

ATTACHMENT B



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-103-25-8

October 15, 2025

[Laveen Village Planning Committee](#) October 20, 2025

Meeting Date:

[Planning Commission](#) Hearing Date: November 6, 2025

Request From: [S-1](#) (Ranch or Farm Residence) (1.89 acres)

Request To: [C-2](#) (Intermediate Commercial) (1.89 acres)

Proposal: Commercial uses – bank and restaurant

Location: Approximately 570 feet west of the northwest corner of 27th Avenue and Baseline Road

Owner: Baseline Land, LLC

Applicant: Tim Rasnake, Archicon Architecture & Interiors, LC

Representative: Mitchell Mastrin, Archicon Architecture & Interiors, LC

Staff Recommendation: Approval, subject to stipulations

[General Plan Conformity](#)

[General Plan Land Use Map Designation](#)

Residential 0 to 1 dwelling units per acre

[Street Map Classification](#)

Baseline Road

Major Arterial
(Scenic Drive)

55 feet north half
street

STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; ENTREPRENEURS AND EMERGING ENTERPRISES: Encourage land uses that promote the growth of entrepreneurs or new businesses in Phoenix in appropriate locations.

The proposal will develop vacant land and will provide additional commercial development along a major arterial street.

CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods.

The proposal, as stipulated, provides a reasonable level of intensity that is respectful to local conditions by providing perimeter facing facades containing modern agrarian architectural features which reflects Laveen's preference for a rural aesthetic, and large canopy evergreen trees within the north landscape setback adjacent to single-family residential.

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

The proposal, as stipulated, includes a multi-use trail along Baseline Road that will be planted with shade trees. This will create a comfortable pedestrian environment along Baseline Road, reduce the urban heat island affect, and make the walk to nearby destinations safer and more comfortable. In addition a stipulation has been recommended for enhanced landscaping within the north, east, and west landscape setbacks.

Applicable Plans, Overlays, and Initiatives

[Laveen Southwest Growth Study](#): Background Item No. 6.

[Complete Streets Guiding Principles](#): Background Item No. 7.

[Comprehensive Bicycle Master Plan](#): Background Item No. 8.

[Shade Phoenix Plan](#): Background Item No. 9.

[Transportation Electrification Action Plan](#): Background Item No. 10.

[Conservation Measures for New Development](#): Background Item No. 11.

[Phoenix Climate Action Plan](#): Background Item No. 12.

[Zero Waste PHX](#): Background Item No. 13.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant land	S-1
North	Single-family residential	R1-10
East	Vacant land (proposed commercial development)	County C-2
South (across Baseline Road)	Public transit station and an outdoor event venue	C-3 and County RU-43
West	Vacant lot/construction staging	S-1

C-2 (Intermediate Commercial)		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed site Plan</u>
<i>Minimum Building Setbacks</i>		
North (adjacent to R1-10)	1 story (or 15 feet): 25 feet 2-story (or 30 feet): 50 feet	Approximately 62 feet (Met)
East (adjacent to County C-2)	0 feet	Approximately 31 feet (Met)
South (adjacent to Baseline Road)	Average 25 feet, minimum 20 feet permitted for up to 50% of the structure	Approximately 54 feet (Met)
West (adjacent to S-1)	1 story (or 15 feet): 25 feet 2-story (or 30 feet): 50 feet	50 feet (Met)
<i>Minimum Landscape Setbacks</i>		
North (adjacent to R1-10)	10 feet	10 feet (Met)
East (adjacent to County C-2)	0 feet	10 feet (Met)
South (adjacent to Baseline Road)	Average 25 feet, minimum 20 feet for up to 50% of the frontage	25 feet (Met)
West (adjacent to S-1)	10 feet	10 feet (Met)

C-2 (Intermediate Commercial)		
Maximum Building Height	2 stories, 30 feet	20 feet (Met)
Lot coverage	50 percent maximum	7.2 percent (Met)
Minimum Parking	59 spaces; Restaurant: 1 per 50 square feet Bank: 1 per 300 square feet	59 spaces (Met)

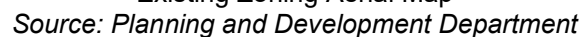
Background/Issues/Analysis

SUBJECT SITE

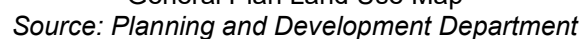
1. This request is to rezone 1.89 acres located approximately 570 feet west of the northwest corner of 27th Avenue and Baseline Road from S-1 (Ranch or Farm Residence) to C-2 (Intermediate Commercial) to allow for commercial uses, specifically a bank and restaurant. The site was annexed in 2024 and established the equivalency zoning designation of S-1. The subject site is currently vacant and undeveloped.

SURROUNDING LAND USES AND ZONING

2. North of the subject site are large-lot single-family houses zoned R1-10 (Single-Family Residence District). This area was rezoned in the past couple years and is proposed to develop as a 17-lot single-family subdivision. The property to the east is currently vacant and is located within the County jurisdiction and zoned County C-2 (Intermediate Commercial). To the south, across Baseline Road, is an outdoor event venue within the County jurisdiction zoned County RU-43 (One Acre Per Dwelling Unit). Southeast of the subject site, across Baseline Road is a Park-and-Ride facility zoned C-3 (General Commercial). A vacant lot recently used for construction storage and staging is located west of the subject property zoned S-1 (Single-Family Residence District).



3. The subject site, as well as the surrounding area to the north, east and west are designated Residential 0 to 1 dwelling units per acre on the General Plan Land Use Map. The Park-and-Ride and the open entertainment venue to the south are designated as Commercial on the General Plan Land Use Map. The proposed C-2 zoning is not consistent with the General Plan Land Use Map designation; however, a General Plan Amendment is not required because the site is under 10 acres in size.

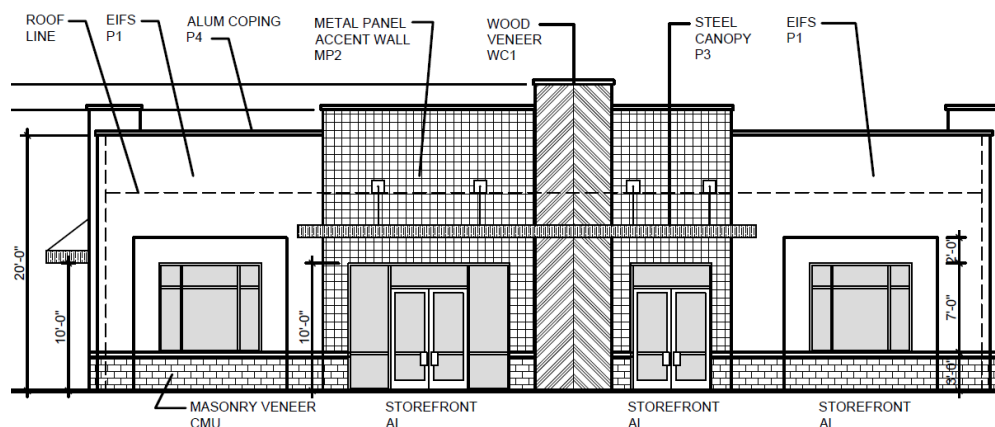


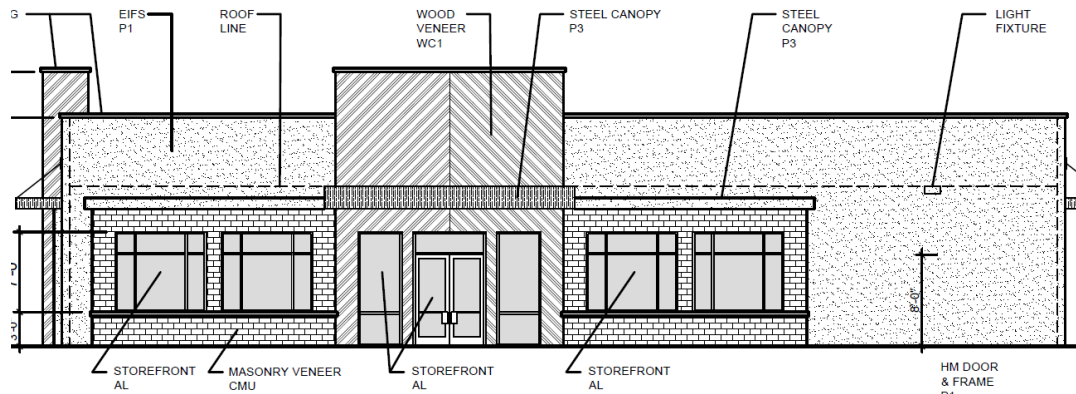
PROPOSAL**4. Site Plan**

The conceptual site plan depicts a 2,992-square foot restaurant and a 2,968-square foot bank. A queuing lane is proposed to wrap around both buildings with access via Baseline Road. Additional access is proposed on the southeast portion of the site, accessing the County parcel to the east. In order to provide a sufficient buffer adjacent to the existing single family development to the north, staff recommends the landscape setback to be planted with large canopy evergreen trees. This is addressed in Stipulation No. 5. Furthermore, staff recommends two-inch caliper, large canopy, drought-tolerant, shade trees to be planted along the east, north, and west perimeter landscape setbacks to further buffer the commercial uses from single-family areas to the north and west, and provide consistent enhanced landscaping along the east side. This is addressed in Stipulation No. 6. Finally, the proposed development meets all developments standard; as a result, staff is recommending general conformance to the conceptual site plan. This is addressed in Stipulation No. 1.

5. Elevations

The conceptual elevations depict one-story structures with a maximum height of 20 feet. The proposed restaurant and bank elevations depict a concrete finished exterior with accent materials such as aluminum, metal and wood. Both frontages are depicted to have a wood veneer and steel canopy finish to accent the concrete finish. As a result, staff recommends all street facing building elevations to contain architectural features that reflect modern agrarian architecture including a variation in window size, canopies, and accent material. This is addressed in Stipulation No. 2.





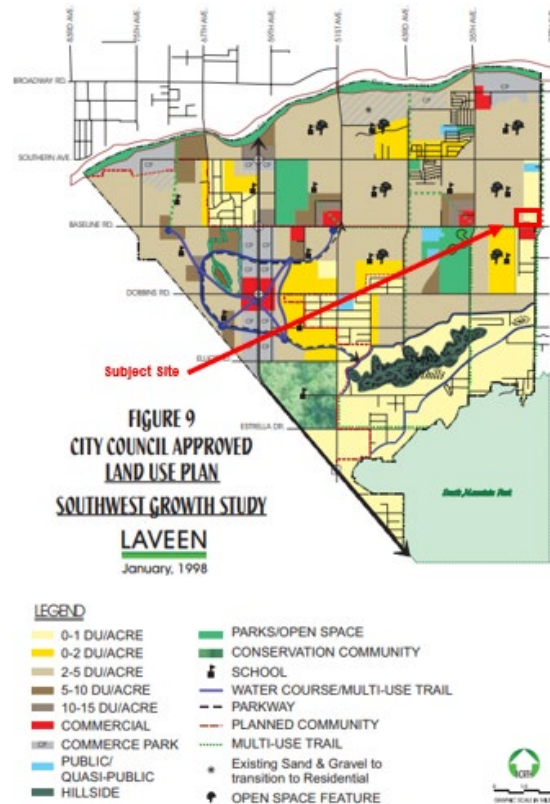
Conceptual Building Elevations
SCA design

PLANS, OVERLAYS, AND INITIATIVES

6. Laveen Southwest Growth Study:

The site is located within the boundaries of the Laveen Southwest Growth Study, which was developed in 1997 to analyze the existing conditions of the Laveen Village and provide a land use and design planning framework to help shape the growth that Laveen was starting to experience, while accounting for newly annexed farmland as well as the future development of the South Mountain Freeway Loop, which has since been completed. This plan designates the project site as Residential 0 to 1 dwelling units per acre. Although not consistent with the designation, recent land use trends in the area, including the open event venue to the south and the commercial development to the east, support the proposed development.

The Laveen Southwest Growth Study also outlines specific design policies and standards for various types of development that will enhance Laveen's built environment while remaining respectful to its agricultural heritage. The study encourages all new development to use durable, high quality building materials and to provide enhanced building design that will contribute to the character of the area. The proposal incorporates accent materials and features that will be compatible with the agrarian culture of the Laveen Village, per Stipulation No. 2.



7. **Complete Streets Guiding Principles**

In 2014, 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. To provide a safe pedestrian environment staff recommends enhanced pavement treatment for the on-site pedestrian walkways that cross vehicular drive aisles. This is addressed in Stipulation No. 3. Stipulation No. 12 will help pedestrianize the immediate street frontage by requiring a detached sidewalk with landscaping along Baseline Road. Furthermore, a multi-use trail is required along Baseline Road. The trail will allow for numerous forms of alternative transportation and recreation such as walking and bicycling. This is addressed in Stipulation No. 8.

8. **Comprehensive Bicycle Master Plan**

The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its Bikeway System and supportive infrastructure. The Comprehensive Bicycle Master Plan supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. As stipulated, the proposal will provide bicycle parking per the City's Walkable Urban Code. This is addressed in Stipulation No. 7.

9. **Shade Phoenix Plan**

In November 2024, the Phoenix City Council adopted the Shade Phoenix Plan. The Shade Phoenix Plan prioritizes increasing shade coverage throughout the City to improve health and quality of life. Investing in shade can address the urban heat island effect, clean the air, preserve Sonoran vegetation, and prevent health complications related to prolonged exposure to heat. The Shade Phoenix Plan provides numerous strategies to increase shade including expanding and maintaining existing shade, strengthening tree code enforcement, and developing shade stipulations in rezoning cases. Staff recommends stipulations designed to provide trees and enhanced shade within the development as follows:

- Uncovered surface parking lot area shall be landscaped with minimum two-inch, drought tolerant, shade trees or shade structure/s to achieve a minimum of 25 percent shade (Stipulation No. 4);
- Large canopy evergreen trees shall be planted within the north landscape setback (Stipulation No. 5);
- The east, north and west perimeter landscape setback shall be planted with minimum two-inch caliper, large canopy, drought-tolerant, shade trees (Stipulation No. 6);
- A detached sidewalk with a 10-foot-wide landscape area planted with two-inch caliper, single-trunk, large canopy, drought-tolerant shade trees (Stipulation No. 12).

10. [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. 11.

11. [Conservation Measures for New Development](#)

In June 2023, the Phoenix City Council adopted the Conservation Measures for New Development policy as part of a resolution addressing the future water consumption of new development (Resolution 22129). This resolution addresses the future water consumption of new development to support one of the City's Five Core Values in the General Plan which calls for Phoenix to - *Build the Sustainable Desert City*. The Conservation Measures for New Development policy includes direction to develop standards for consideration as stipulations for all rezoning cases that will address best practices related to water usage in nine specific categories. This is addressed in Stipulation Nos. 4, 9 and 10.

12. [Phoenix Climate Action Plan](#)

In October 2021, the Phoenix City Council approved the Climate Action Plan. The Climate Action Plan will serve as a long-term plan to achieve greenhouse gas emissions reductions and resiliency goals from local operations and community activities as well as prepare for the impacts of climate change. This plan contains policy and initiatives regarding stationary energy, transportation, waste management, air quality, local food systems, heat, and water. Goal W2 (Water), Action W2.4, pertains to the implementation of the [Greater Phoenix Green Infrastructure \(GI\) and Low Impact Development Details for Alternative Stormwater Management](#) to benefit the environment, promote water conservation, reduce urban heat, improve the public health, and create additional green spaces. This goal is addressed in Stipulation No. 9, which requires a minimum of two GI techniques for stormwater management to be implemented if the site is ever redeveloped.

13. **Zero Waste 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 development narrative states that recycling services will be done through a private company.

COMMUNITY INPUT SUMMARY

14. As of the writing of this report, staff has not received any letters in support or opposition for this rezoning case.

INTERDEPARTMENTAL COMMENTS

15. The Street Transportation Department has requested a minimum six-foot-wide detached sidewalk with a minimum 10-foot-wide landscape area on the north side of Baseline Road. Additionally, all mitigation improvements shall be constructed and or funded as identified in the accepted Traffic Impact Analysis. The Street Transportation Department has requested that all existing electrical utilities within the public right-of-way shall be undergrounded. Finally, all street improvements must comply with City and ADA standards. These are addressed in Stipulation Nos. 12 through 17.

OTHER

16. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and immediate area to be archaeologically sensitive, and if no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius 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 Stipulations Nos. 18 through 20.
17. 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 final site plan approval. This is addressed in Stipulation No. 21.

18. Development and use of the site is 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 proposal will develop vacant property and provide commercial services adjacent to an arterial street.
2. As stipulated, the proposal supports efforts from various plans and initiatives including the Shade Phoenix Plan, Transportation Electrification Action Plan, and Phoenix Climate Action Plan.
3. The stipulated landscaping planting standards are above the typical requirement and will contribute to making the proposal compatible with the surrounding land uses.

Stipulations

1. The development shall be in general conformance with the site plan date stamped October 6, 2025, as modified by the following stipulations and approved by the Planning and Development Department.
2. All perimeter street facing building elevations shall contain architectural features that reflect modern agrarian architecture including, but not limited to, detailing such as pitched roof elements, variation in window size, overhang canopies and exterior accent materials such as metal, wood, and stone, as approved by the Planning and Development Department.
3. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast parking and drive aisle surfaces, as approved by the Planning and Development Department.
4. A minimum of 25% of uncovered surface parking lot areas shall be shaded, as approved by the Planning and Development Department. Shade may be achieved by structures or by minimum 2-inch caliper, drought tolerant, shade trees, or a combination thereof.
5. Large canopy evergreen trees shall be planted within the north landscape setbacks, as approved by the Planning and Development Department.

6. The east, north, and west perimeter landscape setbacks shall be planted with minimum 2-inch caliper, large canopy, drought-tolerant, shade trees planted 20 feet on center, or in equivalent groupings, 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 a pedestrian environment.
7. Bicycle parking shall be provided, consistent with Section 1307.H of the Phoenix Zoning Ordinance.
8. A 30-foot-wide multi-use trail easement (MUTE) shall be dedicated along Baseline Road and a minimum 10-foot-wide multi-use trail (MUT) shall be constructed within the easement in accordance with the MAG supplemental detail and as approved or modified by the Planning and Development Department.
9. A minimum of two green stormwater infrastructure (GSI) elements for stormwater management shall be implemented, as approved or modified by the Planning and Development and/or Street Transportation departments. This includes but is not limited to stormwater harvesting basins, bioswales, permeable pavement, etc., per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management.
10. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the City of Phoenix Businesses Water Efficiency Program for a minimum of 10 years, or as approved by the Planning and Development Department.
11. A minimum of 10% of the required vehicle parking spaces shall include EV Ready infrastructure.
12. A minimum 6-foot-wide detached sidewalk separated by a minimum 10-foot-wide landscape area shall be constructed on the north side of Baseline Road, and planted as follows:
 - a. Minimum 2-inch caliper, single-trunk, large canopy, drought-tolerant, shade trees, planted 20 feet on center, or in equivalent groupings.
 - b. Drought-tolerant shrubs, accents and vegetative groundcovers maintained to a maximum height of 24 inches to achieve a minimum of 75% live coverage.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a

pedestrian environment.

13. All mitigation improvements shall be constructed and/or funded as identified in the accepted Traffic Impact Analysis dated May 23, 2025.
14. All existing electrical utilities within the public right-of-way shall be undergrounded, adjacent to the development, or as otherwise approved by the Street Transportation Department and the Planning and Development Department. The developer shall coordinate with the affected utility companies for their review and permitting.
15. Existing SRP facilities along Baseline Road are to be relocated outside of City right-of-way, unless otherwise approved by the Street Transportation Department. Relocations that require additional dedications or land transfer require completion prior to obtaining plat and/or civil plan review approval.
16. Replace unused driveways with sidewalk, curb, and gutter. Also, replace any broken or out-of-grade curb, gutter, sidewalk, and curb ramps on all streets and upgrade all off-site improvements to be in compliance with current ADA guidelines.
17. All streets within and adjacent to the development shall be constructed 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.
18. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.
19. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.
20. 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.
21. Prior to final 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

Nayeli Sanchez Luna

October 15, 2025

Team Leader

Racelle Escolar

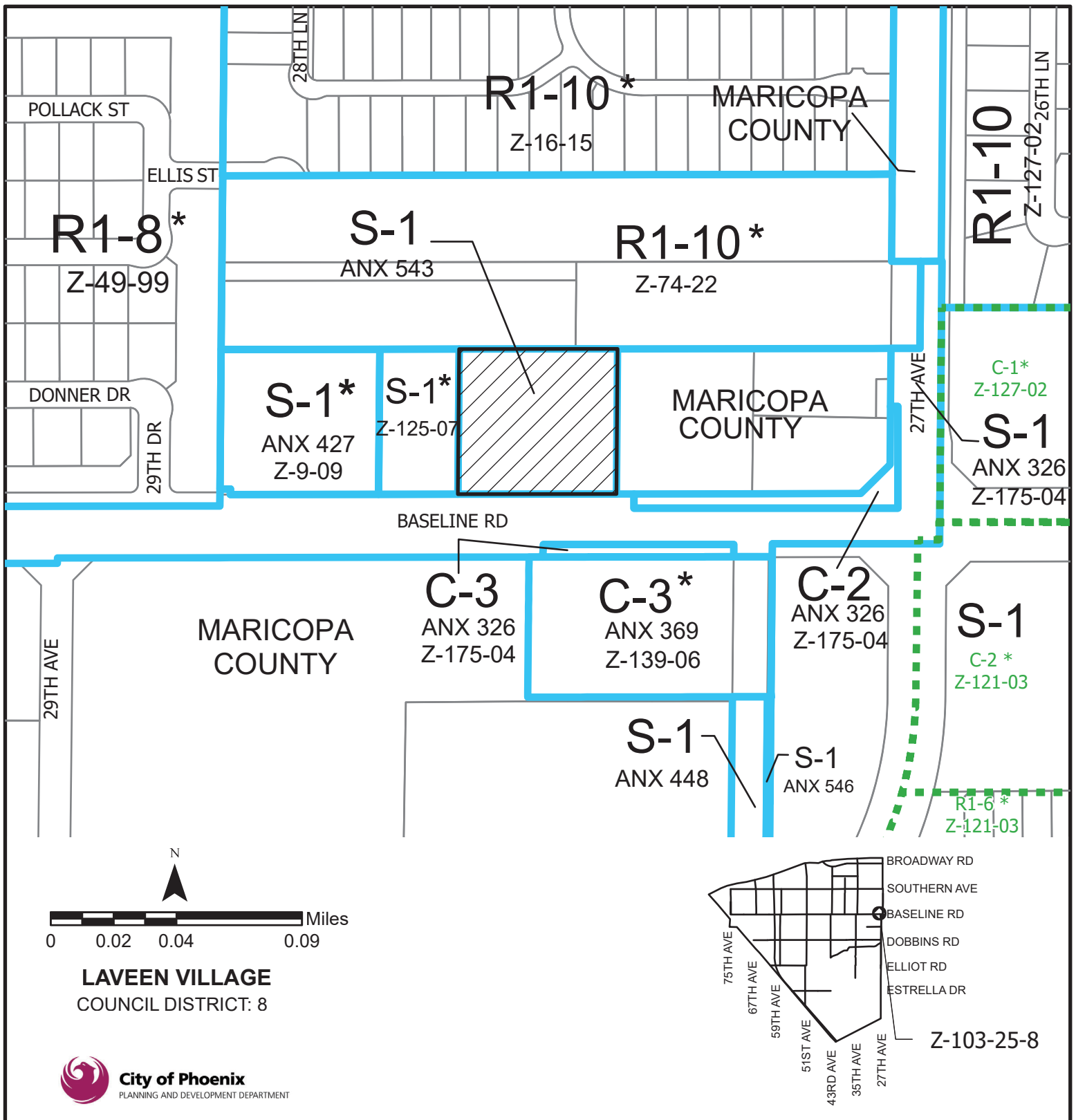
Exhibits

Sketch map

Aerial map

Conceptual site plan date stamped October 6, 2025

Conceptual building elevations date stamped July 28, 2025 (2 pages)



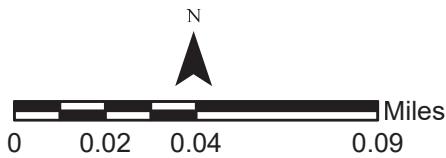
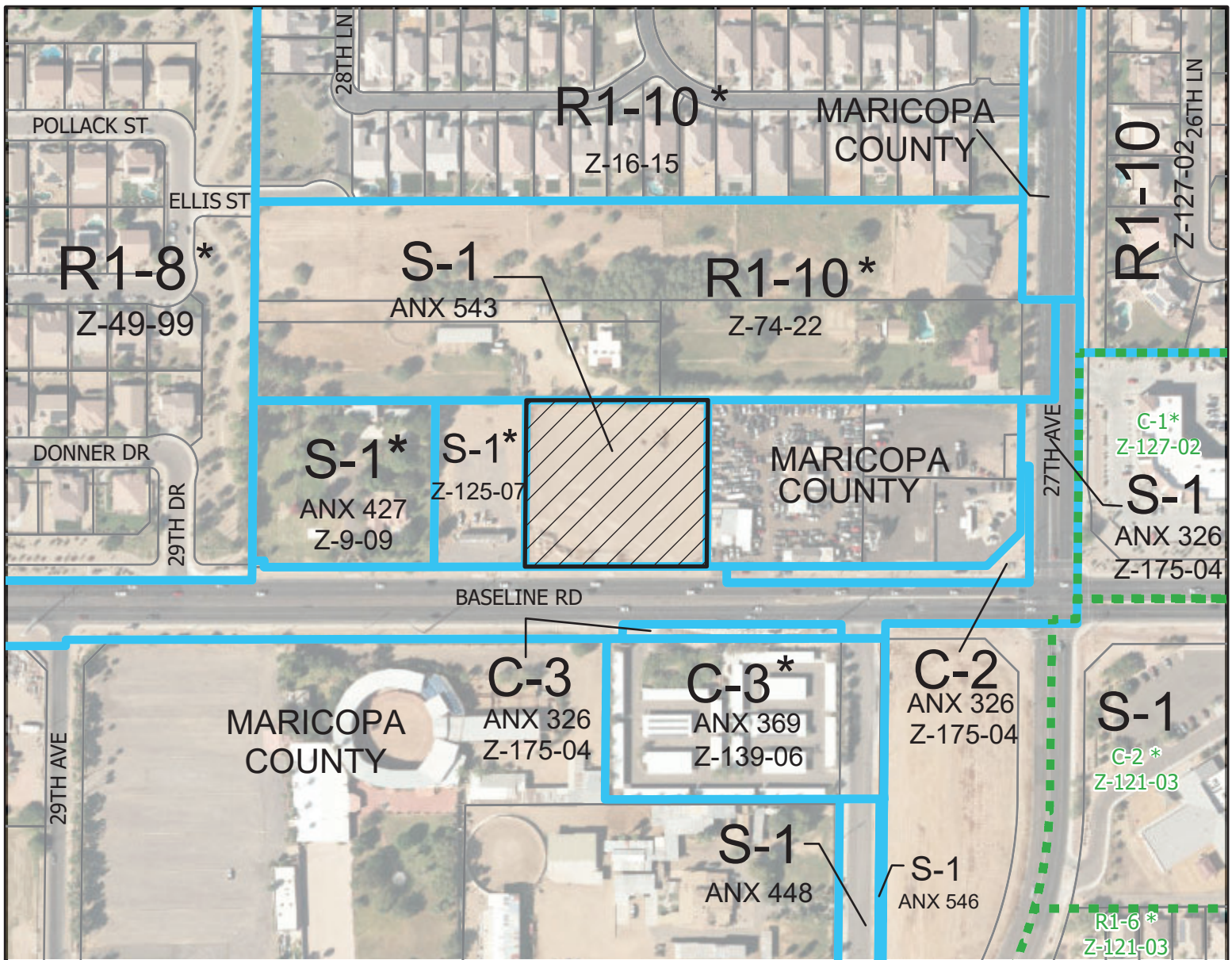
LAVEEN VILLAGE
COUNCIL DISTRICT: 8



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME: Archicon Architecture & Interiors, LC		REQUESTED CHANGE:	
APPLICATION NO: Z-103-25-8		FROM: S-1 (1.89 ac.)	
DATE: 9/4/2025		TO: C-2 (1.89 ac.)	
REVISION DATES:			
AERIAL PHOTO & QUARTER SEC. NO. ZONING MAP			
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.			
1.89 Acres			
QS 1-22		D-7	
MULTIPLES PERMITTED		CONVENTIONAL OPTION	
S-1		1	
C-2		27	
		* UNITS P.R.D OPTION	
		N/A	
		33	

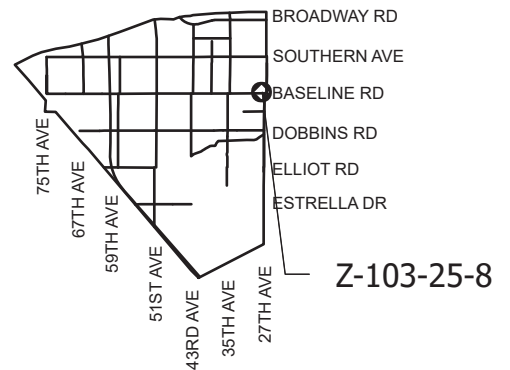
* Maximum Units Allowed with P.R.D. Bonus



LAVEEN VILLAGE
COUNCIL DISTRICT: 8



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: Archicon Architecture & Interiors, LC			REQUESTED CHANGE:		
APPLICATION NO: Z-103-25-8			FROM: S-1 (1.89 ac.)		
DATE: 9/4/2025			TO: C-2 (1.89 ac.)		
REVISION DATES:					
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 1.89 Acres					
AERIAL PHOTO & QUARTER SEC. NO. QS 1-22		ZONING MAP D-7			
MULTIPLES PERMITTED S-1 C-2		CONVENTIONAL OPTION 1 27	* UNITS P.R.D OPTION N/A 33		

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

GENERAL NOTES

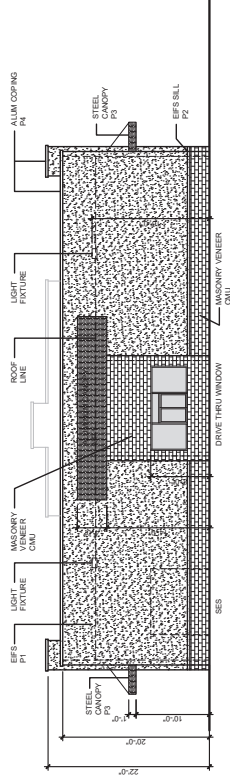
- 1 ALL DOWNSPUTS WILL BE INTERNALIZED
- 2 ALL MECHANICAL UNITS WILL BE FULLY GORTHERIZED

MATERIALS AND COLORS

- AL ALUMINUM STOREFRONT SYSTEM
MANUFACTURER: PAC CLAD
COLOR: ANODIZED CLEAR
GLAZING: WITTS SOLAR BAN P12 CLEAR GLASS 1" INSULATING GLASS UNIT
- CMU CONCRETE MASONRY UNIT VENEER, 2' X 4' X 8"
MANUFACTURER: PAC CLAD
STYLE: MODULAR AL
COLOR: PERFORATION
- PAINT
P1 PAINT (EFS FIELD, HINDOORFRAME)
MANUFACTURER: SHERWIN WILLIAMS
COLOR: GOSSEMER YEL SW 9165 251-C1
- P2 PAINT (EFS FIELD, HINDOORFRAME)
MANUFACTURER: SHERWIN WILLIAMS
COLOR: HAMBURG GRAY SW9222 28-C7
- P3 PAINT (STEEL CANOPY)
MANUFACTURER: SHERWIN WILLIAMS
COLOR: LIT T PAK SW6152 22-C4
- P4 PAINT (ALUM. COPING, COLUMNS)
MANUFACTURER: SHERWIN WILLIAMS
COLOR: YEB GRAY SW7072 22-C6
- P5 PAINT (EFS FIELD, HINDOORFRAME)
MANUFACTURER: SHERWIN WILLIAMS
COLOR: SUNFLOWER SW6078 13-C7
- WOOD CLADDING
WC1 MANUFACTURER: WOOD VENEER
TYPE: ULTIMATE NATURAL EXTERIOR WOOD CLADDING
DIMENSIONS: 5.5" H x 12.75" W x 1.31" L
COLOR: STAINLESS STEEL STRAIGHT GRAY
- METAL PANEL SYSTEM
MP1 CANOPY
MANUFACTURER: PAC CLAD
COLOR: ANODIZED CLEAR
MP2 METAL PANEL ACCENT WALL
MANUFACTURER: PAC CLAD
STYLE: MODULAR AL
COLOR: ONYX GRAPHITE SLATE GRAY BONE WHITE

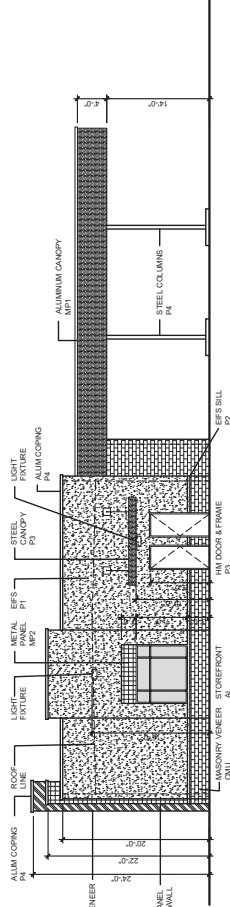
NORTH ELEVATION

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



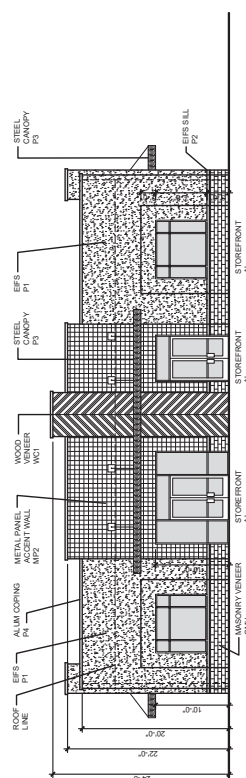
EAST ELEVATION

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



SOUTH ELEVATION

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



WEST ELEVATION

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

