



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-62-21-8
November 3, 2021

Central City [Village Planning Committee](#) Hearing Date November 8, 2021
[Planning Commission](#) Hearing Date December 2, 2021

Request From: [R-4 TOD-2](#) (Multifamily Residence District, Interim Transit-Oriented Zoning Overlay District Two) (0.35 acres)
[C-3](#) (General Commercial District) (1.34 acres)
[C-3 TOD-2](#) (General Commercial District, Interim Transit-Oriented Zoning Overlay District Two) (0.39 acres)

Request To: [WU Code T5:3 GW](#) (Walkable Urban Code, Transect 5:3 District, Transit Gateway Character Area) (2.08 acres)

Proposed Use: Multifamily residential

Location: Southeast and southwest corners of 25th Street and Van Buren Street

Owner/Applicant: MO25, LLC

Representative: Nick Wood, Esq., Snell & Wilmer, LLP

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	Van Buren Street	Arterial	33 to 40-foot south half street
	Monroe Street	Local	30-foot north half street
	25th Street	Local	60-feet abandoned right-of-way
<i>CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: Encourage high-density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.</i>			
The site is located within the Gateway Transit Oriented Development (TOD) District and is within a quarter mile of the 24th Street and Washington Street and 24th Street			

and Jefferson Street light rail transit stations. The proposed adaptive reuse for multifamily residential 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 proposed development is located within the Gateway Transit Oriented Development (TOD) District and is within a quarter mile of the 24th Street and Washington Street, and 24th Street and Jefferson Street light rail stations. The Gateway TOD Policy Plan identified the site as an area for mixed use and redevelopment. The proposal to adaptively reuse the existing motel for multifamily residential is consistent with the vision identified in the TOD Policy Plan and is compatible with the surrounding area.

STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; LOCAL AND SMALL BUSINESS; LAND USE PRINCIPLE: Facilitate adaptive reuse of older, underutilized properties to create mechanisms for new local and small businesses to operate, thrive and grow.

The proposal to adaptively reuse an existing motel activates an underutilized property near two light rail stations and provides for additional housing options in the Central City Village that is compatible with 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 Van Buren 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. 4.

[Gateway Transit Oriented Development Policy Plan](#) – See Background Item No. 5.

[Housing Phoenix Plan](#) – See Background Item No. 10.

[Comprehensive Bicycle Master Plan](#) – See Background Item No. 11.

[Complete Streets Guiding Principles](#) – See Background Item No. 12.

[Tree and Shade Master Plan](#) – See Background Item No. 13.

[Zero Waste PHX](#) – See Background Item No. 14.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant, former motel	R-4 TOD-2, C-3, C-3 TOD-2
North (across Van Buren Street)	Hospital and Corrections Center	R-5
South (across Monroe Street)	Single-family residential and multifamily residential	R-4 TOD-2
East	Vacant	C-3
West	Multifamily residential and motel	R-4 TOD-2, C-3 TOD-2

Walkable Urban Code T5:3		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
Gross Acreage	N/A	2.08
Total Number of Units	No Maximum	102
Density	No Maximum	49.04 du/ac
Building Height	48-foot maximum	22 feet (Met)
Min. Parking – Per Section 702 <ul style="list-style-type: none"> 25% reduction when within 1,320 feet of a light rail station 1 space per unit less than 600 square feet, 1.3 spaces per studio unit and 1.5 spaces per 1 or 2 bedroom unit 	78 total spaces 26 space reduction 98 spaces - 98 units less than 600 square feet 6 spaces - 4 two-bedroom units	67 spaces* (Not Met)
Bicycle Parking – Per Section 1307.H.6.d <ul style="list-style-type: none"> Minimum 0.25 per residential unit, with a maximum of 50 required spaces 	26 spaces	Not Shown, see Stipulation No. 7

Walkable Urban Code T5:3		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
<i>Streetscape Standards (Section 1312.A)</i>		
Arterial Street (Van Buren Street)	6-foot sidewalk (minimum)	6 feet (Met)
	5-foot landscape (minimum)	5 feet (Met)
Local Street (Monroe Street)	5-foot sidewalk (minimum)	None (Not Met)**
	5-foot landscape (minimum)	None (Not Met)**
<i>Main Building Setbacks</i>		
Van Buren (Primary Frontage)	12-foot (maximum)	0 feet (Met)
Monroe Street (Primary Frontage, through-lot, 1303.A.6.3)	12-foot (maximum)	0 feet (Met)
Side (East) – Per Section 1303.A.2	10-foot minimum landscape setback when adjacent to single-family residential districts, otherwise 0-foot minimum	Approximately 5 feet (Met)
Side (West) – Per Section 1303.A.2	10-foot minimum landscape setback when adjacent to single-family residential districts, otherwise 0-foot minimum	Approximately 5 feet (Met)
<i>Parking Setbacks</i>		
Van Buren (Primary Frontage)	30-foot minimum or behind building	Approximately 50 feet (Met)
Monroe Street (Primary Frontage, through-lot, 1303.A.6.3)	30-foot minimum or behind building	Approximately 37 feet, and behind building along east side of site (Met)
Side (East) – Per Section 1307.F.2.a	0-foot (minimum)	Approximately 40 feet (Met)
Side (West) – Per Section 1307.F.2.a	0-foot (minimum)	Approximately 38 feet (Met)

Walkable Urban Code T5:3		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
<i>Lot Requirements</i>		
Lot Coverage	80% maximum	37.5% (Met)
Primary Building Frontage (Van Buren Street)	70% minimum	Approximately 75% (Met)
Primary Building Frontage (Monroe Street)	70% minimum	Approximately 78% (Met)
Open Space	5% minimum	Approximately 19% (Met)
<i>Frontage Types Allowed</i>		
Primary Building Frontage (Van Buren Street)	All frontages or alternative frontages per Section 1305.B.1.c	None (Not Met)**
Primary Building Frontage (Monroe Street)	All frontages or alternative frontages per Section 1305.B.1.c	None (Not Met)**

**Variance or design alternative required*

***Existing condition*

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone a 2.08-acre site located at the southeast and southwest corners of 25th Street and Van Buren Street from R-4 TOD-2 (Multifamily Residence District, Interim Transit-Oriented Zoning Overlay District Two) (0.35 acres), C-3 (General Commercial District) (1.34 acres) and C-3 TOD-2 (General Commercial District, Interim Transit-Oriented Zoning Overlay District Two) (0.39 acres) to WU Code T5:3 GW (Walkable Urban Code, Transect 5:3 District, Transit Gateway Character Area) to allow multifamily residential.

The subject site is within a quarter mile of two light rail stations: the 24th Street and Washington Street station and the 24th Street and Jefferson Street station. The subject site fronts Van Buren Street, which is envisioned to be a dynamic corridor that is a walkable and bikeable with street level activity as explained in the Van Buren Corridor section of the Gateway TOD Policy Plan.

The subject site is a former motel with several existing buildings on site which are one and two-stories tall. The proposal is to adaptively reuse the existing buildings and convert them to apartments, with no new exterior construction proposed on the site.

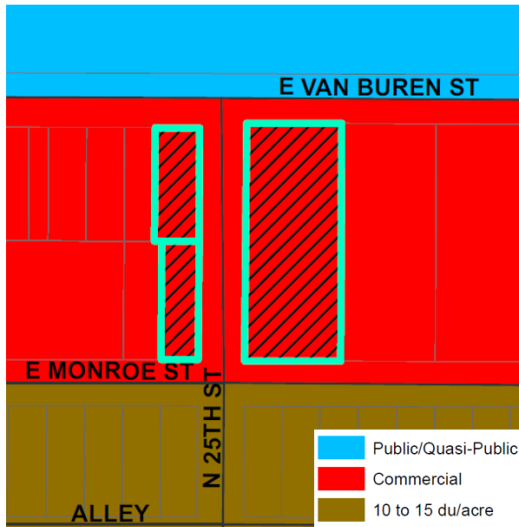
2. On September 24, 2020, the Abandonment Hearing Officer approved the abandonment of 25th Street within the site boundaries, which bisects the site vertically from Van Buren Street to Monroe Street, to allow for a gated multifamily residential community. Prior to that hearing the Street Transportation Department provided comments regarding alternative amenities on site to provide pedestrian and bicycle connectivity from Van Buren Street. The listed amenities were:
 - Pedestrian gated access/paseo from Van Buren Street to Monroe Street
 - Delineated and vertically separate bikeway and pedestrian pathway along the paseo
 - Amenities along the paseo that include shade, trash receptacle, public art, drinking fountains, benches, bicycle repair station or similar bike amenity
 - Pocket park or similar public amenity space

Aerial Image, Source: Planning and Development Department



3. The General Plan Land Use Map designation for this site is Commercial. That designation accommodates office, retail, service and multifamily development. The proposed multifamily development is consistent with that designation. The General Plan Land Use Map designations to the east and west are Commercial. The General Plan Land Use Map designation to the south is Residential 10 to 15 dwelling units per acre and to the north is designated as Public/Quasi-Public.

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 which identified planning typologies to describe urban environments. The subject site is within a quarter mile from the 24th Street and Washington / 24th Street and Jefferson light rail stations. The identified environment for the station is Minor Urban Center. Minor Urban Center is a place type characterized by medium to low intensity with building heights typically from two to 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 proposed adaptive reuse of the one and two-story motel for multifamily residential is consistent with the Minor Urban Center placetype.

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



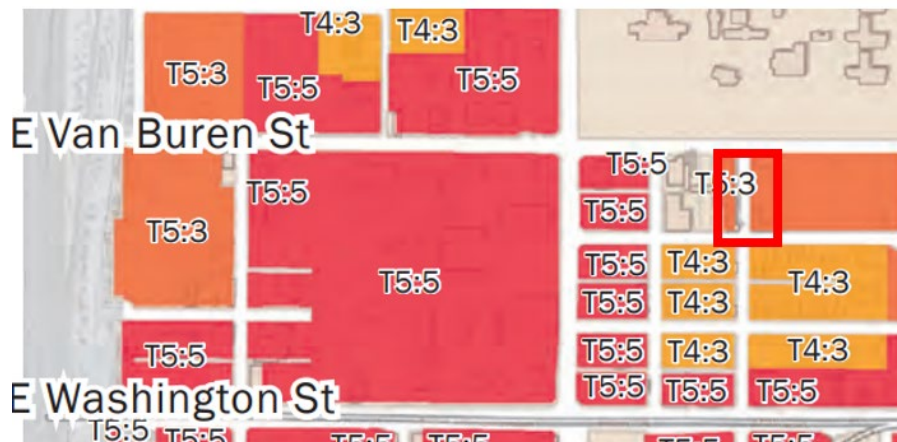
5. **Gateway Transit Oriented Development District Policy Plan**

The site is located within the Gateway TOD (Transit Oriented Development) 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. In order to realize the implementation of the Vision and Master Plan for the Gateway TOD District, one key recommendation is the implementation of a form-based zoning code.

The proposal to Walkable Urban Code furthers that vision. The proposed T5:3 transect is consistent with the conceptual zoning map in the Gateway TOD District Plan.

Gateway TOD Policy Plan, Conceptual Zoning Plan
Source: Planning and Development Department



The Gateway TOD policy plan indicates that the subject site is suitable for redevelopment and mixed use. While the proposal to adaptively reuse the existing motel is more in line with retrofit, the site could be redeveloped in the future and would be consistent with the redevelop designation on the Land Use Plan. Further, the proposal is for a multifamily residential use but the proposed transect, T5:3, allows for a mix of commercial and residential uses which is compatible with the mixed-use designation on the site.

The Gateway TOD Policy Plan explains that the character area has a great stock of vintage motor court motels and while many are in poor condition, they “offer creative reuse opportunities.” (pg. 36). The Gateway TOD Policy Plan envisions that in the year 2040, the motels along Van Buren Street have been revitalized and draw on Van Buren’s history to restore a positive character and rich sense of place in a location that used to be plagued by drugs and prostitution.” (pg. 64).

The proposal to adaptively reuse the motel into a multifamily residential community exemplifies the goal of the Gateway TOD Policy Plan to reuse the existing motel to bring new life back to the once-thriving thoroughfare.

The subject site fronts Van Buren Street, which is envisioned to be the “thriving heart of the Gateway District” (pg. 107) and an area that is safe for pedestrians, bicyclists and that is home to mixed-use buildings featuring street-level retail with apartments and offices on the upper floors. The subject site’s detached sidewalks with replenished vegetation along Van Buren Street and enhanced bicycle amenities are compatible with the vision for the Van Buren Corridor.

EXISTING CONDITIONS AND SURROUNDING ZONING

6. The subject site is currently a vacant motel. North of the subject site, across Van Buren Street, is the Arizona State Hospital and Corrections Unit zoned R-5 (Multifamily Residential District). To the east is a vacant lot zoned C-3 (General Commercial District). To the south, across Monroe Street, are single-family and multifamily residences zoned R-4 TOD-2 (Multifamily Residence District, Interim Transit-Oriented Zoning Overlay District Two). To the west is a motel and multifamily residences zoned R-4 TOD-2 (Multifamily Residence District, Interim Transit-Oriented Zoning Overlay District Two) and C-3 TOD-2 (General Commercial District, Interim Transit-Oriented Zoning Overlay District Two).

PROPOSAL

7. The proposed T5:3 District is described as a low-intensity urban mixed-use fabric characterized by small street scale commercial uses, adaptive reuse of single-family homes to retail, office uses and dining establishments, and mixed-use residential developments incorporating a broad mix of frontage types, averaging 30 feet to 48 feet in height. As shown on the conceptual site plan attached as an exhibit, the proposed development will refurbish the existing one and two-story motel into multifamily residential units. The applicant does not propose any new construction on the site. While the proposal is to adaptively reuse the existing buildings on site, Stipulation No. 1 requires that any new buildings or structures constructed on site be subject to Walkable Urban Code standards. Further, any significant changes to the existing buildings on site might also trigger Walkable Urban Code requirements as determined through the site plan review process.

While 25th Street has been abandoned and will be gated for the private ingress and egress of the future site tenants, Stipulation No. 2 requires that in the event of the site redeveloping by expanding the current building floor area by more than 15 percent, the applicant will provide a publicly-accessible pedestrian pathway to connect the sidewalk along Van Buren Street to Monroe Street. This ensures that the block size will be broken up to create a comfortable and well-connected walking environment, which is a goal of the 24th Street Master Plan as listed in the Gateway TOD Policy Plan (pg. 89).

The ground level fronting Van Buren Street will include a detached sidewalk and contain a leasing office, two common entries and an entrance and exit gate for vehicles. An exit-only gate will be provided along Monroe Street. To ensure that the proposal enhances the pedestrian realm and activates the street frontages, staff recommends Stipulation No. 3 which requires four-sided architecture and that ground floor blank walls visible from the public sidewalk along the north and south elevations shall not exceed 20 linear feet without being interrupted by a window, or variation in building treatment or design. To further activate the Van Buren street frontage and to improve pedestrian safety, staff recommends Stipulation Nos. 4 and 5 which require that the project entry drive be constructed of decorative pavers, stamped or colored concrete, or similar alternative material and that traffic calming devices shall be installed along the driveways so that vehicles exercise caution prior to crossing the public sidewalk and when entering and exiting the site.

Stipulation No. 6 requires that the streetscape landscape area between the curb and sidewalk along Van Buren Street be replenished with vegetation, which will provide shade and increase thermal comfort to site users and the surrounding neighborhood.

8. To create a bike-supportive environment along the Van Buren Street corridor, bicycle infrastructure is incorporated into the proposed project. Stipulation No. 7 requires guest bicycle parking to be provided on site in addition to the bicycle parking requirements of the Walkable Urban Code.
9. As a primary purpose of the Walkable Urban Code and due to the site's proximity to public transit, several stipulations address pedestrian safety. Stipulation No. 5 requires that traffic calming devices be installed along the driveways. Stipulation Nos. 4 and 8 require stamped or colored concrete, decorative pavers or another material to be placed across drive aisles to alert drivers of pedestrians and along the project entry drive. Stipulation No. 9 requires all street improvements to be built according to ADA accessibility standards.

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

10. [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. 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 providing contributing to a variety housing types that will address the supply shortage at a more rapid pace while using vacant land in a more sustainable fashion. The proposed multifamily development supports the goal of providing more housing units by 2030.

11. **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 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. This is addressed in Stipulation No. 7.

12. **Complete Streets Guidelines**

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 proposal includes a shaded sidewalk along Van Buren Street which will increase the thermal comfort for those walking to and from nearby transit and those patronizing local businesses, as addressed in Stipulation No. 6. The proposal also includes several bicycle parking spaces for visitors and residents as required in Stipulations No.7. Stipulations Nos. 4, 5, and 8 require pedestrian safety features such as stamped or colored concrete, decorative pavers or other materials across the driveway aisles and at the main entry driveway, and that traffic calming devices be installed along driveways.

13. **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. Staff is recommending Stipulation No. 6 to provide shade within the streetscape area along Van Buren Street.

14. **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 proposed project will be subject to the current City of Phoenix residential waste collection and recycling requirements.

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 that all streets be constructed with the required improvements and comply with current ADA standards. This is addressed in Stipulation No. 9.
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. The Aviation Department also requires that the project receive a No Hazard Determination from the FAA and that the property owner grant and record an avigation easement. These are addressed in Stipulation Nos. 10 through 12.
19. The Fire Department commented that the buildings shall comply with the Phoenix Fire Code.

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. 13 through 15.
21. 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 will redevelop a vacant motel and provide a high quality residential development which is consistent with the Gateway TOD Policy Plan designation for the site.
2. The proposal provides a new housing option to contribute to the mix of housing types in the area and will help alleviate the housing shortage in Phoenix.
3. As stipulated, the proposal provides enhanced pedestrian and bicycle amenities consistent with the Gateway TOD Policy Plan, Comprehensive Bicycle Master Plan, Tree and Shade Master Plan and the Complete Streets Guiding Principles.

Stipulations

1. Upon site plan approval and permit issuance for any new building(s) or structure(s) on the site, the new building or structure and adjacent landscaping shall be developed in compliance with the Walkable Urban Code (Chapter 13 of the Phoenix Zoning Ordinance), as approved by the Planning and Development Department.
2. Upon any subsequent phase or phases of development that increase the cumulative floor area by more than 15 percent from that depicted on the site plan date stamped September 7, 2021, a publicly-accessible pedestrian pathway with a minimum width of 10 feet shall connect the sidewalk along Van Buren Street to Monroe Street. The pedestrian access shall be constructed per the requirements of Section 1304.H of the Phoenix Zoning Ordinance, as approved by the Planning and Development Department.
3. All elevations of the building(s) shall contain architectural embellishments and detailing such as textural changes, pilasters, offsets, recesses, variation in window size and location, and/or overhang canopies, as approved by the Planning and Development Department. Ground floor blank walls visible from the public sidewalk along the north and south elevations shall not exceed 20 linear feet without being interrupted by a window, or variation in building treatment or design, as approved by the Planning and Development Department.
4. The main project entry drive along Van Buren Street from the entry apron to the entry gate shall be constructed of decorative pavers, stamped or colored concrete, or similar alternative material, as approved by the Planning and Development Department.

5. Traffic calming devices shall be installed along the driveways so that vehicles exercise caution prior to crossing the public sidewalk and when entering and exiting the site, as approved by the Planning and Development Department.
6. The existing streetscape landscape area between the curb and sidewalk along Van Buren Street shall be replenished with vegetation, as required by Section 1309.B of the Phoenix Zoning Ordinance and as approved by the Planning and Development Department.
7. In addition to the required bicycle parking per Section 1307.H.6 of the Phoenix Zoning Ordinance, the developer shall install a minimum of three inverted-U bicycle racks (six spaces) for guests, placed near entrances to the building and installed per the requirements of Section 1307.H of the Zoning Ordinance, as approved by the Planning and Development Department.
8. Where pedestrian pathways cross drive aisles, they shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast with the adjacent parking and drive aisle surfaces, as approved by the Planning and Development Department.
9. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
10. The developer shall grant and record an avigation easement to the City of Phoenix for the site, per the content and form prescribed by the City Attorney prior to final site plan approval.
11. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department.
12. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix 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.
13. 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.

14. 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.
15. 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.

Writer

Sarah Stockham

November 3, 2021

Team Leader

Samantha Keating

Exhibits

Sketch Map

Aerial Map

Conceptual Site Plan Date Stamped September 7, 2021

Conceptual Elevations Date Stamped September 7, 2021 (5 pages)

Rendering Date Stamped September 7, 2021