City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-113-26-3
November 12, 2026

North Mountain Village Planning Committee Meeting Date:	November 18, 2026
Planning Commission Hearing Date:	December 3, 2026
Request From:	C-2 (Intermediate Commercial) (0.47-acres) and C-2 M-R (Intermediate Commercial, Mid-Rise District) (10.49-acres)
Request To:	WU Code T6:15 (Walkable Urban Code, Transect 6:15) (10.96 acres)
Proposal:	Multifamily Residential
Location:	Northeast corner of Black Canyon Freeway and Dunlap Avenue
Owner:	Troy Harris, Crescent Investors I, LLC
Applicant/Representative:	Taylor C. Earl, Earl & Curley, P.C.
Staff Recommendation:	Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial, Village Core	
Street Map Classification	Dunlap Avenue	Major Arterial	65 to 84-foot north half-street
	Interstate 17	Freeway On-Ramp and Frontage Road	Approx. 200-foot west half

CONNECT PEOPLE AND PLACES CORE VALUE; CORES, CENTERS, AND CORRIDORS; LAND USE PRINCIPLE: Locate land uses with the greatest height and most intense uses within village cores, centers and corridors based on village character, land use needs, and transportation system capacity.

The proposal will create housing within one-quarter mile of the 25th Avenue/Dunlap Avenue Station and the Rose Mofford Park Station and is located within the North Mountain Village Core. The additional dwelling units will support transit ridership and further the development of a more walkable and transit-oriented community.

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

The proposal, as stipulated, includes bicycle facilities that encourage bicycling and transit use, leveraging the site's proximity to the nearby light rail stations. These features include shaded secure and guest bicycle parking, electric bicycle charging receptacles, and a bicycle repair station.

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.

As stipulated, and as required by Walkable Urban Code, the proposal will provide shade along the public sidewalk, within surface parking areas, bicycle infrastructure, and along a pedestrian paseo. These features will enhance pedestrian comfort and support walkability in proximity to light rail transit.

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 Redevelopment Area Plan: Background Item No. 6.

Community Safety Plan (CSP) Areas: Background Item No. 9.

Shade Phoenix Plan: Background Item No. 10.

Complete Streets Guiding Principles: Background Item No. 11.

Housing Phoenix Plan: Background Item No. 12.

Zero Waste PHX: Background Item No. 13.

Climate Action Plan: Background Item No. 14.

Transportation Electrification Action Plan: Background Item No. 15.
Comprehensive Bicycle Master Plan: Background Item No. 16.
Conservation Measures for New Development: Background Item No. 17.
Monarch Butterfly Pledge: Background Item No. 18.

Surrounding Land Uses and Zoning		
	Land Use	**Zoning**
On Site	Former hotel (unoccupied)	C-2 and C-2 M-R
Northeast	Multi-family residential (proposed)	C-2 M-R DNS/WVR
North	Restaurant	C-2
West (across I-17)	Restaurant, gas station, retail uses	C-2
South (across Dunlap Avenue)	Restaurant, gas station, retail uses	C-2
	Vacant land	C-O
East	Multi-family residential	C-2 M-R DNS/WVR

Background/Issues/Analysis

SUBJECT SITE

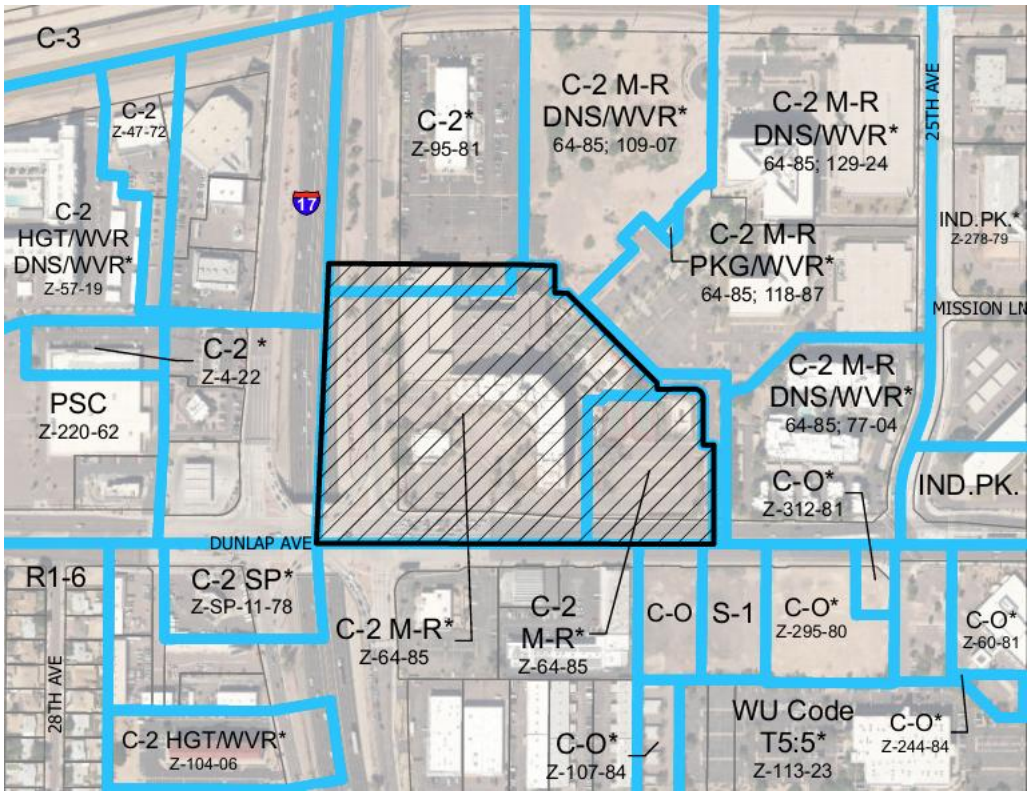
1. This request is to rezone 0.47 acres of C-2 (Intermediate Commercial) and 10.49 acres of C-2 M-R (Intermediate Commercial, Mid-Rise District) located at the northeast corner of Interstate 17 (Black Canyon Freeway) and Dunlap Avenue to 10.96 acres of WU Code T6:15 (Walkable Urban Code, Transect 6:15) to allow multi-family residential.

   The site is developed with a former eight-story hotel that is proposed to be repurposed as a multi-family residential development. The existing development, depicted on the "Existing Conditions Site Plan" and included as an exhibit, will become a legal non-conforming development with respect to the WU Code T6:15 development standards. Any new construction on the site will be required to comply with the applicable WU Code T6:15 standards. Future site development is addressed in Stipulations No. 1, 20, and 21.

SURROUNDING LAND USES AND ZONING

2. To the north of the site is a restaurant, zoned C-2 (Intermediate Commercial). To the northeast is a vacant parcel and an existing office building with associated parking that is currently unoccupied but proposed for multi-family residential. These properties are zoned C-2 M-R DNS/WVR (Intermediate Commercial, Mid-Rise District, Density Waiver). To the east is an existing multi-family residential also zoned C-2 M-R DNS/WVR (Intermediate Commercial, Mid-Rise District, Density Waiver). To the south, across Dunlap Avenue, are restaurant, gas station, and retail uses zoned C-2 (Intermediate Commercial), as well as a vacant parcel zoned

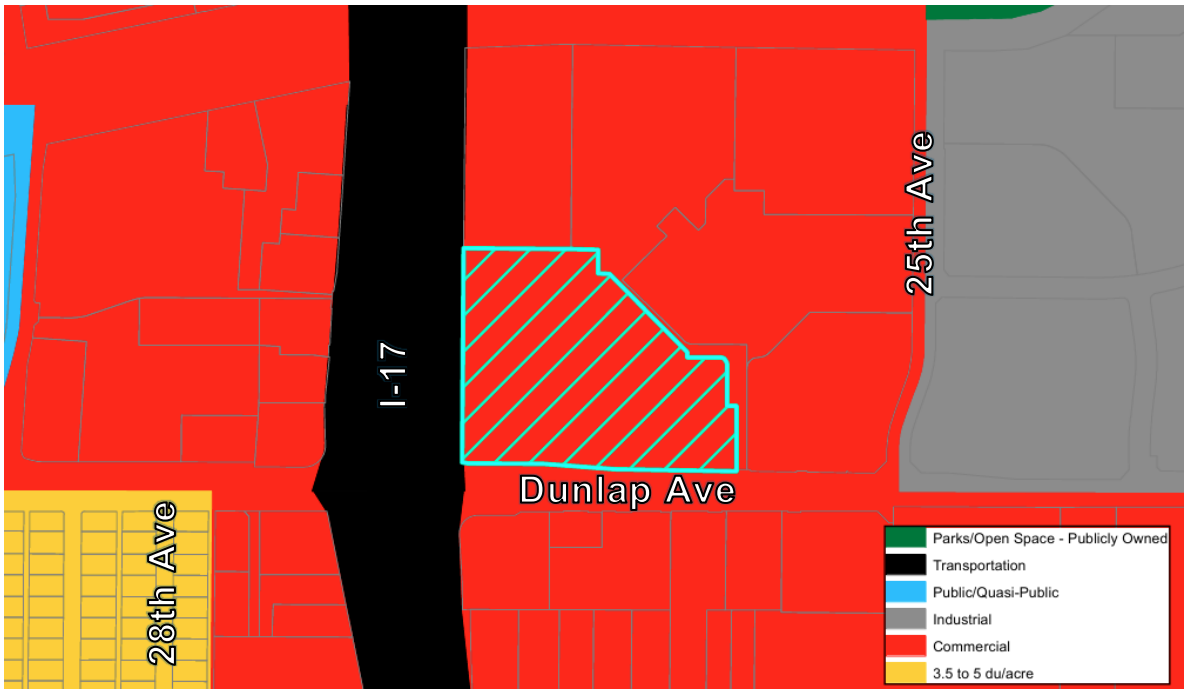
C-O (Commercial Office District). To the west, across Interstate-17, are restaurant, gas station, and retail uses zoned C-2 (Intermediate Commercial).



Aerial Imagery; Source: Phoenix Planning and Development Department

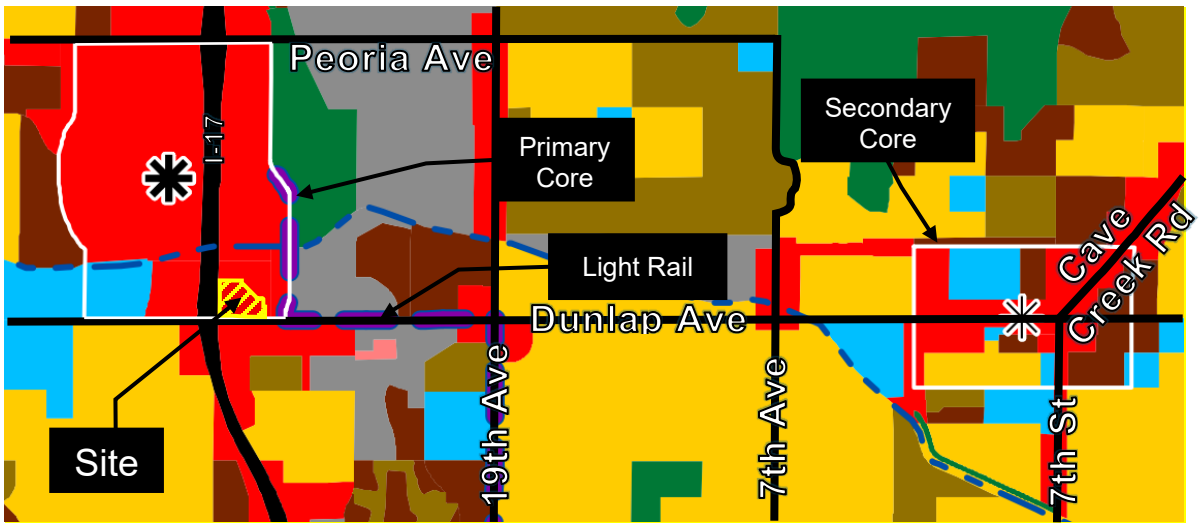
GENERAL PLAN LAND USE MAP

3. The General Plan Land Use Map designates the subject site and the immediate surrounding area as Commercial. Interstate 17 bisects the Commercial designation on the Land Use Map. The area east of 25th Avenue is designated as Industrial, while the area south of Dunlap Avenue near 28th Avenue is designated as Residential 3.5 to 5 dwelling units per acre.



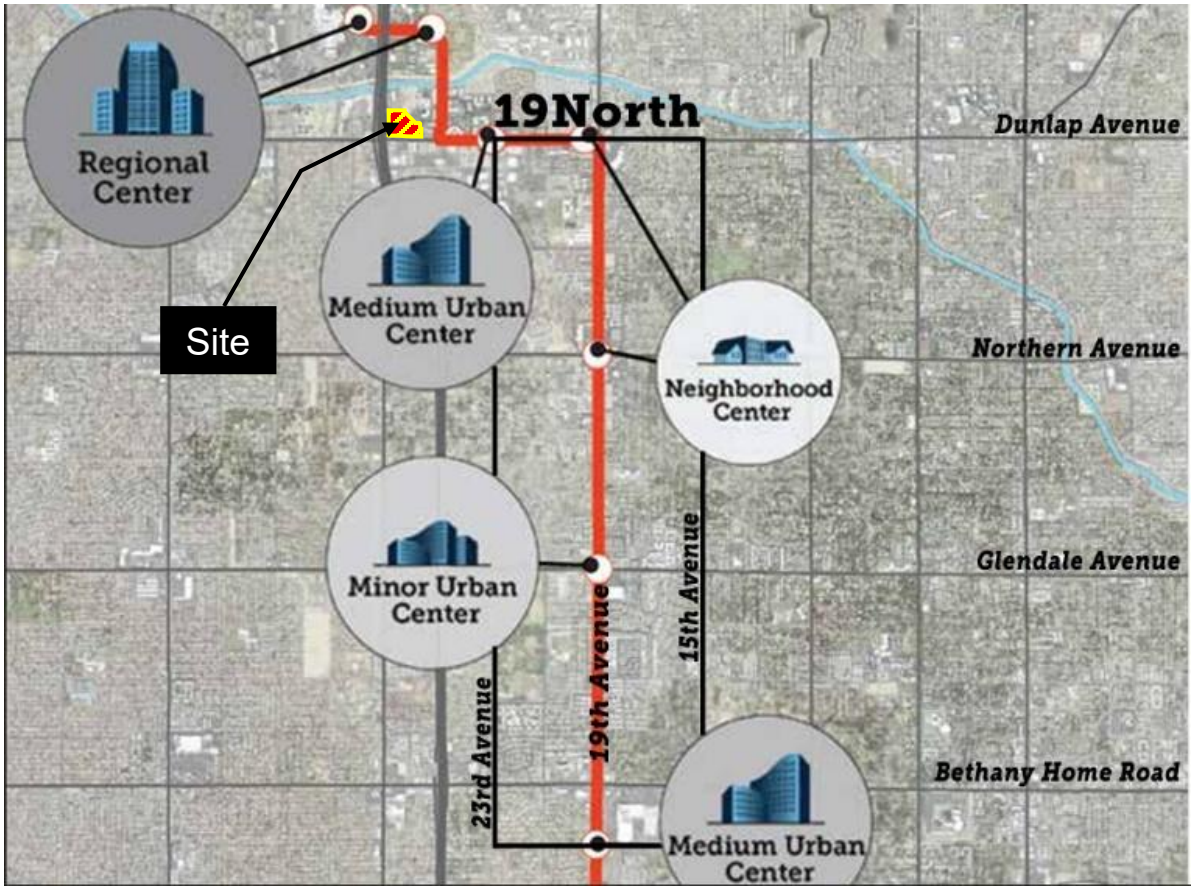
General Plan Land Use Map; Source: Planning and Development Department

The subject site is also located within the North Mountain Village Core. Since the 1980s, the village cores have been envisioned as the areas of greatest intensity. This concept remains central to the Connected Oasis vision contained in the 2025 Phoenix General Plan.



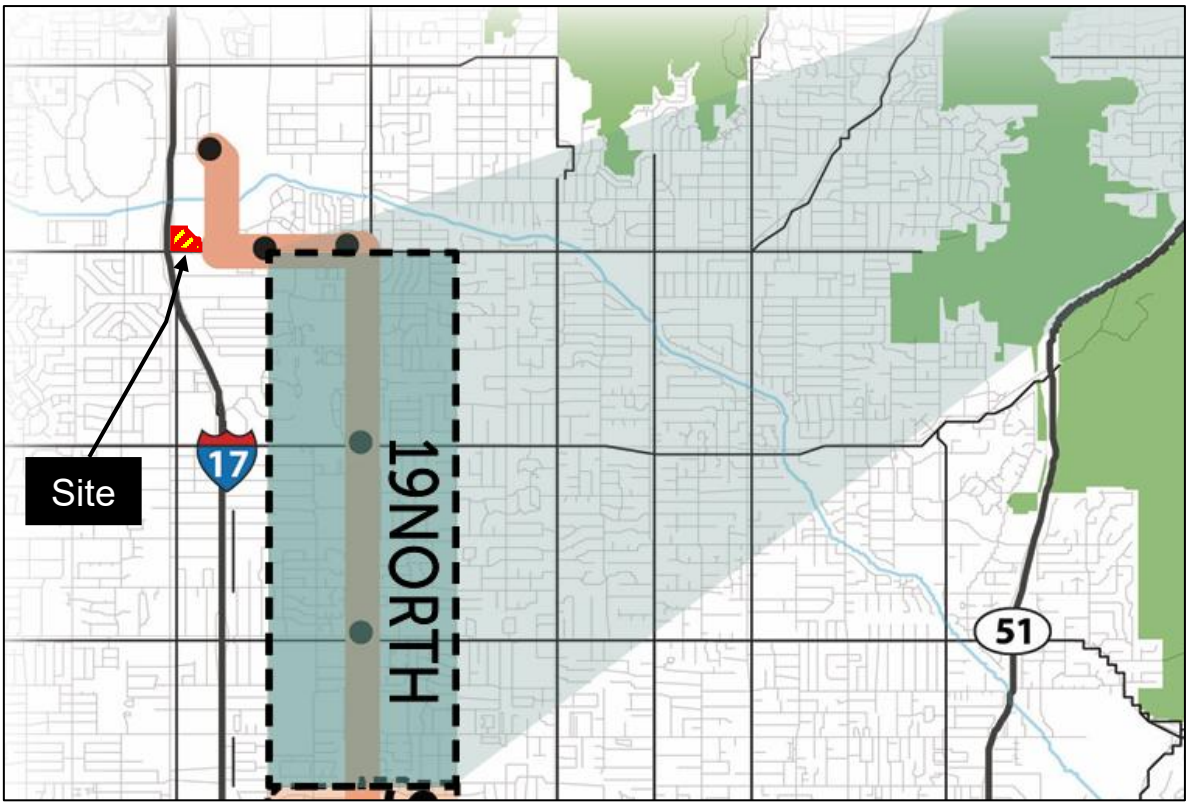
General Plan Land Use Map; Source: Planning and Development Department

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. The subject site is located approximately 600 feet west of the 25th Avenue and Dunlap Avenue light rail station and within one-half mile of the Medium Urban Center Place Type located at 23rd Avenue and Dunlap Avenue. The Medium Urban Center Place Type provides policy support for three to six-story buildings with allowances for up to 10 stories when certain incentive criteria are met. The existing eight-story hotel building is consistent with the Medium Urban Center Place Type.



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

5. **19North Transit Oriented Development Policy Plan:**
The subject site is located within one-third of a mile of the 19North TOD Planning Area, which is bounded by Montebello Avenue on the south, Dunlap Avenue on the north, 15th Avenue on the east, and 23rd Avenue on the west. Although the site is located within the Metro District Transit Oriented Community Planning Area, the plan has not yet been adopted. Therefore, the adjacent 19North Transit Oriented Development Policy Plan is the most appropriate policy to apply to the site until the Metro District Transit Oriented Community Plan is complete.

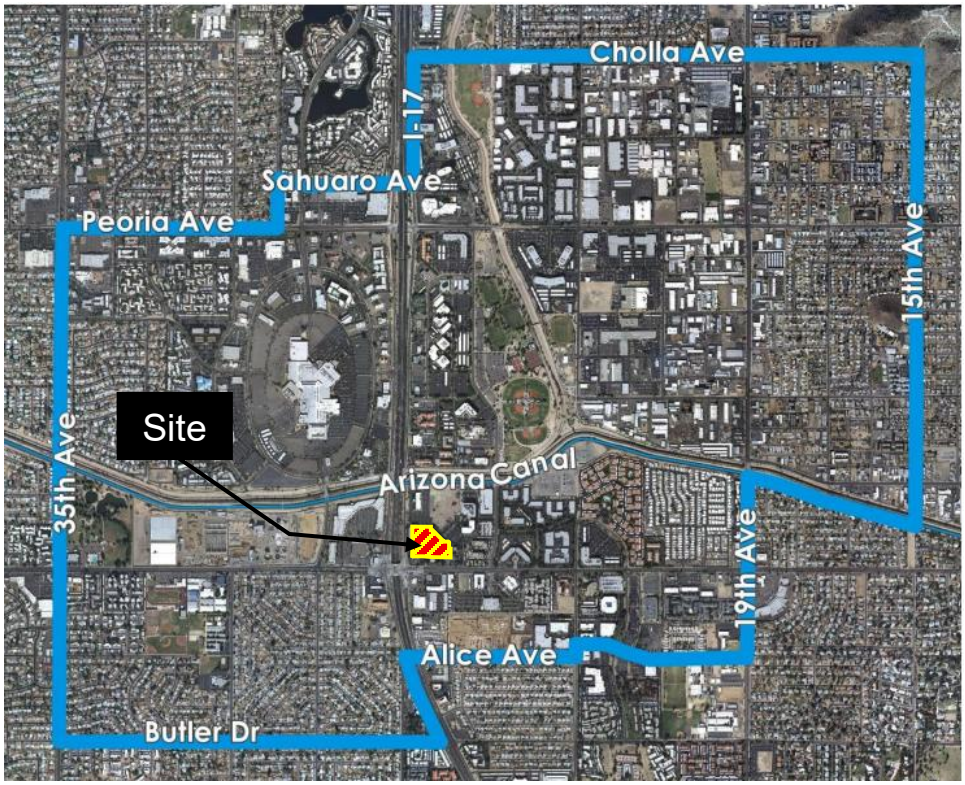


19North Policy Plan Boundary; Source: 19North Transit Oriented Development Policy Plan, Page 5

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.

The site is located in close proximity to the 19th and Northern Priority Area, which envisions a walkable neighborhood with active frontages and smaller block sizes. While the Walkable Urban Code already requires active frontages along public streets, the existing development will not meet these standards. To help address this condition, staff recommends Stipulation No. 16 which requires a publicly accessible pedestrian path that bisects the site and provides connectivity to the adjacent development to the northeast. The pathway will improve pedestrian connectivity toward Rose Mofford Park, located approximately one-third of a mile to the northeast, while reducing the perceived scale of the development by breaking up the block frontage. In addition, any future development on the site will be required to comply with the applicable Walkable Urban Code development standards.

6. **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 for WU Code zoning will support walkability and renewed economic vitality on an otherwise underutilized site.



Study Boundary for the North Mountain Redevelopment Area Plan; Source: Planning and Development Department

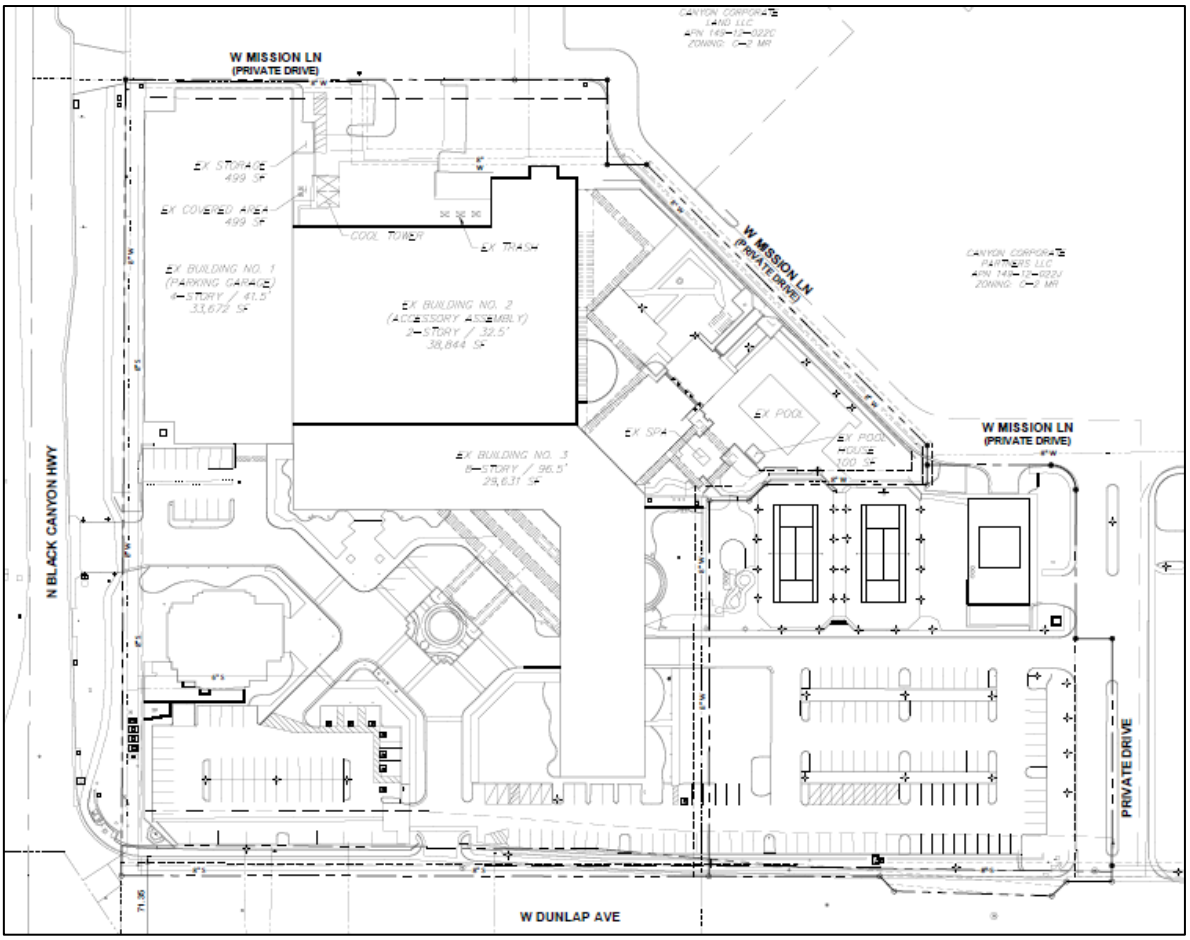
PROPOSAL

7. *Development Plans*

The site plan titled "Existing Conditions Site Plan for The Crescent" stamped received July 22, 2026 and attached as an exhibit, depicts the following existing site features;

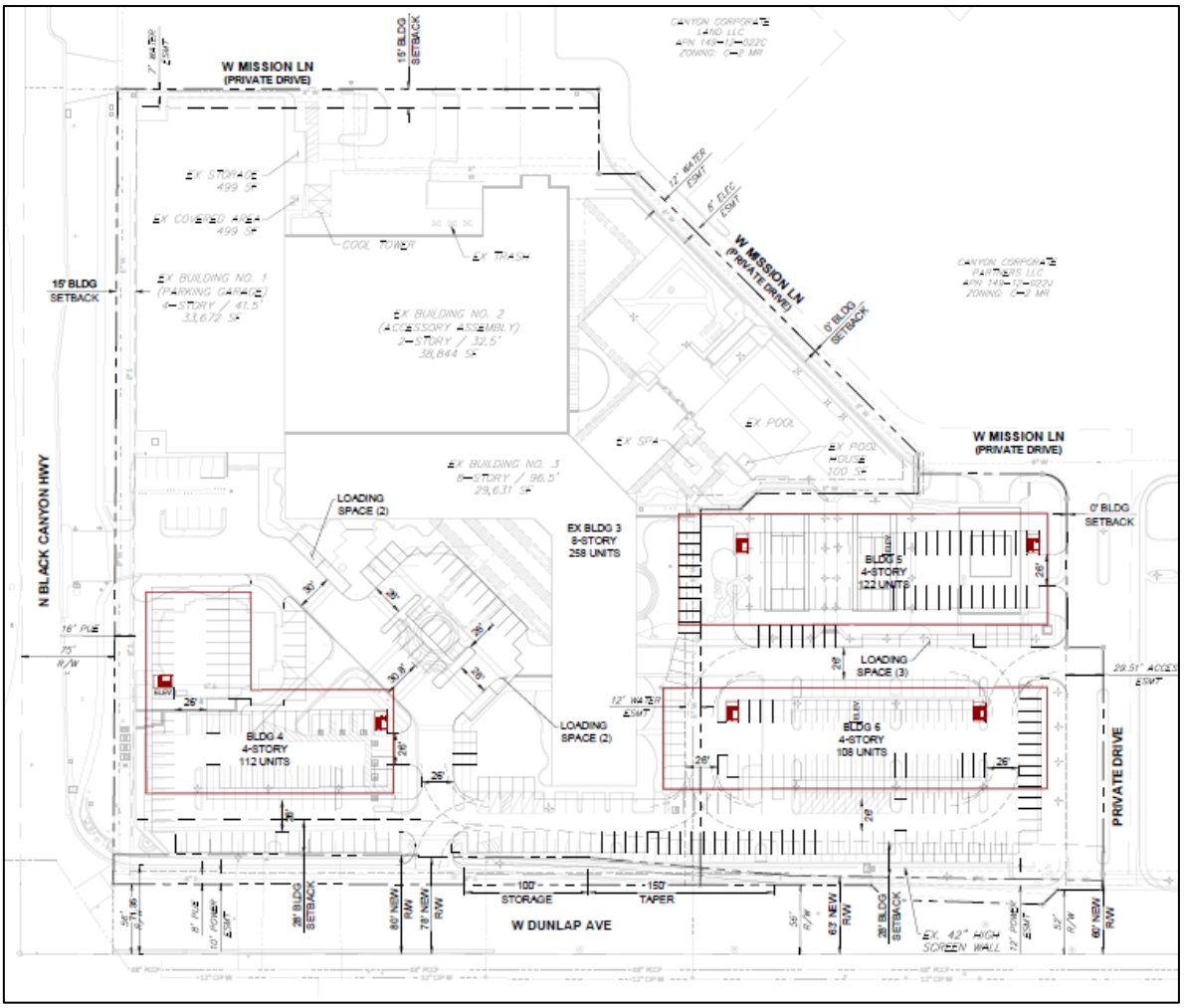
- An eight-story, 29,631 square-foot building;
- A two-story, 38,844 square-foot assembly building;
- A four-story, 33,672 square-foot parking structure;
- Surface parking;
- Associated site amenities; and
- An additional building not identified on the site plan;

Although the existing development does not comply with the development standards of the Walkable Urban Code (WU Code), it will remain largely intact and be considered legal non-conforming with respect to applicable WU Code development standards.



Source: ATWELL

The site plan titled “Conceptual Site Plan for The Crescent”, also stamped received July 22, 2026, and attached as an exhibit, depicts three proposed buildings. As shown, the proposed buildings do not comply with applicable WU Code development standards and would result in the removal of existing parking spaces. To address this, Stipulation No. 1 requires that all phases of development maintain parking in accordance with WU Code standards. In addition, Stipulation No. 20.a requires a maximum 10-foot building setback for new buildings adjacent to Dunlap Avenue, while Stipulation No. 20.b requires a six-foot-wide detached sidewalk with ten-foot-wide landscape area along Dunlap Avenue with future development.

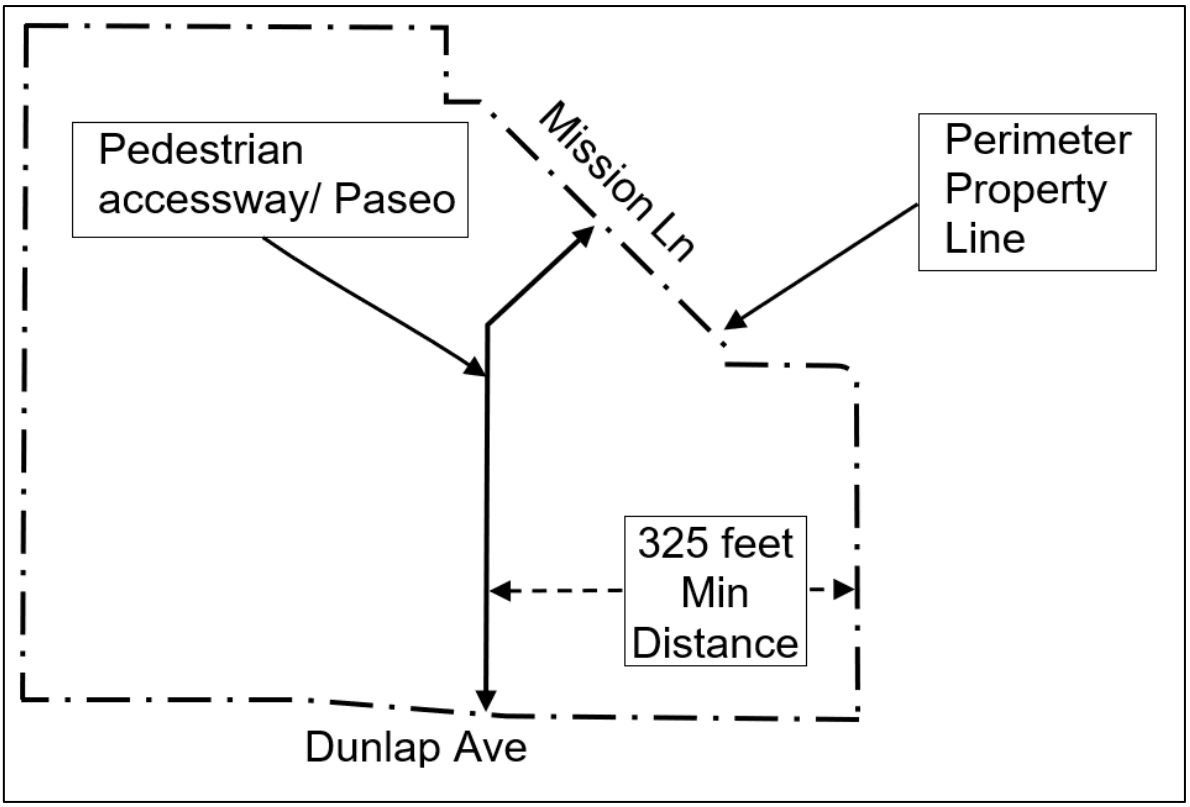


Source: ATWELL

The conceptual site plan does not depict the pedestrian pathway required by Section 1304.G.2.d(2) of the Walkable Urban Code; which states:

> "(2) Pedestrian ways/paseo for circulation, access and connectivity should be provided at:
> (A) Any point along a frontage that is more than 300 feet from a thoroughfare intersection or existing pedestrian way;
> (B) Cross-block access when the lot is a through lot;
> (C) Lots other than through lots should provide a pedestrian paseo up to the mid-block shared lot line or alley. Where existing pedestrian access exist on adjacent lots, they should be completed."

To address this issue, staff recommends Stipulation No. 16, which requires a pedestrian accessway/paseo connecting Dunlap Avenue to Mission Lane near the northeast side of the site, as depicted in the following diagram:



8. *Elevations*

Building elevations have not been developed specifically for this proposal; however, the applicant has provided three renderings depicting the existing building after renovations have occurred.



Source: Applicant

The renderings do not depict the existing parking structure. To enhance the appearance of the parking structure and its interface with adjoining properties and the public right-of-way, staff recommends Stipulation No. 17, which requires architectural detailing or screening elements on the western exterior of the parking structure, and further the intent of the Walkable Urban Code.



Source: Google Maps Street View

The applicant has also provided a set of elevation drawings that were approved as part of the original hotel. The renderings and original elevations are included as exhibits to this report.

STUDIES AND POLICIES

9. **Community Safety Plan (CSP) Areas:**

In 2022, the City Council approved two pilot projects to address community safety through a multidepartment, collaborative manner leveraging technology as well as community-based resources. The Neighborhood Services, Police, Street Transportation, and Parks and Recreation departments, along with the Office of Homeless Solutions, Public Health Adviser, and Prosecutor's Office, are working together to improve the safety and quality of life along 19th Avenue, 27th Avenue, Hatcher Road, and the I-17 freeway. To support these efforts, the Planning and Development Department promotes Crime Prevention Through Environmental Design (CPTED) principles to enhance neighborhood safety in these Community Safety Plan areas. These are addressed in Stipulation No. 5, which requires 75 percent live coverage in all landscape areas; Stipulation No. 6, which requires site lighting at all building entrances/exits, assembly areas, and parking areas; and Stipulation 20.c, which requires the planting of cacti or spiny desert accent plants within landscape setbacks, with any new construction. Section 1304.H.1 of the Phoenix Zoning Ordinance allows for the closure of pedestrian accessways and paseos between the hours of 10:00 p.m. and 7:00 a.m., while Stipulation No. 16.c allows the pedestrian accessways to remain private and access controlled until such time as a public access easement has been recorded on the property located to the northeast of the site.

10. **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. These items are addressed through WU Code standards and in Stipulations No. 2.d and 3.

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. The Walkable Urban Code contains design standards which are aligned with the city's Complete Streets Guidelines. In addition, Stipulation No. 4 requires contrasting paving materials where pedestrian walkways cross a vehicular path, while Stipulation No. 16.b requires traffic calming measures where the pedestrian paseo crosses the primary driveway at Mission Lane. Stipulation No. 20.b requires the existing attached sidewalk along the north side of Dunlap Avenue to be reconstructed as a detached sidewalk with a minimum width of six feet and separated from the curb by a minimum 10-foot-wide landscape area.

12. **Housing Phoenix Plan**
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 a 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, according to the Housing Phoenix Plan. 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 of housing types that will address the supply shortage at a more rapid pace while providing an opportunity to adaptively reuse an otherwise obsolete building.

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 proposal will provide residents with a dedicated recycling area and regular recycling collection services.

14. **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 Metro 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. 20.d, which requires a minimum of two GI techniques for stormwater management to be implemented with Phase 2.

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. Stipulation 2.c requires standard electrical receptacles for 10 percent of the bicycle parking spaces provided, while Stipulation 20.e requires a minimum of 5 percent EV Capable infrastructure to be implemented during future phases of development.

16. **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. The development will provide bicycle parking in accordance with Section 1307.H of the Phoenix Zoning Ordinance, which requires:

1) All non-residential uses to provide a minimum of one bicycle parking space per 25 vehicle parking spaces, with a maximum of 25 spaces, and

2) All multi-family uses provide common bicycle parking at 0.25 spaces for each residential unit, with a maximum of 50 spaces.

Stipulation No. 2.a requires that all required bicycle parking be secured, while Stipulation 2.b requires standard electrical receptacles for 10 percent of the bicycle parking spaces provided. Stipulation 2.c requires a minimum of 75 percent shade coverage for bicycle parking, and Stipulation 2.d requires a bicycle repair station.

17. **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. These are addressed in the following Stipulations:

- Minimum 25% shade for surface parking areas (Stipulation No. 3);
- Natural turf to only be utilized in required retention areas (at the bottom of the basin and only allowed on slopes if required for slope stabilization) and functional turf areas (Stipulation No. 8);
- Irrigation zones to establish the amount of irrigation to apply based on maturity and type of landscaping (Stipulation No. 9);
- Participation in the Phoenix Water Efficiency Checkup Program (Stipulation No. 10);
- Minimum of two green stormwater infrastructure (GSI) elements (Stipulation No. 20.d).

18. **Monarch Butterfly Pledge:**
In April 2021, Mayor Kate Gallego signed the National Wildlife Federation's Mayor's Monarch Pledge. This pledge commits the city to take action to support the monarch butterfly population. In the United States, loss of milkweed habitat is a major factor in the decline of the monarchs. Arizona has at least 29 species of milkweed native to the state. Adult monarchs feed on the nectar of many flowers, but they breed only where milkweeds are found. To support the monarch butterfly population, Stipulation No. 7 addresses the planting of milkweed shrubs, or other native nectar plant species, on the subject site.

COMMUNITY CORRESPONDENCE

19. No letters of support or opposition have been received as of the writing of this report.

INTERDEPARTMENTAL COMMENTS

20. The Street Transportation Department requires the following:

- Access points along Dunlap Avenue, other than the primary shared driveway on the east side of the site, shall be constructed as a median restricted right-in/right-out design (Stipulation No. 11);
- The streetscape beginning at back of curb, and all median islands shall be replenished with approved landscaping and trees along Dunlap Avenue and the I-17 frontage road (Stipulation No, 12);
- Mitigation improvements shall be constructed and/or funded as identified in the accepted Traffic Impact Analysis (Stipulation No. 13);
- Replace unused driveways with sidewalk, curb and gutter, 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 (Stipulation No. 14);
- Construct streets within and adjacent to the development with all required elements (Stipulation No. 15);
- Sufficient right-of-way shall be dedicated to the Arizona Department of Transportation (ADOT) and/or the City of Phoenix to accommodate the extension of the existing westbound right-turn deceleration lane on Dunlap Avenue (Stipulation No 18);
- The existing westbound right-turn deceleration lane on Dunlap Avenue shall be reconstructed and extended eastward to remove the existing driveway from the taper area (Stipulation No. 19);
- The sidewalk along the north side of Dunlap Avenue shall be detached and constructed with a minimum 6-foot-wide detached sidewalk separated by a minimum 10-foot-wide landscape area (Stipulation No. 20.b);
- The existing vehicular access point to the I-17 frontage road shall be removed upon exterior structural modifications to the existing parking garage, or site modifications resulting in more than 2,000 square feet of ground disturbance (Stipulation No. 21).

21. The Public Transit Department requires that clearly defined accessible pedestrian pathways connect building entrances and public sidewalks using the most direct route. Aspects of this requirement are covered under the Walkable Urban Code and the city’s building code. The Public Transit Department also requires pedestrian pathways that cross vehicular pathways to utilize contrasting paving materials. This is addressed in Stipulation No. 4.

OTHER

22. 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. 22.

23. 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. 23.

24. 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 additional dwelling units will support light rail ridership and provide future residents with an alternative to auto-dependent travel.

2. The proposal, as stipulated, includes bicycle facilities that support bicycling and transit use and leverage the site's proximity to the nearby light rail station

3. As stipulated, and as required by the Walkable Urban Code, the proposal will provide shade along the public sidewalk, within surface parking areas, and along a pedestrian paseo, thereby enhancing pedestrian comfort and supporting walkability in proximity to light rail.

Stipulations

1. Adequate parking per Section 1307.B.1 shall be maintained for all phases of development.

2. Bicycle infrastructure shall be incorporated, as described below and as approved by the Planning and Development Department.

    a. Required bicycle parking per Section 1307.H.6.d of the Zoning Ordinance shall be secured.

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

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

d. A bicycle repair station ("fix it station") shall be provided and maintained on site within an amenity area or near a primary site entrance. The bicycle repair station ("fix it station") shall be provided in an area of high visibility and separated from vehicular maneuvering areas, where applicable. The repair station shall include, but not be limited to:

(1) Standard repair tools affixed to the station;

(2) A tire gauge and pump affixed to the base of the station or the ground;

(3) A bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike.

3. A minimum of 25% of the vehicle 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.

4. 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 contrasts parking and drive aisle surfaces, as approved by the Planning and Development Department.

5. All landscape areas within the right-of-way and on-site shall be landscaped with drought-tolerant shrubs, accents, and vegetative groundcovers, maintained to a maximum height of three feet (excluding accents), evenly distributed throughout the landscape areas to achieve a minimum of 75% live coverage.

6. Site lighting shall be provided at building entrances/exits and in public assembly and parking areas, as approved by the Planning and Development Department.

7. A minimum of 10% of the required shrubs shall be a milkweed or other native nectar species, and shall be planted in groups of three or more, as approved by the Planning and Development Department.

8. All new 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.

9. Provide a landscape irrigation plan that includes zones to establish the amount of irrigation to apply based on maturity and type of landscaping. Irrigation should be applied efficiently based on the maturity and need for the vegetation.

10. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the City of Phoenix Water Efficiency Checkup program for a minimum of 10 years, or as approved by the Planning and Development Department.

11. Excluding the existing shared driveway on the east side of the subject property, all vehicular access points to Dunlap Avenue shall be constructed as a median restricted right-in/right-out design, as approved by the Arizona Department of Transportation and/or the City of Phoenix Street Transportation Department.

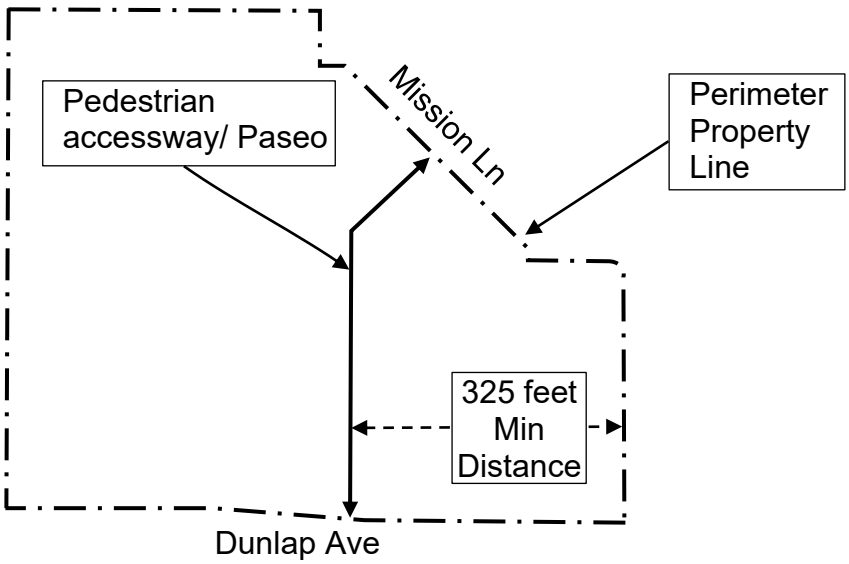
12. Existing streetscape beginning at back of curb and median islands shall be replenished with the approved landscaping and trees along Dunlap Avenue and the I-17 frontage road, as approved by the Planning and Development Department and/or the Arizona Department of Transportation.

13. All mitigation improvements shall be constructed and/or funded as identified in the accepted Traffic Impact Analysis dated April 10, 2026.

14. 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.

15. 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.

16. The site shall include a pedestrian accessway/paseo deemed necessary to meet the requirements outlined in Section 1304.H of the Phoenix Zoning Ordinance and shall be located as generally depicted in the following diagram, as approved by the Planning and Development Department. Specific improvements per Section 1304.H shall be applied proportional to any proposed development on the site.



a. The required pedestrian accessway/paseo shall be no closer than 325 feet from the east property line of Assessor Parcel Number 149-12-020D.

b. Traffic calming measures within the shared access drive commonly known as Mission Lane shall be installed at the location of the paseo as approved by the Planning and Development Department. This requirement is subject to the applicant obtaining all required private-party approvals for improvements within the shared access drive.

c. The required pedestrian accessway/paseo may remain private and access-controlled for residents and visitors until such time as a public access easement has been recorded for the pedestrian pathway on the property immediately north of the site pursuant to that property's zoning stipulations. Within 90 days of recordation of such easement, the owner shall submit to the City for recordation an easement permitting public access over the required pedestrian accessway/paseo, thereby providing a continuous publicly accessible pedestrian connection between the two properties, as approved by the Planning and Development Department.

17. The ground level western exterior of the building labeled “Ex. Building No. 1 (Parking garage)”, as depicted on the Conceptual Site Plan stamped received July 22, 2026, shall incorporate architectural detailing or screening elements that will create visual interest and enhance the public right-of-way. Such elements may include, but are not limited to, landscape screening, trellises, prefabricated metal mesh panels, climbing plants supported by wall-mounted cable systems, small sections of split-face concrete block veneer accents, groups of wall-mounted metal slats, or similar treatments, as approved by the Planning and Development Department.

18. Prior to receiving Certificate of Occupancy, sufficient right-of-way shall be dedicated to the Arizona Department of Transportation (ADOT) and/or the City of Phoenix to accommodate the extension of the existing westbound right-turn deceleration lane on Dunlap Avenue, as approved by ADOT and the City of Phoenix Street Transportation Department.

19. Prior to receiving Certificate of Occupancy, the existing westbound right-turn deceleration lane on Dunlap Avenue shall be reconstructed to extend eastward to remove the existing driveway from the taper area, as approved by the Arizona Department of Transportation and the City of Phoenix Street Transportation Department.

20. Upon complete redevelopment or development that increases the cumulative floor area by more than 2,000 square feet from that depicted on the site plan date stamped July 22, 2026, the following shall apply:

    a. New buildings adjacent to Dunlap Avenue shall observe a maximum building setback of ten feet.

    b. The existing attached sidewalk along the north side of Dunlap Avenue shall be detached and constructed with a minimum 6-foot-wide detached sidewalk separated by a minimum 10-foot-wide landscape area.

    c. Any required landscape setbacks adjacent to Dunlap Avenue shall be planted with native cacti or similar spiny desert accent plants, as approved by the Planning and Development Department.

    d. 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.

    e. A minimum of 5% of the required parking spaces shall include EV Capable infrastructure.

21. Upon exterior structural and/or modifications to the existing parking garage resulting in ground disturbance exceeding 2,000 square feet or more, the existing vehicular access point to the I-17 frontage road shall be removed or modified as approved by the Arizona Department of Transportation.

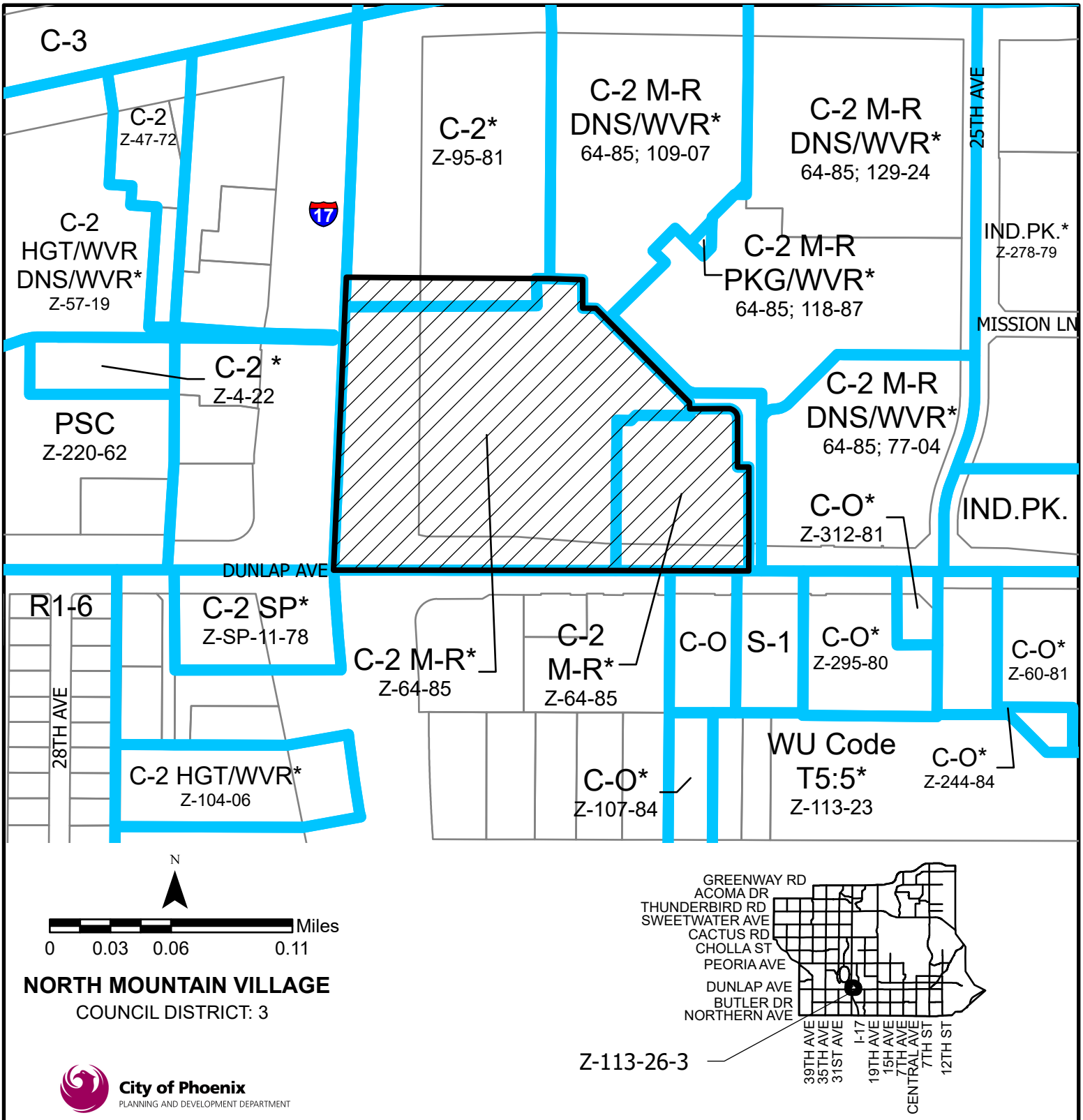
22. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

23. 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
Robert Kuhfuss
November 12, 2026

Team Leader
Racelle Escolar

Exhibits
Zoning sketch map
Aerial sketch map
Existing Conditions Site Plan
Conceptual Site Plan
Elevation Renderings (3 pages)
Original Elevations (9 pages)



NORTH MOUNTAIN VILLAGE

COUNCIL DISTRICT: 3

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME:	Earl & Curley, P.C.
APPLICATION NO:	Z-113-26-3
DATE:	9/21/2026
REVISION DATES:	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.	10.96 Acres
AERIAL PHOTO & QUARTER SEC. NO.	QS 27-22, QS27-23
ZONING MAP	J-7

REQUESTED CHANGE:

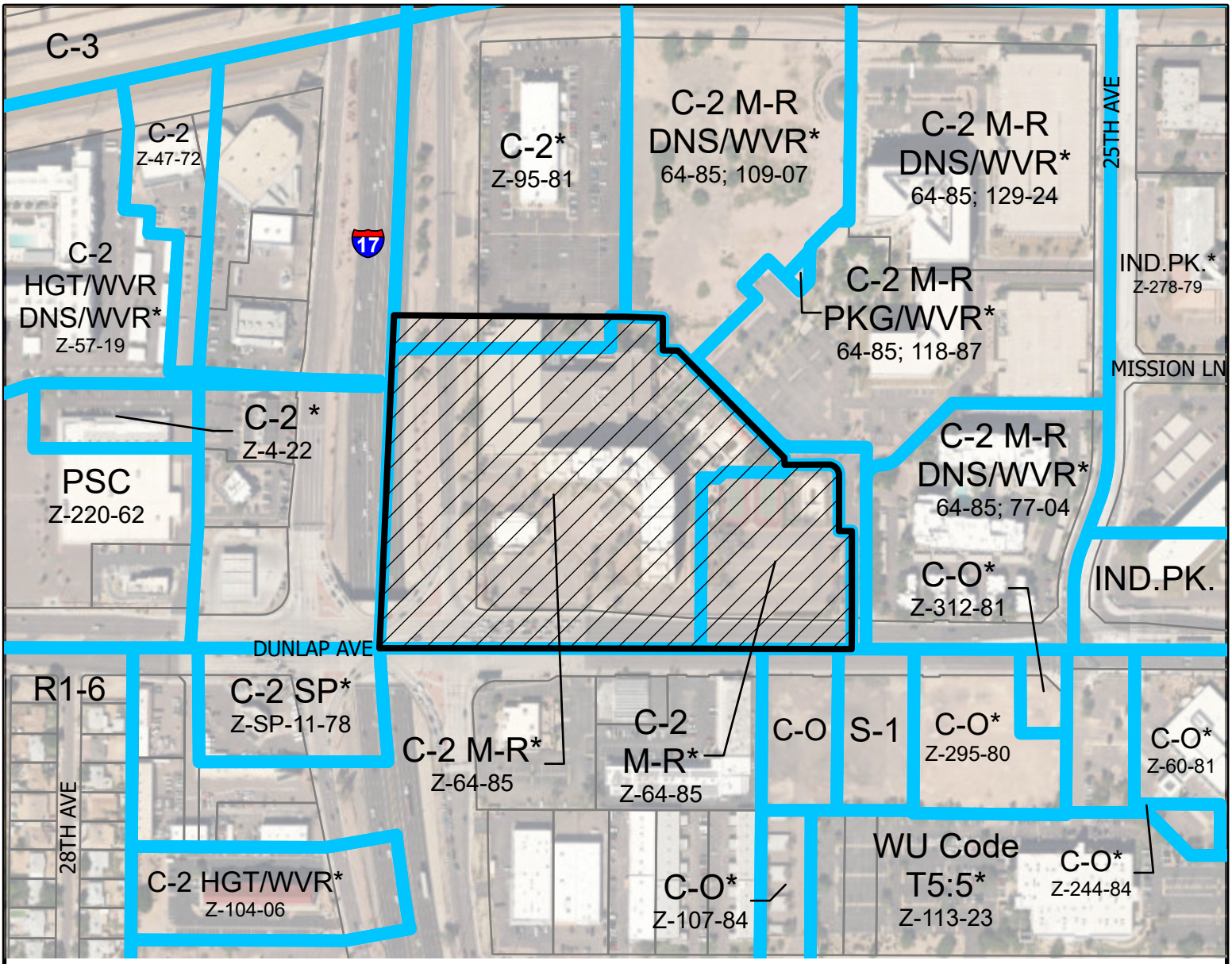
FROM: C-2 M-R (10.49 ac.)
C-2 (0.47 ac)

TO: WU Code T6:15 (10.96 ac.)

MULTIPLES PERMITTED	STANDARD OPTION	* UNITS P.R.D OPTION
C-2 M-R, C-2	152, 7	183, 8
WU Code T6:15	No Maximum	N/A

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

Path: S:\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\sketch_maps\2026\Z-113-26-3.aprx

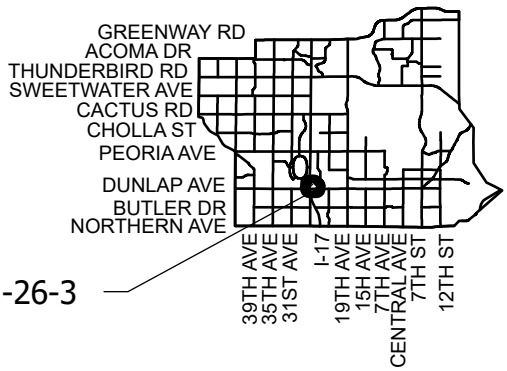


N

0 0.03 0.06 0.11 Miles

NORTH MOUNTAIN VILLAGE

COUNCIL DISTRICT: 3



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME:	Earl & Curley, P.C.
APPLICATION NO:	Z-113-26-3
DATE:	9/21/2026
REVISION DATES:	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.	10.96 Acres
AERIAL PHOTO & QUARTER SEC. NO.	QS 27-22, QS27-23
ZONING MAP	J-7

REQUESTED CHANGE:

FROM: C-2 M-R (10.49 ac.)
C-2 (0.47 ac)

TO: WU Code T6:15 (10.96 ac.)

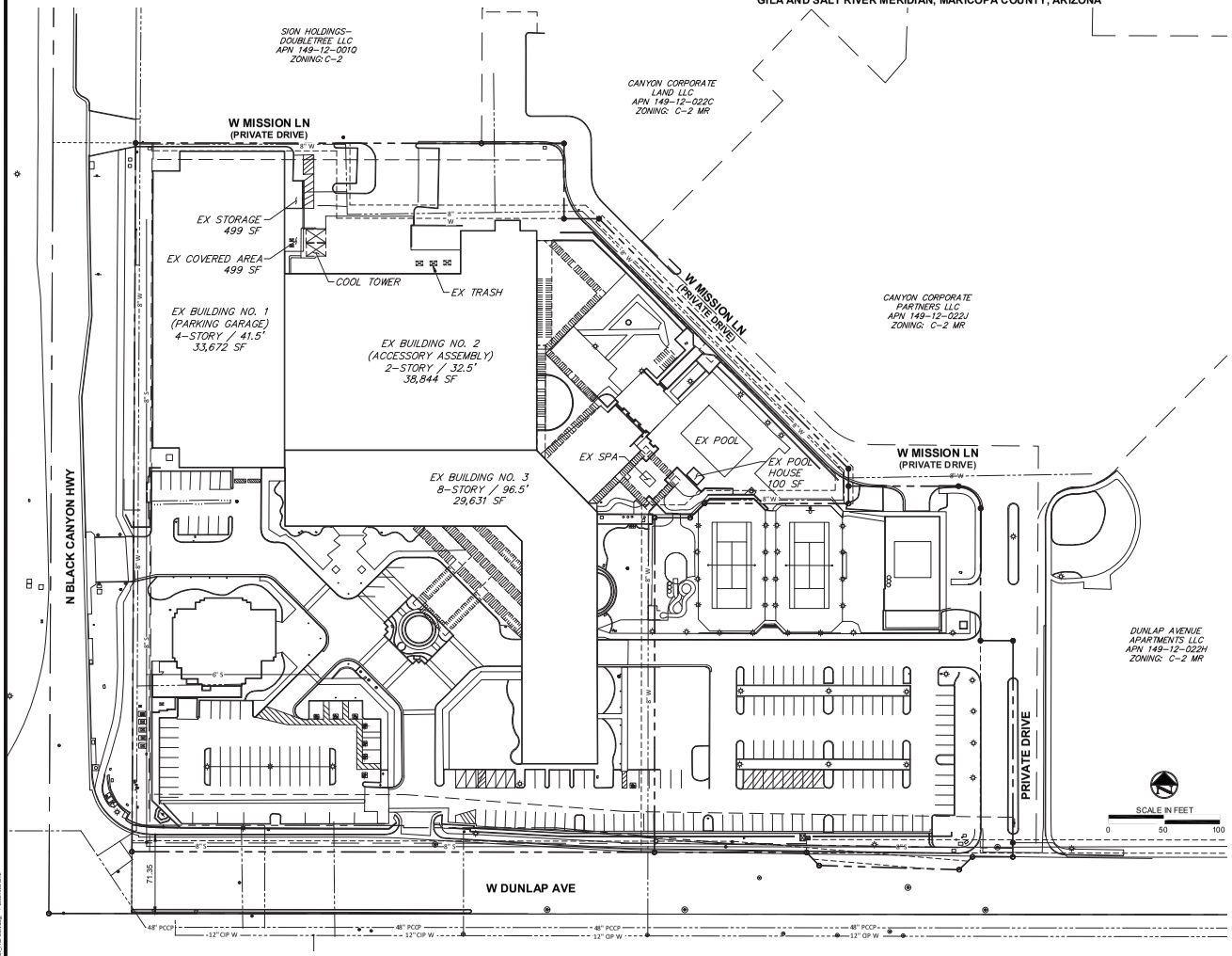
MULTIPLES PERMITTED	STANDARD OPTION	* UNITS P.R.D OPTION
C-2 M-R, C-2	152, 7	183, 8
WU Code T6:15	No Maximum	N/A

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

Path: S:\Department Share\Information Systems\PL GIS\IS_Team\Core_Functions\Zoning\sketch_maps\2026\Z-113-26-3.aprx

EXISTING CONDITIONS SITE PLAN FOR
THE CRESCENT

2620 W. DUNLAP AVENUE
PHOENIX, ARIZONA
A PORTION OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 3 NORTH, RANGE 2 EAST
GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA



BUILDING INFORMATION

BLDG. NO.	EXISTING/PROPOSED	AREA	TOTAL UNITS
1	EXISTING	33,672 SF	N/A
2	EXISTING	38,844 SF	N/A
3	EXISTING	29,631 SF	258
4	PROPOSED	23,515 SF	112
5	PROPOSED	26,820 SF	122
6	PROPOSED	25,420 SF	108
		177,902 SF	600

PARKING CALCULATIONS

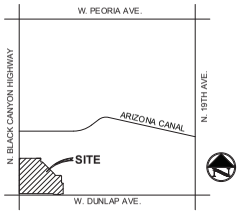
STANDARD PARKING CALCULATION	REQ'D	PROV'D
SEC 702.C - MULTI-FAMILY: 1.5 SPACES/UNIT	900	932
UNRESERVED: 0.25 SPACES/UNIT	150	932
ADA PARKING (2%)	18.5	19
SERVICE/GOODS LOADING SPACES (10' x 30')	7	7
PROVIDED PARKING		
EXISTING GARAGE		589
SURFACE		343
TOTAL		932

PARKING RATIO: 1.55

CIVIL ENGINEER

ATWELL, LLC
645 E. MISSOURI AVE. SUITE 420
PHOENIX, ARIZONA 85012

CONTACT: DAVE SOLTYSIK
PHONE: (480) 454-8010
EMAIL: DSOLTYSIK@ATWELL.COM



VICINITY MAP

OWNER

CRESCENT INVESTORS 1, LLC
2510 W. DUNLAP AVE. SUITE 126
PHOENIX, ARIZONA 85021

CONTACT: KENNETH LOSCH
PHONE: (602) 980-3900
EMAIL: KEN@KENNETHLOSCH.COM

DEVELOPER / APPLICANT

FOUNDATION 8, LLC
2510 W. DUNLAP AVE. SUITE 126
PHOENIX, ARIZONA 85021

CONTACT: KENNETH LOSCH
PHONE: (602) 980-3900
EMAIL: KEN@KENNETHLOSCH.COM

SITE DATA

JURISDICTION:	PHOENIX
APN:	149-12-020D
ADDRESS:	2620 W. DUNLAP AVE. PHOENIX, ARIZONA 85021
LOT SALES:	NO
ZONING CASE NO:	Z-95-81 / Z-118-87
EXISTING ZONING:	C-2 MR
GROSS AREA (PER ALTA):	419,968 SF / 9.64 AC
GROSS AREA (TO CL)*:	480,089 SF / 11.02 AC
NET AREA:	406,436 SF / 9.33 AC
NO. OF UNITS:	600
GROSS DENSITY:	54.4 DU/AC
NET DENSITY:	64.3 DU/AC
OPEN SPACE:	106,488 SF / 2.44 AC (22.1%)

*GROSS AREA IS TO CL OF DUNLAP AVE AND 25' FROM WESTERN BOUNDARY WITHIN ADOT R/W

ZONING STANDARDS

NORTH MOUNTAIN URBAN VILLAGE PRIMARY CORE

	C2-MR (MID RISE > 56' HT)	PROVIDED
FRONT YARD (DUNLAP)	35' / 28' *	28'
FRONT YARD LANDSCAPE AREA (5 x SB TO SB)	2,930 SF	> 2,930 SF
PARKING	PERMITTED IF SCREENED	SCREENED
SIDE YARD (BLACK CANYON HWY - WEST PL)	25' / 15' **	15'
SIDE YARD LANDSCAPE AREA (5 x SB TO SB)	2,930 SF	> 2,930 SF
PARKING	PERMITTED IF SCREENED	SCREENED
SIDE YARD (EAST PL)	0'	0'
REAR YARD (NORTH PL)	15'	15'
LOT COVERAGE	100%	39%
MAX HEIGHT	190'	APPROX. 90'
OPEN SPACE	30%	22% ***
SURFACE PARKING BUFFER	LANDSCAPED	LANSCAPED

* REDUCED 7'
701.D.2.b (3)(a) DEDICATED OPEN SPACE - REDUCED 2.5', (c) PARKING STRUCTURE - REDUCED 2.5'
701.D.2.b (4)(a) OFFSTREET PASSENGER LOADING - REDUCED 1', (b) DIRECT ACCESS TO OFFSTREET PARKING - REDUCED 1'

** SIDE YARD - CORNER - 25' TO ARTERIAL STREET
SIDE YARD - CORNER - 15' TO NON-ARTERIAL

*** DEVIATION REQUIRED

CITY OF PHOENIX
JUL 22 2026
Planning & Development Department

ATWELL
480.850.4200 www.atwell.com
645 EAST MISSOURI AVENUE SUITE 420
PHOENIX, ARIZONA 85012
(602) 297-8732

44156
DAVID M. SOLTYSIK
5/08/2026
Expires 9-30

THE CRESCENT

PRELIMINARY

Contact Arizona 811 at least two full working days before you begin excavation
Call 811 or click Arizona811.com

DATE	DESCRIPTION
03/06/2026	1ST SUBMITTAL
05/08/2026	NEW TAPER

CHECKED BY: DMS
DRAWN BY: CRS
TITLE: EXISTING CONDITIONS SITE PLAN
SHEET No. 1 of 1
PROJECT No. 26002834

Plotted: 5/7/2026 - 7:52 AM By: ngaudette
File Name: N:\Projects\26002834.01\Civil\Phase(s)\Preliminary\260028XA_PRE_CON.dwg — EXISTING SITE

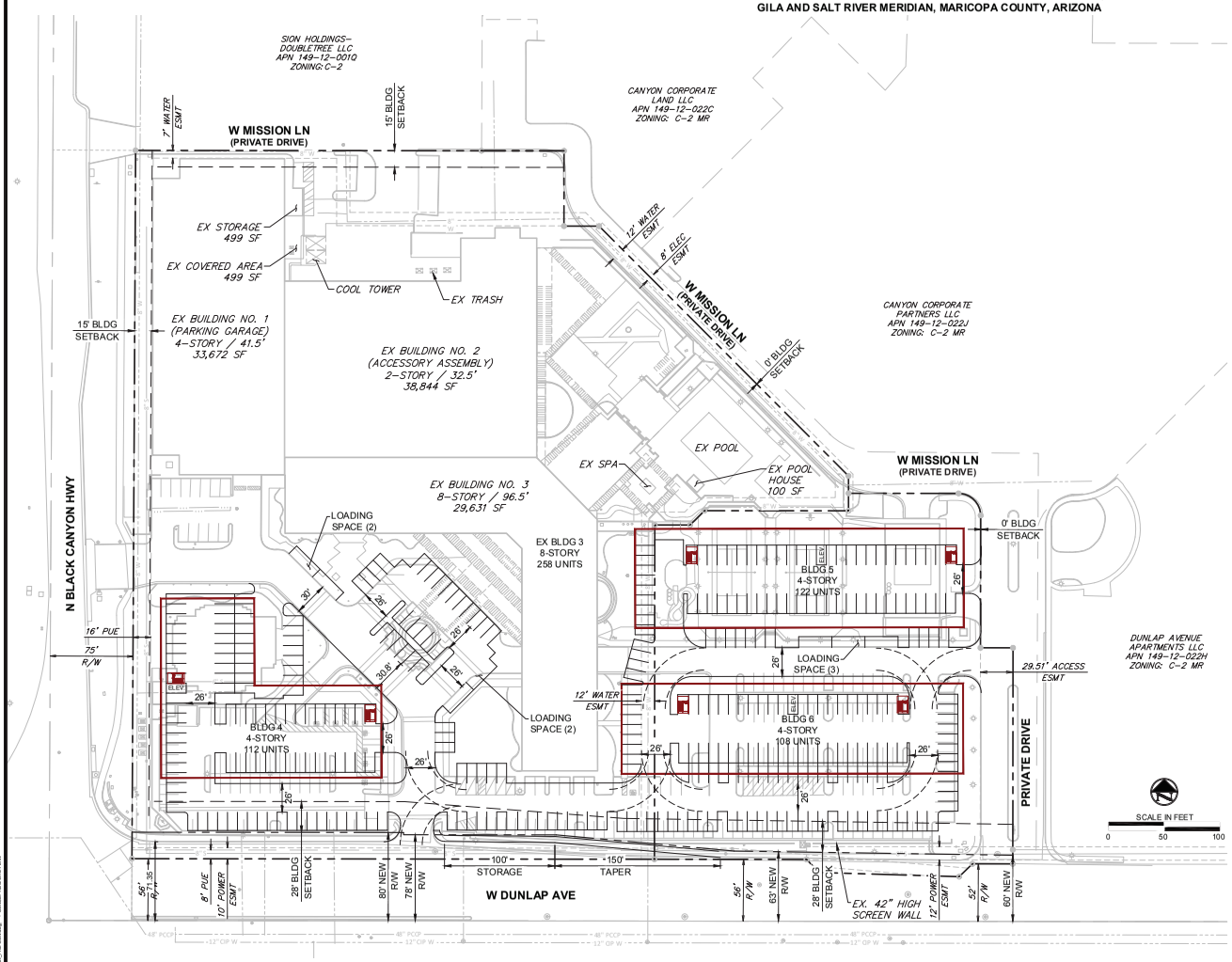
CONCEPTUAL SITE PLAN FOR

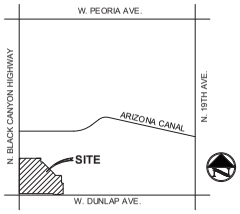
THE CRESCENT

2620 W. DUNLAP AVENUE

PHOENIX, ARIZONA

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 3 NORTH, RANGE 2 EAST
GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA





VICINITY MAP

CIVIL ENGINEER

ATWELL, LLC
645 E. MISSOURI AVE. SUITE 420
PHOENIX, ARIZONA 85012

CONTACT: DAVE SOLTYSIK
PHONE: (480) 454-8010
EMAIL: DSOLTYSIK@ATWELL.COM

OWNER

CRESCENT INVESTORS 1, LLC
2510 W. DUNLAP AVE. SUITE 126
PHOENIX, ARIZONA 85021

CONTACT: KENNETH LOSCH
PHONE: (602) 980-3900
EMAIL: KEN@KENNETHLOSCH.COM

DEVELOPER / APPLICANT

FOUNDATION 8, LLC
2510 W. DUNLAP AVE. SUITE 126
PHOENIX, ARIZONA 85021

CONTACT: KENNETH LOSCH
PHONE: (602) 980-3900
EMAIL: KEN@KENNETHLOSCH.COM

SITE DATA

JURISDICTION:	PHOENIX
APN:	149-12-020D
ADDRESS:	2620 W. DUNLAP AVE. PHOENIX, ARIZONA 85021
LOT SALES:	NO
ZONING CASE NO:	Z-95-81 / Z-118-87
EXISTING ZONING:	C-2 MR
GROSS AREA (PER ALTA):	419,968 SF / 9.64 AC
GROSS AREA (TO CL)*:	480,089 SF / 11.02 AC
NET AREA:	406,436 SF / 9.33 AC
NO. OF UNITS:	600
GROSS DENSITY:	54.4 DU/AC
NET DENSITY:	64.3 DU/AC
OPEN SPACE:	106,488 SF / 2.44 AC (22.1%)

*GROSS AREA IS TO CL OF DUNLAP AVE AND 25' FROM WESTERN BOUNDARY WITHIN ADOT R/W

ZONING STANDARDS

NORTH MOUNTAIN URBAN VILLAGE PRIMARY CORE

	C2-MR (MID RISE > 56' HT)	PROVIDED
FRONT YARD (DUNLAP)	35' / 28' *	28'
FRONT YARD LANDSCAPE AREA (5 x SB TO SB)	2,930 SF	> 2,930 SF
PARKING	PERMITTED IF SCREENED	SCREENED
SIDE YARD (BLACK CANYON HWY - WEST PL)	25' / 15' **	15'
SIDE YARD LANDSCAPE AREA (5 x SB TO SB)	2,930 SF	> 2,930 SF
PARKING	PERMITTED IF SCREENED	SCREENED
SIDE YARD (EAST PL)	0'	0'
REAR YARD (NORTH PL)	15'	15'
LOT COVERAGE	100%	39%
MAX HEIGHT	190'	APPROX. 90'
OPEN SPACE	30%	22% ***
SURFACE PARKING BUFFER	LANDSCAPED	LANSCAPED

* REDUCED 7'
701.D.2.b (3)(a) DEDICATED OPEN SPACE - REDUCED 2.5', (c) PARKING STRUCTURE - REDUCED 2.5'
701.D.2.b (4)(a) OFFSTREET PASSENGER LOADING - REDUCED 1', (b) DIRECT ACCESS TO OFFSTREET PARKING - REDUCED 1'

** SIDE YARD - CORNER - 25' TO ARTERIAL STREET
SIDE YARD - CORNER - 15' TO NON-ARTERIAL

*** DEVIATION REQUIRED

BUILDING INFORMATION

BLDG. NO.	EXISTING/PROPOSED	AREA	TOTAL UNITS
1	EXISTING	33,672 SF	N/A
2	EXISTING	38,844 SF	N/A
3	EXISTING	29,631 SF	258
4	PROPOSED	23,515 SF	112
5	PROPOSED	26,820 SF	122
6	PROPOSED	25,420 SF	108
		177,902 SF	600

PARKING CALCULATIONS

STANDARD PARKING CALCULATION	REQ'D	PROV'D
SEC 702.C - MULTI-FAMILY: 1.5 SPACES/UNIT	900	932
UNRESERVED: 0.25 SPACES/UNIT	150	932
ADA PARKING (2%)	18.5	19
SERVICE/GOODS LOADING SPACES (10' x 30')	7	7
PROVIDED PARKING		
EXISTING GARAGE		589
SURFACE		343
TOTAL		932

PARKING RATIO: 1.55

CITY OF PHOENIX
JUL 22 2026
Planning & Development Department

ATWELL
480.850.4200 www.atwell.com
645 EAST MISSOURI AVENUE SUITE 420
PHOENIX, ARIZONA 85012
(602) 297-8732

44156
DAVID M. SOLTYSIK
5/08/2026
Expires 9-30

THE CRESCENT

PRELIMINARY

Contact Arizona 811 at least two full working days before you begin excavation
Call 811 or click Arizona811.com

DATE	DESCRIPTION
03/06/2026	1ST SUBMITTAL
05/08/2026	NEW TAPER

CHECKED BY: DMS
DRAWN BY: CRS

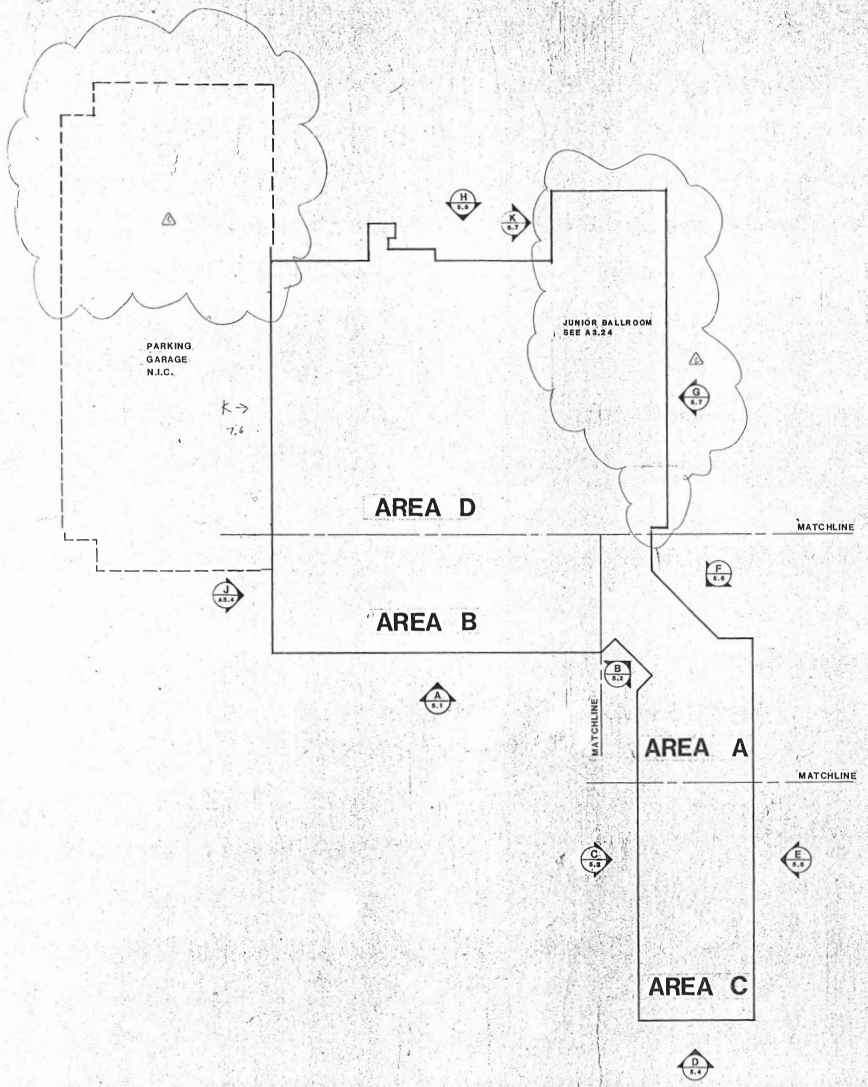
TITLE: CONCEPTUAL SITE PLAN

SHEET No. 1 of 1

PROJECT No. 26002834

Plotted: 05/08/26 - 7:52 AM By: cgaudette
File Name: N:\Projects\26002834\Project Engineering\GIS\Preliminary\26002834_PRE_CON.dwg — CONCEPTUAL SITE PLAN





NOTES

CITY OF PHOENIX
JUL 22 2026
Planning & Development Department

AS-BUILT
DEL E. WEBB CORPORATION
3800 N. Central Avenue
P. O. Box 29640
Phoenix, Arizona 85038
DATE: 3/16/87

KSLW

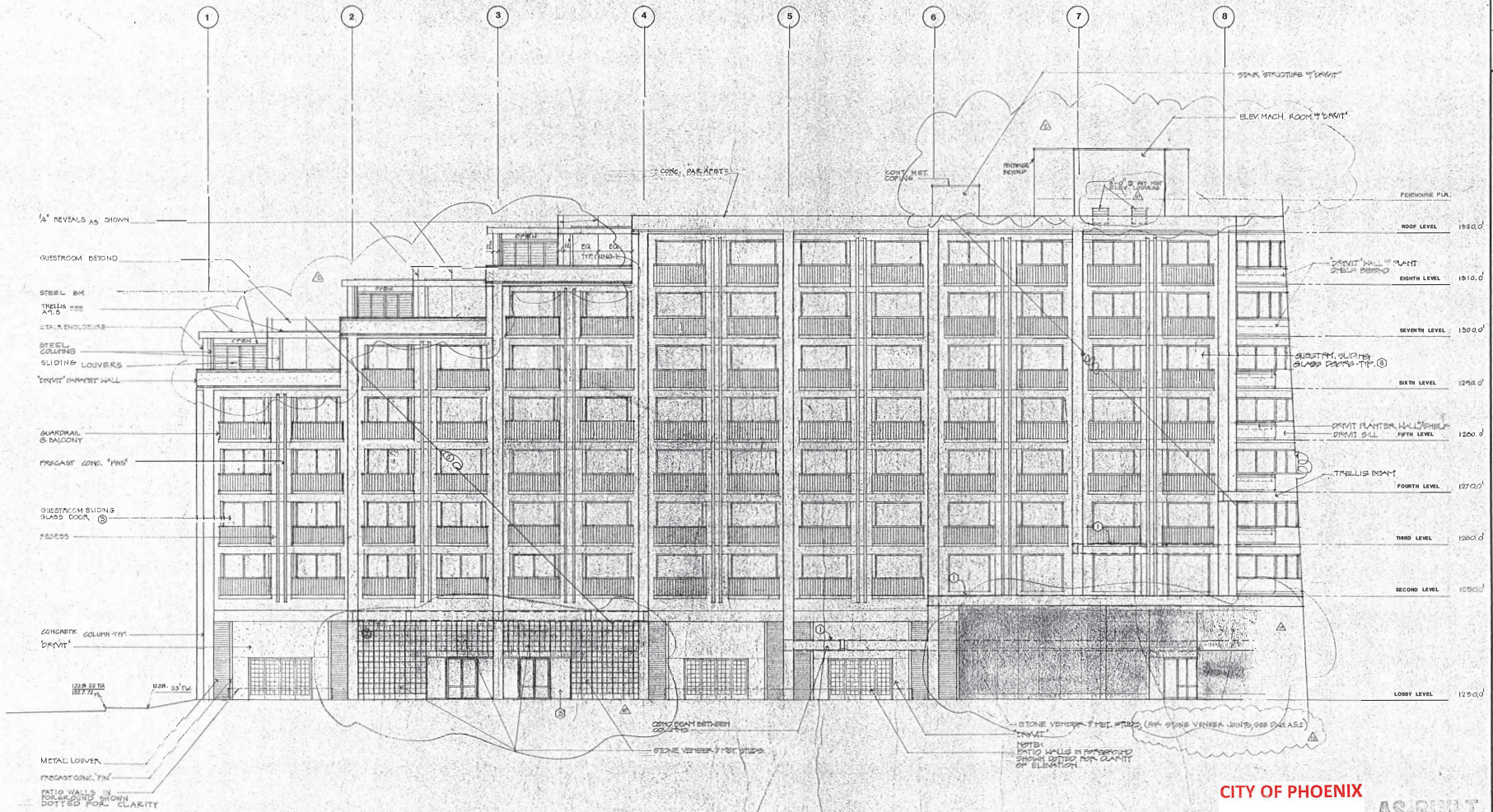
KILLINGSWORTH, STRICKER, LINDGREN, WILSON & ASSOCIATES ARCHITECTS
EDWARD A. KILLINGSWORTH FAIA / HARRY B. STRICKER AIA / RONALD D. LINDGREN AIA / ROBERT J. WILSON AIA
238 E. LONG BEACH BLVD. LONG BEACH, CALIFORNIA 90807 PHONE 213/427-7939 213/427-7921 TELEX 674-482 CABLE KILBRA

PHOENIX CRESCENT HOTEL
PRINCIPAL IN CHARGE: LARRY B. STRICKER AIA
PROJECT ARCHITECT: STAN SAKAMOTO

ELEVATION KEY PLAN
DRAWN | SCALE 1" = 30'-0" | DESTROY ALL ISSUES PREVIOUS TO THIS DATE OCT 1 1985
CHECKED | JOB NO. 8431.0 | VERIFY ALL DIMENSIONS & CONDITIONS AT THE JOB.
COPYRIGHT, ©1982, KSLW & ASSOCIATES, INC.

A5.0

TOTAL HOURS SCHEDULED
DATE | INITIAL | HOURS | TOTAL HOURS



NOTES

1. NORTH ELEVATION SIMILAR. TRELLIS OMITTED FOR CLARITY OF BLDG. BEYOND
2. BALCONY TRELLIS OMITTED FOR CLARITY OF BUILDING BEHIND
3. ALL GLAZING SHOWN ON THIS SHT. IS 1/4" GLASS

SYMBOL	REVISIONS	DATE	BY
1	ADDED ELEV. SHAFT, 3RD MST. LOUVERS, DELETED STONE JOINTS	6-2-86	
2		10-21-86	

CITY OF PHOENIX
JUL 22 2026
Planning & Development Department

AS-BUILT
DEL E. WEBB CORPORATION
3800 N. Central Avenue
P.O. Box 2230
Phoenix, Arizona 85036
DATE: 3/19/87

KSLW

DATE / INITIAL / HOURS / TOTAL HOURS
1/29/86 SC
TOTAL HOURS SCHEDULED

KILLINGSWORTH, STRICKER, LINDGREN, WILSON & ASSOCIATES ARCHITECTS INC
EDWARD A. KILLINGSWORTH FAIA LARRY P. STRICKER AIA RONALD D. LINDGREN AIA ROBERT J. WILSON AIA
3833 LONG BEACH BLVD., LONG BEACH, CALIFORNIA 90807 PHONE 213/427-7939, 213/427-7971 TELEX 650448 CABLE KILLBRA

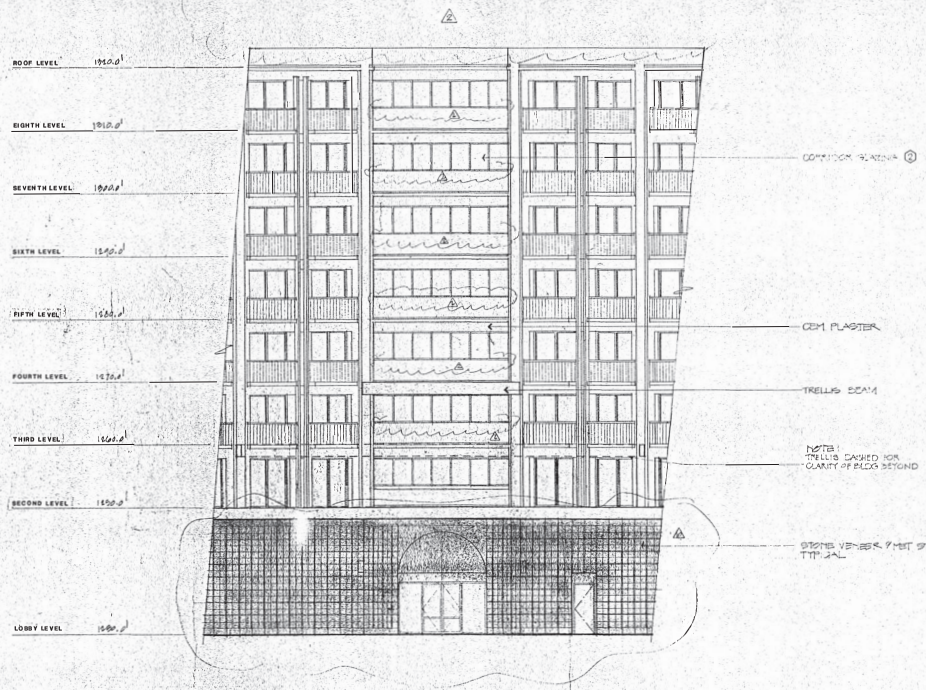
PHOENIX CRESCENT HOTEL

PRINCIPAL IN CHARGE — LARRY P. STRICKER AIA
PROJECT ARCHITECT — STAN SAKAMOTO

SOUTH ELEVATION A

DRAWN	SCALE: 1/8"=1'-0"	DESTROY ALL ISSUES PREVIOUS TO THIS DATE
CHECKED	JOB NO: 8610	VERIFY ALL DIMENSIONS & CONDITIONS AT TH, JOB
		COPYRIGHT ©1983, KSLW & ASSOCIATES, INC.

A5.1



REVISIONS INDICATED BY THUS

SYMBOL	REVISIONS	DATE	BY
1		10-31-85	
2		6-2-86	

NOTES

1. PORTE COCHERE ROOF DASHED FOR CLARITY OF BUILDING BEYOND
2. ALL GLAZING SHOWN ON THIS SHT IS 5/8" GLASS

CITY OF PHOENIX
JUL 22 2026
Planning & Development Department

AS-BUILT
DEL E. WEBB CORPORATION
3600 N. Central Avenue
P.O. Box 2636
Phoenix, Arizona 85062
DATE: 3/16/87

KSLW

DATE / INITIAL / HOURS / TOTAL HOURS

TOTAL HOURS SCHEDULED

KILLINGSWORTH, STRICKER, LINDGREN, WILSON & ASSOCIATES ARCHITECTS INC
EDWARD A. KILLINGSWORTH FAIA LARRY P. STRICKER AIA RONALD D. LINDGREN AIA ROBERT I. WILSON AIA
3833 LONG BEACH BLVD., LONG BEACH, CALIFORNIA 90807 PHONE 213/427-7939, 213/427-7971 TELEX 650448 CABLE KILLBRA

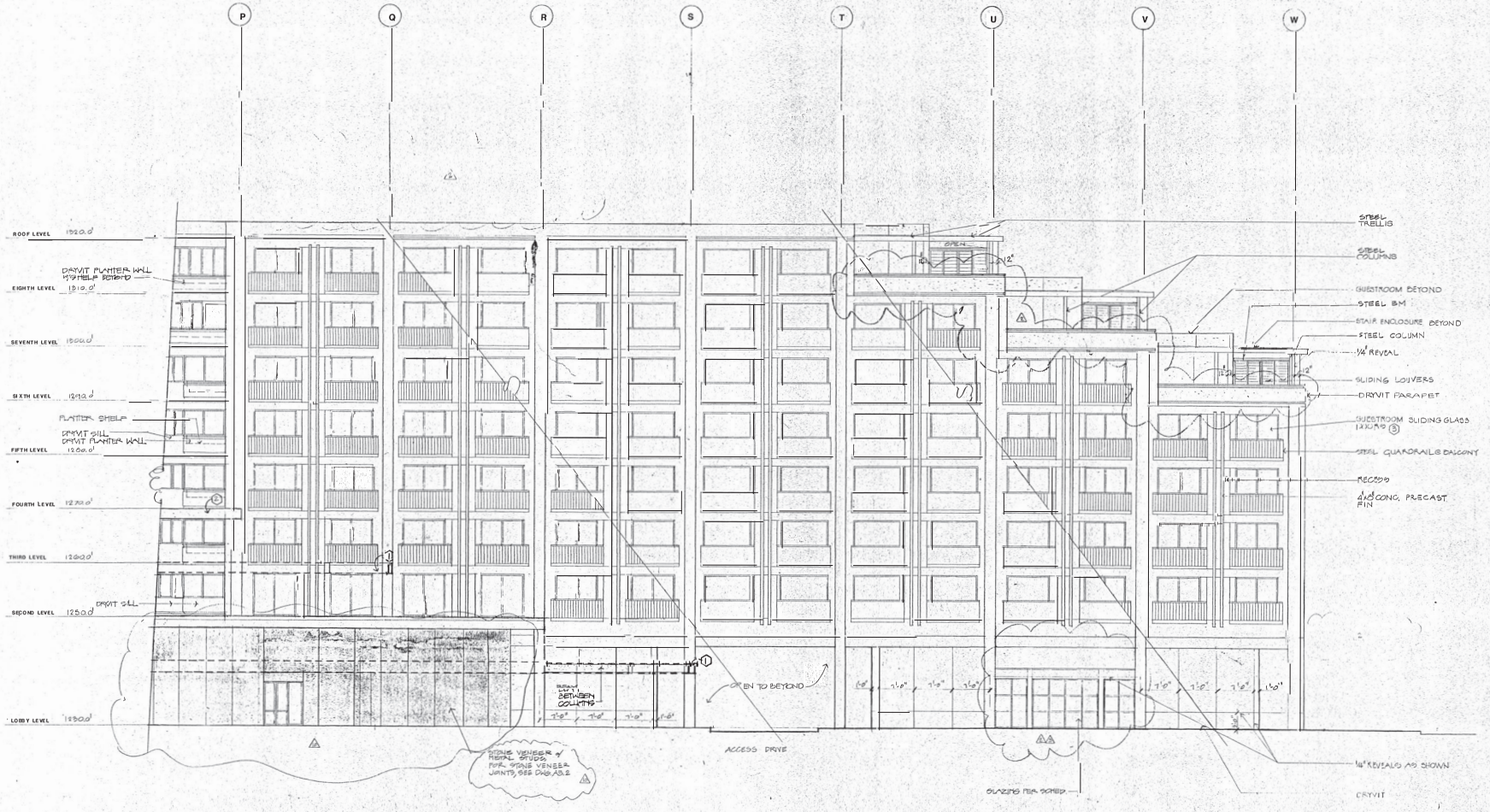
PHOENIX CRESCENT HOTEL

PRINCIPAL IN CHARGE: LARRY P. STRICKER AIA
PROJECT ARCHITECT: STAN SAKAMOTO

SOUTHWEST ELEVATION B

DRAWN	SCALE 1/8"=1'-0"	DESTROY ALL ISSUES PREVIOUS TO THIS DATE
CHECKED	JOB NO. 8451O	VERIFY ALL DIMENSIONS & CONDITIONS AT THE JOB
		COPYRIGHT ©1983, KSLW & ASSOCIATES, INC

A5.2



NOTES

1. PORTE COCHERE ROOF GARNISHED FOR CLARITY OF ELEVATION
2. TRELLIS BEAM
3. ALL GLAZING SHOWN ON THIS SHEET TO BE GLASS (INSULATING)

CITY OF PHOENIX
JUL 22 2026
Planning & Development Department

AS-BUILT
DEL E. WEBB CORPORATION
3800 N. Central Avenue
P. O. Box 29050
Phoenix, Arizona 85038
DATE 5/11/82

KSLW

KILLINGSWORTH, STRICKER, LINDGREN, WILSON & ASSOCIATES ARCHITECTS INC.
EDWARD A. KILLINGSWORTH FAIA LARRY P. STRICKER AIA RONALD D. LINDGREN AIA ROBERT J. WILSON AIA
3833 LONG BEACH BLVD., LONG BEACH, CALIFORNIA 90807 PHONE 213/427-7939, 213/427-7971 TELEX 650448 CABLE KILLBRA

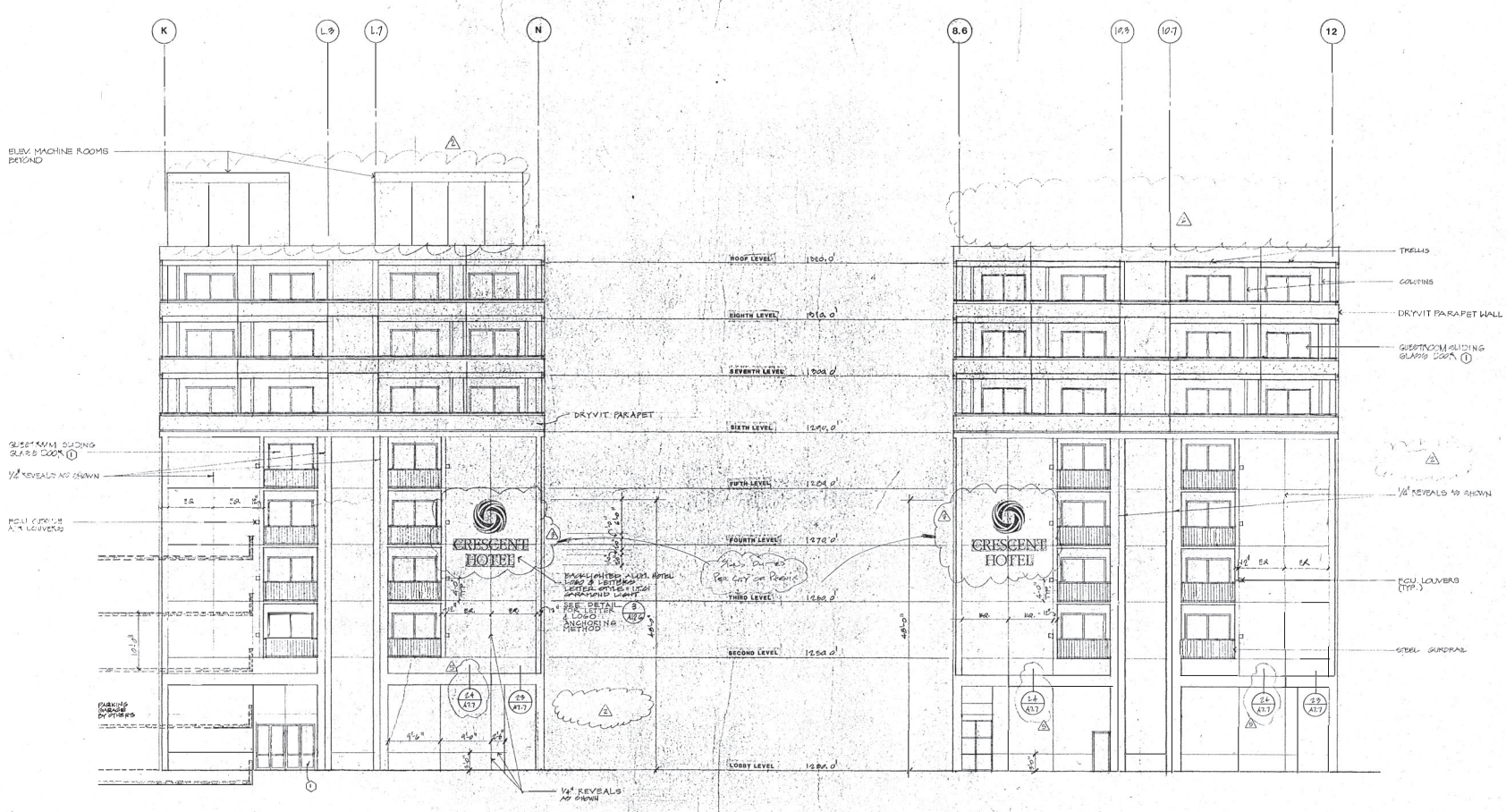
PHOENIX CRESCENT HOTEL
PRINCIPAL IN CHARGE: LARRY P. STRICKER AIA
PROJECT ARCHITECT: STAN SAKAMOTO

WEST ELEVATION C

DRAWN | SCALE 1/8"=1'-0" | DESTROY ALL ISSUES PREVIOUS TO THIS DATE
CHECKED | JOB NO. 8610 | VERIFY ALL DIMENSIONS & CONDITIONS AT THE JOB
COPYRIGHT ©1982, KSLW & ASSOCIATES, INC.

A5.3

TOTAL HOURS SCHEDULED



WEST ELEVATION J

SOUTH ELEVATION D

CITY OF PHOENIX
JUL 22 2026
Planning & Development Department

AS-BUILT
DEL E. WEBB CORPORATION
3300 N. CENTRAL AVENUE
P.O. BOX 20
Phoenix, Arizona 85012
DATE 3/4/82 R. Sutton

REVISIONS			
SYMBOL	REVISIONS	DATE	BY
1	PLANTING & END OF TYP. TOWER ADD	3/4/82	

NOTES

1. ALL GLAZING SHOWN ON THIS SHT IS 5/8" GLASS (INSULATING)

KSLW

DATE	5.28	10.6
INITIAL	CAL	JC
HOURS		
TOTAL HOURS		

HOURS SCHEDULED

KILLINGSWORTH, STRICKER, LINDGREN, WILSON & ASSOCIATES ARCHITECTS INC
EDWARD A. KILLINGSWORTH FAIA LARRY P. STRICKER AIA RONALD D. LINDGREN AIA ROBERT J. WILSON AIA
3833 LONG BEACH BLVD., LONG BEACH, CALIFORNIA 90807 PHONE 213/427-7939 213/427-7971 TELEX 650448 CABLE KILLBRA

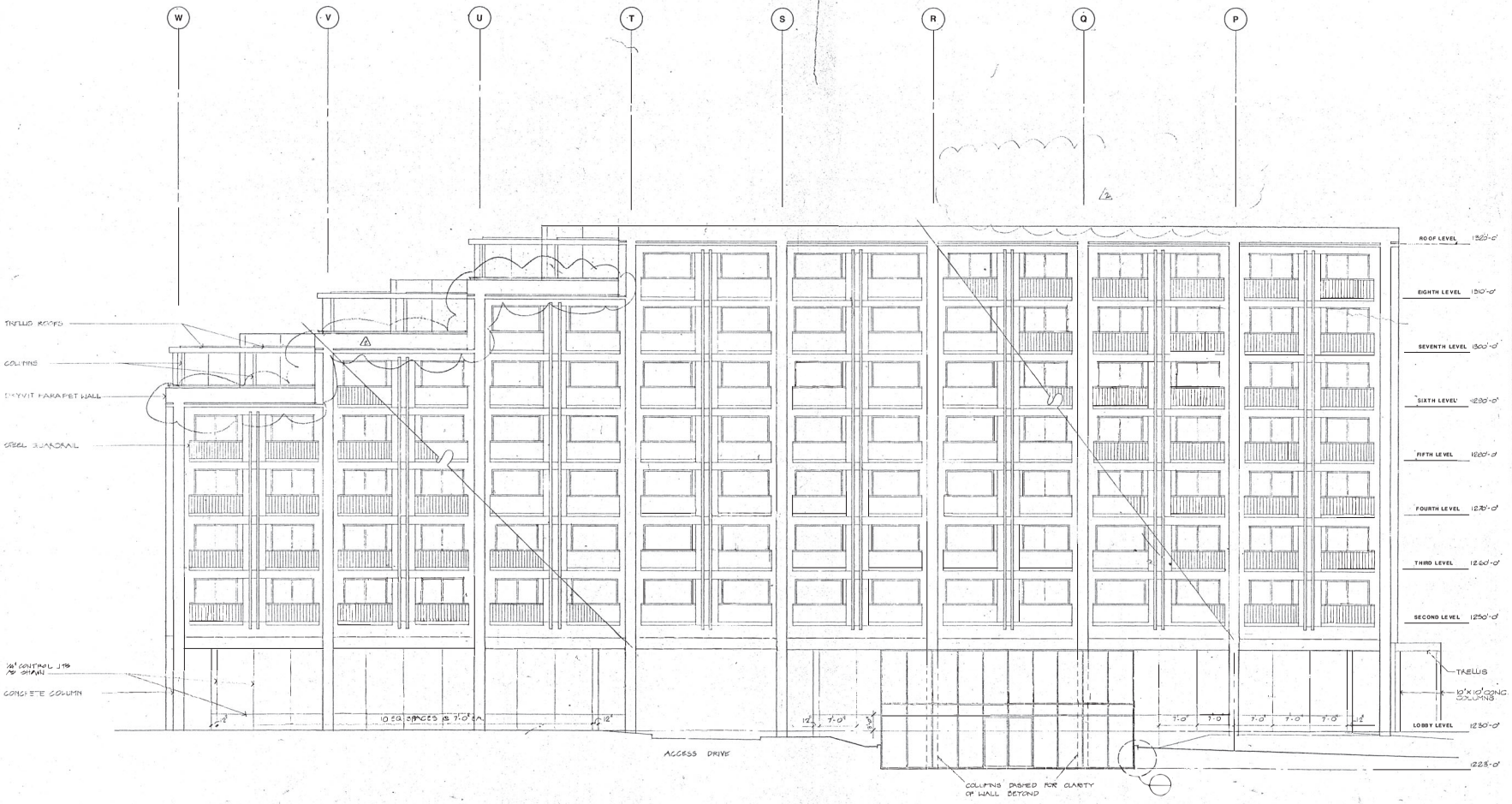
PHOENIX CRESCENT HOTEL

PRINCIPAL IN CHARGE — LARRY P. STRICKER AIA
PROJECT ARCHITECT — STAN SAKAMOTO

ELEVATIONS D SOUTH & J WEST

DRAWN	SCALE	DESTROY ALL ISSUES PREVIOUS TO THIS DATE
CHECKED	JOB NO.	VERIFY ALL DIMENSIONS & CONDITIONS AT THE JOB
		COPYRIGHT ©1982, KSLW & ASSOCIATES, INC.

A5.4



NOTES

CITY OF PHOENIX
JUL 22 2026
Planning & Development Department

AS-BUILT
DEL E. WEBB CORPORATION
3800 N. Central Avenue
P.O. Box 29240
Phoenix, Arizona 85038
DATE:

KSLW

REVISIONS			
SYMBOL	DATE	REVISIONS	BY
	10-1-85		

DATE | INITIAL | HOURS | TOTAL HOURS
G-4 | N.C.

TOTAL HOURS SCHEDULED

KILLINGSWORTH, STRICKER, LINDGREN, WILSON & ASSOCIATES ARCHITECTS
EDWARD A. KILLINGSWORTH FAIA · LARRY P. STRICKER AIA · RONALD D. LINDGREN AIA · ROBERT L. WILSON AIA
3833 LONG BEACH BLVD., LONG BEACH, CALIFORNIA 90807 · PHONE 213/427-7939, 213/427-7971 · TELEX 650448 · CABLE KILLBRA

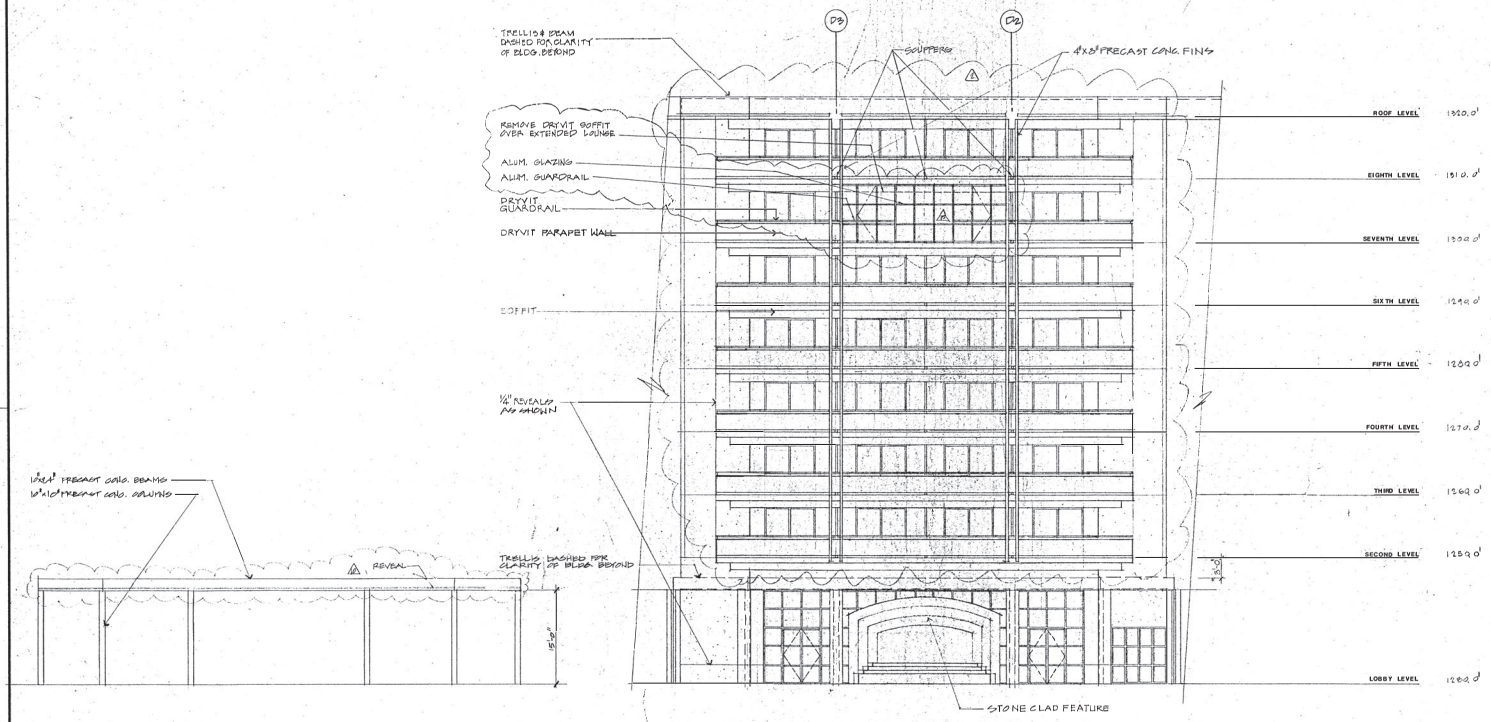
PHOENIX CRESCENT HOTEL

PRINCIPAL IN CHARGE — LARRY P. STRICKER AIA
PROJECT ARCHITECT — STAN SAKAMOTO

EAST ELEVATION E

DRAWN	SCALE	DESTROY ALL ISSUES PREVIOUS TO THIS DATE 10-1-85
CHECKED	JOB NO.	VERIFY ALL DIMENSIONS & CONDITIONS AT THE JOB
		COPYRIGHT ©1982, KSLW & ASSOCIATES, INC.

A5.5



1 TRELLIS ELEVATION

SYMBOL	REVISIONS	DATE	BY
1	CLIMBING @ LOUNGE ASPECT REVEAL @ TRELLIS	10/27/86	
2	REVISIONS	6-2-86	
		10-21-86	

NOTES

RECEIVED
OCT 31 1986
FH CONTRACTING

CITY OF PHOENIX
JUL 22 2026
Planning & Development Department

DR: 3/2/87 Revisions

KSLW

TOTAL HOURS SCHEDULED

DATE	4/1/86		
INITIAL	G.B.		
REVISED	N.C.		
TOTAL HOURS			

KILLINGSWORTH, STRICKER, LINDGREN, WILSON & ASSOCIATES ARCHITECTS INC
EDWARD A. KILLINGSWORTH FAIA LARRY P. STRICKER AIA RONALD D. LINDGREN AIA ROBERT J. WILSON AIA
3833 LONG BEACH BLVD., LONG BEACH, CALIFORNIA 90807 PHONE 213/427-7939, 213/427-7971 TELEX 630449 CABLE KILLBRA

PHOENIX CRESCENT HOTEL

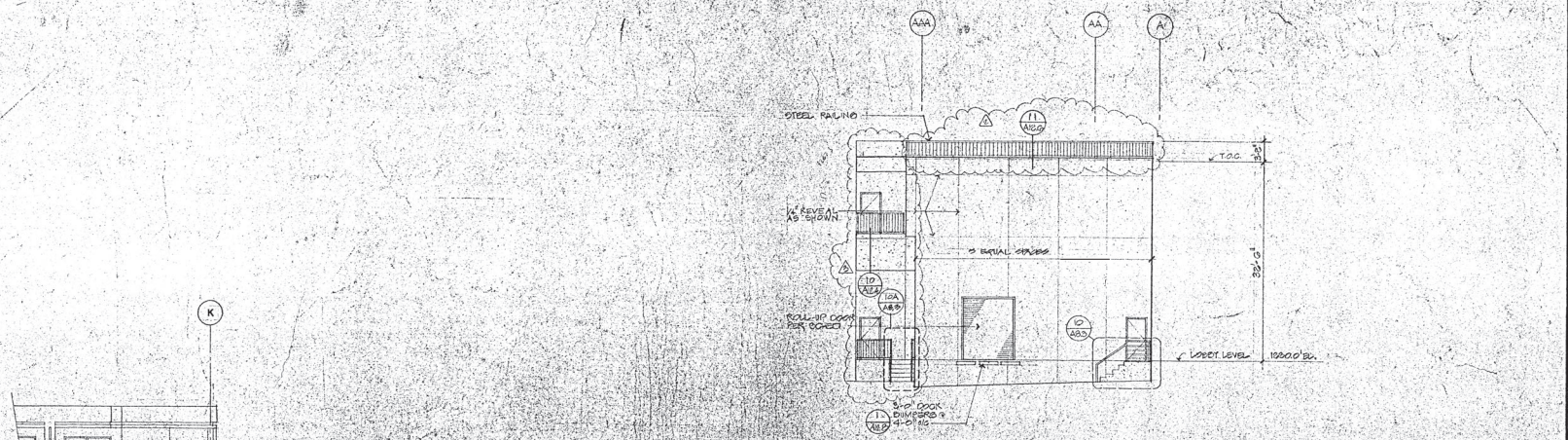
PRINCIPAL IN CHARGE: LARRY P. STRICKER AIA
PROJECT ARCHITECT: STAN SAKAMOTO

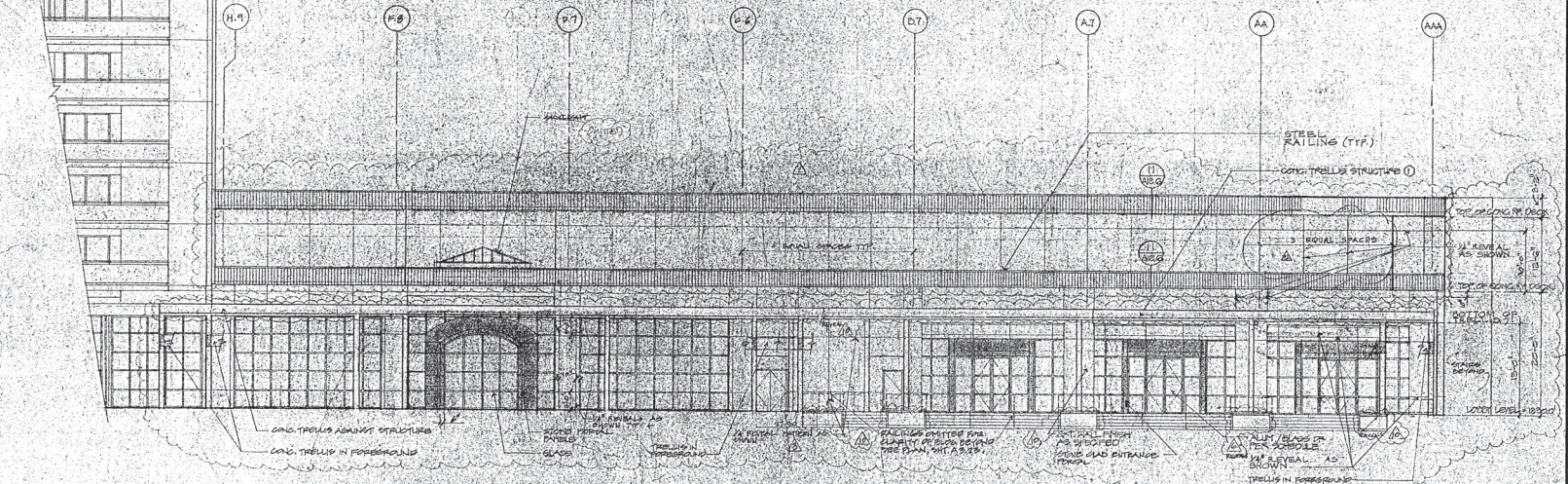
NORTHEAST ELEVATION - F

DRAWN	SCALE 1/8" = 1'-0"	DESTROY ALL ISSUES PREVIOUS TO THIS DATE
CHECKED	JOB NO.: 8616	VERIFY ALL DIMENSIONS & CONDITIONS

COPYRIGHT ©1982, KSLW & ASSOCIATES, INC.

A5.6





6 EAST ELEVATION

NOTE: TRELLIS IN FRONT NOT SHOWN FOR CLARITY

NOTES

① CONC. TRELLIS SHOWN IS AGAINST THE BLDG. SEE A 2.9 FOR COURTYARD TRELLIS.

SYMBOL	REVISIONS	DATE	BY
1	CLARIFIED ELEVATION MATERIALS	6-27-86	
2	ADDED LETTERS @ PORTE-COCHERE	7-2-86	
3	REVISION @ SE BALCONY	7-9-86	
4	REVISIONS	10-21-86	

RECEIVED
JUN 27 1986
PH CONTRACTING

CITY OF PHOENIX
JUL 22 2026
Planning & Development Department

AS BUILT
DEL E. WEBB CONSTRUCTION
DATE 7/1/87

KSLW

TOTAL OURS SCHEDULED

DATE 15-4 6-5 8-8 10-24 11-14
INITIAL N.C. N.C. LAC. J.C. LAC.
HOURS
TOTAL HOURS

KILLINGSWORTH, STRICKER, LINDGREN, WILSON & ASSOCIATES ARCHITECTS INC.
EDWARD A. KILLINGSWORTH FAIA · LARRY P. STRICKER AIA · RONALD D. LINDGREN AIA · ROBERT L. WILSON AIA
3833 LONG BEACH BLVD., LONG BEACH, CALIFORNIA 90807 PHONE 213/427-7939, 213/427-7971 TELEX 650148 CABLE KILLSRA

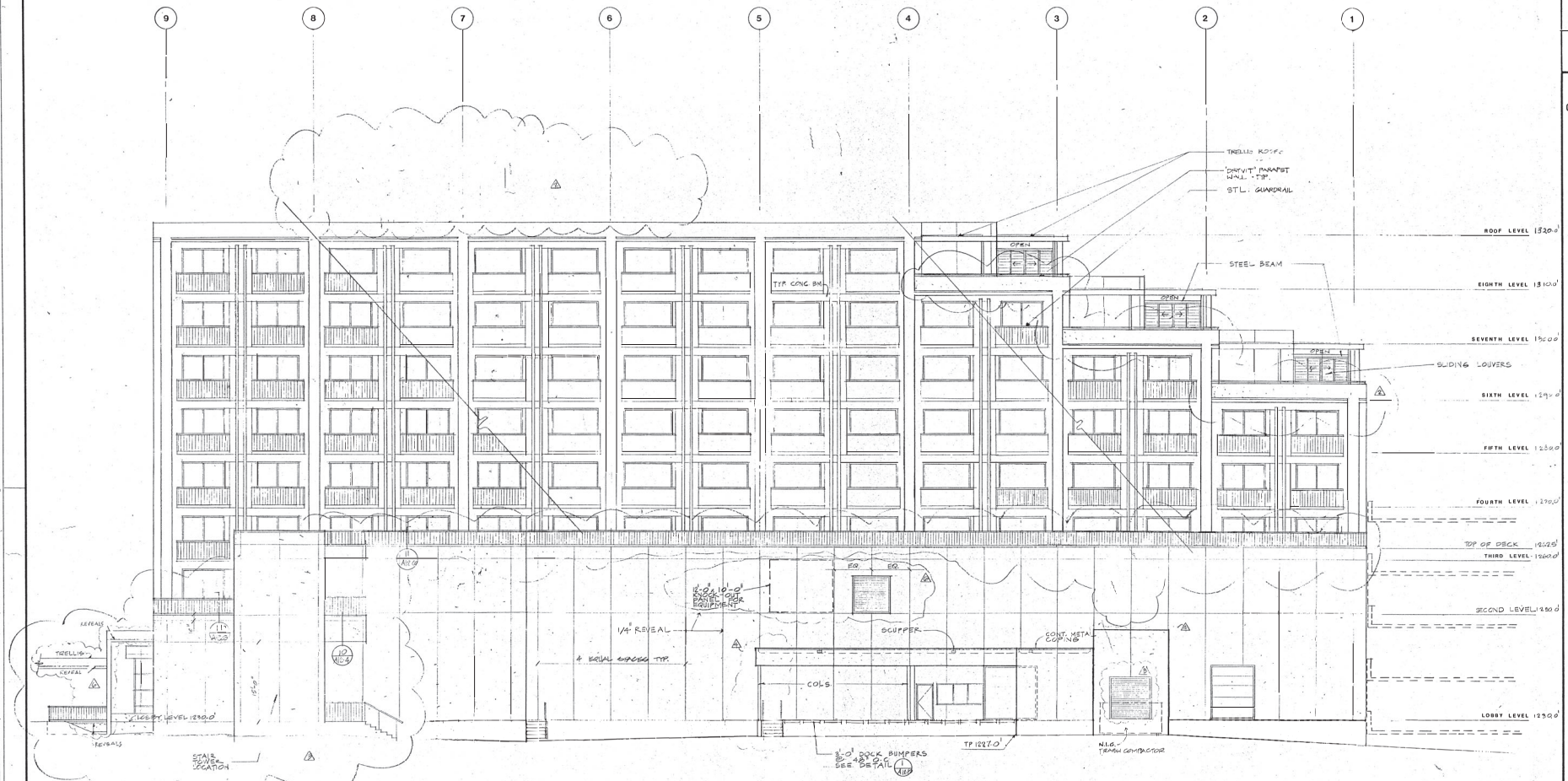
PHOENIX CRESCENT HOTEL

PRINCIPAL-IN-CHARGE: LARRY P. STRICKER AIA
PROJECT ARCHITECT: STAN SAKAMOTO

EAST ELEVATION G & WEST ELEVATION K

DRAWN | SCALE: 1/8"=1'-0" | DESTROY ALL ISSUES PREVIOUS TO THIS DATE: 6-27-86
CHECKED | JOB NO.: 8408 | WORK AS SHOWN IS CONDITIONS AS THEY EXIST
COPYRIGHT 1985 KSLW ARCHITECTS INC.

A5.7



NOTES

CITY OF PHOENIX
JUL 22 2026
Planning & Development Department

APPROVED
WILLIS WELLS CORPORATION
1850 N. Central Avenue
P. O. Box 21040
Phoenix, Arizona 85036
DATE: 3/2/88

KSLW

SYMBOL	REVISIONS	DATE	BY
1	MESH LOUVERS AT BALCONY STAIRS	10/1/84	
2	MISC. REVISIONS	2-15-84	
3	ADDED O & A LOUVER	3/4/86	
4	REVISED PER CITY COMMENTS	4/28/86	

DATE
INITIAL
HOURS
TOTAL HOURS
4/28/86 VG

TOTAL HOURS SCHEDULED

KILLINGSWORTH, STRICKER, LINDGREN, WILSON & ASSOCIATES ARCHITECTS INC
EDWARD A. KILLINGSWORTH FAIA LARRY P. STRICKER AIA RONALD D. LINDGREN AIA ROBERT J. WILSON AIA
1833 LONG BEACH BLVD. LONG BEACH, CALIFORNIA 90807 PHONE 213/427-7939, 213/427-7971 TELEX 650448 CABLE KILLBRA

PHOENIX CRESCENT HOTEL

PRINCIPAL IN CHARGE: LARRY P. STRICKER AIA
PROJECT ARCHITECT: STAN SAKAMOTO

NORTH ELEVATION H

DRAWN	SCALE 1/8"=1'-0"	DESTROY ALL ISSUES PREVIOUS TO THIS DATE APR 28 1986
CHECKED	JOB NO. 8430	VERIFY ALL DIMENSIONS & CONDITIONS AT THE JOB
		COPYRIGHT ©1982, KSLW & ASSOCIATES, INC.

A5.8