



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-88-22-5
March 8, 2023

North Mountain Village Planning Committee Meeting Date: March 15, 2023

Planning Commission Hearing Date: April 13, 2023

Request From: IND.PK (Industrial Park) (5.11 acres)

Request To: R-5 (Multifamily Residence District (5.11 acres))

Proposed Use: Multifamily Residential

Location: Approximately 350 feet south of the southwest corner of 22nd Avenue and Dunlap Avenue

Owner: QOZ 22nd Avenue Property, LLC

Applicant and Representative: Jason Morris, Withey Morris, PLC

Staff Recommendation: Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Industrial (GPA-NM-1-22-5 proposes a Mixed-Use designation)	
<u>Street Map Classification</u>	22nd Avenue	Local Street	33 foot west half street
	23rd Avenue	Minor Collector	33 foot east half street
<p><i>CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE; Encourage high-density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.</i></p> <p>The proposal, as stipulated, will contribute to a pattern of horizontal mixed-use near multiple light rail stations in a manner consistent with the 19North Transit Oriented Development Policy Plan. The addition of residential dwellings will support ridership on the light rail while offering its residents an affordable mode of transportation. As stipulated, the proposal will directly advance transit orientation in the area by providing shaded and detached sidewalks along both public street frontages and by including bicycle parking to further extend the reach of the nearby light rail.</p>			

CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE: *Establish design standards and guidelines for parking lots and structures, setback and build-to lines, blank wall space, shade, and other elements affecting pedestrians, to encourage pedestrian activity and identify options for providing pedestrian-oriented design in different types of development.*

The proposed development, as stipulated, include design and development standards to encourage walking, bicycling, and transit use. These standards include a shaded streetscape, units fronting onto the public sidewalk, parking situated away from the public street, and on-site amenities.

CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: *Development should include convenient bicycle parking.*

The proposed development, as stipulated, includes bicycle facilities to encourage bicycling and transit use to leverage its proximity to the light rail stations. Features include secure bicycle parking for residents and/or convenient racks for guests, and a bicycle repair station for residents.

BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; DESIGN PRINCIPLE: *Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.*

The proposed development, as stipulated, will create shaded and detached sidewalks along both 22nd Avenue and 23rd Avenue and these sidewalks will be shaded to 75 percent. The 23rd Avenue sidewalk will be detached and shaded upon the adaptive reuse of the site while the 22nd Avenue sidewalk will be detached and shaded upon the redevelopment of the site. These improvements will serve to create comfortable pedestrian environments along two streets leading directly to light rail stations.

CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: *Promote and encourage compatible development and redevelopment with a mix of housing types in neighborhoods close to employment centers, commercial areas, and where transit or transportation alternatives exist.*

The proposal will introduce ownership housing opportunities in the 19North area with close access to two light rail stations, a major community park, and the North Mountain Primary Village Core. These additional housing opportunities supports goals contained in the Housing Phoenix Plan to preserve and create 50,000 units by 2030. Further, the proposal supports the redevelopment and revitalization of the North Mountain Village Primary Core by adding housing units near major redevelopment sites such as Metrocenter Mall.

Applicable Plans, Overlays, and Initiatives

[**TOD Strategic Policy Framework**](#): Background Item No. 4.

[**19North Transit Oriented Development Policy Plan**](#): Background Item No. 5.

[**North Mountain Village Character Plan**](#): Background Item No. 7.

[**North Mountain Redevelopment Area Plan**](#): Background Item No. 10

[**Tree and Shade Master Plan**](#): Background Item No. 11.

[**Complete Streets Guidelines**](#): Background Item No. 12.

[**Housing Phoenix**](#): Background Item No. 13.

[**Zero Waste PHX**](#): Background Item No. 14.

[**Transportation Electrification Action Plan**](#): Background Item No. 15.

Surrounding Land Uses and Zoning

	<u>Land Use</u>	<u>Zoning</u>
On Site	Office building, parking structure, surface parking	IND.PK
South	Office buildings	IND.PK
North	Office, parking structure, surface parking	CP/GCP
East (across 22nd Ave.)	Higher education facility, surface parking	IND.PK
West (east of 23rd Ave.)	Surface parking	CP/GCP
West (across 23rd Ave.)	North of Townley Ave: Vacant lot South of Townley Ave: Office building	C-O (Approved CP/BP) IND.PK

R-5 (Multifamily Residence District) (Subdivision Development Option)		
Standards	Requirements	Proposed Site Plan
Gross Acreage	-	5.11 acres
Maximum Density (dwelling units / acres)	43.5	28.38 (Met)
Maximum Dwelling Units	222	145 (Met)
Maximum Building Height	4 stories, 48 feet	3 stories, 40 feet (Met)
Minimum Building Setback		
Front Yard (22nd Ave)	20 feet	50 feet (Met)
Front Yard (23rd Ave)	15 feet	36 feet (Met)
Side Yard (North)	3 feet	Varies, 30 to 43 feet (Met)
Side Yard (South)	10 feet	Varies, 42 to 93 feet (Met)
Minimum Landscape Setback		
Front Yard (22nd Ave)	20 feet	28 feet (Met)
Front Yard (23rd Ave)	20 feet	36 feet (Met)
Side Yard (North)	5 feet	0 feet, driveway (*Not Met)
Side Yard (South)	5 feet	Varies, 5 to 12 feet (Met)
Maximum Lot Coverage	50 percent	55.15 percent* (Not Met)
Minimum Open Space	5 percent	Not provided
Minimum Amenities Provided	Two required	Two provided (Met)
Minimum Parking (spaces)	223	439

**Existing Condition*

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 5.11 acres located approximately 350 feet south of the southwest corner of 22nd Avenue and Dunlap Avenue from 5.11 acres of IND.PK (Industrial Park) to 5.11 acres of R-5 (Multifamily Residence District). The request to rezone is accompanied by General Plan Amendment No. GPA-NM-1-22-5 which is required by the Phoenix General Plan and proposes a General Plan Land Use Map designation of Mixed-Use.

Oblique Aerial Imagery; Source: Maricopa County; Annotations by the Planning and Development Department



SURROUNDING LAND USES AND ZONING

2. The subject site contains one three-story office building, a three level parking structure (including parking on the roof deck), and surface parking. The Zoning Sketch Map, included as an exhibit to this report, depicts zoning entitlements for the subject site and the surrounding area. The surrounding area includes a concentration of underutilized offices, parking structures, and surface parking. The subject site and many of the adjacent properties are zoned IND.PK (Industrial Park) which is an obsolete zoning district that now defers to CP (Commerce Park) standards. The CP zoning district contains four development options that allow maximum heights ranging from 40 feet to 56 feet by right.

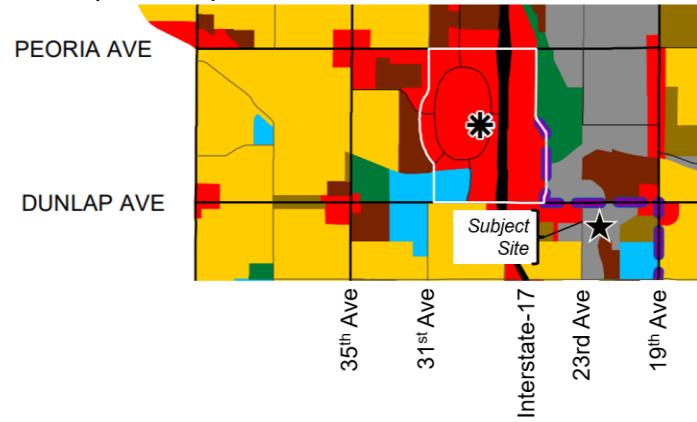
The subject site is occupied by an office building, parking structure, and surface parking developed under IND.PK (Industrial Park) zoning. To the south of the subject site are three one-story office buildings with IND.PK (Industrial Park) zoning. To the north of the subject site is a four story office building, a two level parking structure, and a surface parking lot with CP/GCP (Commerce Park / General Commerce Park option) zoning. To the east of the subject site across 22nd Avenue is occupied by Carrington College. To the west of the subject site across 23rd Avenue are two properties with distinct zoning. North of Townley Avenue is a vacant and undeveloped site with approved CP/BP (Commerce Park / Business Park option) zoning. South of Townley Avenue is a one-story office building zoned IND.PK.

The subject site and the proposed development that would convert the existing three-story office building to multifamily residential is compatible with the surrounding area including nearby properties and light rail transit.

GENERAL PLAN LAND USE MAP

3. The General Plan Land Use Map depicts a designation for the subject site is currently Industrial. The proposed request is residential which is not permitted in an Industrial Plan designation. The applicant is requesting a companion General Plan Amendment (GPA-NM-1-22-5) to change the designation from Industrial to Mixed-Use.

General Plan Land Use Map; Source: Planning and Development Department

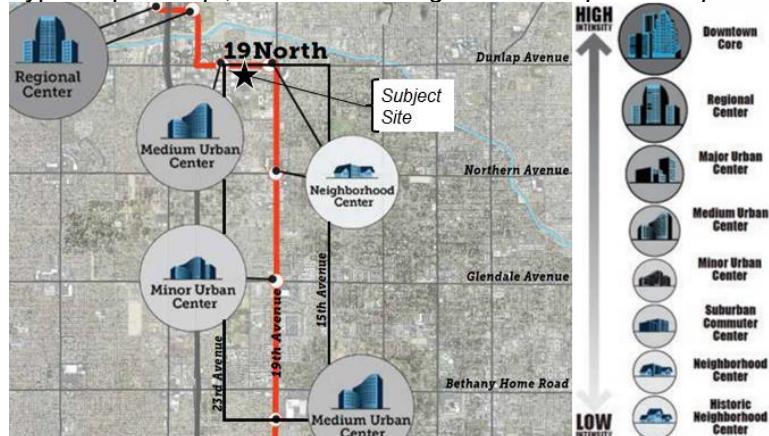


The subject site is located within the 19North Transit Oriented Development Policy Plan which was approved as an amendment to the City's General Plan. The 19North Transit Oriented Development Policy Plan supports development and redevelopment in a format that is walkable and contains a mix of uses. The subject site is located within 0.30 miles of the North Mountain Village Core which has long been envisioned for the greatest intensity of land development. Due to these factors, the development proposal is consistent with the Mixed-Use designation requested by GPA-NM-1-22-5.

4. **Transit Oriented Development Strategic Policy Framework:**

The Transit Oriented Development Strategic Policy Framework is part of the City's General Plan. The framework identifies planning typologies to describe urban environments.

Transit Oriented Development Strategic Policy Framework, Place Type Map Excerpt; Source: Planning and Development Department



The subject site is located within 0.25 miles from the light rail station located at 24th Avenue and Dunlap Avenue which is identified as a Medium Urban Center. The Medium Urban Center Place Type is characterized by medium intensity with building heights typically from three to six stories and up to 10 when incentive criteria are met. The proposal for the conversion of a three-story office to multifamily residential is consistent with the intensity envisioned by the Medium Urban Center Place Type.

5. **19North Transit Oriented Development (TOD) Policy Plan:**

The site is located within the 19North TOD Planning Area which is bound by 15th Avenue on the east, 23rd Avenue on the west, Montebello Avenue on the south, and Dunlap Avenue on the north. The policy plan for the 19North TOD District provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner.

Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, encourage active, healthy lifestyles, ensure Phoenix increases its competitive advantage in the global marketplace, and improve prosperity by growing the economy in locations with existing infrastructure and public services.

Specific to the subject site, the proposal helps advance the goals of the 19North TOD Policy Plan in several ways.

- The plan emphasizes the importance of horizontal mixed use so residents can easily access light rail and other destinations in the area such as employment. The development proposal advances the community's vision for a mix of complementary uses through GPA-NM-1-22-5 which changes the General Plan Land Use Map designation from Industrial to Mixed Use.
- The plan stresses the importance of pedestrian comfort and the reduction of the urban heat island and a "green pedestrian realm" that is inclusive of shaded and detached sidewalks. To advance progress toward this goal, staff is recommending Stipulation No. 1 and 2 to require shaded and detached sidewalks along both 22nd and 23rd Avenues respectively with enhanced landscape planting standards for each. As proposed, Stipulation No. 2 would require the streetscape improvements upon the adaptive reuse conversion of the site and Stipulation No. 1 would require improvements upon redevelopment or substantial modification of the site from that depicted on the conceptual site plans. Staff is further recommending Stipulation No. 3 to require that all public sidewalk improvements are located within a sidewalk easement.

- The plan also emphasizes the importance of bicycle infrastructure such as parking as a way of encouraging affordable transportation, extending the “reach” of the regional light rail, and decreasing the city’s reliance on single-occupant vehicles for transportation. To advance progress toward this goal, staff is recommending Stipulation No. 5 to require the developer to provide secure bicycle parking for residents and/or convenient bicycle parking for guests, and a bicycle repair station (fix-it station) to help promote the reliability of bicycles for transportation.

6. The proposed development is overparked by 132 vehicle parking spaces and this is inconsistent with the intent of the City Council adopted Transit Oriented Development Strategic Policy Framework and the 19North Transit Oriented Development Policy Plan. If the site were redeveloped from scratch, staff would ask the developer to utilize the Walkable Urban (WU) Code which is specifically tailored to implement transit oriented development. In the WU Code, the proximity of the site within 0.25 miles of the nearest light rail stations, would allow for an additional reduction of 25 percent. As such, staff strongly encourages this surplus parking be redeveloped in a subsequent phase or be utilized by adjacent sites through a shared parking agreement to offset their minimum parking requirements.

7. **North Mountain Village Character Plan:**

The Norrth Mountain Village Character Plan was approved and adopted into the Phoenix General Plan through General Plan Amendment GPA-1-19. The project is aligned with the general goals identified in the North Mountain Village Character Plan but most specifically the following items:

- Land Use Principle: Cores, centers and corridors to be configured in a walkable manner and include a variety of land uses: office, retail shopping, entertainment and cultural, housing, hotel and resort, and, where appropriate, some types of industry. The proposal will introduce housing to an area with diverse employment and service opportunities which will support walkability.
- Land Use Principle: Locate land uses with the greatest height and most intense uses within limits based on village character, land use needs, infrastructure and transportation system capacity. The proposal will convert an underutilized office building into multifamily residential units within walking distance of two light rail stations.

PROPOSAL

8. **Site Plan**

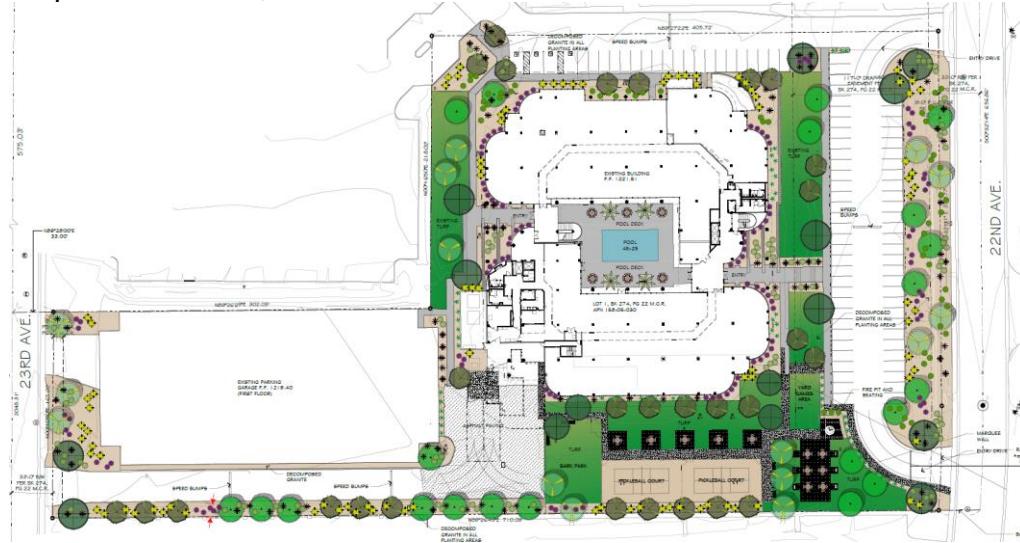
The applicant is proposing to convert the three-story office building to multifamily residential including a mix of studio, one-bedroom, and two-bedroom units. The applicant’s narrative discusses the possibility of a second phase at the location of

the parking structure adjacent to 23rd Avenue. The proposal will also add amenities to the site such as a swimming pool and sun deck in the existing courtyard, a dog park, pickleball courts, bench seating and picnic tables, a barbecue pavilion with grills, and tables in a park-like setting and an open recreation space for games like cornhole and ladder golf.

The adaptive reuse conversion of the site will maintain the three driveways onto the site including one from 22nd Avenue, another from 22nd Avenue that is shared with the property to the north, and one from 23rd Avenue. The site plan depicts the addition of multiple resident amenities south of the existing office building that would eliminate the through-connection between 22nd and 23rd Avenue. A cross access agreement will be required during the site plan review process.

The proposed site plan depicts the existing attached sidewalks along 22nd and 23rd avenues to remain. Due to the proximity to light rail and guidance from the 19North Transit Oriented Development Policy Plan, staff is recommending Stipulations No. 1 and 2 to require shaded and detached sidewalks along both streets respectively. As a conversion of a commercial office that was constructed before the light rail, staff is recommending Stipulation No. 4 to require a system of internal pedestrian pathways to connect residents to both public sidewalks and all amenity areas.

Proposed Site Plan; Source: Architectural Collaborative Team



The proposed development retains the existing 355 space parking structure and an additional 150 surface parking spaces which far exceeds the 223 vehicle parking spaces required by the number of units. Due to the proximity of nearby light rail stations, this surplus is incongruent with adopted policy and, therefore, staff

encourages this surplus be redeveloped in a subsequent phase or be utilized by adjacent sites through a shared parking agreement.

9. Conceptual Building Elevations

The applicant provided conceptual renderings of the converted office building that maintains the general aesthetic of the existing building but will add a horizontal color feature to add visual interest.

Conceptual Elevation Renderings; Source: Architectural Collaborative Team

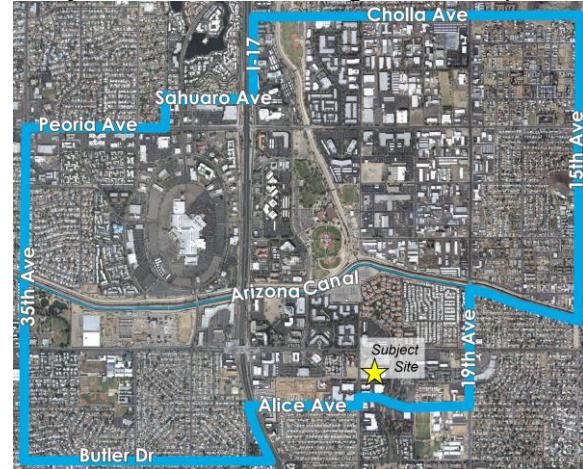


STUDIES AND POLICIES

10. North Mountain Redevelopment Area Plan:

The North Mountain Redevelopment Area Plan, adopted in 2013, examined the general vicinity of the subject site. The study calls for a myriad of efforts to advance economic development and quality of life in the area including recommendations in support of the redevelopment of Metrocenter Mall, the expansion of high-capacity transit, and the creation of alternative transportation infrastructure. The proposal will support walkability and renewed economic vitality on an underutilized site.

North Mountain Redevelopment Area Plan Study Area; Source: Planning and Development



11. Tree and Shade Master Plan:

The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City's planning and development process. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide thermal comfort for pedestrians and to reduce the urban heat island effect.

The proposal, as stipulated, aligns with the Tree and Shade Master Plan by introducing adding shaded and detached sidewalks along both 22nd Avenue and 23rd Avenue to comfortably convey pedestrians to light rail, employment, and other destinations. These items are addressed in Stipulation Nos. 1 and 2 respectively.

12. **Complete Streets Guidelines:**

The City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles.

The proposal, as stipulated, includes shaded and detached sidewalks along both 22nd and 23rd Avenues and bicycle facilities such as parking and a fix it station. These items are addressed in Stipulation Nos. 1, 2, and 5 respectively.

13. **Housing Phoenix:**

In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with the vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing.

The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety housing types that will address the supply shortage at a more rapid pace while using vacant or underutilized land in a more sustainable fashion.

14. **Zero Waste Phoenix PHX:**

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero-waste city, as part of the City's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial, and mixed-use developments meeting certain criteria. The provision of recycling containers was not addressed in the applicant's submittal; however, the adaptive reuse conversion of the existing building will divert a significant amount of potential waste from the landfill.

15. **Transportation Electrification Action Plan:**

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. This is addressed in Stipulation No. 6 which shall require 10 percent of required vehicle parking spaces be "EV Ready" upon the redevelopment of the site or a modification of the existing floor area by more than 50 percent including demolition.

COMMUNITY CORRESPONDENCE

16. As of the writing of this report, no community correspondence was received by staff regarding this request.

INTERDEPARTMENTAL COMMENTS

17. The Street Transportation Department noted that the subject site is located within the 19North Transit Oriented Development Policy Plan area and that the community has identified enhanced streetscapes as being a priority and further recommended that bicycle parking and infrastructure be provided to support transit ridership. The Street Transportation Department provided stipulation language to require detached sidewalks along both public streets, to require that all sidewalks be located within a dedicated sidewalk easement, and to require that any street improvements required be constructed by the developer with all required elements and to ADA accessibility standards. These are addressed in Stipulation Nos. 1, 2, 3, 5, and 7.

OTHER

18. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33-feet of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 8.

19. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to preliminary site plan approval. This is addressed in Stipulation No. 9.
20. Development and use of the site are subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments may be required.

Findings

1. The development proposal, as stipulated, is compatible with the surrounding area.
2. The development proposal, as stipulated, will create a strong pedestrian environment along both 22nd and 23rd Avenues with shaded and detached sidewalks to convey residents safely and comfortably to the North Mountain Village Core and the nearby light rail stations.
3. The proposal will create additional housing options in line with the Housing Phoenix Plan's goal of preserving or creating 50,000 housing units by 2030.

Stipulations

1. For any development that modifies the cumulative floor area of any building by more than 25 percent, including demolition, from that depicted on the site plan date stamped December 14, 2022, the public sidewalk along 22nd Avenue shall be constructed to a minimum width of 6 feet and detached from the back of curb by a minimum 8-foot-wide landscape area planted to the following standards, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with the creation of a comfortable pedestrian environment.
 - a. Large canopy, single-trunk, shade trees shall be placed 25 feet on center or in equivalent groupings. Fifty percent of the required trees shall be a minimum 3-inch caliper and 50 percent shall be a minimum 2-inch caliper.

- b. At tree maturity, the trees shall shade the sidewalks to a minimum 75 percent.
 - c. Drought tolerant shrubs and vegetative groundcovers shall be maintained at maximum height of 24 inches to provide a minimum of 75 percent live coverage at maturity.
- 2. The public sidewalk along 23rd Avenue shall be constructed to a minimum width of 6 feet and detached from the back of curb by a minimum 8-foot-wide landscape area planted to the following standards, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with the creation of a comfortable pedestrian environment.
 - a. Large canopy, single-trunk, shade trees shall be placed 25 feet on center or in equivalent groupings. Fifty percent of the required trees shall be a minimum 3-inch caliper and 50 percent shall be a minimum 2-inch caliper.
 - b. At tree maturity, the trees shall shade the sidewalks to a minimum 75 percent.
 - c. Drought tolerant shrubs and vegetative groundcovers shall be maintained at a maximum height of 24 inches to provide a minimum of 75 percent live coverage at maturity.
- 3. The developer shall dedicate sidewalk easements along 22nd Avenue and 23rd Avenue as needed to fully encompass the public sidewalks as stipulated, as approved by the Planning and Development Department.
- 4. The developer shall provide an internal network of shaded pedestrian thoroughfares as described below and as approved or modified by the Planning and Development Department.
 - a. Include internal and direct pedestrian pathways of no less than 5 feet in width between the building entrances, the public sidewalks along both 22nd and 23rd avenues, and the amenity areas.
 - b. All internal pathways shall include a clear separation from vehicular maneuvering areas with all vehicular crossings being clearly delineated using decorative pavers, stamped or colored concrete, or other

pavement treatment, other than those used to pave the parking surfaces and drive aisles.

- c. All internal pathways shall be shaded to a minimum 50 percent.
- 5. The developer shall incorporate bicycle infrastructure as described below and as approved by the Planning and Development Department.
 - a. Bicycle parking shall be provided at a minimum of 0.25 spaces per unit up to a maximum of 50 spaces, located near the entrances to the building, and installed per the requirements of Section 1307.H of the Phoenix Zoning Ordinance. Alternatively, bicycle parking may be provided entirely with secure bicycle parking facilities or a mix thereof.
 - b. One bicycle repair station shall be provided and maintained by the developer in an area of high visibility to residents.
- 6. For redevelopment that modifies the cumulative floor area of any building by more than 50 percent, including demolition, from that depicted on the site plan date stamped December 14, 2022, a minimum of 10% of the required parking spaces shall be EV Ready.
- 7. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping, and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
- 8. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.
- 9. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Writer

Nick Klimek

March 8, 2023

Team Leader

Racelle Escolar

Exhibits

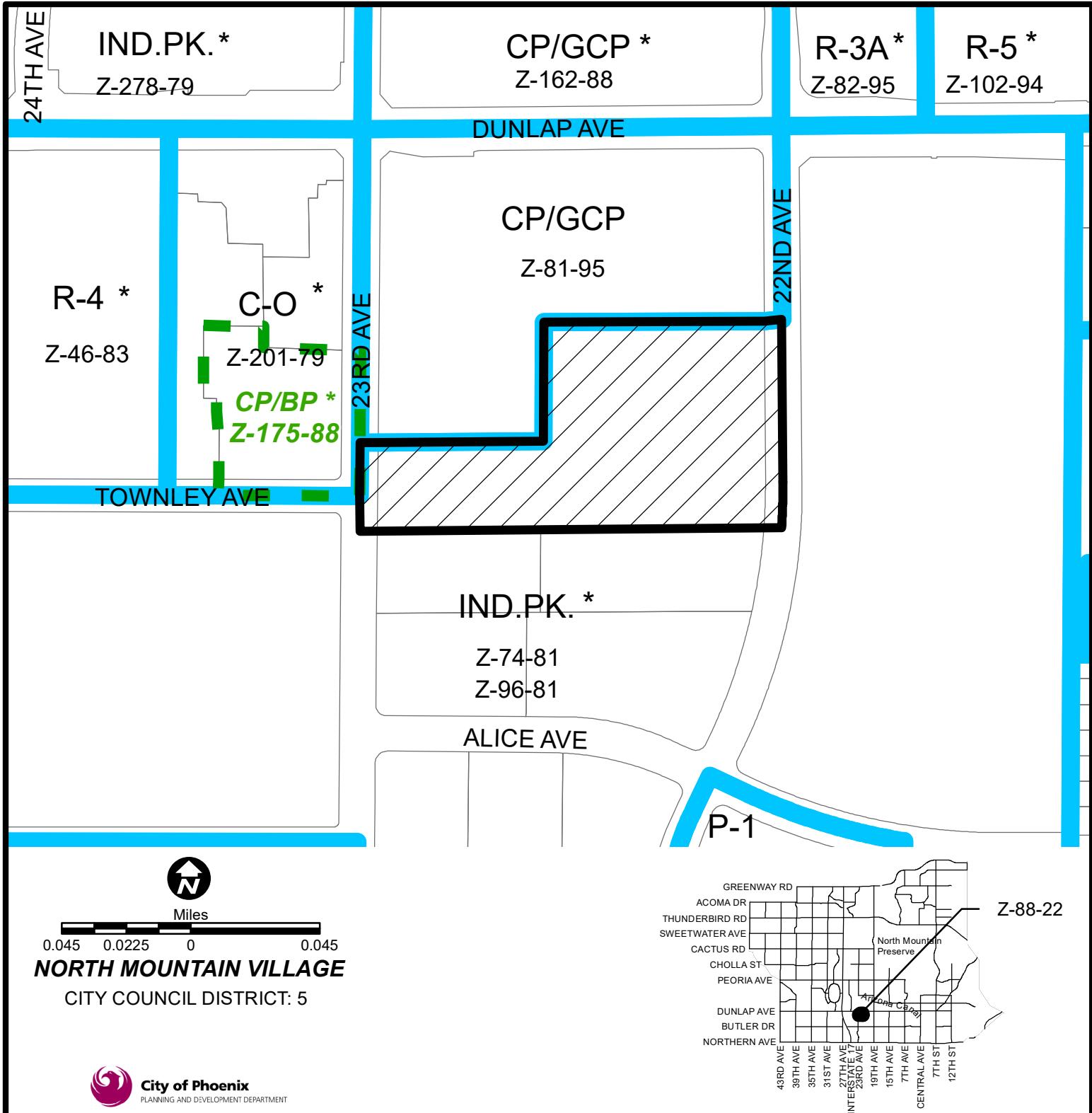
Zoning sketch map

Aerial sketch map

Conceptual Site Plan date stamped December 14, 2022

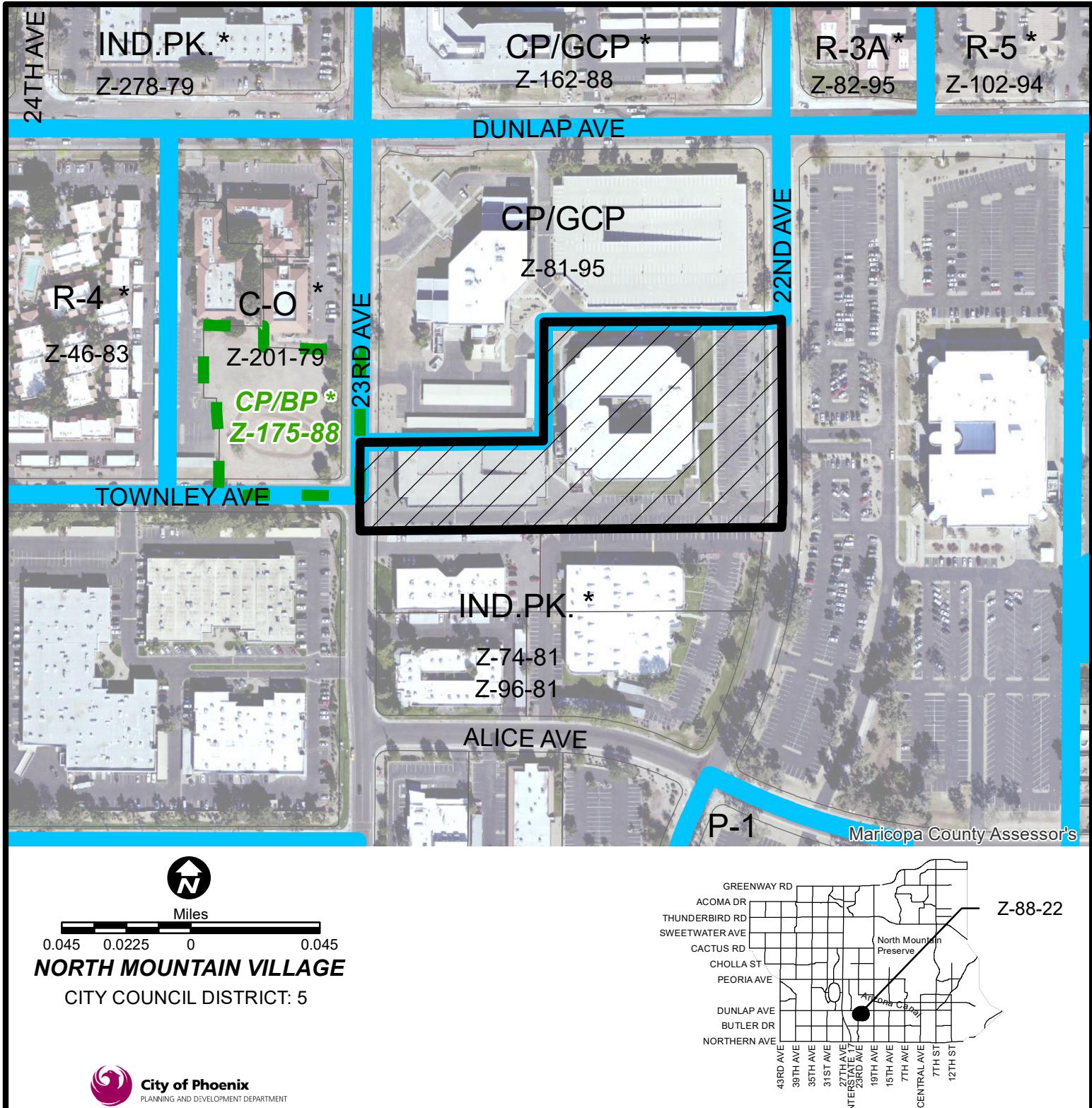
Conceptual Building Elevations date stamped December 14, 2022 (2 pages)

Conceptual Rendering date stamped December 14, 2022

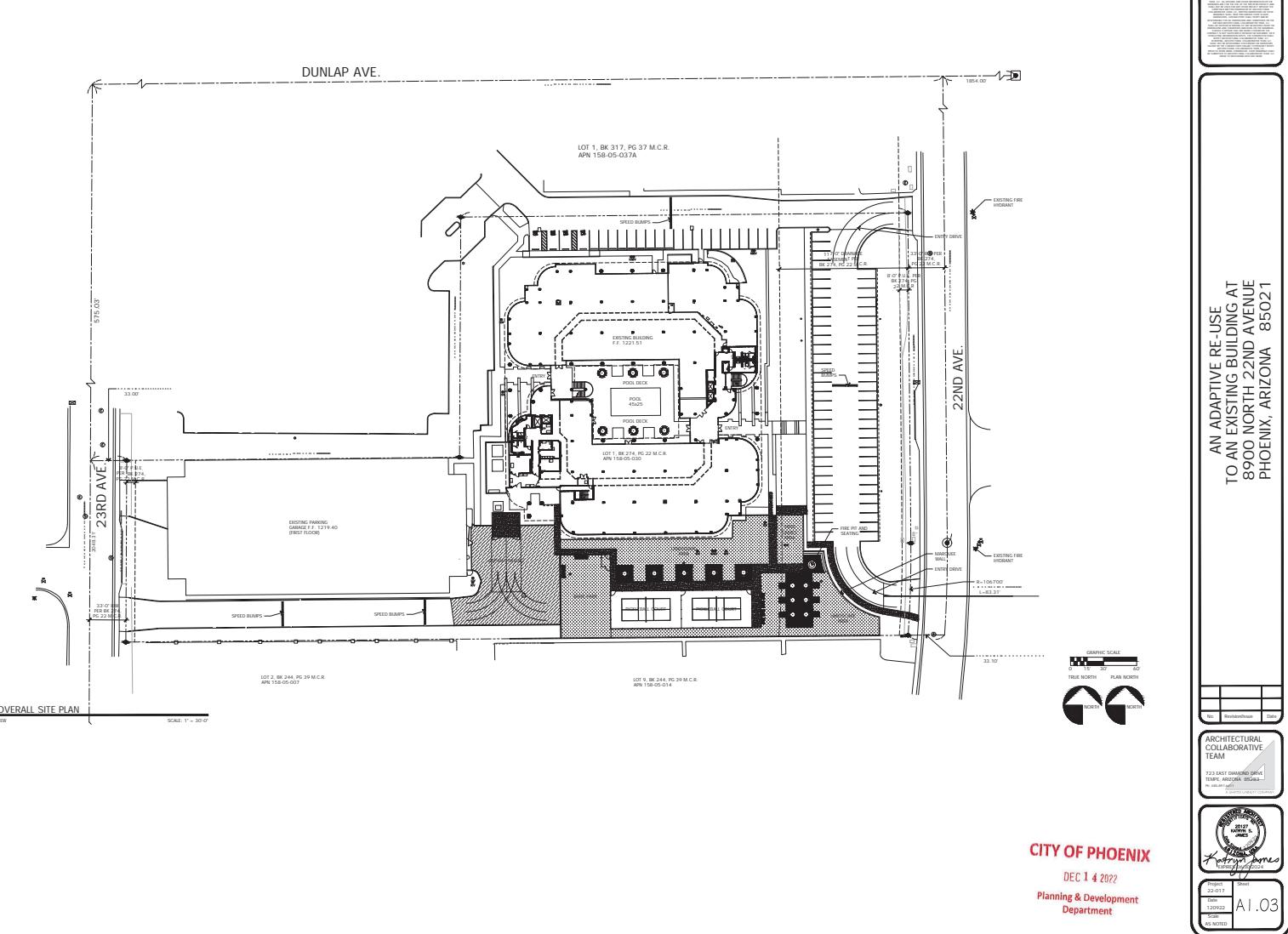


APPLICANT'S NAME:	Jason Morris, Withey Morris, PLC			REQUESTED CHANGE:
APPLICATION NO.	Z-88-22	DATE:	1/24/2023	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.		REVISION DATES:		
5.11 Acres		AERIAL PHOTO & QUARTER SEC. NO.	ZONING MAP	FROM: IND. PK. (5.11 a.c.)
		QS 26-24	J-7	TO: R-5 (5.11 a.c.)
MULTIPLES PERMITTED		CONVENTIONAL OPTION		* UNITS P.R.D. OPTION
IND. PK.		N/A		N/A
R-5		222		266

* Maximum Units Allowed with P.R.D. Bonus

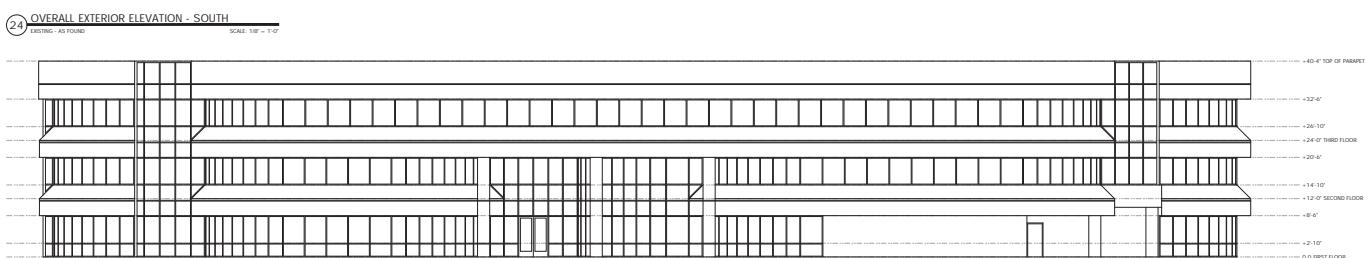
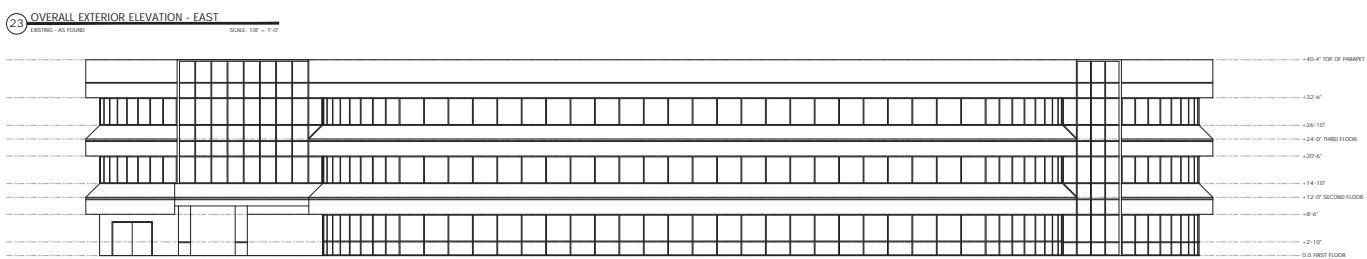
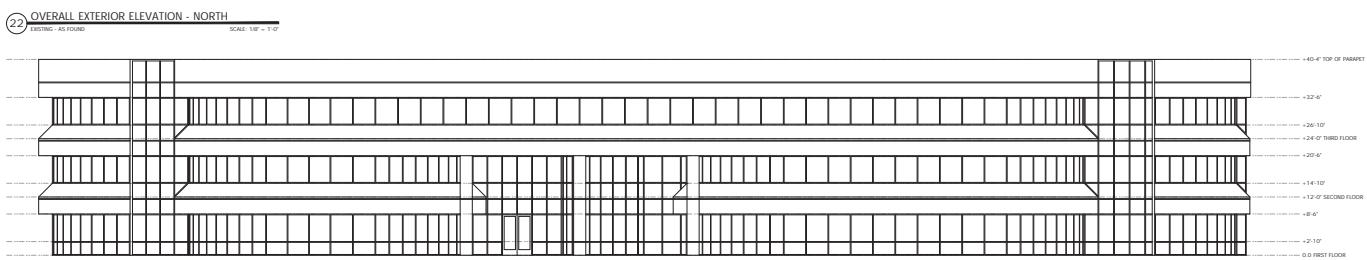
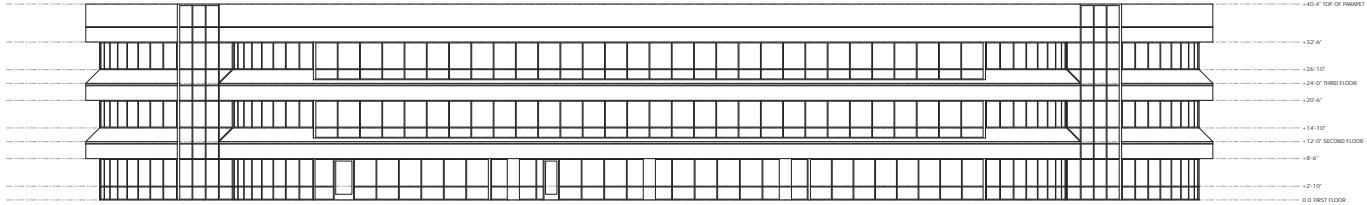


APPLICANT'S NAME:	Jason Morris, Withey Morris, PLC		REQUESTED CHANGE:
APPLICATION NO.	Z-88-22	DATE: 1/24/2023	FROM: IND. PK. (5.11 a.c.)
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.		REVISION DATES:	TO: R-5 (5.11 a.c.)
5.11 Acres		AERIAL PHOTO & QUARTER SEC. NO. QS 26-24	ZONING MAP J-7
MULTIPLES PERMITTED		CONVENTIONAL OPTION	
IND. PK.		N/A	
R-5		222	
* UNITS P.R.D. OPTION		N/A	
* Maximum Units Allowed with P.R.D. Bonus		266	



AN ADAPTIVE RE-USE
TO AN EXISTING BUILDING AT
8900 NORTH 22ND AVENUE
PHOENIX, ARIZONA 85021

No. Recipient Date
Architectural TEAM
223 EAST STANDISH DRIVE
SUITE 100, PHOENIX, ARIZONA 85012
Hector J. Flores
Project Manager
Date: 12/04/2022
Scale: 1/8" = 1'-0"
A4.0 |



CITY OF PHOENIX
DEC 14 2022
Planning & Development
Department

GRAPHIC SCALE
1/8" = 1'-0"

16

12/04/22

1/8"

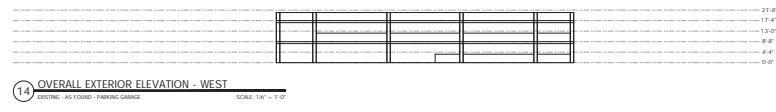
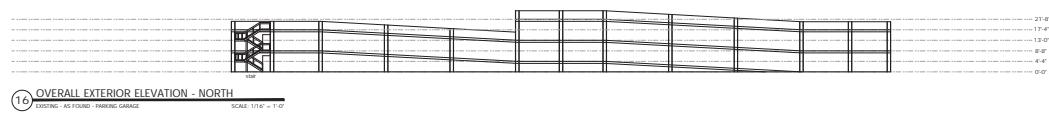
AS NOTED

AN ADAPTIVE RE-USE
TO AN EXISTING BUILDING AT
8900 NORTH 22ND AVENUE
PHOENIX, ARIZONA 85021

No. Recreational Date

ARCHITECTURAL TEAM
223 EAST STANDING SEVEN
PHOENIX, ARIZONA 85012
www.223east.com

Project: Date: A4.02
223 East Standing Seven
2022 Scale: 1/8" = 1'-0"
All Notes

CITY OF PHOENIX

DEC 14 2022
Planning & Development
Department

GRAPHIC SCALE
1/8" = 1'-0"

Project: Date: A4.02
223 East Standing Seven
2022 Scale: 1/8" = 1'-0"
All Notes



AN ADAPTIVE RE-USE
TO AN EXISTING BUILDING AT
8900 NORTH 22ND AVENUE
PHOENIX, ARIZONA 85021

No. Revision Date

ARCHITECTURAL TEAM
223 EAST STANWOOD DRIVE
SUITE 100, PHOENIX, ARIZONA 85012
www.223east.com

Hector J. Flores
Project Manager
2022
12/04/22
Scale
As-Built

A4.02

CITY OF PHOENIX
DEC 14 2022
Planning & Development
Department