



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-47-21-4
September 21, 2021

Alhambra [Village Planning Committee](#) September 28, 2021
Meeting Date:

[Planning Commission](#) Hearing Date: October 7, 2021

Request From: [C-3](#) (General Commercial District) (4.88 acres)

Request To: [C-3 DNS / WVR](#) (General Commercial District, Density Waiver) (4.88 acres)

Proposed Use: Multifamily Residential

Location: Approximately 400 feet northwest of the northwest corner of 33rd Avenue and Grand Avenue

Owner: P WEST PROPERTIES XX, LLC

Applicant / Representative: Jason Morris, Withey Morris, PLC

Staff Recommendation: Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Commercial	
<u>Street Map Classification</u>	Grand Avenue	Major Arterial	40 foot northeast half street
	33rd Avenue	Local Street	33 foot west half street
<p><i>CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.</i></p> <p>The development, as stipulated, includes bicycle parking and a bicycle repair station to facilitate bicycling as an accessible and affordable way of life for the residents of this proposed affordable housing facility.</p>			

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

The development, as stipulated, will create an attractive streetscape with vegetation to meet commercial standards along Grand Avenue. The shade incorporated into the development along its frontage and within open space areas which will reduce the urban heat island effect and increase thermal comfort which will make the area more walkable, bikeable, and sustainable.

CONNECT PEOPLE AND PLACES CORE VALUE; PUBLIC TRANSIT; DESIGN PRINCIPLE: Development should be designed or retrofitted, as feasible, to facilitate safe and convenient access to transit facilities by all existing and potential users.

The development, as stipulated, will create an interior system of interior pedestrian pathways that connect to adjacent sidewalks to allow residents safe and convenient access to multiple transportation opportunities including bus routes on Indian School Road and 35th Avenue. Additionally, 35th Avenue has been selected as the north-south route in the foundational network of the Bus Rapid Transit system.

Applicable Plans, Overlays, and Initiatives

[Tree and Shade Master Plan](#): Background Item No. 6.

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

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

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

[ZeroWaste Phoenix](#): Background Item No. 10.

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Motel / Community Residence Center	C-3
East (Across 33rd Avenue)	Grocery store and other retail	A-1
Adjacent	Assorted commercial including office, automotive repair, and bar / restaurant	C-3
West	Trailer Sales, Parts, and Service	C-3
South	Machine Shop	C-3
Southwest (Across Grand Avenue)	Railroad and industrial warehouses	A-2
North	Assorted commercial	C-3

C-3 DNS / WVR (General Commercial, Density Waiver) (R-5 (Multifamily Residential) Standards**)		
<u>Standards</u>	<u>Requirements</u>	<u>Proposed Site Plan</u>
Gross Acreage	-	4.88 acres
Maximum Number of Units	254	133 (Met)
Maximum Density (dwelling units per acre)	45.68; 52.20 with bonus	27.25 dwelling units per acre (Not met)
Maximum Lot Coverage	50 percent	19.6 percent (Met)
Maximum Building Height	2 stories or 30 feet	Two stories (Met)
Minimum Perimeter Setbacks		
Grand Avenue 33rd Avenue	20 feet adjacent to a public street	20 feet or greater (Met)
East (C-3 Zone)	10 feet adjacent to property line	0 feet (Not Met)
West (C-3 Zone)		0 feet (Not Met)
North (C-3 Zone)		0 feet (Not Met)
Minimum Open Space	5 percent of gross area	16.2 percent (Met)
Minimum Amenities Provided	Two required	Two provided (Met)
Minimum Parking	182 spaces	187 spaces (Met)
<i>*Variance or plan revision may be required</i>		
<i>**Properties zoned C-3 may obtain a waiver to utilize density and development standards beyond R-3</i>		

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 4.88 acres located approximately 400 feet northwest of the northwest corner of 33rd Avenue and Grand Avenue from C-3 (General Commercial) to C-3 DNS / WVR (General Commercial, Density Waiver) for the purpose of multifamily residential development.

SURROUNDING LAND USES AND ZONING

2. The site is developed and operating as a community residence center. The applicant is proposing to convert the facility to permanent dwellings and annual leases in a more traditional multifamily configuration but with some support facilities for its tenants. The site is currently zoned C-3 (General Commercial).

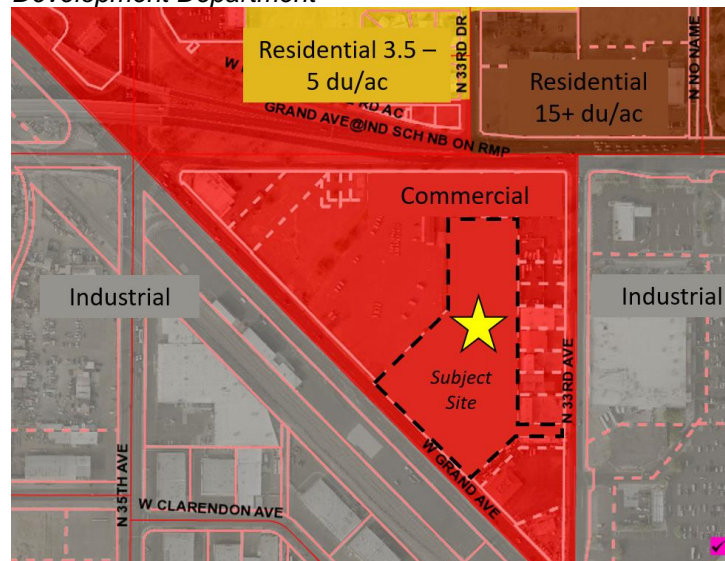
Within the area bounded by Grand Avenue, Indian School Road, and 33rd Avenue, all properties are zoned C-3 (General Commercial) and are used for a variety of land uses including office, retail, service, automotive service, and trailer sales. Across Grand Avenue, the properties are zoned A-2 (Heavy Industrial) and used for industrial offices and warehouses. Across 33rd Avenue, the property is zoned A-1 (Light Industrial) and is occupied by a grocery store and other retail.

GENERAL PLAN LAND USE MAP

3. The General Plan Land Use Map depicts a land use designation of Commercial. The proposal is consistent with this designation.

Within the boundary created by Grand Avenue, Indian School Road, and 33rd Avenue, all properties have the same designation. South of Grand Avenue and its 90 feet of right-of-way is an Industrial Land Use designation. East of 33rd Avenue is commercial shopping center with an Industrial designation.

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



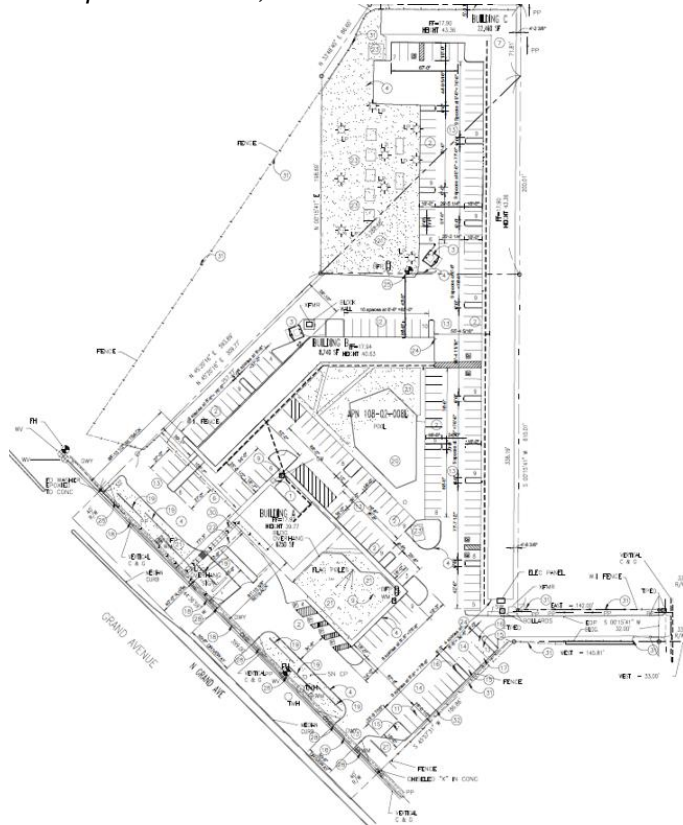
4. The Alhambra Village Character Plan was approved and adopted into the Phoenix General Plan through General Plan Amendment GPA-1-19. The proposed project advances the following items identified in the Alhambra Village Character Plan and its Design Principles:
- Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.
 - Incorporate Crime Prevention Through Environmental Design (CPTED) guidelines, into site plan and design guidelines as appropriate.
 - Plan and design communities and neighborhoods to be pedestrian friendly and walkable.
 - In order to balance a more sustainable transportation system, development should be designed to include increased amenities for transit, pedestrian and bicyclists such as shade, water, seating, bus shelters, wider sidewalks, bike racks, pedestrian scale lighting and way-finding.

PROPOSAL

5. Site Plan

As depicted on the conceptual site plan, the proposal would convert an existing facility containing 133 housing quarters into 133 dwelling units. The facility was originally constructed as a motel, was then converted into a community residence center, and the proposed use is multifamily with some supportive facilities to serve the residents.

Conceptual Site Plan; Source: C & H Associates



A density waiver allows for the application of the development standards contained in Sections 616 through 618 of the Phoenix Zoning Ordinance, R-3A to R-5 respectively. A density waiver must, through a stipulation, establish which of these sections will govern the density and development that will apply.

Staff is recommending Stipulation No. 1 to establish R-5 (Multifamily Residence District) as the development standards that will govern the site because these development standards are most akin to the perimeter standards existing on the site.

Staff is further recommending a series of stipulations to promote the creation of a neighborhood atmosphere in this commercial conversion by requiring additional open space and by requiring a system of pedestrian pathways on the site; these items are addressed in Stipulation Nos. 2 and 5, respectively. The system of onsite pedestrian pathways required by Stipulation No. 5 is intended to delineate a space for pedestrians to access the perimeter sidewalks and the connection to 33rd Avenue may be a striped pathway that visually contrasts with the drive aisle surface unless otherwise required.

STUDIES AND POLICIES

6. **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. To advance the goals and intent of the Tree and Shade Master Plan, staff is recommending Stipulation No. 2 to require the landscape setback along Grand Avenue be replenished to C-3 standards.

7. **Complete Streets Guidelines:**

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 subject site is located in close proximity to two bus routes with high-ridership including 35th Avenue which has been selected as the primary north-south route in the city's Bus Rapid Transit network as part of T2050. To facilitate continued and additional use of these transit amenities, staff is recommending a series of stipulations to connect the interior of the site to the public sidewalks, to promote alternative transportation including bicycles, and to make the pedestrian environment along Grand Avenue more comfortable.

- Stipulation No. 2 to require shaded sidewalks along Grand Avenue by

- replenishing the landscape setback with shade trees.
- Stipulation No. 4 to require on-site bicycle amenities including convenient parking and a bicycle repair station to allow residents to keep their bicycles operational.
- Stipulation No. 5 to require a system of pedestrian pathways on-site to encourage individuals to walk safely to nearby destinations such as public transit stops.

8. **Comprehensive Bicycle Master Plan:**

The Comprehensive Bicycle Master Plan is a guide for creating a culture and environment conducive to bicycling as a viable mode of transportation. To position bicycling – an affordable and accessible mode of transportation – as a viable option, staff is recommending Stipulation No. 4 to require convenient bicycle parking for residents and a bicycle repair station to help residents keep their bikes in a state of good repair. The proposal also helps the goal and need for affordable housing.

9. **Housing Phoenix:**

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 the 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 contributing to a variety housing types that will address the supply shortage at a more rapid pace while using vacant or underutilized land in a more sustainable fashion.

10. **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 provision of recycling containers was not addressed in the applicant's submittals.

COMMUNITY CORRESPONDENCE

11. As of the writing of this report, no community correspondence has been received.

INTERDEPARTMENTAL COMMENTS

12. The Fire Department commented that the site plan must comply with the Phoenix Fire Code and further indicated there are no problems anticipated with the case. Further, the Department commented that they do not know the water supply at this site and noted that additional water supply may be required to meet the required fire flow per the Phoenix Fire Code.
13. The Street Transportation Department provided Stipulation No. 6 which contains their standard language requiring that all streets meet ADA accessibility standards. Additionally, the department noted that the Grand Avenue right-of-way is under the jurisdiction of the Arizona Department of Transportation and provided Stipulation No. 7 to require that all right-of-way improvements and access control shall be reviewed, permitted, and approved by ADOT.
14. The Public Transit Department commented on the need for a robust system of shaded pedestrian pathways with measures to delineate pedestrian crossings at drive-aisles and this is addressed in Stipulation No. 5.

OTHER

15. 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. 11.
16. The site is located in the Traffic Pattern Airspace for Phoenix Sky Harbor Airport and the Aviation Department therefore requires the existing and operational characteristics of the airport be disclosed to tenants and buyers, an aviation agreement be recorded, and that a no-hazard determination be obtained from the FAA. These are addressed in Stipulation Nos. 8 - 10.
17. 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 development is consistent with the Commercial land use map designation.
2. The proposal will allow for additional affordable housing options near the city's first planned Bus Rapid Transit route.
3. The proposal will create additional housing options in line with the Housing Phoenix Plan's goal of preserving or creating 50,000 housing units by 2030.

Stipulations

1. The development shall utilize the standards contained in the R-5 (Multifamily Residence District) zoning district development standard, except as modified by the below stipulations and as approved by the Planning and Development Department.
2. A minimum of 6 percent of the gross project area shall be retained as open space and be shaded to a minimum 50 percent by minimum 2-inch caliper large canopy shade trees and architectural shade such as ramadas that shall account for no more than 25 percent of the required shade area, as approved by the Planning and Development Department.
3. The developer shall replenish the existing landscape planters adjacent to Grand Avenue per the C-3 streetscape landscape standards for planting type, size and quantity contained in Chapter 624.E.4.e of the Phoenix Zoning Ordinance, unless underground utilities and/or drainage are found to conflict, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with the creation of a comfortable pedestrian environment.
4. The developer shall incorporate and maintain bicycle infrastructure as described below and as approved by the Planning and Development Department.
 - a. Secure bicycle parking for residents at a rate of 0.25 spaces per dwelling unit, up to a maximum of 50 spaces.
 - b. Inverted-U style bicycle racks with capacity for a minimum of 10 bicycles for guests shall be distributed throughout the site near the primary pedestrian entrance(s) or amenity area.

- c. A bicycle repair station (“fix it station”) shall be provided in an area of high visibility such as near a central amenity area. The repair station shall include: standard repair tools affixed to the station, a tire gauge and pump affixed to the base of the station or the ground, and a bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike.
5. The developer shall provide a system of internal, clearly defined pedestrian pathways including the following elements, as approved by the Planning and Development Department:
 - a. Connect all building entrances, exits, and amenity areas, to all public sidewalks, by a direct route.
 - b. Where pedestrian pathways cross drive-aisles, the crossing shall visually contrast with parking and drive aisle surfaces.
6. 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.
7. All right-of-way improvements and access control shall be reviewed, permitted and approved by ADOT.
8. 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.
9. 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.
10. 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.

11. 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

Nick Klimek

September 20, 2021

Team Leader

Samantha Keating

Exhibits

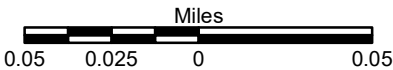
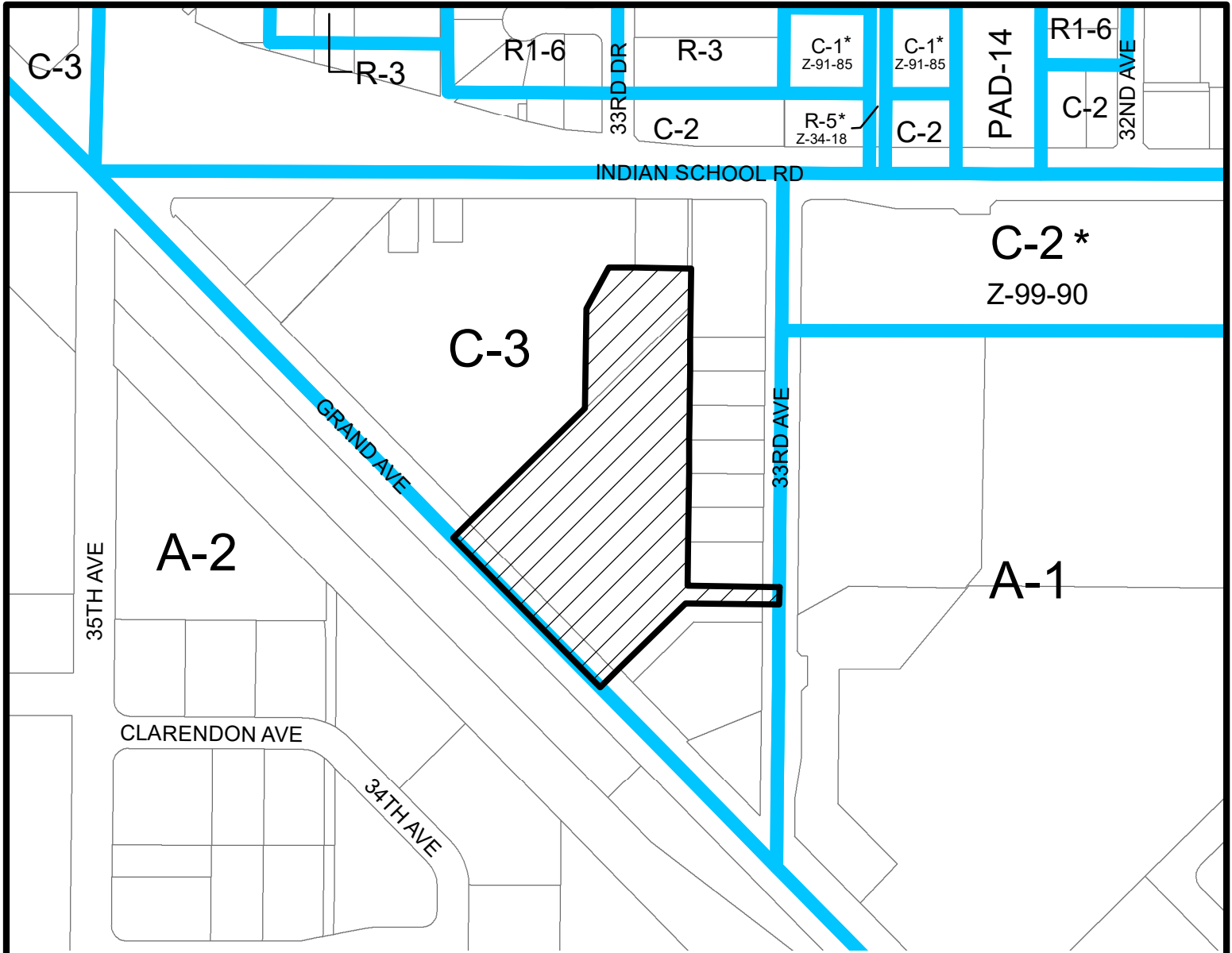
Zoning sketch map

Aerial sketch map

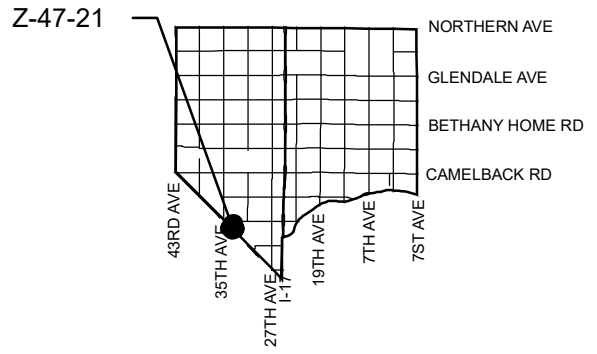
Conceptual Site Plan date stamped July 6, 2021

Conceptual Amenity Plan date stamped September 14, 2021

Conceptual Building Renderings July 6, 2021

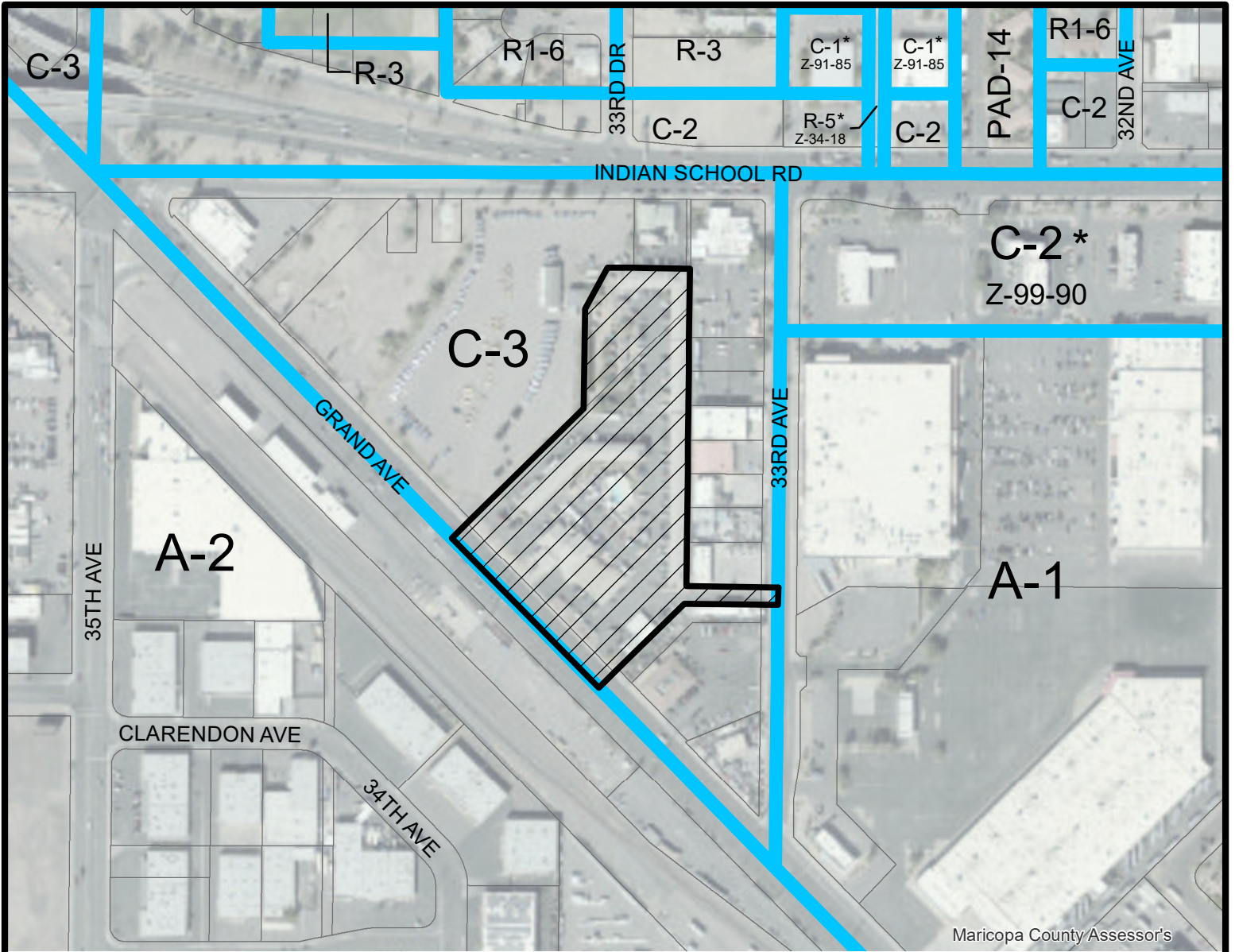


ALHAMBRA VILLAGE
CITY COUNCIL DISTRICT: 4

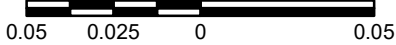


APPLICANT'S NAME: Jason Morris, Withey Morris PLC		REQUESTED CHANGE:	
APPLICATION NO.: Z-47-21		FROM: C-3 (4.88 a.c.)	
DATE: 7/26/2021 <small>REVISION DATES:</small>		TO: C-3 DNS/WVR (4.88 a.c.)	
<small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small> 4.88 Acres			
<small>AERIAL PHOTO & QUARTER SEC. NO.</small> QS 16-21		<small>ZONING MAP</small> H-6	
MULTIPLES PERMITTED		* UNITS P.R.D. OPTION	
C-3		85	
C-3 DNS/WVR		254	
CONVENTIONAL OPTION			
71			
212			

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



Miles



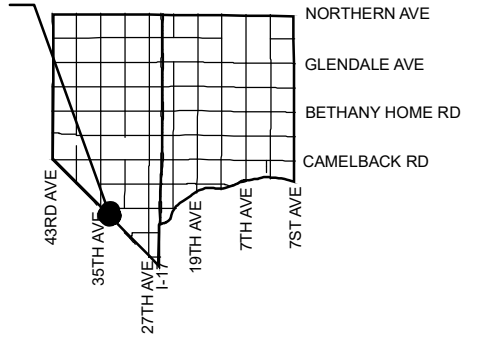
ALHAMBRA VILLAGE

CITY COUNCIL DISTRICT: 4



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Z-47-21



APPLICANT'S NAME: Jason Morris, Withey Morris PLC

REQUESTED CHANGE:

FROM: C-3 (4.88 a.c.)

APPLICATION NO. Z-47-21

DATE: 7/26/2021
REVISION DATES:

GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.

4.88 Acres

AERIAL PHOTO & QUARTER SEC. NO.
QS 16-21

ZONING MAP
H-6

TO: C-3 DNS/WVR (4.88 a.c.)

MULTIPLES PERMITTED

C-3

C-3 DNS/WVR

CONVENTIONAL OPTION

71

212

*** UNITS P.R.D. OPTION**

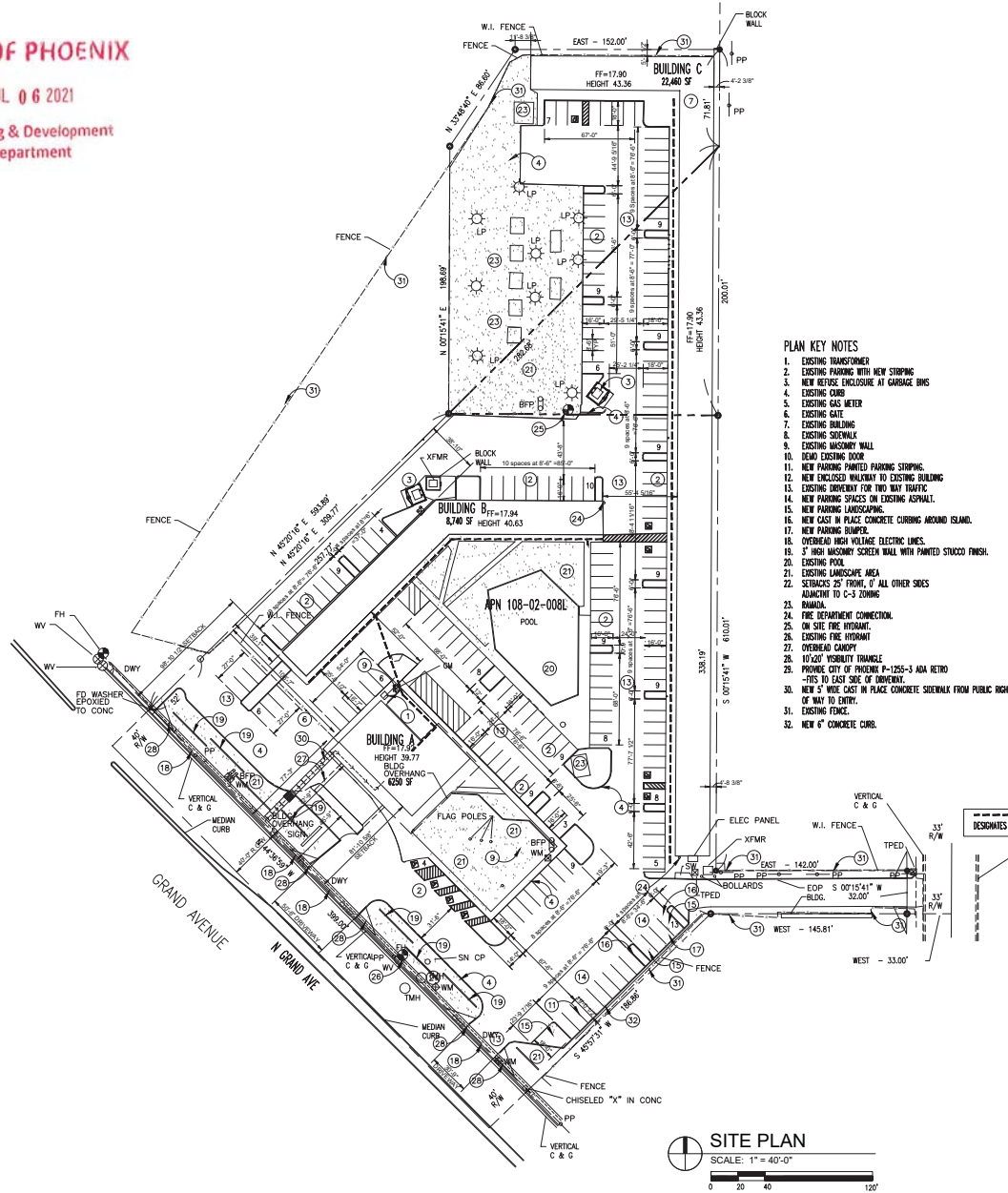
85

254

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

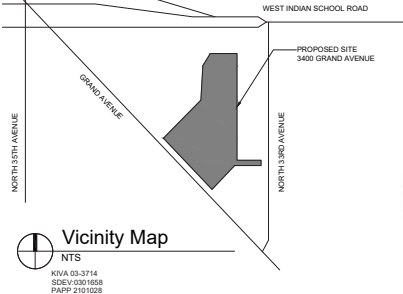
JUL 06 2021

Planning & Development
Department



- PLAN KEY NOTES**
- EXISTING TRANSFORMER
 - EXISTING PARKING WITH NEW STOPPING
 - NEW RETIRE ENCLOSURE AT GARAGE BINS
 - EXISTING CURB
 - EXISTING GAS METER
 - EXISTING GATE
 - EXISTING BUILDING
 - EXISTING SIDEWALK
 - EXISTING MASONRY WALL
 - DEM. EXISTING DOOR
 - NEW PARKING PAINTED PARKING STOPPING
 - NEW ENCLOSED WALKWAY TO EXISTING BUILDING
 - EXISTING DRIVEWAY FOR TWO WAY TRAFFIC
 - NEW PARKING SPACES ON EXISTING ASPHALT
 - NEW PARKING LANDSCAPING
 - NEW CAST IN PLACE CONCRETE CURBING AROUND ISLAND
 - NEW PARKING BUMPER
 - OVERHEAD HIGH VOLTAGE ELECTRIC LINES
 - 3" HIGH MASONRY SCREEN WALL WITH PAINTED STUCCO FINISH
 - EXISTING POOL
 - EXISTING LANDSCAPE AREA
 - SECRACKS 25' FRONT, 0' ALL OTHER SIDES ADJACENT TO C-3 ZONING
 - RANADA
 - FIRE DEPARTMENT CONNECTION
 - ON SITE FIRE HYDRANT
 - EXISTING FIRE HYDRANT
 - OVERHEAD CANOPY
 - 10'x20' VISIBILITY TRIANGLE
 - PROVIDE CITY OF PHOENIX P-1255-3 ADA RETROFIT TO EAST SIDE OF DRIVEWAY
 - NEW 5' WIDE CAST IN PLACE CONCRETE SIDEWALK FROM PUBLIC RIGHT OF WAY TO ENTRY
 - EXISTING FENCE
 - NEW 6" CONCRETE CURB

OWNER: P WEST PROPERTIES XX LLC 6341 N 34TH PLACE PARADISE VALLEY AZ 85253 CONTACT: PHIL WESTBROOKS	PROJECT NARRATIVE: THE CLIENT IS CHANGING THE USE OF THE EXISTING STRUCTURES FROM A CONGREGATE LIVING FACILITY TO APARTMENTS, BOTH R2 OCCUPANCIES.
ARCHITECT: CAH ASSOCIATES LLC PATRICK HALLMAN ARCHITECT LEAD AP 1241 EAST WASHINGTON STREET SUITE 101 PHOENIX, AZ 85034 C. 602.348.5575 P. HALLMAN@CAH.COM	OCCUPANCY: BUILDING A: B (OFFICE) BUILDINGS B&C: R-2 (APARTMENTS)
PROPERTY ADDRESS: 3400 GRAND AVENUE PHOENIX, ARIZONA 85017	CONSTRUCTION TYPE: WB WITH AFES
ASSESSOR'S PARCEL NO.: 108-02-008L and 108-02-005E	FIRE SPRINKLERS: NO
ZONING: C3 PROPOSED ZONING: C3 WITH DENSITY WAIVER	SQUARE FOOTAGE: BUILDING A: 6,250 SF BUILDING B: 8,740 SF BUILDING C: 22,460 SF TOTAL: 37,450 SF
NET LOT AREA: 194,919 SF (4.47 ACRES) GROSS LOT AREA: 211,927 SF (4.86 ACRES)	LOT COVERAGE: 37,450 / 194,919 = 19.6%
SETBACKS: FRONT REQUIRED: 25' PROVIDED: 45'-0" REAR REQUIRED: 18' REQUIRED: 0' REQUIRED AT ALL PROPERTY LINES ADJACENT TO C3 ZONING.	OCCUPANT LOAD: 6,250 SF BUSINESS/100 = 63 PEOPLE R-2 APARTMENTS 133 STUDIOS NEW PARKING AREA: 1,762 SF PARKING LANDSCAPING REQUIRED: 5% OR 89 SF NEW PARKING AREA LANDSCAPE PROVIDED 525 SF, OR 29%
PARKING: PARKING TO BE RESTRIPTED 164 SPACES EXISTED PRIOR TO RESTRIPTING, INCLUDING 14 ACCESSIBLE.	ALL DEAD VEGETATION IN EXISTING PARKING AREAS SHALL BE REPLANTED.
SPACES REQUIRED: 115 STUDIO APARTMENTS (270 SF) 18 1-BEDROOM APARTMENTS (304 SF)	REQUIRED COMMON AREA: 211,927 SF X .05 = 10,596
1 SPACE REQUIRED FOR UNITS LESS THAN 600 SF OFFICE: 6,250 SF X 70% = 4,375 SF 4,375 / 300 = 15 SPACES	COMMON AREA PROVIDED: 34,450 SF
133 SPACES REQUIRED FOR UNITS:	DWELLING UNIT DENSITY: 14.5 UNITS PER ACRE ALLOWED: 133 UNITS / 4.86 ACRES = 27.36 UNITS/ACRE
UNRESERVED PARKING REQUIRED: 133 UNITS X .25 = 33.25 OR 34	2017 NATIONAL ELECTRICAL CODE
TOTAL PARKING REQUIRED: 133 FOR UNITS 34 UNRESERVED TOTAL: 167 SPACES	2018 INTERNATIONAL BUILDING CODE ADMINISTRATIVE PROVISIONS
ACCESSIBLE SPACES: 6 REQUIRED, 9 PROVIDED.	2018 INTERNATIONAL ENERGY CONSERVATION CODE
TOTAL PARKING PROVIDED: 187, INCLUDING 9 ACCESSIBLE	2018 INTERNATIONAL EXISTING BUILDING CODE
PARKING AREA: 26,282 SF LANDSCAPE AREA IN PARKING LOT: 10% REQUIRED, OR 2,628 SF OR 20%	2018 INTERNATIONAL FUEL GAS CODE
LANDSCAPED AREA IN PARKING AREA PROVIDED: 5,282 SF, OR 20%	2018 INTERNATIONAL GREEN CONSTRUCTION CODE
BUILDING HEIGHT: 21'-8" A.F.F.	2018 INTERNATIONAL MECHANICAL CODE
	2018 INTERNATIONAL PLUMBING CODES
	2018 INTERNATIONAL FIRE CODE
	2010 ADA STANDARDS FOR ACCESSIBLE DESIGN
	KCC ANS1 A117.1-2009



C.H ASSOCIATES LLC
1241 EAST WASHINGTON STREET SUITE 101
PHOENIX, ARIZONA 85034
P. 602-348-5575

PROJECT: APARTMENTS AT 3400 GRAND AVENUE, PHOENIX, ARIZONA 85017

JOB NO: 2020-2	DRAWN: P.D.H.	CHECKED:	DATE: 06-16-21
SHEET DESCRIPTION: SITE PLAN			SHEET NUMBER: AST1

Existing Elevations









RESERVED
PARKING

U.S. GOVERNMENT PRINTING OFFICE: 2004

522

524

522