



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-103-26-8
September 10, 2026

Central City [Village Planning Committee](#) Hearing Date September 14, 2026
[Planning Commission](#) Hearing Date October 1, 2026

Request From: [R-3 RI](#) (Multi-Family Residence District, Residential Infill District) (0.79 acres) and [C-1](#) (Neighborhood Retail District) (0.70 acres)

Request To: [WU Code T5:3 GW](#) (Walkable Urban Code, Transect 5:3 District, Transit Gateway Character Area) (1.49 acres)

Proposed Use: Daycare, nursery school, or new tenant allowed per WU Code T5:3

Location: Southwest corner of 24th Street and Portland Street

Owner: Jack Zhang, Fen Investments, Inc.

Applicant/Representative: Stephanie Rowe, RAR Architects

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	24th Street	Major Arterial	33-foot west half street
	Portland Street	Local	20-foot south half street
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.			
The site is located within the Gateway Transit Oriented District (TOD) Policy Plan area and is within one mile of the 24th Street/Washington Street/Jefferson Street light rail stations. The proposed Walkable Urban Code zoning is appropriate at this location given that the site is near a high-capacity transit corridor.			

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

The site is located within one mile of the 24th Street/Washington Street/Jefferson Street light rail stations. The Gateway TOD Policy Plan identifies the site as an area for supportive uses to maintain housing availability. The proposal for Walkable Urban Code zoning is consistent with the mixed use, residential vision depicted in the Gateway TOD Policy Plan and will be compatible to the surrounding area.

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 proposed development provides trees and shade on both 24th Street and Portland Street which will reduce the urban heat island effect while also improving thermal comfort to site users and the surrounding neighborhood.

Applicable Plans, Overlays and Initiatives

[Transit Oriented Development Strategic Policy Framework](#) – See Background Item No. 3.

[Gateway Transit Oriented Development Policy Plan](#) – See Background Item No. 4.

[Phoenix Climate Action Plan](#) – See Background Item No. 8.

[Comprehensive Bicycle Master Plan](#) – See Background Item No. 9.

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

[Complete Streets Guiding Principles](#) – See Background Item No. 11.

[Tree and Shade Master Plan](#) – See Background Item No. 12.

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

[Conservation Measures for New Development](#) – See Background Item No. 14.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Daycare, surface parking	R-3 RI, C-1
North (across Portland Street)	Single-family residential and vacant land (proposed flex-industrial, employment, and showroom/retail)	R-3 RI, PUD
South	Commercial/retail and services	C-2 SP
East (across 24th Street)	Gas Station and restaurant	C-2
West	Multi-family residential	R-3 RI

Walkable Urban Code T5:3		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
Gross Acreage	N/A	1.49
Total Number of Units	No maximum	N/A
Density	No maximum	N/A
Building Height	48-foot maximum	30 feet (Met)
Parking	30 (1 space per 300 square feet)	30 spaces (Met)
Bicycle Parking – Per Section 1307.H.6.a	1 space minimum (1 space per 25 vehicle parking spaces)	5 spaces (Met)
<i>Streetscape Standards (Section 1312.B)</i>		
Arterial Street (24th Street Street)	6-foot detached sidewalk, 5-foot landscape strip	*Existing attached sidewalk to remain (Stipulated to future development)
Local Street (Portland Street)	5-foot detached sidewalk, 5-foot landscape strip	*Existing attached sidewalk to remain (Stipulated to future development)
<i>Main Building Setbacks</i>		
24th Street (Primary Frontage)	20-foot maximum	Approximately 9-feet (Met)
Portland Street (Secondary Frontage)	12-foot maximum	*Approximately 80 feet (Not Met)

Walkable Urban Code T5:3		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
Side (South)	0 feet minimum	Approximately 4 and 5 feet (Met)
Rear (West)	0-feet minimum	Approximately 11 feet (Met)
<i>Parking Setbacks</i>		
24th Street (Primary Frontage)	30-foot minimum or behind building	Approximately 107 feet (Met)
Portland Street (Secondary Frontage)	8-foot minimum	Approximately 28 feet (Met)
<i>Lot Requirements</i>		
Lot Coverage	16 percent maximum	80 percent (Met)
<i>Frontage Types Allowed</i>		
24th Street (Primary Frontage) and Portland Street (Secondary Frontage)	All frontages or alternative frontages per Section 1305.B.1.c	*Not specified

*Existing Conditions

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone a 1.49-acre site located at the southwest corner of 24th Street and Portland Street from R-3 RI (Multi-Family Residence District, Residential Infill District) (0.79 acres), and C-1 (Neighborhood Retail District) (0.70 acres) to WU Code T5:3 GW (Walkable Urban Code, Transect 5:3 District, Transit Gateway Character Area) to allow a daycare/nursery school or new tenant allowed per the WU Code T5:3. The subject site is less than a quarter mile south of the Loop 202 and is less than one mile from the 24th Street and Washington Street/Jefferson Street light rail stations. The subject site has frontage along 24th Street, a major arterial street. The proposal will maintain the existing building to continue operating as a childcare facility.
2. The General Plan Land Use Map designation for the site is Commercial. The proposal for Walkable Urban Code is consistent with the existing land use designation. North of the subject site, across Portland Street, is designated Commercial / Commerce/Business Park and Residential 15+ dwelling units per acre on the General Plan Land Use Map. To the south and west of the subject site the General Plan Land Use Map designation is Commercial. To the east across 24th Street, the General Plan Land Use Map designation is Residential 3.5 to 5 dwelling units per acre.



General Plan Land Use Map, Source: Planning Development Department.

3. [Transit Oriented Development Strategic Policy Framework](#)

The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments. The subject site is within one mile from the 24th Street and Washington \ Jefferson Street light rail stations. The identified environment for the station is the Minor Urban Center. The Minor Urban Center is a place type characterized by medium-low intensity with building heights typically between two and five stories with incentive heights of up to seven stories. Land uses may include supportive retail, mid-rise living and low-rise office employment. The proposal for WU Code T5:3 is consistent with the Minor Urban Center placetype.



TOD Strategic Policy Framework Placetypes, Source: Planning and Development Department

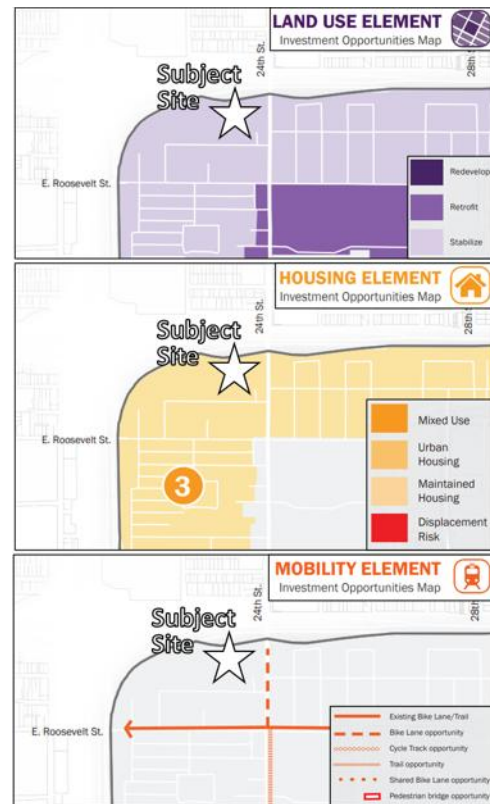
4. [Gateway Transit Oriented Development District Policy Plan](#)

The site is located within the Gateway TOD District, the boundaries for which are State Route 143 or the Hohokam Expressway to the east, Interstate 10 to the west, the Loop 202 to the north, and Air Lane to the south. The policy plan adopted for the Gateway 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.

The subject site, is within the Filmore Gardens Neighborhood in the Gateway Center, which is known for its high concentration of hotel and office uses due to its proximity to Sky Harbor International Airport. The existing Gateway Center is primarily suburban office and hotel with isolated buildings surrounded by parking. On page 70 of the Gateway TOD District Plan, the Master Plan calls for “a series of improvements along the edges of the facilities to intergrate them into the surrounding neighborhoods.” The plan proposes “sprawl repair” to transform the area into a vibrant and walkable mixed use neighborhood that benefit from its proximity to light rail.

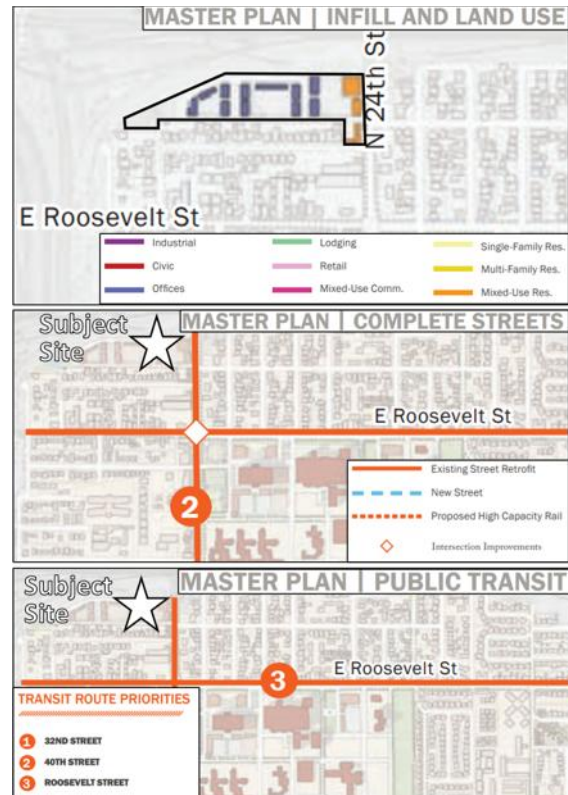
The proposal directly supports these goals in the Gateway TOD Master Plan by rezoning to the WU Code. The Gateway TOD Policy Plan promotes stabilization and maintained housing as identified in the land use and housing element maps. Thus highlighting the need identified in the site with the “stabilize” and “maintained housing” labels on the land use and housing element maps, highlighting the need for contextual development that is sensitive to surrounding neighborhoods. The proposal is consistent with these designations.

The site is located adjacent to 24th Street, which is identified as a potential bike lane opportunity in the mobility element map, and is also in close proximity to the Garfield-Edison Park Proposed Bike Improvements which will connect the site to Downtown Phoenix with a bike boulevard. While the proposed development will not create a new bike lane, it will provide bicycle parking and a pedestrian frontage (in the future) that meets the vision of alternative transportation options at this location.



Gateway TOD Policy Plan,
Source: Planning and Development
Department

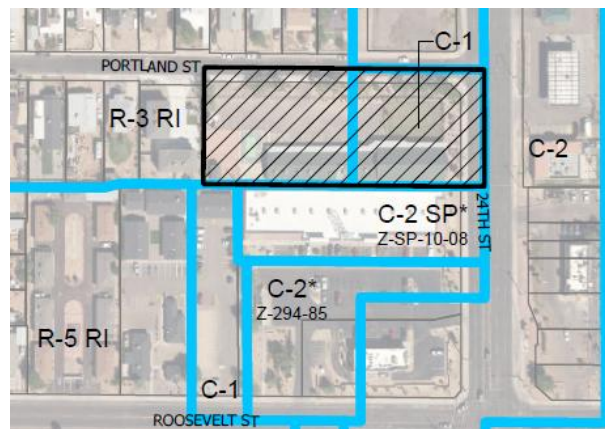
The Gateway TOD Policy Plan identifies the subject site as a development opportunity area with a future conceptual mixed-use development along 24th Street and office uses internal to the site. The WU Code would not prescribe specific uses but would allow a more flexible mix based on market conditions.



Gateway TOD Policy Plan, Source: Planning and Development Department

EXISTING CONDITIONS AND SURROUNDING ZONING

5. The subject site is zoned C-1 and R-3 RI and contains an existing building, a turf recreation area and surface parking lot. To the east across 24th Street is a gas station and restaurant zoned C-2. To the north, across Portland Street, is a PUD that includes flex-industrial, employment center, and showroom/retail. There is also single-family residential to the north zoned R-3 RI. To the south is a commercial retail and services zoned C-2 SP.



Aerial Map, Source Planning and Development Department

PROPOSAL

6. The proposal is a childcare facility that will operate in an existing one-story building on the site. The site includes an existing outdoor recreation area, parking lot, and perimeter fence. No new development is proposed on the site. Vehicular access to the site is accommodated by two driveways along Portland Street.

Since there are no redevelopment plans at this time, Stipulation No. 1 requires future improvements upon complete redevelopment or development that increases the cumulative floor area of the building by more than 20 percent.

7. To create a bike-supportive environment along the 24th Street corridor and its connection to the light rail station, Stipulation No. 1.f. requires bicycle parking to be provided on site.

Stipulation No. 1. c. requires a minimum 6-foot detached sidewalk with and 8-foot landscape strip for the west side of 24th Street along the primary frontage, and Stipulation No. 1.d. requires a minimum 5-foot-wide detached sidewalk and minimum 5-foot-wide landscape strip located between the back of curb and sidewalk along the south side of Portland Street to enhance pedestrian safety and shading.

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

8. [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. 1.g, which will require a minimum of one green stormwater infrastructure technique to be implemented in each phase of development upon redevelopment of the site.

9. [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. Providing bicycle parking for future residents and for guests of the development is supportive of multimodal travel options and will encourage residents to use biking as an alternative mode of transportation. Stipulation No. 1.f. serves the goals of this plan by providing bicycle parking, bicycle shading, and charging capabilities for electric bicycles upon redevelopment of the site.

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 multi-family charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. This is addressed in Stipulation No. 1.e.

11. **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. Stipulation 1.a will require future pedestrian designated pathways with distinctive materials to accommodate mobility and access to the site. Stipulation Nos. 1.c and 1.d will require future shaded detached sidewalks which will increase the thermal comfort for those walking to and from nearby transit and those commuting on foot to nearby employment centers.

12. **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. The Walkable Urban Code requires a minimum of 75 percent the sidewalk or pedestrian way to be shaded, with a minimum of 50 percent shading in public and private open space areas. Staff is also recommending 25 percent shade for any future parking areas, per Stipulation No. 1.b.

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 multi-family, commercial and mixed-use developments meeting certain criteria. The existing site has a recycling bin.

14. **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. 1.b. g, h, i and 6.

COMMUNITY INPUT SUMMARY

15. At the time this staff report was written, staff had not received any public correspondence regarding the request.

INTERDEPARTMENTAL COMMENTS

16. The Street Transportation Department requested the following:
- Dedication of 50 feet of right-of-way on the west side of 24th Street. This is addressed in Stipulation No. 2.
 - Dedication of 25 feet of right-of-way for the south side of Portland Street. This is addressed in Stipulation No. 3.
 - All street improvements to be constructed with all required elements and to ADA accessibility standards. These are addressed in Stipulation Nos. 4 and 5.
17. The City of Phoenix Water Services Department has noted the property has existing water and sewer mains that can potentially serve the proposed development; however, water capacity is a dynamic condition that can change over time due to a variety of factors.
18. The Aviation Department requires that the property owner record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of City of Phoenix Sky Harbor International Airport (PHX) to future owners or tenants of the property. This is addressed in Stipulation No. 7.
19. The Fire Department commented that the buildings shall comply with the Phoenix Fire Code. The Fire Department also stated that the team be aware of the requirements for fire apparatus access road width and clear height.

OTHER

20. 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 Stipulation Nos. 8 through 10.

21. 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. 11.
22. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Zoning adjustments, abandonments or other formal actions may also be required.

Findings

1. The proposal is consistent with the General Plan Land Use Map designation and the Transit Oriented Development Strategic Policy Framework vision for the site
2. The proposal will maintain an existing building and surface parking lot with a childcare facility that will contribute to the mix of uses in the area.
3. As stipulated, the proposal provides enhanced pedestrian and bicycle amenities consistent with the Transit Oriented Development Strategic Policy Framework, Comprehensive Bicycle Master Plan, Tree and Shade Master Plan, and the Complete Streets Guiding Principles.

Stipulations

1. Upon complete redevelopment or development that increases the cumulative floor area of the building by more than 20%, from that depicted on the site plan date stamped June 29, 2026, the following shall apply to any new construction, as approved by the Planning and Development Department.
 - a. Where pedestrian pathways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrasts parking and drive aisle surfaces, as approved by the Planning and Development Department.

- b. A minimum of 25% of the surface parking 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.
- c. The sidewalk along 24th Street adjacent to the development, shall be a minimum of 6 feet in width and detached with a minimum 8-foot-wide landscape strip located between the sidewalk and back of curb, and planted to include drought tolerant shrubs and vegetative groundcovers, maintained to a maximum height of 36 inches (excluding accents), evenly distributed to provide a minimum of 75% live coverage, as approved by the Planning and Development Department.
- d. The sidewalks along Portland Street, adjacent to the development, shall be a minimum of 5 feet in width and detached with a minimum 5-foot-wide landscape strip located between the sidewalk and back of curb, and planted to include drought tolerant shrubs and vegetative groundcovers, maintained to a maximum height of 36 inches (excluding accents), as approved by the Planning and Development Department.
- e. A minimum of 2% of the required parking spaces shall include Electric Vehicle (EV) installed infrastructure, as approved by the Planning and Development Department.
- f. Bicycle infrastructure shall be incorporated, as described below and as approved by the Planning and Development Department.

Required multi-family residential bicycle parking shall be secured bicycle parking per Section 1307 of the Zoning Ordinance.

Multi-family residential development shall provide guest bicycle parking at a minimum rate of 0.05 spaces per dwelling unit, up to a maximum of 50 spaces required.

A minimum of 10% of the provided bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities.

Bicycle infrastructure shall be shaded by a structure, landscaping, or a combination of the two to provide a minimum of 75% shade.

- g. A minimum of one green stormwater infrastructure (GSI) element 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.

- h. Provide a landscape irrigation plan that includes zones to establish the amount of irrigation to apply based on maturity and type of the landscaping. Irrigation should be applied efficiently based on the maturity and need for the vegetation.
 - i. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the City of Phoenix Water Efficiency Program for a minimum of 10 years, or as approved by the Planning and Development Department.
2. A minimum of 50 feet of right-of-way shall be dedicated for the west side of 24th Street.
3. A minimum of 25 feet of right-of-way shall be dedicated for the south side of Portland Street.
4. 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.
5. 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.
6. Natural turf shall only be utilized for required retention areas (bottom of basin, and only allowed on slopes if required for slope stabilization) and functional turf areas, as approved by the Planning and Development Department.
7. For residential development, the property owner shall record documents that disclose the existence and operational characteristics of Sky Harbor Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.
8. 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.

9. 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.
10. 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.
11. 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

John Roanhorse

September 10, 2026

Team Leader

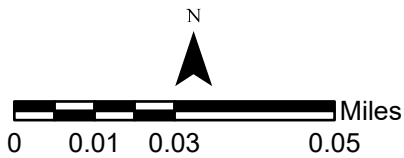
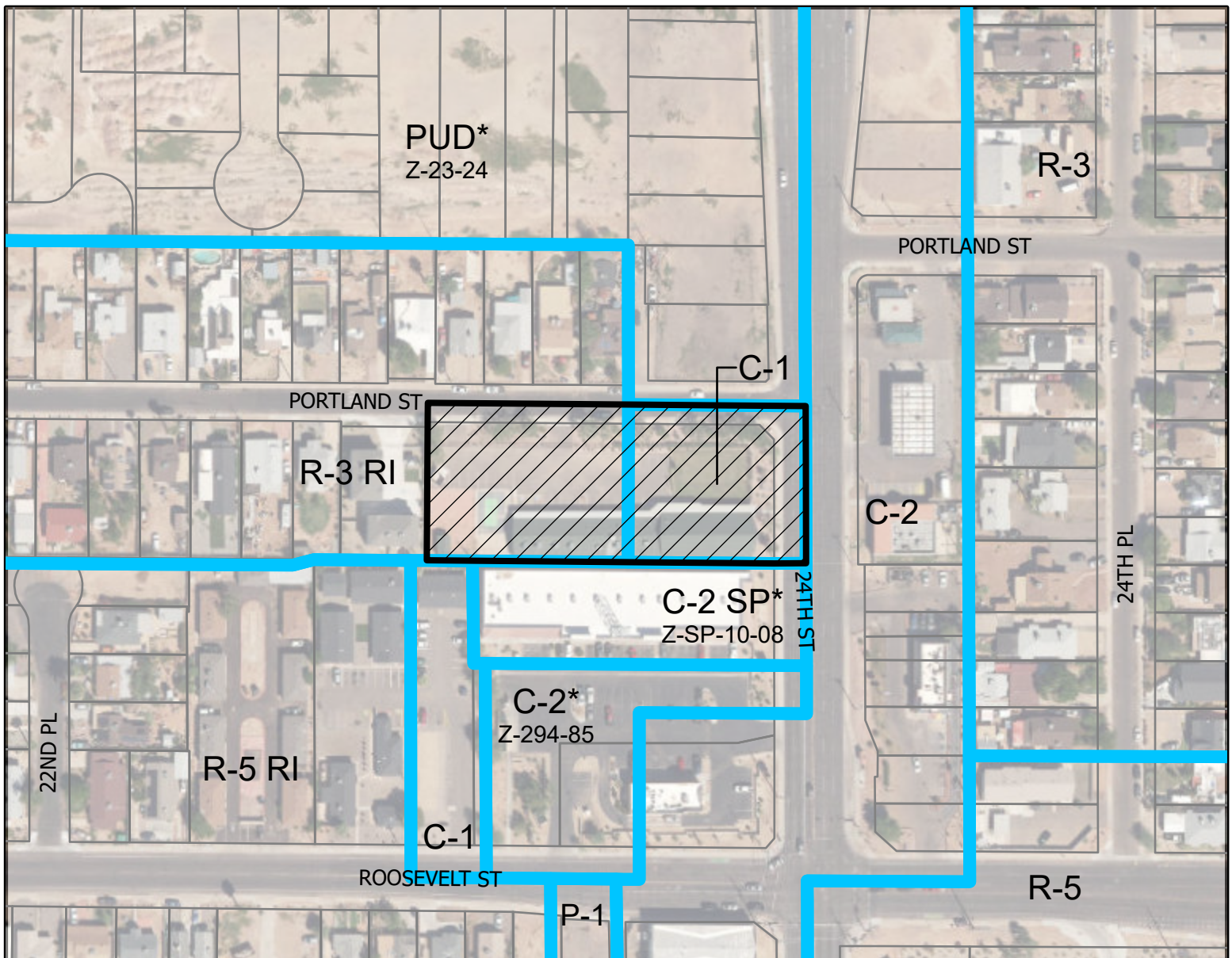
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Exhibits

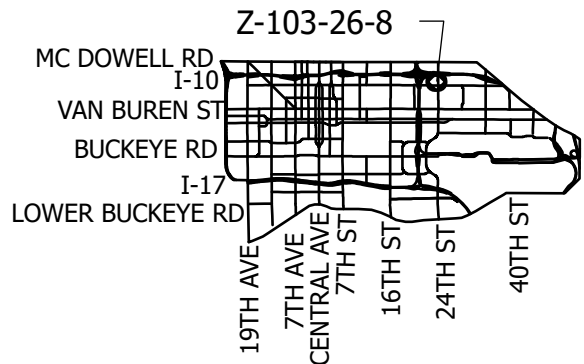
Aerial Map

Sketch Map

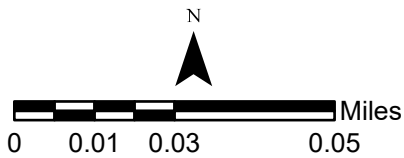
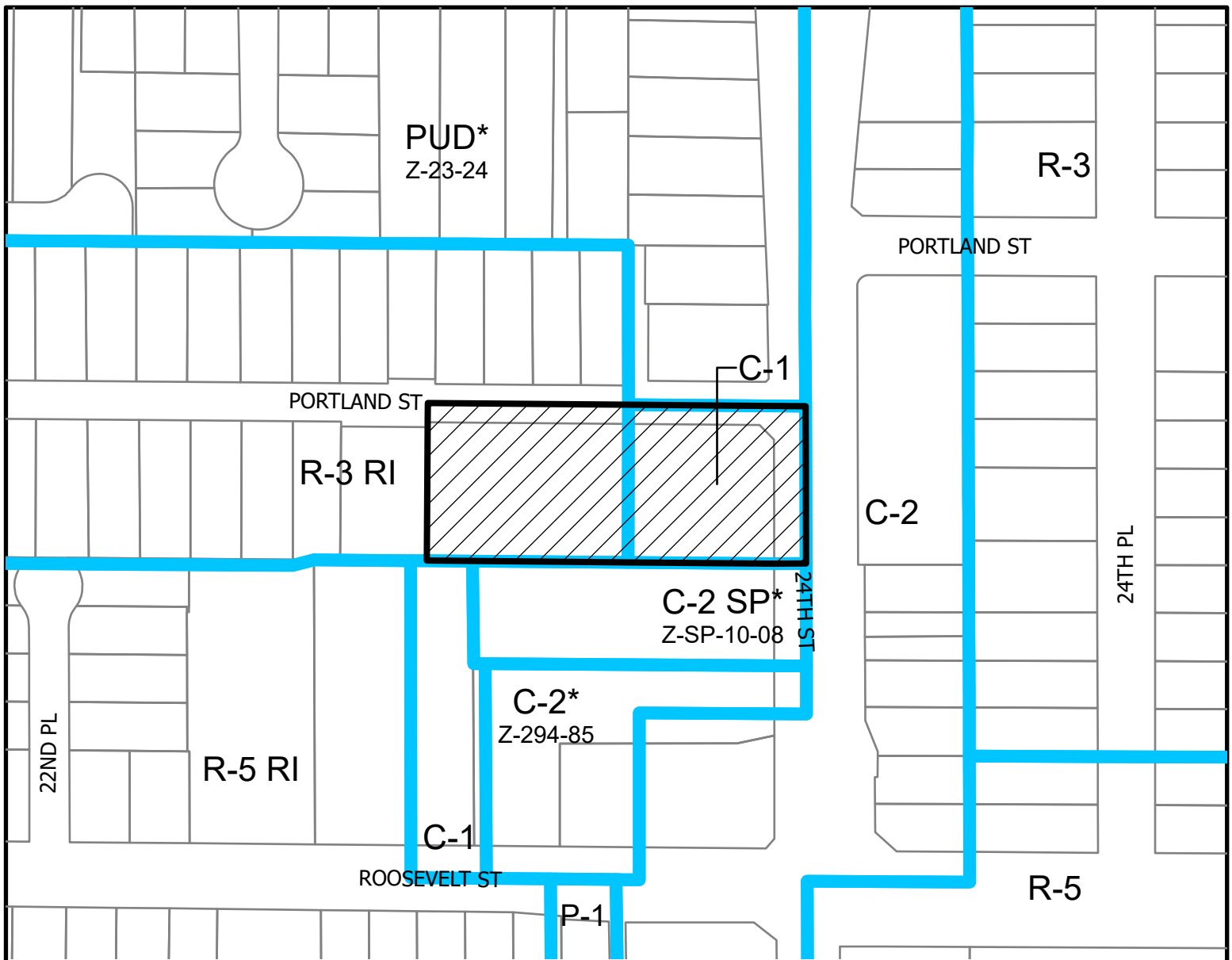
Conceptual Site Plan Date Stamped June 29, 2026



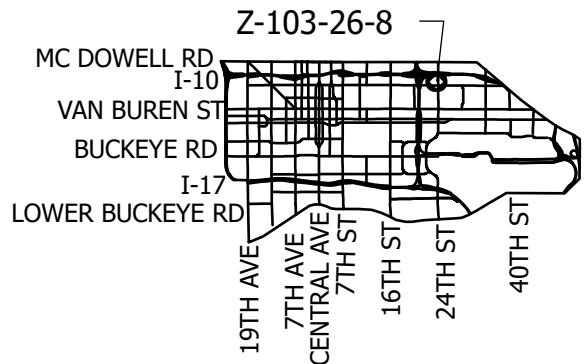
CENTRAL CITY VILLAGE
COUNCIL DISTRICT: 8



APPLICANT'S NAME: RAR Architects		REQUESTED CHANGE:	
APPLICATION NO: Z-103-26-8		FROM: R-3 RI (0.79 ac.) C-1 (0.70 ac.)	
DATE: 7/20/2026		TO: WU Code T5:3 GW (1.49 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.		REVISION DATES:	
1.49 Acres		8/17/2026 8/26/2026	
AERIAL PHOTO & QUARTER SEC. NO.		ZONING MAP	
QS 12-32		G-9	
MULTIPLES PERMITTED		STANDARD OPTION	
R-3 RI, C-1		17, 10	
WU Code T5:3 GW		No Maximum	
* Maximum Units Allowed with P.R.D. Bonus		* UNITS P.R.D OPTION	
		17, 12	
		N/A	



CENTRAL CITY VILLAGE
COUNCIL DISTRICT: 8



APPLICANT'S NAME: RAR Architects		REQUESTED CHANGE:	
APPLICATION NO: Z-103-26-8	DATE: 7/20/2026	FROM: R-3 RI (0.79 ac.) C-1 (0.70 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 1.49 Acres	REVISION DATES:		TO: WU Code T5:3 GW (1.49 ac.)
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8/17/2026	8/26/2026		
	AERIAL PHOTO & QUARTER SEC. NO. QS 12-32	ZONING MAP G-9	
MULTIPLES PERMITTED R-3 RI, C-1 WU Code T5:3 GW	STANDARD OPTION 17, 10 No Maximum		* UNITS P.R.D OPTION 17, 12 N/A

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

