



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report Z-7-17-8**  
April 7, 2017

**Central City Village Planning Committee Meeting Date:** April 10, 2017  
**Planning Commission Hearing Date:** May 4, 2017  
**Request From:** C-1 (Neighborhood Commercial) (2.84 acres)  
**Request To:** WU (Walkable Urban Code) T5:5 EG (Eastlake-Garfield Transit Oriented Development Policy District) (2.84 acres)  
**Proposed Use:** Multifamily Residential  
**Location:** Approximately 260 feet south of the southeast corner of 20th Street and Roosevelt Street  
**Owner:** Steve Rogers  
**Applicant:** Michael J. Lafferty, Lafferty Companies  
**Representative:** Connie Jiang, Shepley Bulfinch Architects  
**Staff Recommendation:** Approval, subject to stipulations

General Plan Conformity			
<b>General Plan Land Use Designation</b>		Commercial	
<b>Street Map Classification</b>	20th Street	Minor Collector	40 feet east half
	Interstate 10	Freeway	342 feet west half
<p><b><i>CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; DIVERSE NEIGHBORHOODS; LAND USE PRINCIPLE: Include a mix of housing types and densities where appropriate within each village that support a broad range of lifestyles.</i></b></p> <p>The proposed development will provide a new housing option on a long vacant parcel adjacent to the Interstate 10 freeway.</p>			

**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 Eastlake-Garfield Transit Oriented Development (TOD) District on 20th Street, approximately three-quarters of a mile from a light rail station to the southeast at 24th Street and near bus routes on Roosevelt Street and Van Buren Street.

**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.**

This proposal provides compatible infill development on a property that is vacant. It will be compatible with nearby multifamily residential and the nearby medical center. This housing type contributes to the mix of housing types in the area. It is close to bus transit on Roosevelt Street and Van Buren Street, and it is approximately three-quarters of a mile from the 24th Street light rail station.

### Applicable Plan and Principles

Transit Oriented Development Strategic Policy Framework – see #3 below.

Eastlake-Garfield Transit Oriented Development Policy Plan – see #s 4, 5 and 6 below.

Tree and Shade Master Plan – see # 8 below.

Complete Streets Guiding Principles – see #s 9 and 10 below.

Bicycle Master Plan – see #s 9, 10 and 11 below.

### Surrounding Land Uses/Zoning

	<u>Land Use</u>	<u>Zoning</u>
<b>On Site</b>	Vacant	C-1
<b>North</b>	Office	C-1
<b>South</b>	Commercial	C-1
<b>East</b>	Transportation	C-1
<b>West</b>	Multifamily residential, City park	R-5

<b>Walkable Urban Code T5:5</b>		<i>*if variance required</i>
<u><b>Standards</b></u>	<u><b>Requirements</b></u>	<u><b>Provisions on the Proposed site Plan</b></u>
Gross Acreage	N/A	2.84
Total Number of Units	N/A	140
Density	No cap required	49.26 dwellings per acre
Building Height	56-foot maximum	Met – 50 feet 6 inches
Parking	141 required	141 provided
Bicycle Parking (1307.H.6.d.)	35 spaces minimum	Met – 36 spaces
Public Open Space (Section 1310)	3,280 square feet minimum  5% of gross area over one acre, areas minimum of 500 square feet	Met – 3,860 square feet
Streetscape Standards 20th Street (Section 1312.C.1.)	Sidewalk width – minimum 5 feet Landscape width – minimum 5 feet	Met – 5 feet
<b>Section 1303.2 TRANSECT T5</b>		
<i>Main Building Setbacks</i>		
Primary Frontage	12-foot maximum	Not Met – 106 feet
Side Lot Line	0-foot minimum	Met – 4 feet/13 feet
Rear Lot Line	0-foot minimum	Not Met – 3 feet
<i>Parking Setbacks</i>		
Primary Frontage	30-foot minimum or behind building	Not Met – 24 feet
Side Lot Line	0-foot minimum	Met
Rear Lot Line	0-foot minimum	Met
<i>Lot Requirements</i>		
Lot Coverage	80% maximum	Met – 35%
Primary Building Frontage	70% minimum	Met – 85%
<i>Frontage Types Allowed</i>		
Primary Frontage	All frontages or alternative frontages	Cannot be determined
Entry Requirements	One per 50 feet of primary building frontage	Cannot be determined

<i>Glazing Standards (per T4)</i>		
Ground Floor	25%	Cannot be determined
Second Floor	25%, 10% east and west	Cannot be determined

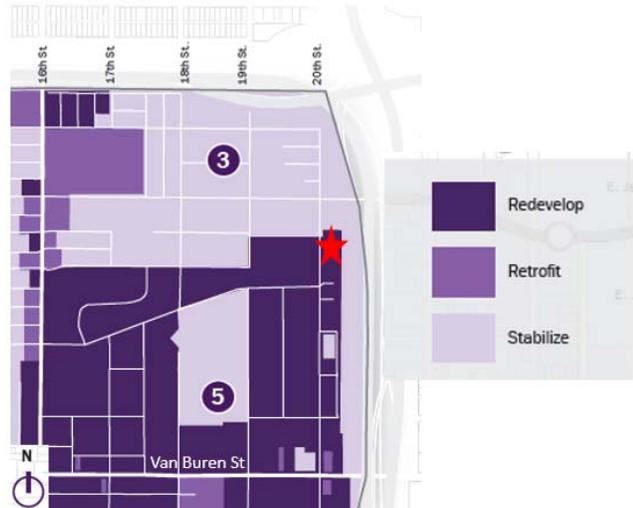
**Background/Issues/Analysis**

1. This request is to rezone a 2.84 acre site located approximately 260 feet south of the southeast corner of 20th Street and Roosevelt Street from C-1 (Neighborhood Commercial) to WU (Walkable Urban Code) T5:5 EG (Eastlake Garfield Transit Oriented Development District) to allow development of 140 multifamily units. The site is currently vacant. The Interstate 10 freeway is to the east and multifamily residential and a city park are to the west. North of the site is an office building/warehouse, presently being used as a residence. South of the site is a single story commercial building. A nine-story medical center/ hospital exists one block to the east.
2. The General Plan Land Use Map designation is Commercial. Although the proposal is not consistent with the General Plan designation, an amendment is not required as the subject parcel is less than 10 acres.
3. The Transit Oriented Development Strategic Policy Framework is part of the city’s General Plan which identified planning typologies to describe urban environments. The identified environment for the 24th Street light rail station area is Minor Urban Center. Minor Urban Center is a place type characterized by medium to low intensity with building heights typically from two to four stories with incentive heights of up to seven stories. Land uses may include entertainment, retail, mid-rise living and office employment. The proposed project generally falls within the parameters of the Minor Urban Center place type.
4. The site is located within the Eastlake-Garfield TOD (Transit Oriented Development) District, the boundaries for which are Interstate 10 on the east and north, 7th Street on the east, and the Union Pacific Railroad on the south. The policy plan adopted for the Eastlake-Garfield 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 Eastlake-Garfield TOD District, one key recommendation is the implementation of a form-based zoning code.

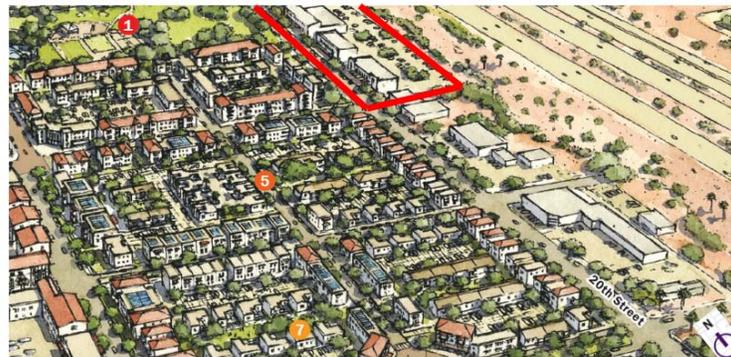
5. The surrounding neighborhood is within the boundary of the CHOICE Neighborhoods Planning and Action grant area. The grant from the Department of Housing and Urban Development (HUD) is to transform distressed neighborhoods and public housing into mixed-income neighborhoods linking housing improvements with appropriate services, schools public assets, transportation, and access to jobs. The Policy Plan envisioned the receipt of this grant. The Eastlake-Garfield TOD Policy Plan, in the Land Use Element, mapped the areas to stabilize, retrofit and redevelop. The subject site is illustrated for redevelopment.



The Land Use Element Opportunities Map designates the site for redevelopment.

Source: Eastlake-Garfield TOD Policy Plan

6. The subject site is within the Edison Park Priority Development Area identified in the Eastlake-Garfield TOD Policy Plan. The Edison Park neighborhood is dominated by two large land uses, St. Luke's Medical Center, and the Frank Luke and A.L. Krohn public housing complexes.



2040 Vision for Edison Park Neighborhood - Subject Site

Source: Eastlake-Garfield TOD Policy Plan

A conceptual master plan for the neighborhood illustrates what it could look like in the future as the area redevelops. The subject site is included in the illustration, showing multistory buildings with surface parking to the east, adjacent to the freeway. The applicant's plan for the site mirrors this conceptual vision.

7. The conceptual proposal shows the building at the east property line against the freeway, at a considerable setback from the street. Although this design is contrary to the requirements of the WU Code, a 51-foot utility easement adjacent to 20th Street precluded the site design from meeting the WU Code maximum setback requirements. On March 22, 2017, the applicant was able to secure a release of the easement from CenturyLink. The applicant is redesigning the site to place the building adjacent to the street, per the requirements of the WU Code. It is anticipated that the applicant will submit the new site plan during the hearing process for the rezoning request.
8. The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. Development of this site is constrained in terms of contributing to the urban forest infrastructure through the provision of trees along the rights-of-way. An 8-inch water main is located approximately 11 feet east of the curb on 20th Street. Due to the required planting separation for trees when adjacent to water lines, it is not possible to detach the sidewalk from the curb and plant trees between the curb and sidewalk to provide shade from the western sun for pedestrians. Required trees for the site will need to be approximately 10 feet east of the water line, in the primary street building setback. This separation requirement will result in the trees being permitted only at a point about 16 feet from the sidewalk they are meant to shade.
9. The subject site is located on the Bike Boulevard and there are bicycle lanes striped in both directions on 20th Street. This route offers a North/South connection to the light rail corridor (Washington/Jefferson Streets) as well as direct access to the Bike Boulevard, a low stress route for bicyclists to travel from the downtown to the Grand Canal. This design is consistent with the Council adopted Guiding Principles for Complete Streets, one tenet of which is to make Phoenix more bikeable.



★ Subject site is located on the Bike Boulevard, providing low stress bicycle access to downtown Phoenix and the Grand Canal.

Source: Bicycle Program, City of Phoenix Street Transportation Department

10. The presence of bicycle facilities on 20th Street is important for the multimodal environment envisioned through the Eastlake-Garfield TOD Policy Plan, for the Guiding Principles for Complete Streets, and for the Bicycle Master Plan. Development of the subject site will result in the addition of many residents to this bicycle corridor and the introduction of regular vehicular ingress/egress at points along the east side of this 500 feet of street frontage. It is recommended that driveways accessing the site shall be a wing type driveway (P-1255-1), which works well when sidewalks are attached to the curb. The design has a narrow flare or wing, which tends to slow vehicular movement, an important consideration for minimizing conflicts adjacent to bicycle lanes. This is addressed in Stipulation #1.
11. Bicycle parking is a requirement of the Walkable Urban Code. The conceptual plan shows bicycle racks at various locations. It is recommended that two types of parking be provided on the property: secured parking for residents, and rack parking for guests located near entrances to the property. Secured bicycle parking is not accessible to the public. It can be in the form of individual bicycle lockers or secured access rooms.



Secured bicycle parking can be accomplished through the use of individual lockers and/or the establishment of secured bicycle rooms.

A minimum of 6 bicycle racks for guest parking should be provided, and these racks should be an inverted-U design. Guest bicycle parking should be located near building entrances and the rack installation should be clear of obstacles, per the installation requirements of Section 1307.H. The property is approximately three-quarters of a mile from a light rail transit station and near two bus routes. Providing secure bicycle parking for residents and parking for guests of the development is supportive of multimodal travel options. This is addressed in Stipulation #2.



Source: City of Phoenix Planning & Development Department

Inverted-U racks allow bicycles to touch the rack in two places, providing stability and allowing the wheels and frame to be secured to the rack.

12. Fire prevention does not anticipate any issues with this request. But the site or/and building(s) shall comply with the Phoenix Fire Code. The water supply (gpm and psi) to this site is unknown. Additional water supply may be required to meet the required fire flow per the Phoenix Fire Code.
13. The Water Services Department has commented that water and sewer capacity is a dynamic condition that can change over time due to a variety of factors. It is the City's intent to provide water and sewer service. However, the requirements and assurances for water and sewer service are determined during the site plan application review process. For any given property, water and sewer requirements may vary over time to be less or more restrictive depending on the status of the City's water and sewer infrastructure.
14. It has been determined that this parcel is not in a Special Flood Hazard Area (SFHA), but is located in a Shaded Zone X, on panel 2210 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.
15. The Aviation Department has provided comments regarding this request. The property is in the Public Airport Disclosure area. This area may be subject to overflights of aircraft operating at the Airport. People are often irritated by repeated overflights regardless of the actual sound level at the overflight site. Therefore, a Notice to Prospective Purchasers, which follows policy regarding properties in the City of Phoenix underlying the flight patterns of Phoenix Sky Harbor International Airport, is required. This is addressed in Stipulation #2.
16. The City's Archaeology Section has noted that this project area is located within AZ T:12:1 (ASM) (La Ciudad), a large prehistoric village that contains human burials. Numerous archaeological projects have occurred in several of the nearby surrounding parcels. Most notable is the Aeroterra Housing Project (formerly known as Frank Luke) immediately to the west of this project area, which identifies hundreds of features including human burials. According to City records and those of AZSITE, the state's repository of archaeological information, no previous archaeological projects have been conducted within this project area. Therefore, 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. This work is recommended to assist the project proponent in complying with the State Burial Law, ARS 41-865, and Chapter 8, Section 802[B2] of the City's Historic Preservation Ordinance. This is addressed in Stipulation #s 4, 5 and 6.
17. Development of the parcel will require that all improvements are required to comply with all Americans with Disabilities Act (ADA) standards. This is addressed in Stipulation #7.

18. 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 not consistent with the General Plan map however a General Plan amendment is not required.
2. This infill proposal provides a new housing option to contribute to the mix of housing types in the area.
3. The proposed higher density is supported in proximity to the light rail corridor.

### **Stipulations**

1. Driveways accessing the site from 20th Street shall be a wing type driveway (P-1255-1).
2. The development shall install, as approved by the Planning and Development Department:
  - a. a minimum of 35 secured bicycle parking spaces
  - b. a minimum of 10 inverted-U style bicycle racks for guests, placed near entrances to the building and installed per the requirements of Section 1307.H.4. of the Zoning Ordinance
3. The property owner shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of Phoenix Sky Harbor International Airport to future owners or tenants of the property.
4. 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.
5. The applicant shall conduct Phase II archaeological data recovery excavations 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.

6. 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.
7. The development shall comply with all ADA accessibility standards, as per plans approved by the Planning and Development Department.

**Writer**

K. Coles

April 6, 2017

**Team Leader**

Joshua Bednarek

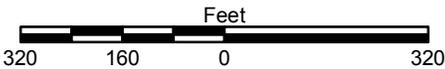
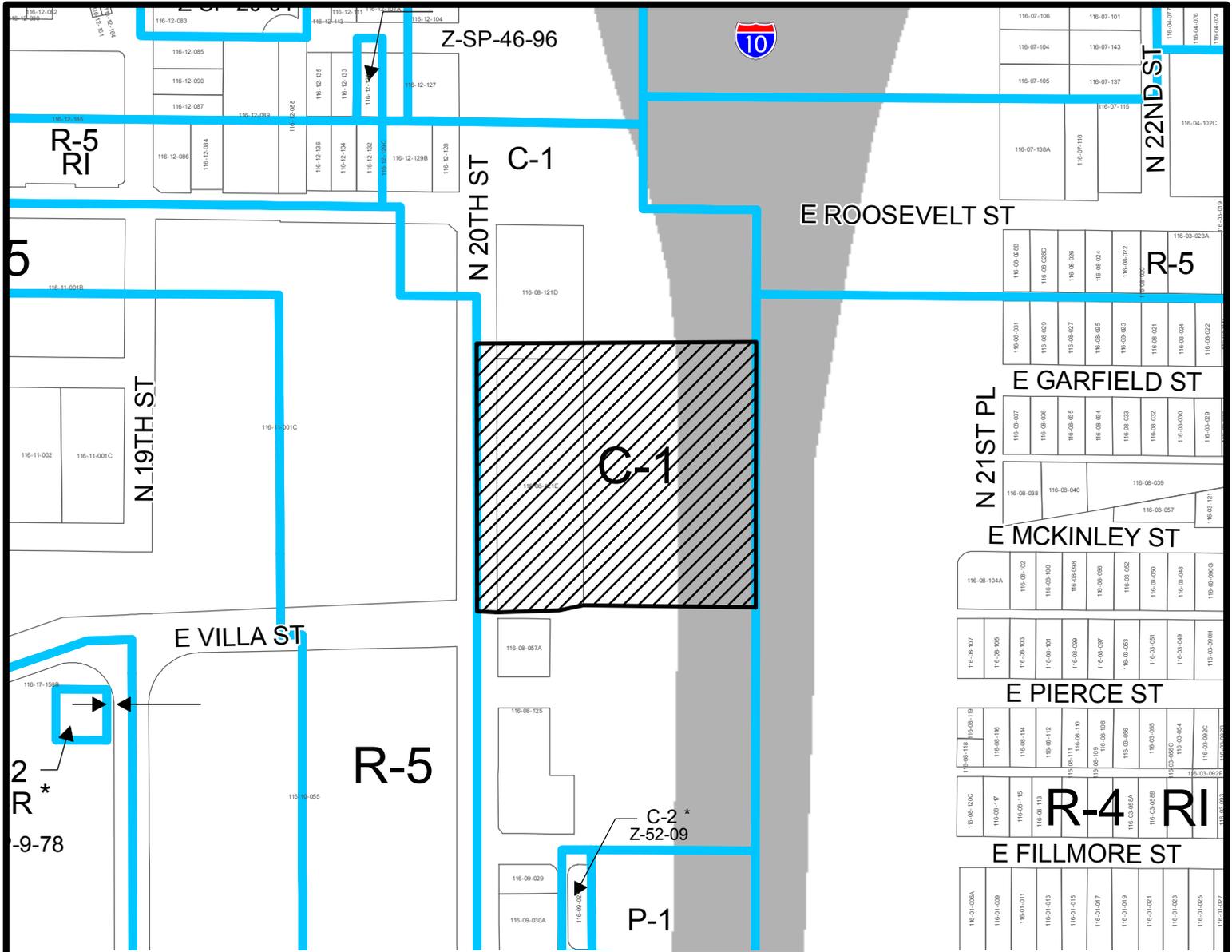
**Attachments**

Sketch Map

Aerial

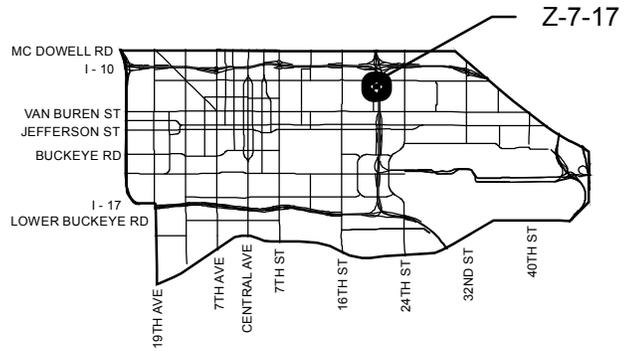
Site Plan date stamped January 26, 2017 (1 page)

Elevations date stamped January 26, 2017 (1 page)



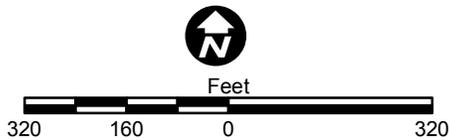
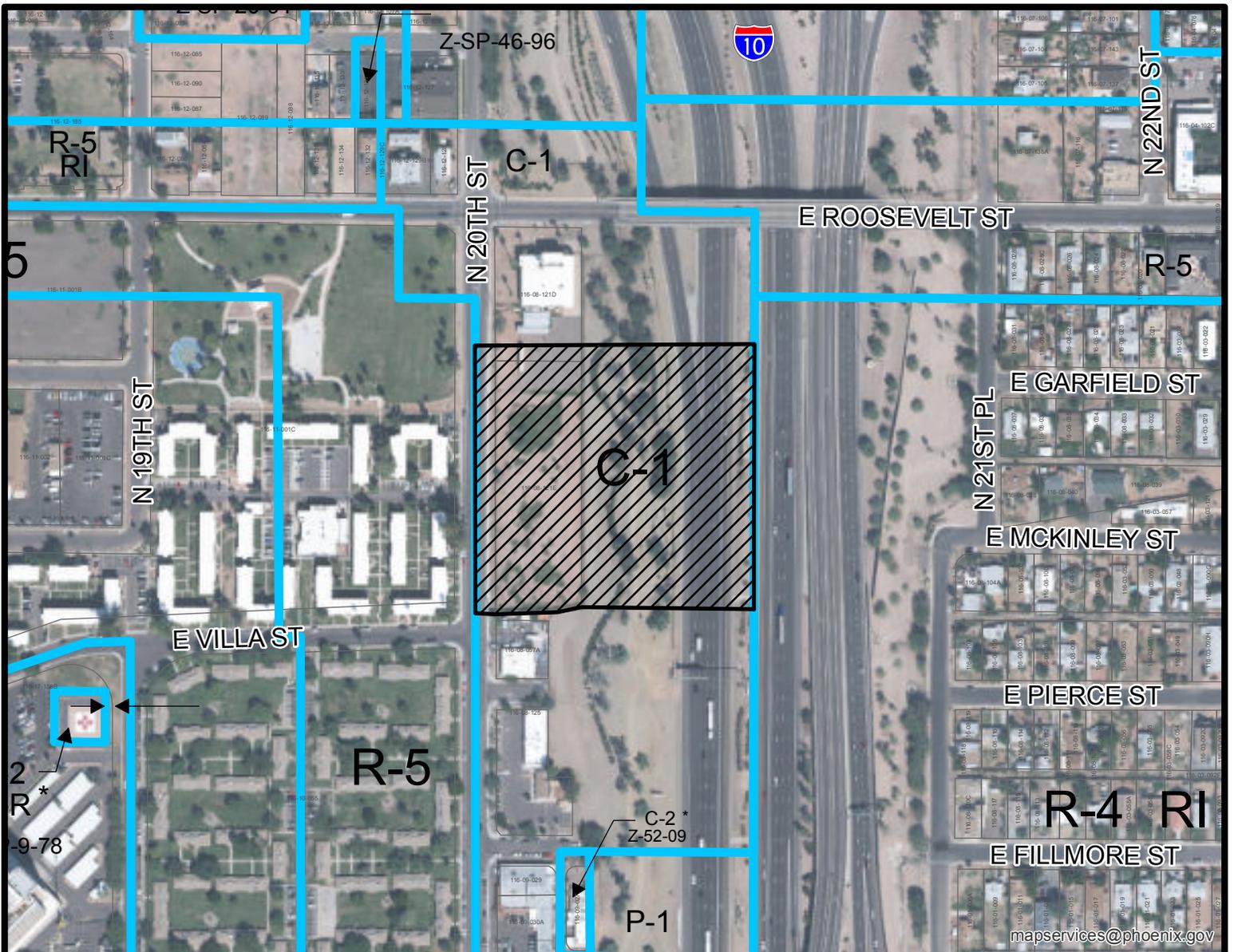
**CENTRAL CITY VILLAGE**

CITY COUNCIL DISTRICT: 8



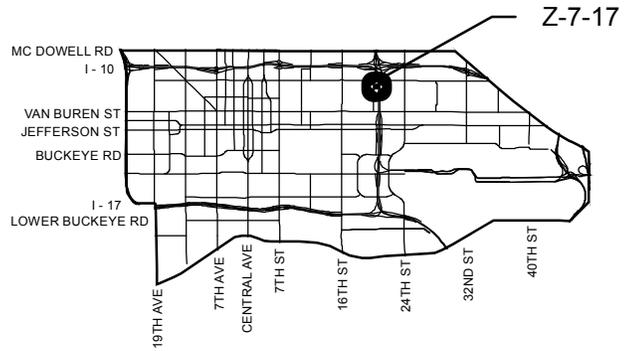
<b>APPLICANT'S NAME:</b> Michael J. Lafferty, Lafferty Companies		<b>REQUESTED CHANGE:</b> FROM: C-1, (2.84 a.c.) TO: WU T5:5 EG, (2.84 a.c.)	
<b>APPLICATION NO.</b> Z-7-17	<b>DATE:</b> 02/27/2017	<b>REVISION DATES:</b>	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 2.84 Acres	<b>AERIAL PHOTO &amp; QUARTER SEC. NO.</b> QS 11-31		
<b>MULTIPLES PERMITTED</b> C-1 WU T5:5 EG	<b>CONVENTIONAL OPTION</b> 39 No Maximum	<b>* UNITS P.R.D. OPTION</b> 49 N/A	

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



**CENTRAL CITY VILLAGE**

CITY COUNCIL DISTRICT: 8



<b>APPLICANT'S NAME:</b> Michael J. Lafferty, Lafferty Companies		<b>REQUESTED CHANGE:</b> FROM: C-1, (2.84 a.c.) TO: WU T5:5 EG, (2.84 a.c.)	
<b>APPLICATION NO.</b> Z-7-17	<b>DATE:</b> 02/27/2017	<b>REVISION DATES:</b>	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 2.84 Acres	<b>AERIAL PHOTO &amp; QUARTER SEC. NO.</b> QS 11-31	<b>ZONING MAP</b> F-9	
<b>MULTIPLES PERMITTED</b> C-1 WU T5:5 EG	<b>CONVENTIONAL OPTION</b> 39 No Maximum		<b>* UNITS P.R.D. OPTION</b> 49 N/A
* Maximum Units Allowed with P.R.D. Bonus			

**PROJECT INFORMATION**

**APPLICANT/OWNER:**  
LAFFERTY COMPANIES  
3002 E LINCOLN DRIVE  
PHOENIX, AZ 85016  
T 602 428 7733  
CONTACT: MICHAEL LAFFERTY

**ARCHITECT:**  
SHEPLEY BULFINCH  
3443 NORTH CENTRAL AVE. S. ROTUNDA  
PHOENIX, AZ 85018  
T 602 777 8778  
CONTACT: CONNIE JANG

**PROJECT NAME:** 900 NORTH STREET AND ROOSEVELT STREET

**PROJECT LOCATION:** SOUTH OF THE SOUTHEAST CORNER OF 20TH STREET

**Q#:** 11-31

**APN:** 116-06-121

**SITE AREA (GROSS):** 87,817 SF (2.0 AC)

**SITE AREA (NET):** 87,817 SF (2.0 AC)

**EXISTING ZONING:** C-1

**EXISTING USE:** VACANT LOT

**PROPOSED ZONING:** TSS

**PROPOSED USE:** MULTIFAMILY RESIDENTIAL

**PROJECT DESCRIPTION:** THE PROJECT CONSISTS OF NEW CONSTRUCTION FOR 140 APARTMENT UNITS AND SURFACE PARKING

**LOT SALES:** Y N L

**ADJACENT ZONING:** NORTH C-1 (HIGHWAY 51) SOUTH C-1 WEST R-6

**PROJECT DATA**

PROPOSED BUILDING HEIGHT	ALLOWED	PROPOSED
56'-0" MAX	56'-0" MAX	50'-0" (D.P.) 45'-0" (S)
<b>BUILDING SETBACKS</b>		
<b>FRONT YARD (WEST)</b>	REGR. MAX	PROPOSED
25'-0" SIDE	0'	133'-0" (S)
5'-0" SIDE (EAST)	0'	4'-0"
5'-0" REAR YARD (EAST)	0'	3'-0"
<b>LOT COVERAGE ALLOWED</b>	80% MAX	
<b>LOT COVERAGE (PROPOSED)</b>	35%	
<b>PRIMARY BUILDING FRONTAGE</b>	70% MIN	85%
(200' SH) MIN		
<b>BUILDING AND SHADE</b>	75% MIN (Pedestrian Way)	75% REQUIRED

BUILDING AREA	RESIDENTIAL	COMMON AREA	UTILITY/STORAGE	STORAGE	GRG	TOTAL
LEVEL 1	18,900 SF	2,361 SF	1,195 SF	4,488 SF		26,944 SF
LEVEL 2	22,500 SF	1,518 SF	78 SF	4,534 SF		27,630 SF
LEVEL 3	22,500 SF	538 SF	78 SF	3,807 SF		27,303 SF
LEVEL 4	16,000 SF	1,100 SF	78 SF	2,856 SF		20,034 SF
<b>TOTAL</b>	<b>83,900 SF</b>	<b>5,517 SF</b>	<b>1,431 SF</b>	<b>16,685 SF</b>		<b>106,933 SF</b>

**DENSITY:** 140 (28 DU/AC)

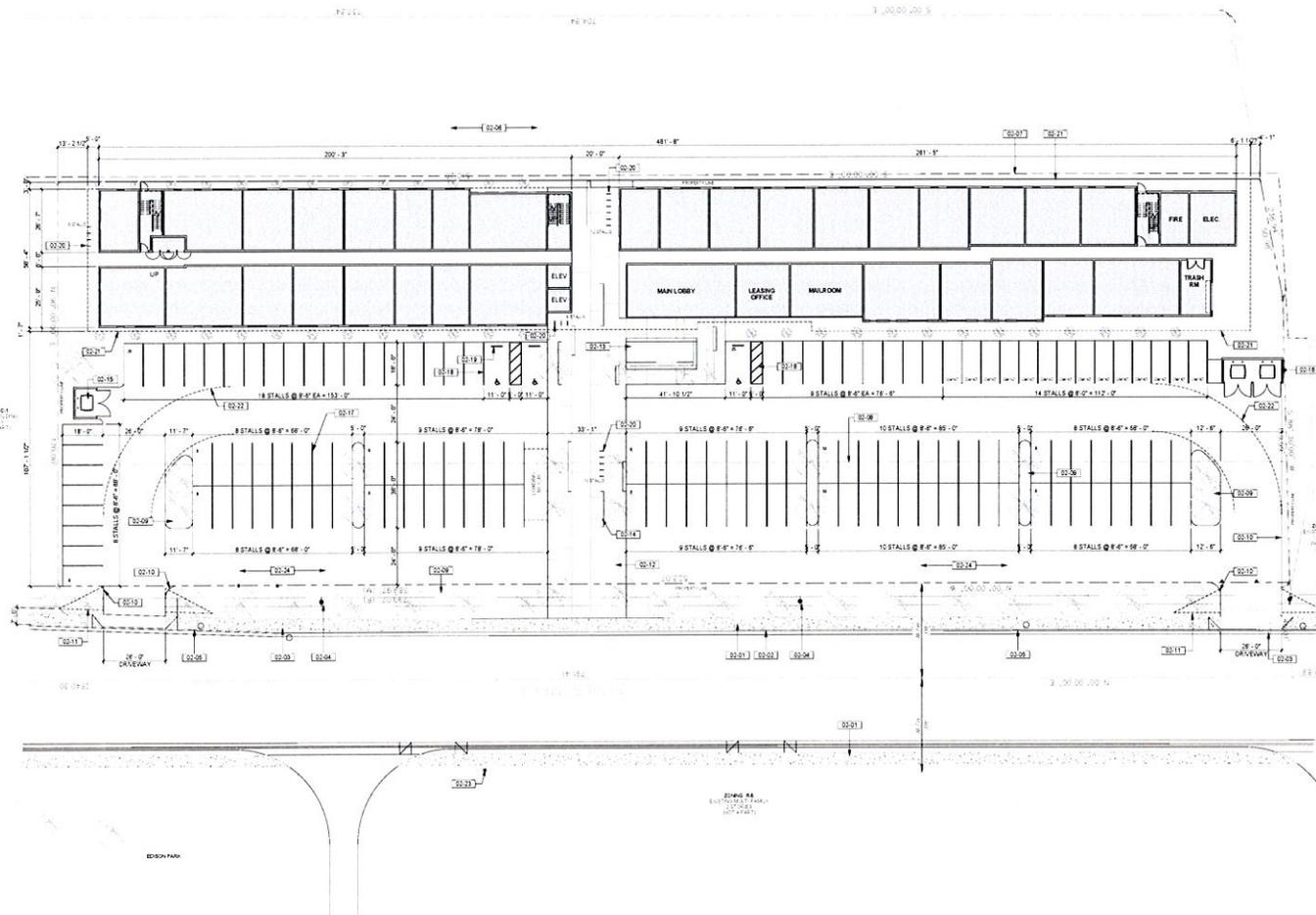
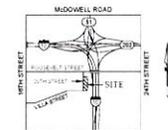
**PARKING CALCULATIONS**

UNIT TYPES	AREA	QTY	RATIO	REQD. PARKING
STUDIO	425,536 SF	85	1.0	85
1 BED	360,558 SF	85	1.0	85
2 BED	800,000 SF	170	1.5	255
<b>TOTAL PARKING REQUIRED</b>				<b>425</b>

141 STALLS (15% PER SEC. 702 C)

PARKING PROVIDED	STANDARD	COMPACT	TOTAL
141 STALLS	127	14	141 STALLS
<b>TOTAL PARKING PROVIDED</b>			<b>141 STALLS</b>
<b>ACCESSIBLE PARKING REQUIRED</b>			<b>3 STALLS</b>
<b>ACCESSIBLE PARKING PROVIDED</b>			<b>35 STALLS</b>
<b>BICYCLE PARKING REQUIRED</b>			<b>35 STALLS</b>
<b>BICYCLE PARKING PROVIDED</b>			<b>35 STALLS</b>

**VICINITY MAP**



**1 PA-01 Conceptual Site Plan**  
SCALE 1" = 22'-0"

**GENERAL SITE PLAN NOTES**

- DEVELOPMENT AND USE OF THIS SITE WILL CONFORM WITH ALL APPLICABLE CODES AND ORDINANCES.
- THIS PROJECT IS LOCATED IN THE CITY OF PHOENIX WATER SERVICE AREA AND HAS BEEN DESIGNATED AS WITHIN AN ASSIGNED WATER SUPPLY.
- ALL NEW OR RELOCATED UTILITIES WILL BE PLACED IN UNDERGROUND STRUCTURES AND LANDSCAPING WITHIN A TRUNKLINE MEASURED BACK 10' FROM THE PROPERTY LINE AND 20' ALONG THE PROPERTY LINE ON EACH SIDE OF THE DRIVEWAYS ENTRANCES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'-0".
- STRUCTURES AND LANDSCAPING WITHIN A TRUNKLINE MEASURED 20' TO 130' ALONG THE PROPERTY LINES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 7'-0".
- AN ASSOCIATION, INCLUDING ALL PROPERTY OWNERS IN THE DEVELOPMENT, WILL BE FORMED AND HOLD RESPONSIBILITY FOR MAINTAINING ALL COMMON AREAS NOTED AS TRACT OR EASEMENTS INCLUDING PRIVATE STREETS, LANDSCAPED AREAS, AND DRAINAGE FACILITIES IN ACCORDANCE WITH APPROVED PLANS.
- ANY UTILITIES SHALL BE PLACED 20' TO 30' AWAY FROM ADJACENT RESIDENTIAL LOT LINES AND WILL NOT EXCEED ONE FOOT CANCELS AT THE PROPERTY LINE. NO NOISE, VIBRATION OR SHOCK WILL BE EXERTED AT ANY LEVEL EXCEEDING THE GENERAL LEVEL OF NOISE, VIBRATION OR SHOCK LIMITED BY USES IN THE AREA OUTSIDE OF THE SITE.
- ALL QUARTERS OF PROPERTY ADJACENT TO PUBLIC ROADS SHALL HAVE THE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE TRUNKLINE AREA IN ACCORDANCE WITH APPROVED PLANS AFTER FINAL APPROVAL. THE PROJECT WILL BE IMPROVED FOR SOUND COMPLIANCE WITH ALL CITY AND STATE REGULATIONS FOR SOUND AND VIBRATION. CALL 302-6867 AND REQUEST A DESIGN REVIEW MEETING.
- ALL ROOFTOP EQUIPMENT AND SATELLITE DISHES SHALL BE SCREENED TO THE HEIGHT OF THE TALLEST EQUIPMENT.
- ALL SCREENING AREAS SHALL BE SCREENED TO CONCEAL TRASH CONTAINERS, LAUNDRY HOODS, TRANSFORMERS, BACKFLOW PREVENTERS AND OTHER MECHANICAL OR ELECTRICAL EQUIPMENT FROM EYE LEVEL ADJACENT TO ALL PUBLIC STREETS.
- BARRED, RAZOR OR CONCRETE WIRE (OR SIMILAR) SHALL NOT BE USED ON THE SITE UNLESS ORDERED FROM PUBLIC STREETS OR ADJACENT RESIDENTIAL AREAS.
- ALL SIGNAGE REQUIRE A SEPARATE SIGNAGE AND PERMIT.
- SMOKE GAS AND COOKER EMISSIONS SHALL COMPLY WITH REGULATION III OF THE MARICOPA COUNTY AIR POLLUTION CONTROL RULES AND REGULATIONS.
- THE DISPOSAL OF ALL WASTE MATERIALS SHALL COMPLY WITH TITLE 4 CHAPTER 4 AND TITLE 9 AND 10 OF THE MARICOPA WASTE REGULATIONS AS LOCATED BY THE ARIZONA HEALTH DEPARTMENT.
- THE AIR CONDITIONING SYSTEM SHALL BE MAINTAINED AT A MAXIMUM EXCESS 90.0% (WHEN MEASURED ON AN "A" WEIGHTED SOUND LEVEL METER AND ACCORDING TO THE PROTOCOLS OF THE ENVIRONMENTAL PROTECTION AGENCY).
- EXPOSURE OR HAZARDOUS PROCESSES IF APPLICABLE, CERTIFICATION SHALL BE PROVIDED BY THE PHOENIX FIRE DEPARTMENT PREVENTION BUREAU THAT ALL MANUFACTURING, STORAGE AND WASTE PROCESSES ON THE SITE SHALL MEET SAFETY AND ENVIRONMENTAL STANDARDS AS ADMINISTERED BY THE BUREAU.
- THE SAFETY SYSTEM SHALL BE MAINTAINED BY THE PROPERTY OWNER OR ASSOCIATION. THE SYSTEM WILL BE REVIEWED AND INSPECTED BY THE BUILDING SAFETY SECTION OF THE PLANNING AND DEVELOPMENT SERVICES DEPARTMENT.
- ALL ON-SITE WASTE LINES SHALL BE PRIVATE PLUMBING LINES SUBJECT TO THE PHOENIX PLUMBING CODE.

**UTILITIES**

- WATER
  - SEWER
  - GAS
  - ELECTRICITY
  - TELEPHONE
  - CABLE
  - PHONE
  - FIRE
- CITY OF PHOENIX  
CITY OF PHOENIX  
ARIZONA PUBLIC SERVICE CO  
QWEST COMMUNICATIONS  
CITY OF PHOENIX  
CITY OF PHOENIX

**KEYNOTE LEGEND**

- EXISTING 3" WIDE CONCRETE SIDEWALK
- EXISTING STREET CURB AND DUTTER TO REMAIN, TOP
- EXISTING DRIVEWAY CURB DUT TO BE REMOVED, REPAIR TO MATCH ADJACENT SURFACE AND GRADES
- EXISTING POWER POLE AND OVERHEAD ELECTRICAL LINES
- EXISTING CATION BAY
- INTERESTED RIGHT-OF-WAY - NOT IN SCOPE
- EXISTING CHAIN-LINK FENCE
- CONCRETE VERTICAL CURB
- 100% VISIBILITY TRIANGLE, NO ITEMS WALLS, LANDSCAPE PLANTING, ETC. EXCEEDING 36" H-HEIGHT SHALL BE PLACED WITHIN THIS AREA
- ACCESSIBLE PLAY AREA
- BENCH SEATING
- REFUSE ENCLOSURE WITH 6H SCREEN WALL AND GATE PER CITY OF PHOENIX STANDARDS
- DOUBLE REFUSE ENCLOSURE WITH 6H SCREEN WALL AND GATE PER CITY OF PHOENIX STANDARDS
- PARKING STALL, 4" WIDE PAINTED STRIPING
- ACCESSIBLE PARKING STALL PER CITY OF PHOENIX STANDARDS
- CONCRETE WHEEL STOP
- HOOP BICYCLE RACK
- BUILDING OVERHEAD PROJECTION AT LEVEL 2 THRU 4 PER METER FLOOR LINES VARY
- FIRE TRUCK TURN RADIUS PER CITY OF PHOENIX STANDARDS (OUTSIDE RADIUS = 36'-0" INSIDE RADIUS = 35'-0" VERTICAL CLEARANCE = 14'-0")
- EXISTING FIRE HYDRANT
- ADHESIVE PAINTING TRIPK

CITY OF PHOENIX  
JAN 26 2017  
Planning & Development  
Department

KVA  
PAPP  
SDEV

QS: 11-31  
LPRN  
SCMJ

**LAFFERTY DEVELOPMENT**

**Lafferty Development**  
900 North 20th Street Phoenix, AZ 85006

**CONCEPTUAL SITE PLAN**

As indicated Issue Date  
4101.00

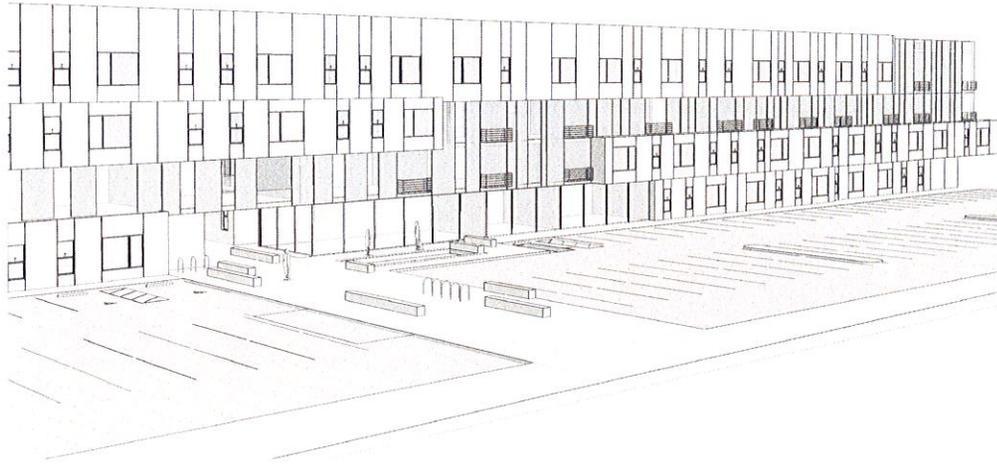
**PA-01**

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Department

Shepley Bulfinch Richardson & Johnson  
Architectural Planning Institute (AIA) 1974  
3443 North Central Ave., Suite 1000  
Phoenix, AZ 85018  
T 602 435 3223 F 602 624 9555  
www.shepleybulfinch.com

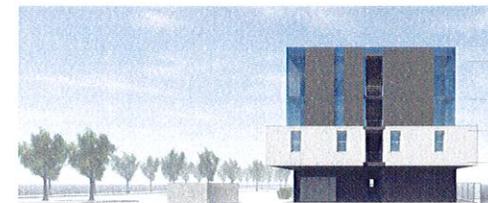
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VIEW FROM NORTHWEST



4 NORTH ELEVATION  
SCALE: 1/16" = 1'-0"



3 SOUTH ELEVATION  
SCALE: 1/16" = 1'-0"



2 WEST ELEVATION - 20TH STREET  
SCALE: 1/16" = 1'-0"



1 EAST ELEVATION  
SCALE: 1/16" = 1'-0"

NO.	DATE	DESCRIPTION

**LAFFERTY DEVELOPMENT**

DRINK

Lafferty Development  
900 North 20th Street Phoenix, AZ 85006

PROJECT

**EXTERIOR ELEVATIONS**

DRAWING TITLE

SCALE: 1/16" = 1'-0" DATE: Issue Date

DATE: 4/10/00

DATE: 4/10/00

**PA-02**