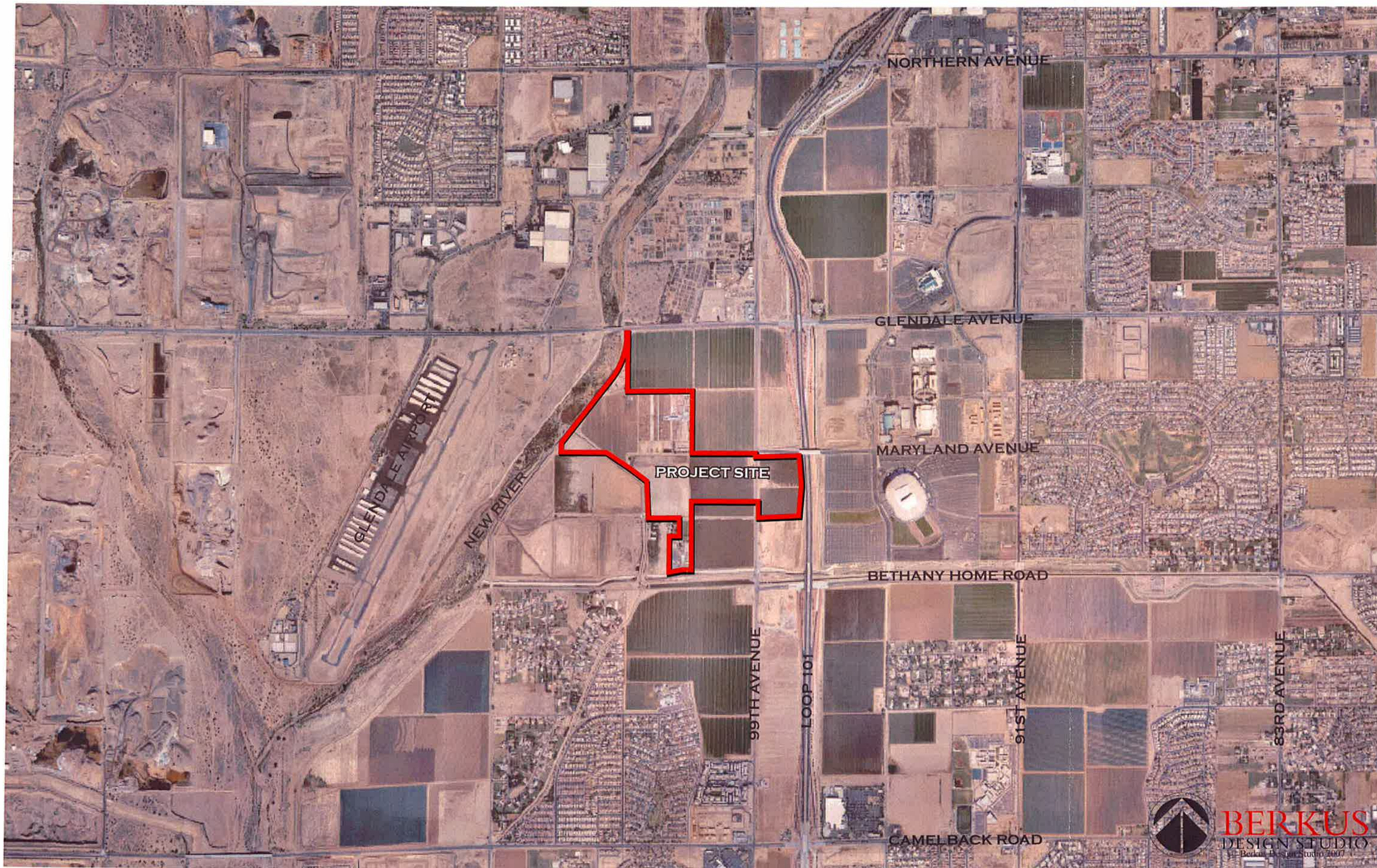


EXHIBIT A - VICINITY MAP



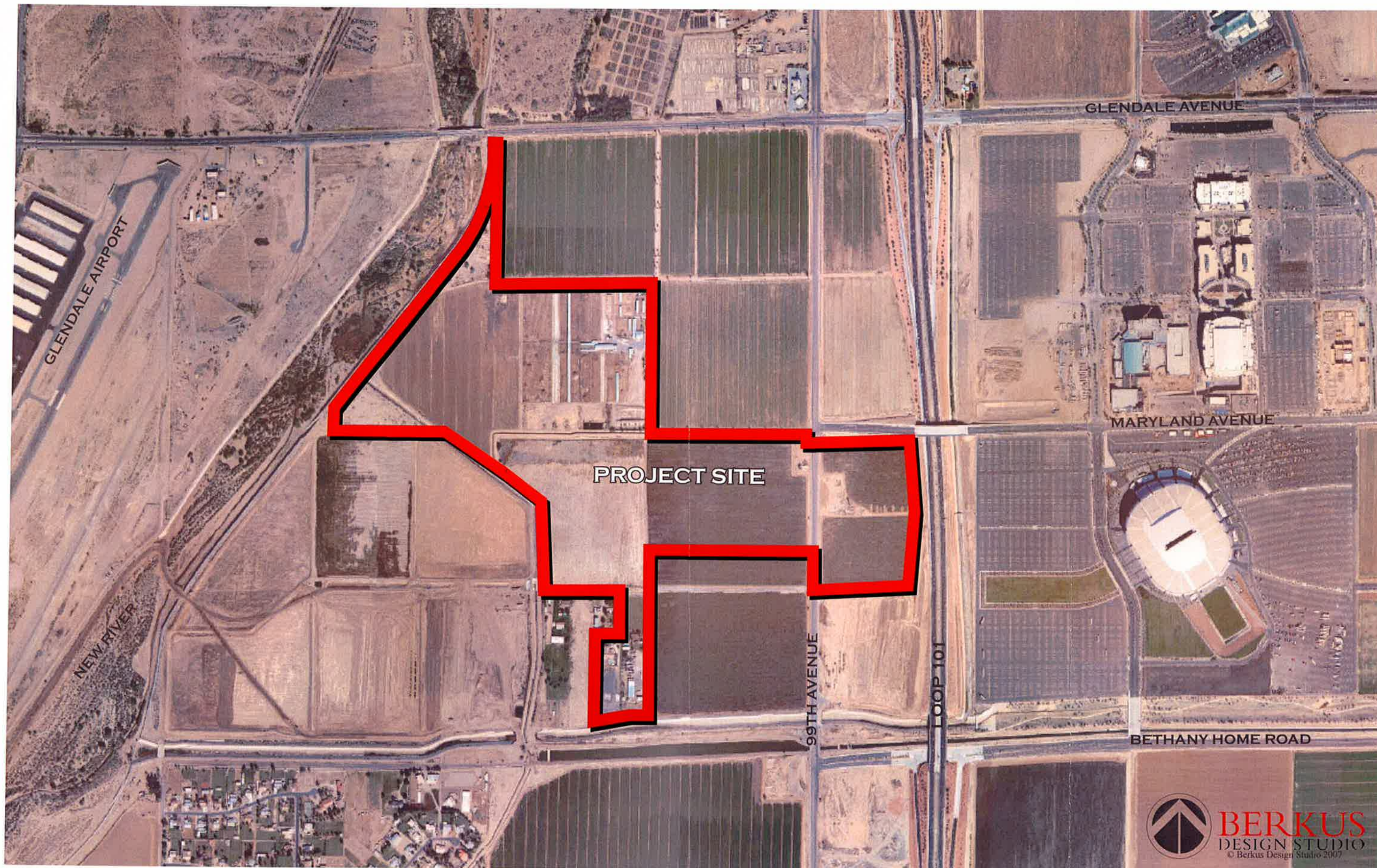
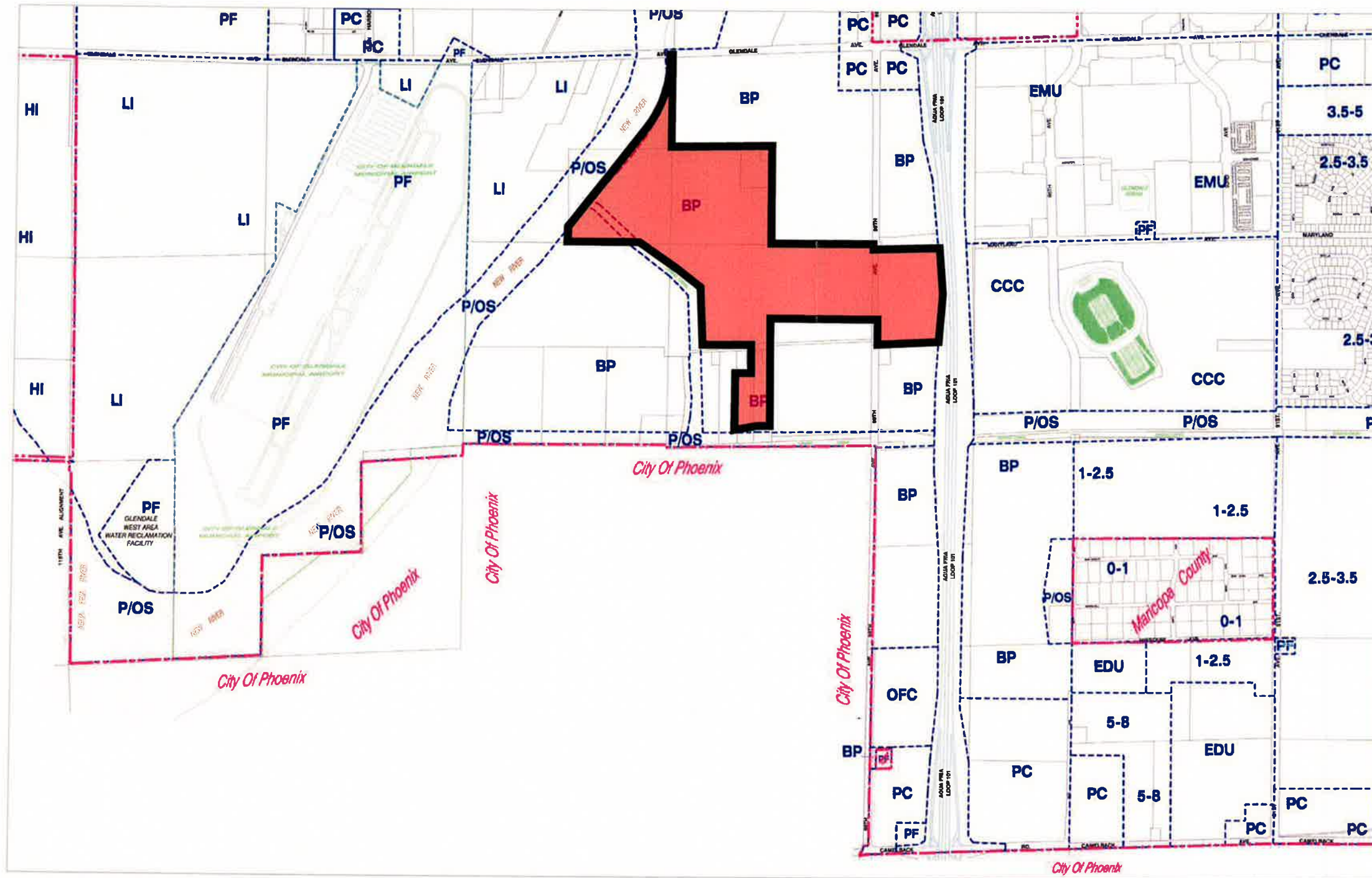


EXHIBIT B - AERIAL PHOTO

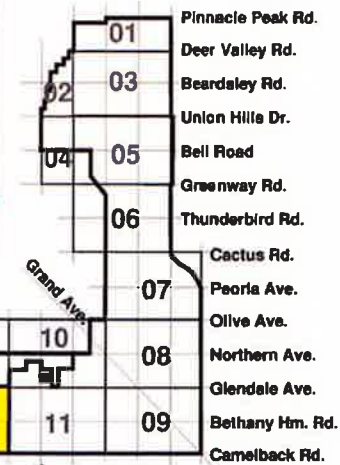




## LEGEND

- City Limits
- 0-1 - Low Density Residential 0-1 du/ac
- 1-2.5 - Low Density Residential 1-2.5 du/ac
- 2.5-3.5 - Medium Density Residential 2.5-3.5 du/ac
- 3.5-5 - Medium Density Residential 3.5-5 du/ac
- 5-8 - Medium-High Density Residential 5-8 du/ac
- 8-12 - Medium-High Density Residential 8-12 du/ac
- 12-20 - High Density Residential 12-20 du/ac
- 20-30 - High Density Residential 20-30 du/ac
- CCC - Corporate Commerce Center
- BP - Business Park
- OFC - Office
- PF - Public Facility
- INST - Institutional
- PC - Planned Commercial
- GC - General Commercial
- EMU - Entertainment Mixed Use
- LI - Light Industry
- HI - Heavy Industry
- EDU - Education
- P/OS - Parks and Open Space
- LUCU - Luke Compatible Land Uses

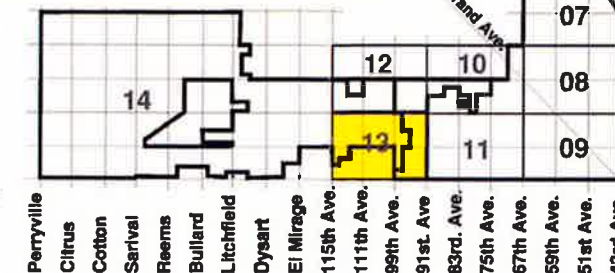
NOTE: Descriptions of each land use designation are found in the General Plan Land Use Element.



# CITY OF GLENDALE

Planning Department  
5850 West Glendale Avenue

## General Plan



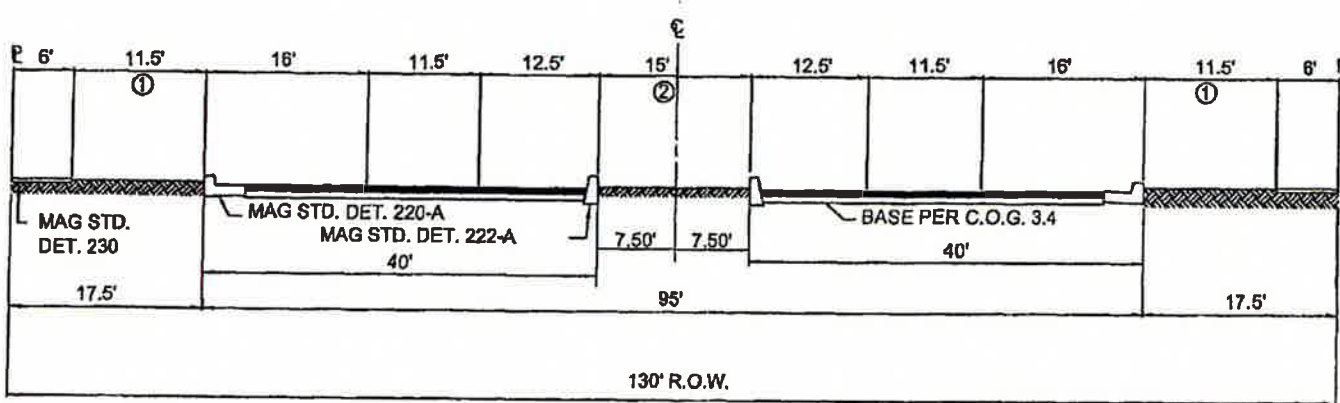
MAP 13  
01/16/07  
Revised Date

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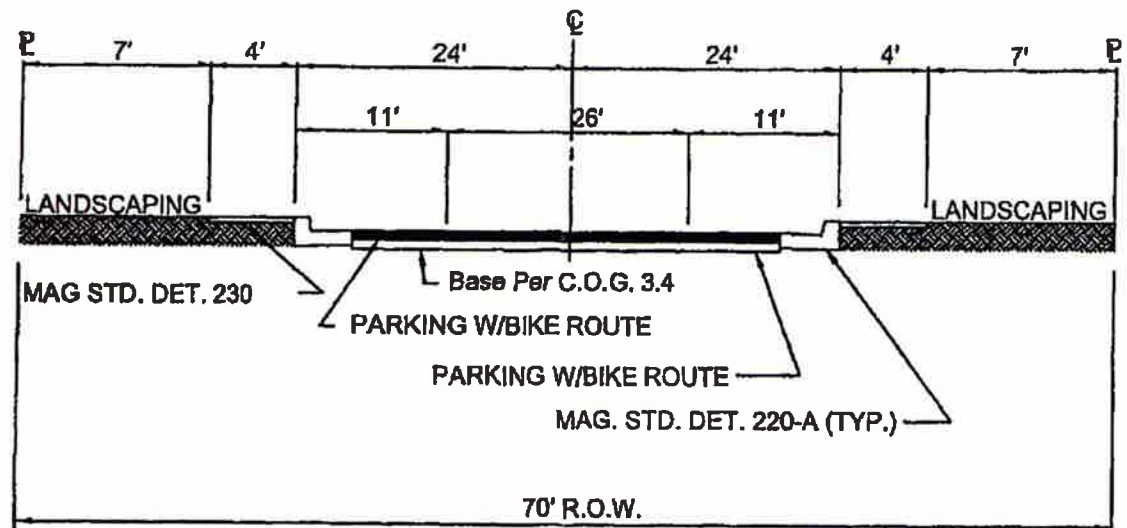
EXHIBIT C - GENERAL PLAN



MAJOR ARTERIAL STREET SECTION



COLLECTOR STREET SECTION





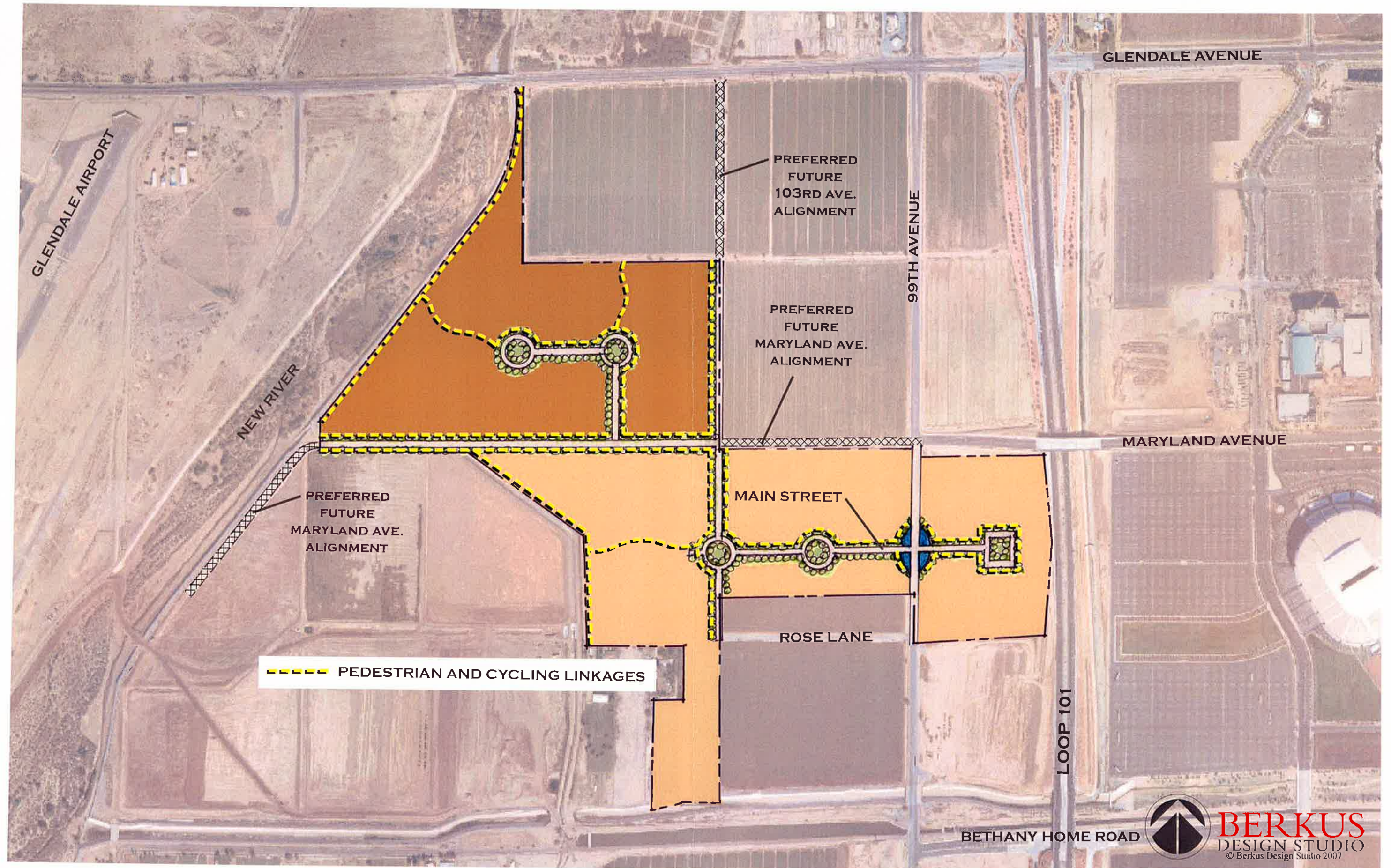
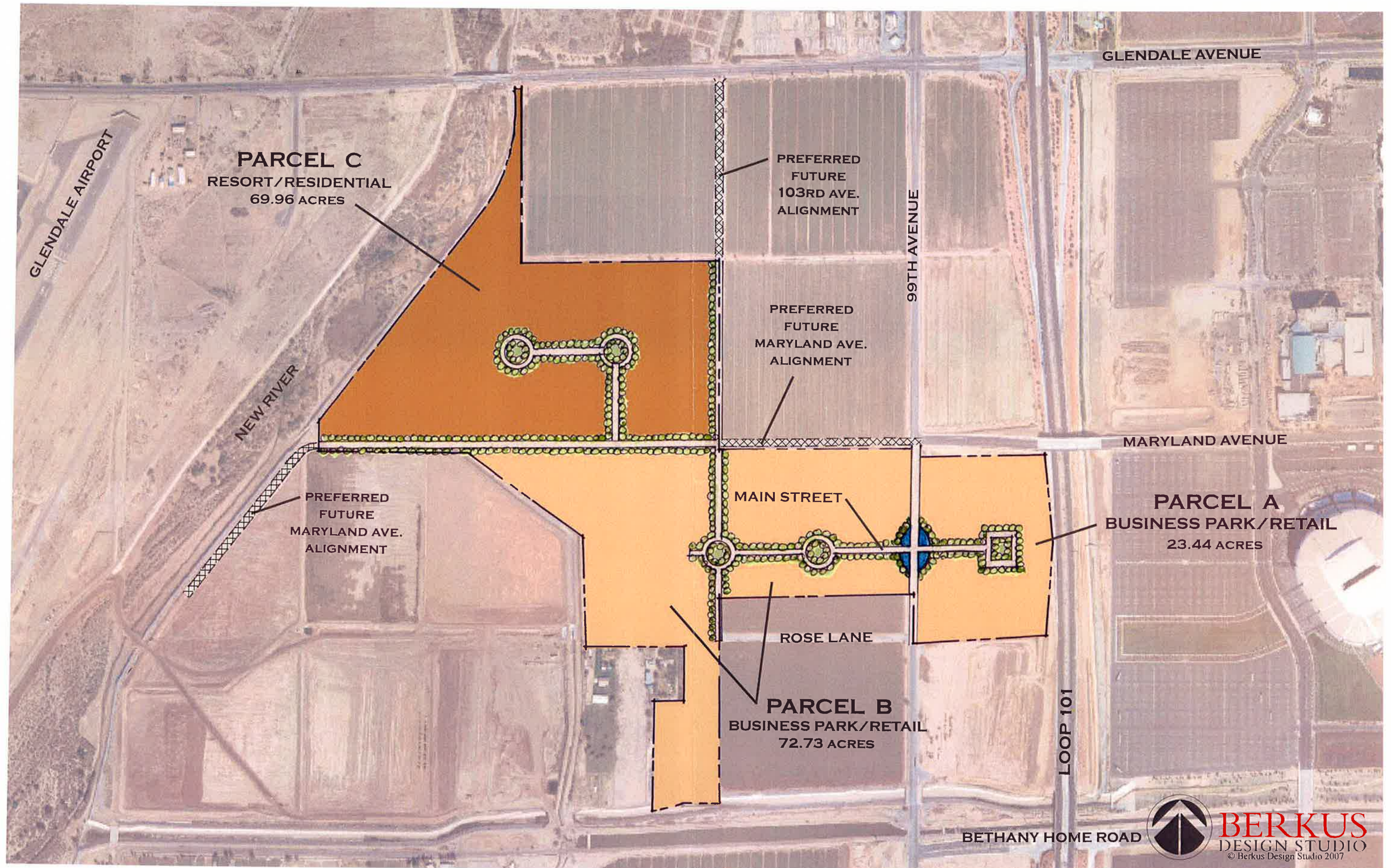


EXHIBIT F – PEDESTRIAN AND CYCLING LINKAGES







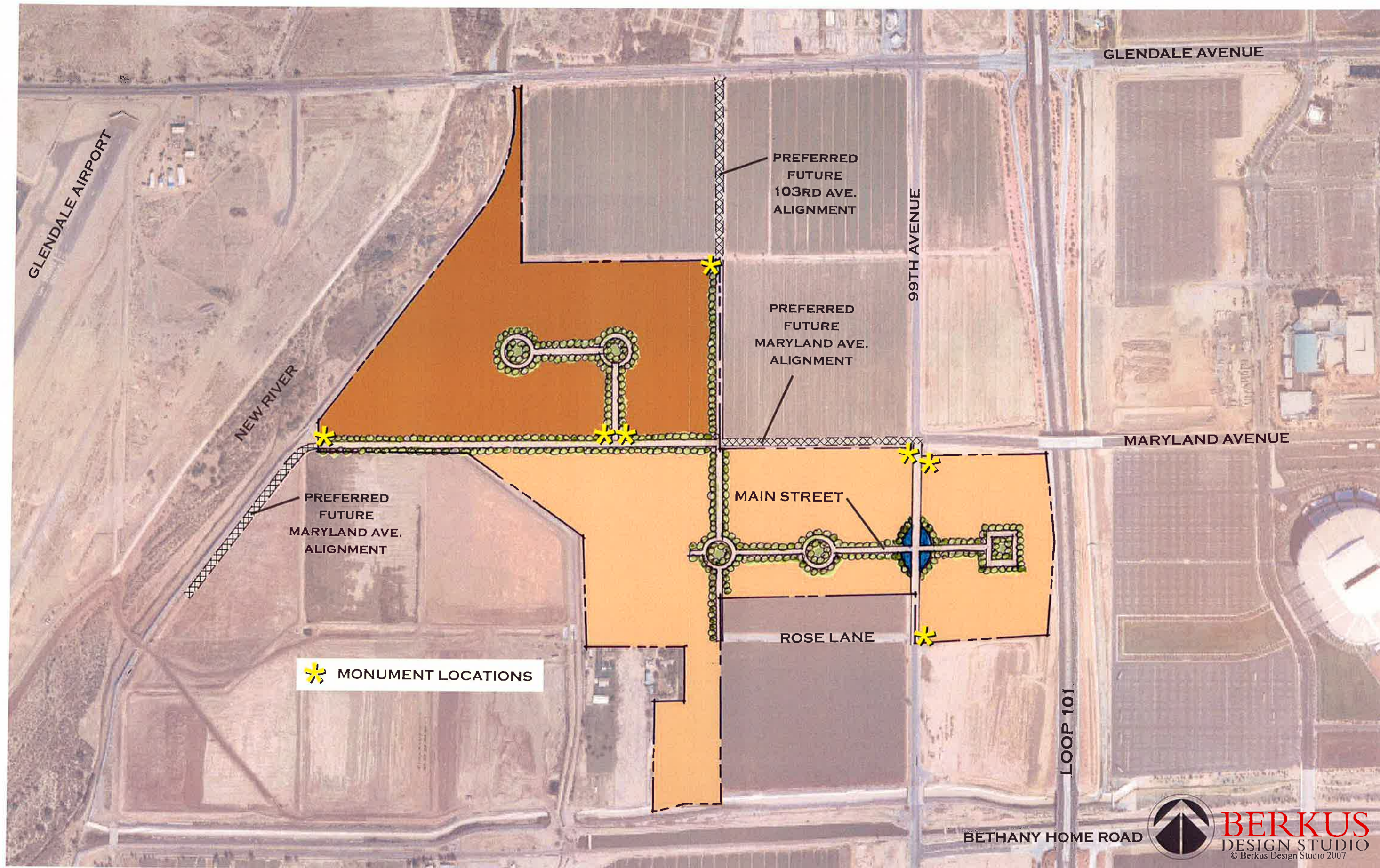


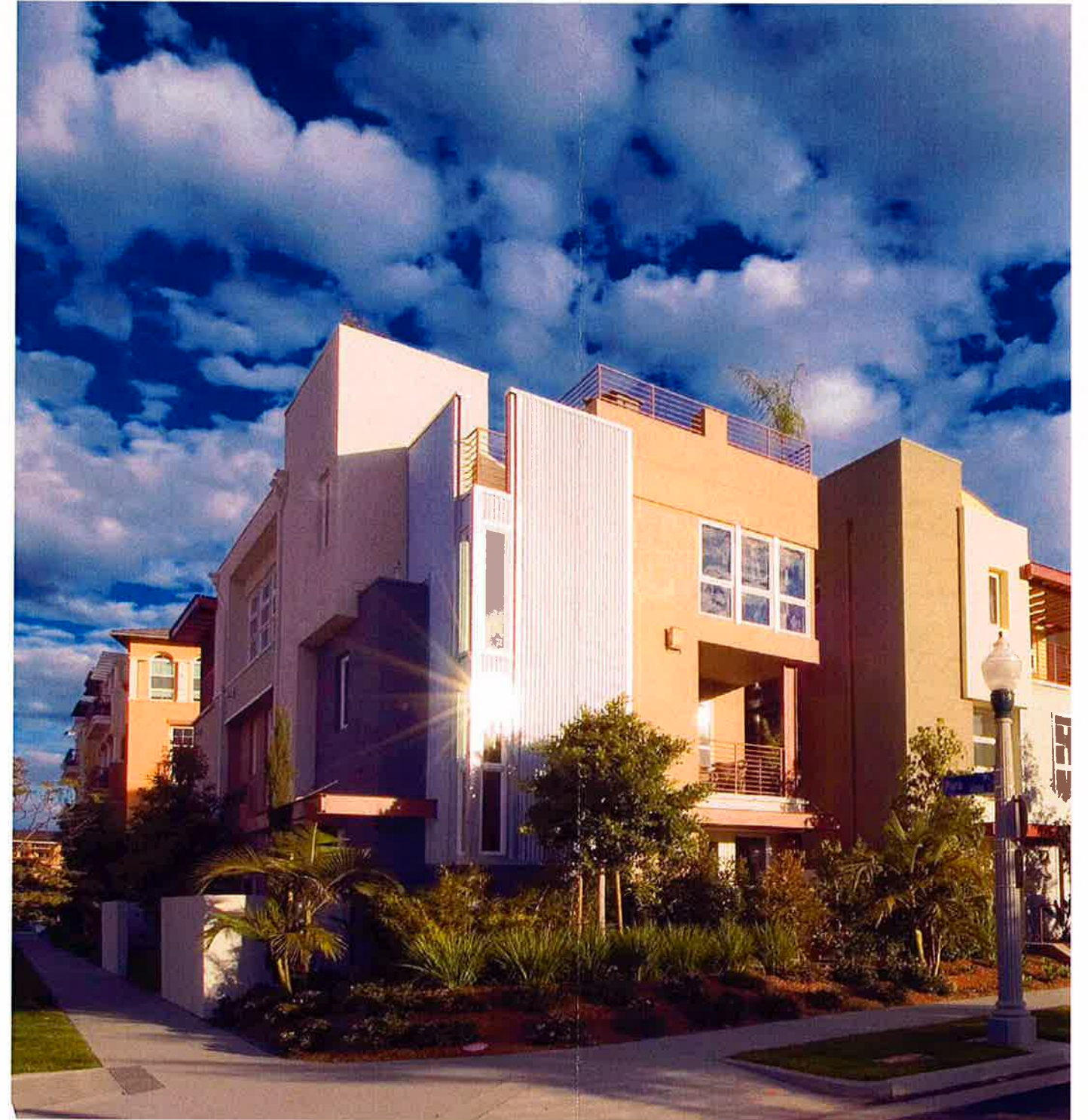
EXHIBIT G – MONUMENT LOCATION





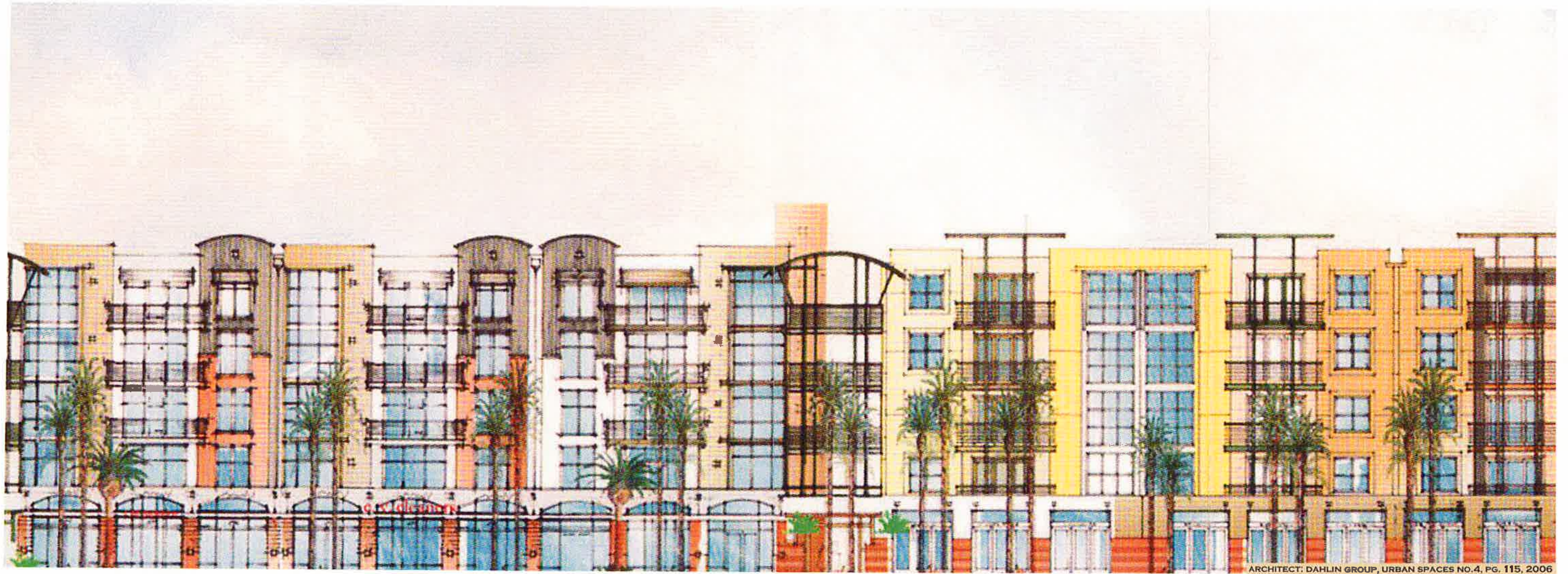
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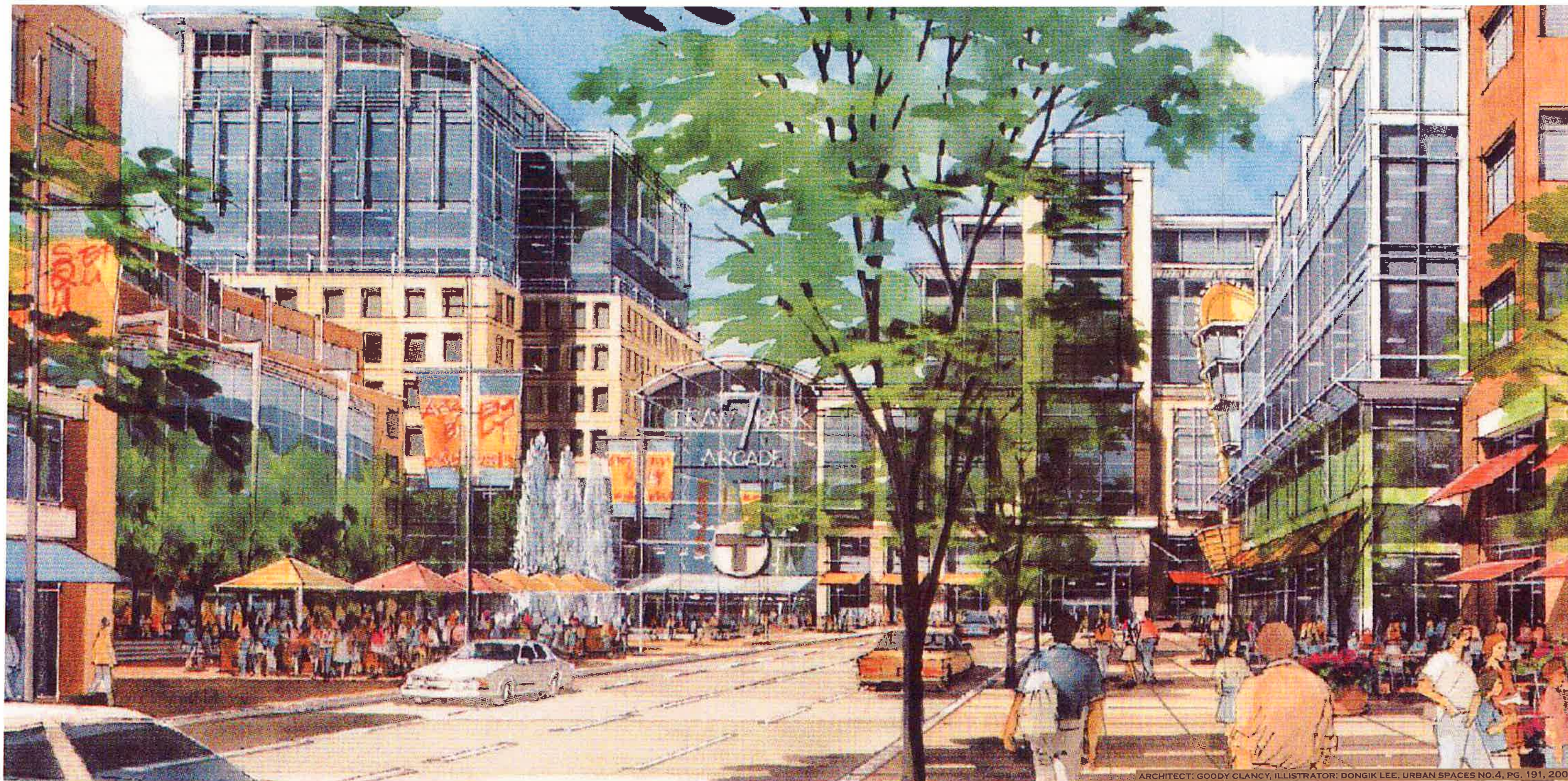
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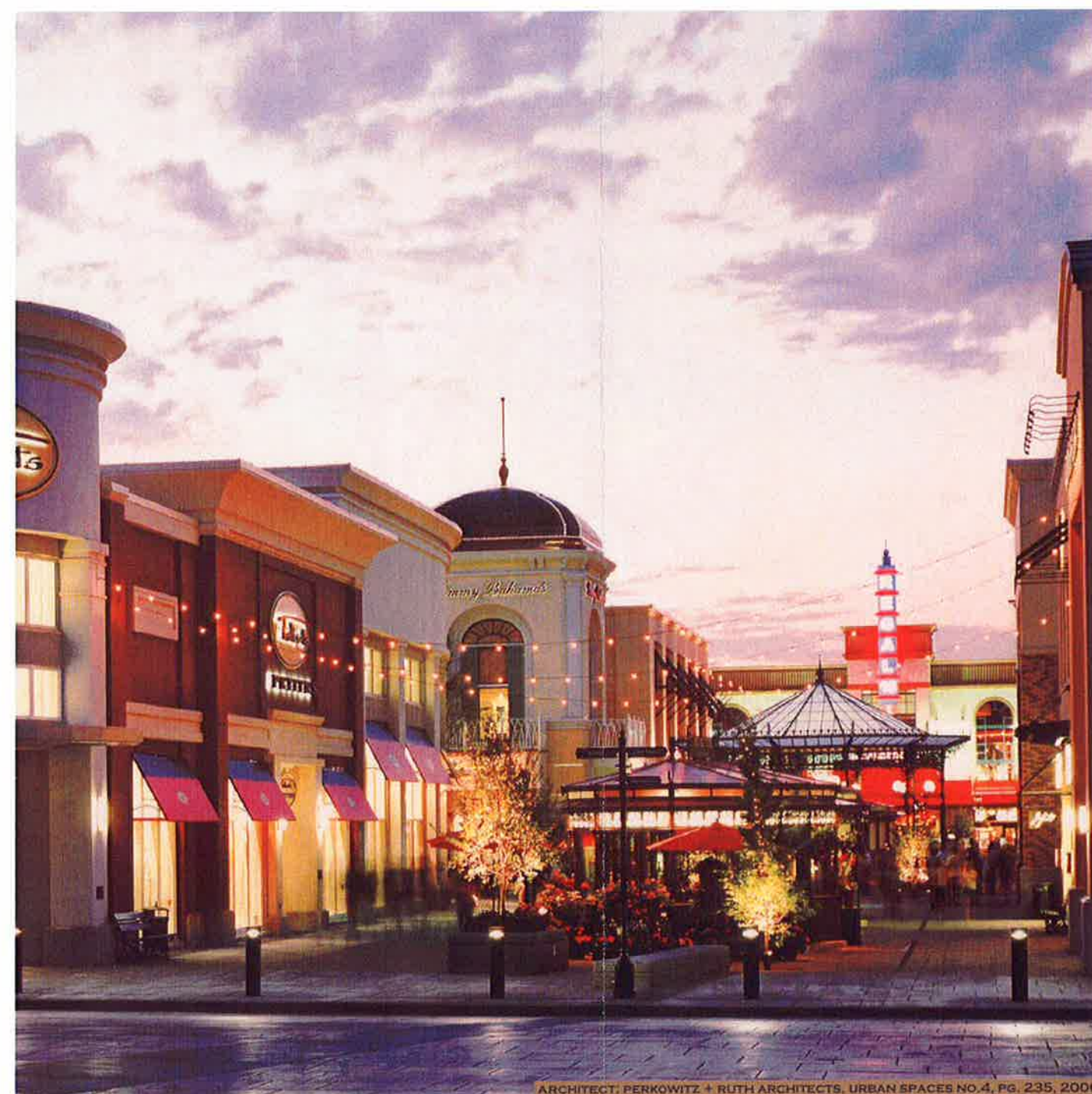


ARCHITECT: GOODY CLANCY, ILLUSTRATOR: DONGIK LEE, URBAN SPACES NO.4, PG. 191, 2006

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EXHIBIT J - ARCHITECTURAL CHARACTER- COMMERCIAL





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EXHIBIT J – ARCHITECTURAL CHARACTER– COMMERCIAL





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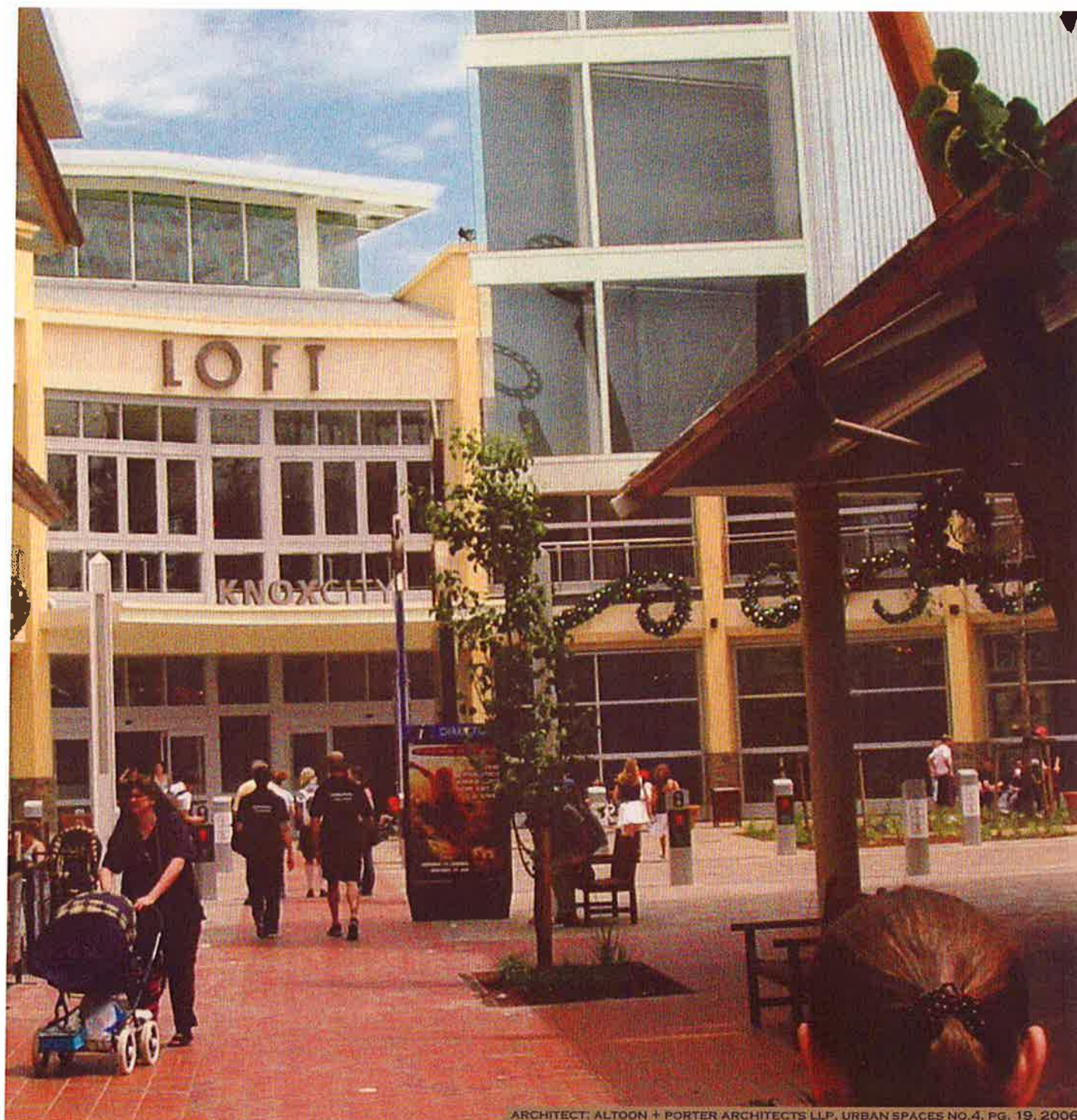


ARCHITECT: CHAPMAN TAYLOR, WINNING SHOPPING CENTER DESIGNS, PG. 39, 2005

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EXHIBIT J – ARCHITECTURAL CHARACTER– COMMERCIAL





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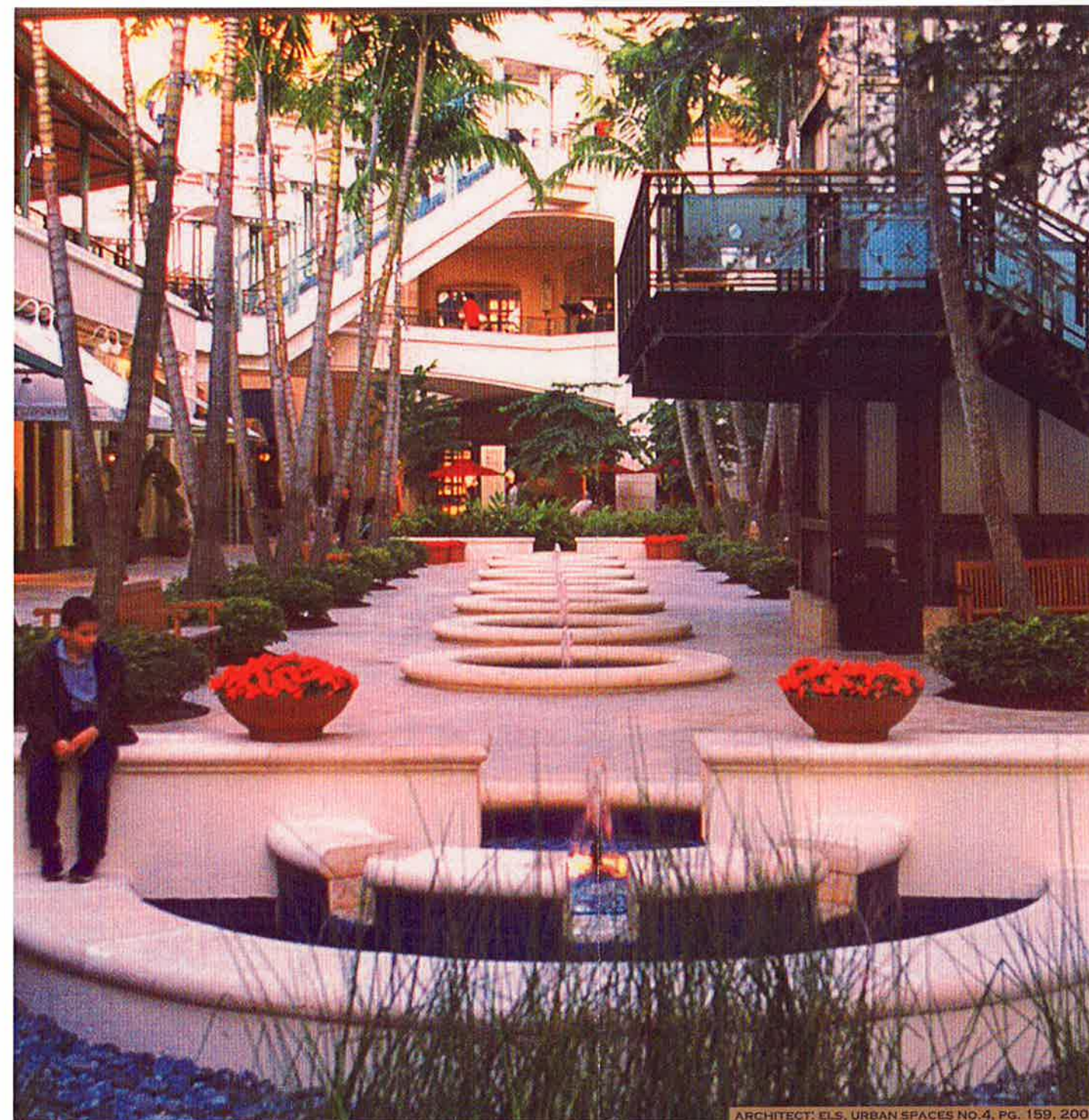


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ARCHITECT: GLATTING JACKSON KERCHER ANGLIN LOPEZ RINEHART, INC., URBAN SPACES NO.4, PG. 182, 2006



ARCHITECT: ELS, URBAN SPACES NO.4, PG. 159, 2006

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ARCHITECT: PERKOWITZ + RUTH ARCHITECTS, URBAN SPACES NO.4, PG. 235, 2006

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EXHIBIT K – COURTYARDS AND PLACES FOR PEOPLE

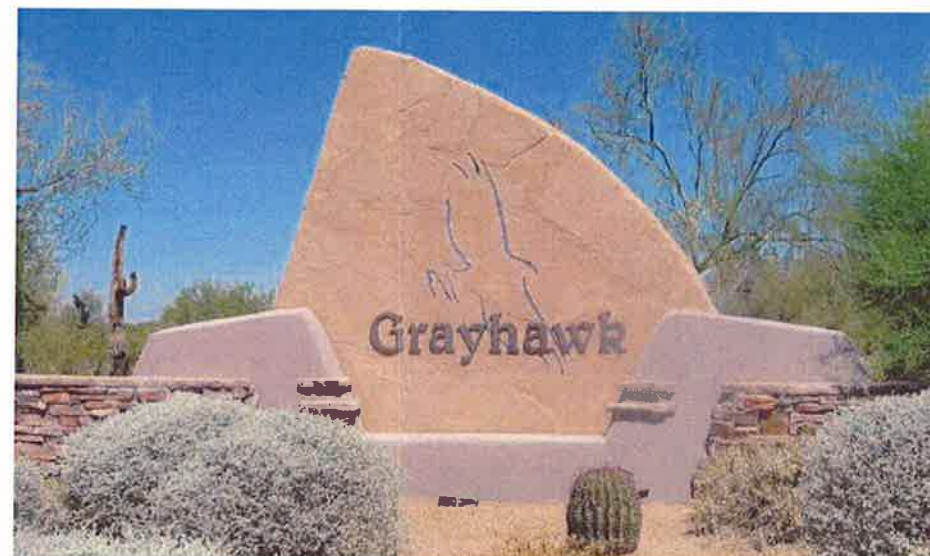




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EXHIBIT L - RESIDENTIAL ENTRY CHARACTER







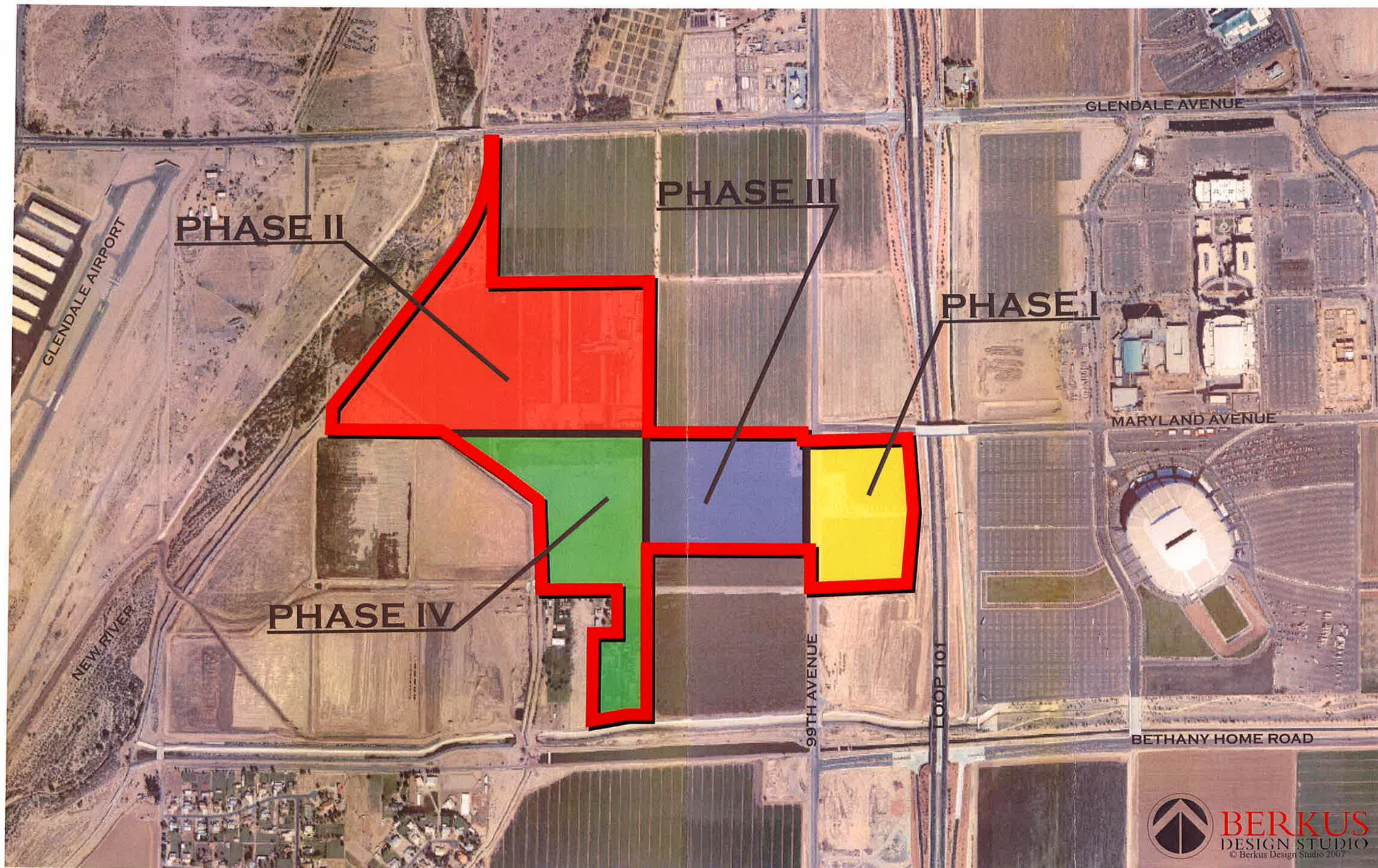


EXHIBIT N – CONCEPTUAL PHASING PLAN