



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-2-25-8
August 4, 2025

Central City Village Planning Committee August 11, 2025
Meeting Date:
Planning Commission Hearing Date: September 4, 2025
Request From: R-5 RI TOD-1 (Multifamily Residence District – Restricted Commercial, Residential Infill District - Multifamily Residential, Interim Transit-Oriented Zoning Overlay District One) (0.94-acres) and C-O TOD-1 (Commercial Office – Restricted Commercial, Interim Transit-Oriented Zoning Overlay District One) (0.22-acres)
Request To: WU Code T5:7 EG (Walkable Urban Code, Transect 5:7 District, Transit Eastlake-Garfield Character Area) (1.16 acres)
Proposal: Multifamily residential
Location: Northwest corner of 13th Street and Madison Street
Owner: Michael J Lafferty Revocable Trust
Applicant/Representative: Artin Knadjian, AAK Architecture & Interiors, Inc.
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>	Madison Street	Local	30-foot north half street
	13th Street	Local	30-foot west half street

CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: *Encourage high density housing and high intensity employment uses adjacent or close to transit stations per adopted transit district plans.*

The site is located within the Eastlake-Garfield Transit Oriented Development (TOD) Policy Plan area and is within a quarter-mile of the 12th Street / Washington Street / Jefferson Street light rail stations. The proposed intensity is appropriate at this location, given the proximity to high-capacity transit, and is consistent with the adopted TOD policy plan.

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

The proposal, as stipulated, includes bicycle facilities to encourage bicycling and transit use to leverage its proximity to the nearby light rail station. Features include shaded secure and guest bicycle parking, electric bike charging receptacles, and a bicycle repair station.

BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; 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 Madison Street and 13th 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](#): Background Item No. 3.

[Eastlake-Garfield Transit Oriented Development Policy Plan](#): Background Item No. 4.

[Housing Phoenix Plan](#): Background Item No. 8.

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

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

[Shade Phoenix Plan](#): Background Item No. 11.

[Complete Streets Guidelines](#): Background Item No. 12.

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

Phoenix Climate Action Plan: Background Item No. 14

Conservation Measures for New Development: Background Item No. 15.

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Vacant land	R-5 RI TOD-1 and C-O TOD-1
North	Office	C-O HP TOD-1
West	Office	C-O HP TOD-1
East (across 13th Avenue)	Vacant land	R-5 RI TOD-1
South (across Madison Street)	Single-family residences and vacant land	R-5 RI TOD-1

Walkable Urban Code T5:7 EG		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
Gross Acreage	N/A	1.16
Total Number of Units	No Maximum	160
Density	No Maximum	138 dwelling units per acre
Building Height	100-foot maximum, minimum 20-foot stepback adjacent to Historic Preservation properties	100 feet (Met)
Parking	120 spaces (minimum 0.75 spaces per unit)	120 spaces (Met)
Minimum Bicycle Parking – Per Section 1307.H.6: 0.25 per unit	40 spaces	Secured bicycle parking: Not specified Guest bicycle parking: Not specified
<i>Streetscape Standards (Section 1312.B)</i>		
Local Streets (13th Street and Madison Street)	5-foot sidewalk 5-foot landscape	13th Street: Not specified Madison Street: Not specified

Walkable Urban Code T5:7 EG		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
<i>Building Setbacks</i>		
Madison Street (Primary Frontage)	12-foot maximum	Approximately 11 feet
13th Street (Secondary Frontage)	10-foot maximum	Approximately 8 feet
Side/rear (West/North)	Minimum 30-foot building setback, plus one-foot setback for each two-foot increase in height, up to 75 feet setback	West: Approximately 0 feet (Not Met) North: Approximately 12 feet (Not Met)
<i>Minimum Parking Setbacks</i>		
Madison Street (Primary Frontage)	30-foot minimum or behind building	Behind building (Met)
13th Street (Secondary Frontage)	20-foot minimum and 10-foot landscape setback	Behind building (Met)
Side/rear (West/South)	0-foot minimum	West: Not specified North: Not specified
<i>Lot Requirements</i>		
Lot Coverage	80 percent maximum	Not specified
Madison Street (Primary Frontage)	70 percent minimum	Not specified
13th Street (Secondary Frontage)	50 percent minimum	Not specified
Open Space	5 percent minimum	Not specified
<i>Frontage Types Allowed</i>		
Madison Street (Primary Frontage)	All frontages or alternative frontages per Section 1305.B.1.c	Storefront (Met)
13th Street (Secondary Frontage)	All frontages or alternative frontages per Section 1305.B.1.c	Storefront (Met)

Background/Issues/Analysis

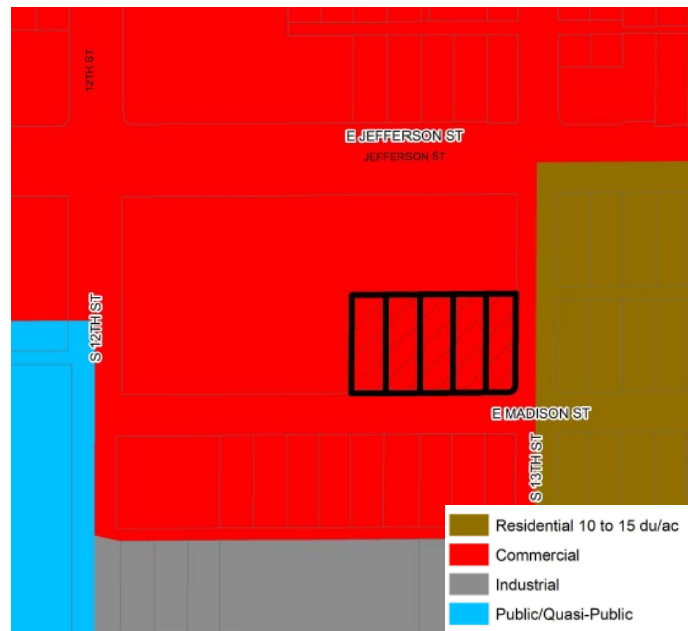
SUBJECT SITE

1. This request is to rezone 1.16-acres located at the northwest corner of 13th Street and Madison Street from 0.94-acres of R-5 RI TOD-1 (Multifamily Residence District – Restricted Commercial, Residential Infill District – Multifamily Residential, Interim Transit-Oriented Zoning Overlay District One) and 0.22-acres of C-O TOD-1 (Commercial Office – Restricted Commercial, Interim Transit-Oriented Zoning Overlay District One) to WU Code T5:7 EG (Walkable Urban Code, Transect 5:7 District, Transit Eastlake-Garfield Character Area) for multifamily residential.

The subject site is within 250 feet of the 12th Street / Washington / Jefferson light rail stations and is within the Eastlake-Garfield Transit-Oriented Development (TOD) Policy area.

GENERAL PLAN

2. The subject site is designated as Commercial on the General Plan Land Use Map. The areas to the north, west, and south are designated Commercial. The area to the east (across 13th Street) is designated Residential 10 to 15 dwelling units per acre. The proposal is consistent with the General Plan Land Use Map designation.



3. **Transit Oriented Development Strategic Policy Framework**

The Transit Oriented Development Strategic Policy Framework is part of the City's General Plan which identified planning typologies to describe urban environments. The subject site is within a quarter-mile of the 12th Street / Washington / Jefferson light rail stations. The identified environment for the station is Major Urban Center, applicable to an area within one quarter mile of the station and along arterial streets. Major Urban Center is a place type characterized by medium to high intensity with building heights typically from four to eight stories with incentive heights of up to 15 stories. Land uses may include destination retail and

entertainment, mid rise living, and office employment. The proposed 10-story multifamily development aligns with the incentive height of the Major Urban Center place type. Per Stipulation No. 1, to utilize the incentive height of the Major Urban Center Place Type the proposal shall provide a mix of residential and non-residential uses and provide a minimum of one of the following:

1. A minimum of 30 percent of housing units are dedicated for long-term affordability for low income households, as approved by the Housing Department.
2. A minimum of 30 percent of the gross site area is provided as public open space, as approved by the Parks Department.
3. A Deed of Conservation easement is dedicated for an eligible historic property, as approved by the Historic Preservation Officer.
4. A proportionate in-lieu fee is paid for affordable housing, parks, public parking, or other infrastructure, as approved by the City.

12th Street / Washington 12th Street / Jefferson	Major Urban Center *	
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TOD Strategic Policy Framework, Source: Planning and Development Department



Aerial Map, Source: Planning and Development Department

4. [Eastlake-Garfield Transit Oriented Development Policy Plan](#)

The site is located within the Eastlake-Garfield TOD Policy Plan area, the boundaries for which are State Route 143 or the Hohokam Expressway to the east, Interstate 10 to the north and east, 7th Street to the west, and the Union Pacific

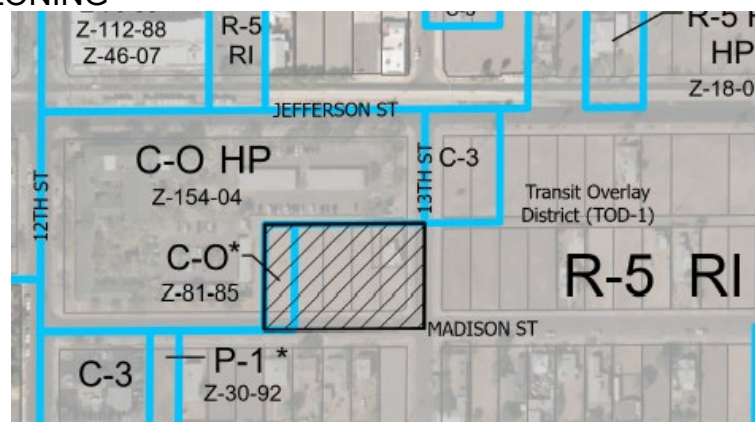
Railroad to the south. The policy plan adopted for the Eastlake-Garfield TOD District provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner. Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, 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.



The proposal to Walkable Urban Code furthers that vision. The proposed T5:7 transect allows mixed-use development, including multifamily residential, retail and services, and office uses. Multifamily residential is consistent with the master plan land use map, which identifies the site for multifamily residential development.

SURROUNDING LAND USE AND ZONING

5. To the north and west of the subject site is a property with offices zoned C-O HP TOD-1 (Commercial Office - Restricted Commercial, Historic Preservation Overlay, Interim Transit-Oriented Zoning Overlay District One); to the south (across Madison Street) are single-family homes and vacant land zoned R-5 RI TOD-1 (Multifamily Residence



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

District – Restricted Commercial, Residential Infill District - Multifamily Residential, Interim Transit-Oriented Zoning Overlay District One); and to the east (across 13th Street) is vacant land zoned R-5 RI TOD-1 (Multifamily Residence District – Restricted Commercial, Residential Infill District - Multifamily Residential, Interim Transit-Oriented Zoning Overlay District One).

PROPOSAL

6. Site Plan

The proposed T5:7 District is described as a medium-high-intensity urban mixed-use fabric characterized by a broad mix of buildings that integrate retail, offices, live-work, and residential units adjacent to the light rail corridor, with up to 15 stories in incentive height. As shown on the conceptual site plan, attached as an exhibit, the proposed development will be a 10-story, 160-unit multifamily development with frontage adjacent to Madison Street and 13th Street, with one below grade level and two above grade levels of structured parking for a total of 120 spaces. The proposal will include vehicular access driveways on both street frontages and pedestrian entrances to the building along both frontages, using the storefront frontage type. Additionally, the site plan depicts a pool, pickleball court, dog park, and BBQ area on the roof above the 10th floor, a running track and seating area on the roof above the second floor, a bike room that includes a bike repair station, outdoor guest bike parking on 13th Street, a trash loading area, and detached sidewalks along both street frontages.

In order to achieve the incentive height of the place type, activate the street frontages, and fulfill the mixed-use vision of this location described in the TOD Strategic Policy Framework, staff recommends Stipulation No. 1.a to require a minimum of 1,500 square feet of ground floor non-

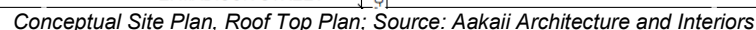
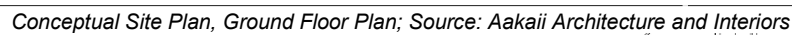


Conceptual Renderings; Source: Aakaii Architecture and Interiors

residential uses. The site plan depicts the location of a café/self service convenience store and a covered area with seating, a ticket transit sales machine, art, and landscaping located along the 13th Street frontage.

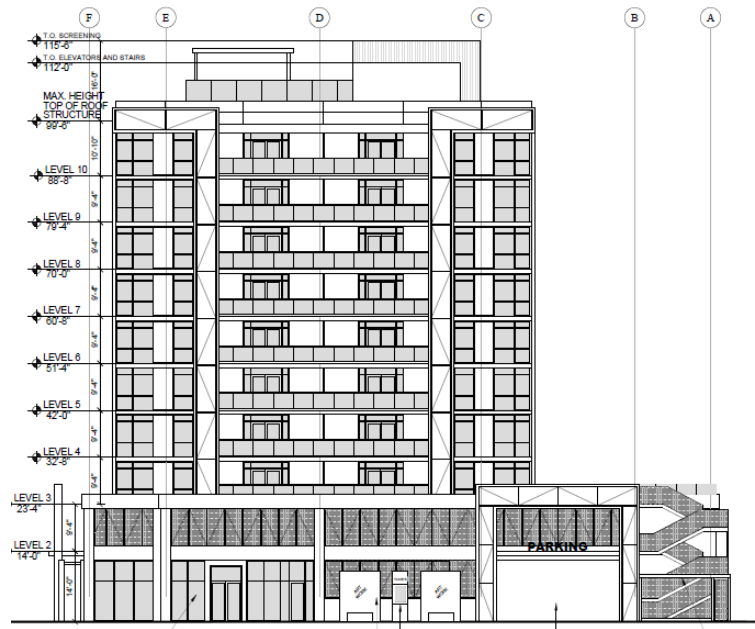
Additionally, to utilize the incentive height of the Major Urban Center Place Type, staff recommends Stipulation No. 1.b to require that the proposal provide a minimum of one of the following:

- To promote enhanced pedestrian and cyclist safety, convenience, and connectivity Stipulation No. 2 requires enhanced bicycle parking and infrastructure.



7. Conceptual Building Elevations

The conceptual elevations, attached as an exhibit, depict the facades of the proposed 10-story multifamily development that includes a stepback to the north and west, the vehicular and pedestrian access points, architectural variation, and unit balconies. The proposal will have a storefront frontage type along both street frontages, consistent with the allowed frontage types in the proposed transect.



Conceptual Elevations and Renderings; Source: Aakai Architecture and Interiors.

STUDIES AND POLICIES

8. [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 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 providing housing that will address the supply shortage at a more rapid pace while using vacant or underutilized land in a more sustainable fashion.

9. [Comprehensive Bicycle Master Plan:](#)

The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its Bikeway System and supportive infrastructure. The Comprehensive Bicycle Master Plan supports short-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations.

To create a bike-supportive environment for residents, bicycle infrastructure is incorporated into the proposed project. Staff recommends Stipulation No. 2 which will require guest and secure residential bicycle parking, electric bicycle charging facilities, and a bicycle repair station to be provided on site.

10. [Transportation Electrification Action Plan](#)

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. This is addressed in Stipulation No. 3 which requires a minimum 10 percent of the required parking spaces to be EV Installed and Stipulation No. 2.d which requires a minimum of ten percent of required bicycle parking spaces include electric receptacles for electric bike charging.

11. [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.

The proposal, per the Eastlake-Garfield Character Area, will create a comfortable streetscape environment with a shaded detached sidewalk along 13th Street and Madison Street.

12. [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 proposed development, as stipulated, will support walking, bicycling, and transit use by including a shaded detached sidewalk along 13th Street and Madison Street, bicycle infrastructure, and activated frontages. These are addressed in Stipulation No. 2 and the Walkable Urban Code.

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 applicant's submittals indicated that recycling services will be provided.

14. [Phoenix Climate Action Plan](#)

In October 2021, the Phoenix City Council approved the Climate Action Plan. The Climate Action Plan will serve as a long-term plan to achieve greenhouse gas emissions reductions and resiliency goals from local operations and community activities as well as prepare for the impacts of climate change. This plan contains policy and initiatives regarding stationary energy, transportation, waste management, air quality, local food systems, heat, and water. Goal W2 (Water), Action W2.4, pertains to the implementation of the [Greater Phoenix 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. 5, which requires a minimum of two GI techniques for stormwater management to be implemented in this development.

15. Conservation Measures for New Development

In June 2023, the Phoenix City Council adopted the Conservation Measures for New Development policy as part of a resolution addressing the future water consumption of new development (Resolution 22129). This resolution addresses the future water consumption of new development to support one of the City's Five Core Values in the General Plan which calls for Phoenix to - Build the Sustainable Desert City. The Conservation Measures for New Development policy includes direction to develop standards for consideration as stipulations for all rezoning cases that will address best practices related to water usage in nine specific categories. This is addressed in Stipulation Nos. 5 through 7.

COMMUNITY CORRESPONDENCE

16. As of the writing of this report no letters of support or opposition have been received for the request.

INTERDEPARTMENTAL COMMENTS

17. The Street Transportation Department requested that a maximum of one access point be permitted on Madison Street and a maximum of one access point be permitted on 13th Street, which is addressed in Stipulation No. 8. Additionally, Stipulation No. 9 requires that the developer construct all improvements in the right-of-way with all required elements and to ADA standards.
18. The City of Phoenix Aviation Department commented that the property owner shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of the Phoenix Sky Harbor Airport to future owners or tenants of the property. This is addressed in Stipulation No. 4.

OTHER

19. 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. These are addressed in Stipulation Nos. 10 through 12.

20. 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. 13.
21. 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 proposal is consistent with the General Plan Land Use Map designation, TOD Strategic Policy framework, and the Eastlake-Garfield TOD Policy Plan vision for the site.
2. The proposal will redevelop an underutilized site with a multifamily residential development that will contribute to the mix of housing options in the area.
3. As stipulated, the proposal provides enhanced pedestrian and bicycle amenities consistent with the Eastlake-Garfield TOD Policy Plan, Comprehensive Bicycle Master Plan, Tree and Shade Master Plan, and the Complete Streets Guiding Principles.

Stipulations:

1. The maximum building height shall not exceed 80 feet, except that the maximum building height may be increased to 100 feet, subject to the following conditions:
 - a. The building shall contain a vertical mix of land uses such as residential and non-residential uses, as approved by the Planning and Development Department. A minimum of 1,500 square feet of non-residential uses shall be provided and shall not include lobby, exercise, reception areas or other similar uses intended for exclusive use by residents.
 - b. A minimum of one of the following is met:
 - i. A minimum of 30% of the dwelling units are provided as Affordable Housing, as approved by the Planning and Development Department and Housing Department.

- ii. A minimum of 30% of the gross site area shall be provided as publicly-accessible open space.
 - iii. The developer shall record a Deed of Conservation easement for the dedication of an eligible historic property, as approved by the Historic Preservation Officer.
 - iv. The developer shall make a financial contribution payable to the City of Phoenix Housing Department at a rate of \$4.06 per square foot for 30% of the gross residential square footage of the project. Such funds shall be placed into the City's Housing Trust Fund upon issuance of a building permit for commencement of development for any structure greater than 80 feet in height.
- 2. Bicycle infrastructure shall be provided, as described below and as approved by the Planning and Development Department.
 - a. A bicycle repair station ("fix-it station") shall be provided and maintained near secure bicycle parking areas and separated from vehicular maneuvering areas, where applicable.
 - b. All required bicycle parking for multifamily use, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
 - c. Guest bicycle parking shall be provided at a minimum of 0.05 spaces per unit with a maximum of 50 spaces near entrances of buildings and installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance.
 - d. A minimum of 10% of the provided bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities.
- 3. A minimum of 10% of the required parking spaces shall include EV-Installed infrastructure.
- 4. The property owner shall record documents that disclose the existence, and operational characteristics of the 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.
- 5. 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.

6. Natural turf shall only be utilized for required retention areas (bottom of basin, and only allowed on slopes if required for slope stabilization) and functional turf areas located on properties for uses such as residential common areas, as approved by the Planning and Development Department.
7. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the Water Efficiency Checkup program for a minimum of 10 years, or as approved by the Planning and Development Department.
8. A maximum of one vehicular access point shall be permitted on Madison Street and one vehicular access point shall be permitted on 13th Street.
9. 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.
10. 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.
11. 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.
12. 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.
13. 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.

Staff Report: Z-2-25-8

August 4, 2025

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Writer

Samuel Rogers

August 4, 2025

Team Leader

Racelle Escolar

Exhibits

Zoning sketch map

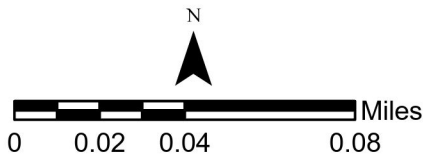
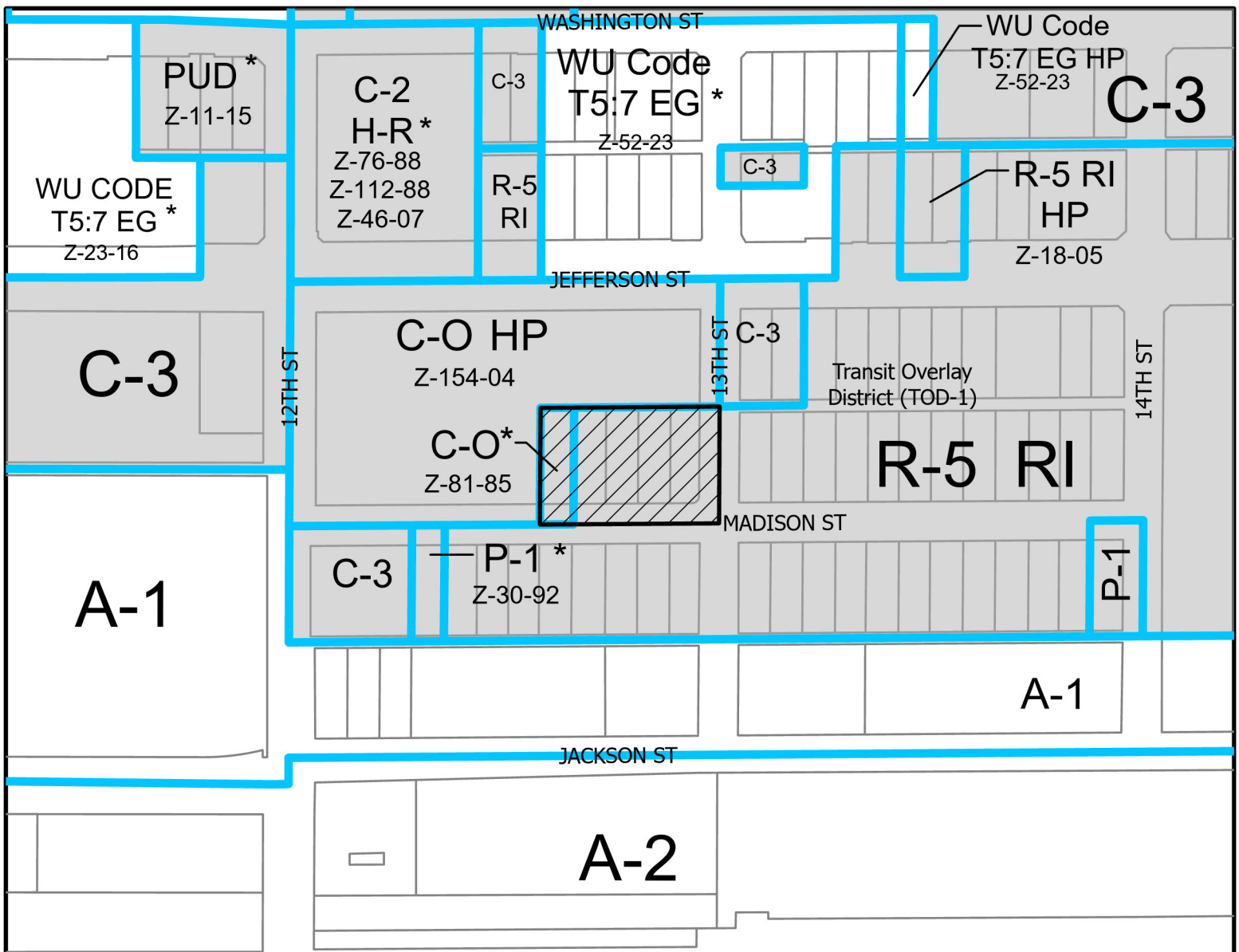
Aerial sketch map

Conceptual Site Plan (Ground Floor) date stamped May 27, 2025

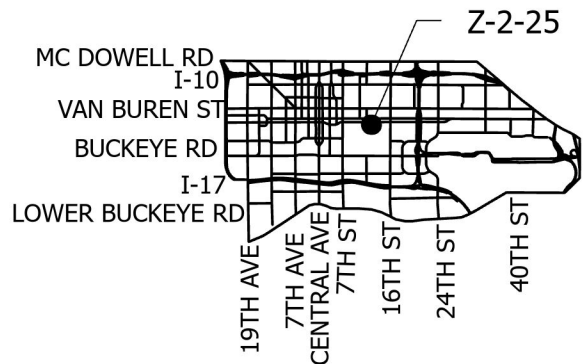
Conceptual Site Plan (Roof Top) date stamped April 17, 2025

Conceptual Elevations date stamped May 27, 2025

Conceptual Rendering date stamped May 27, 2025

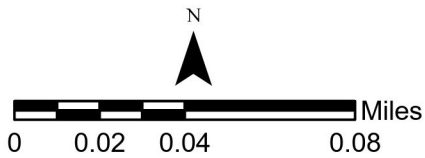
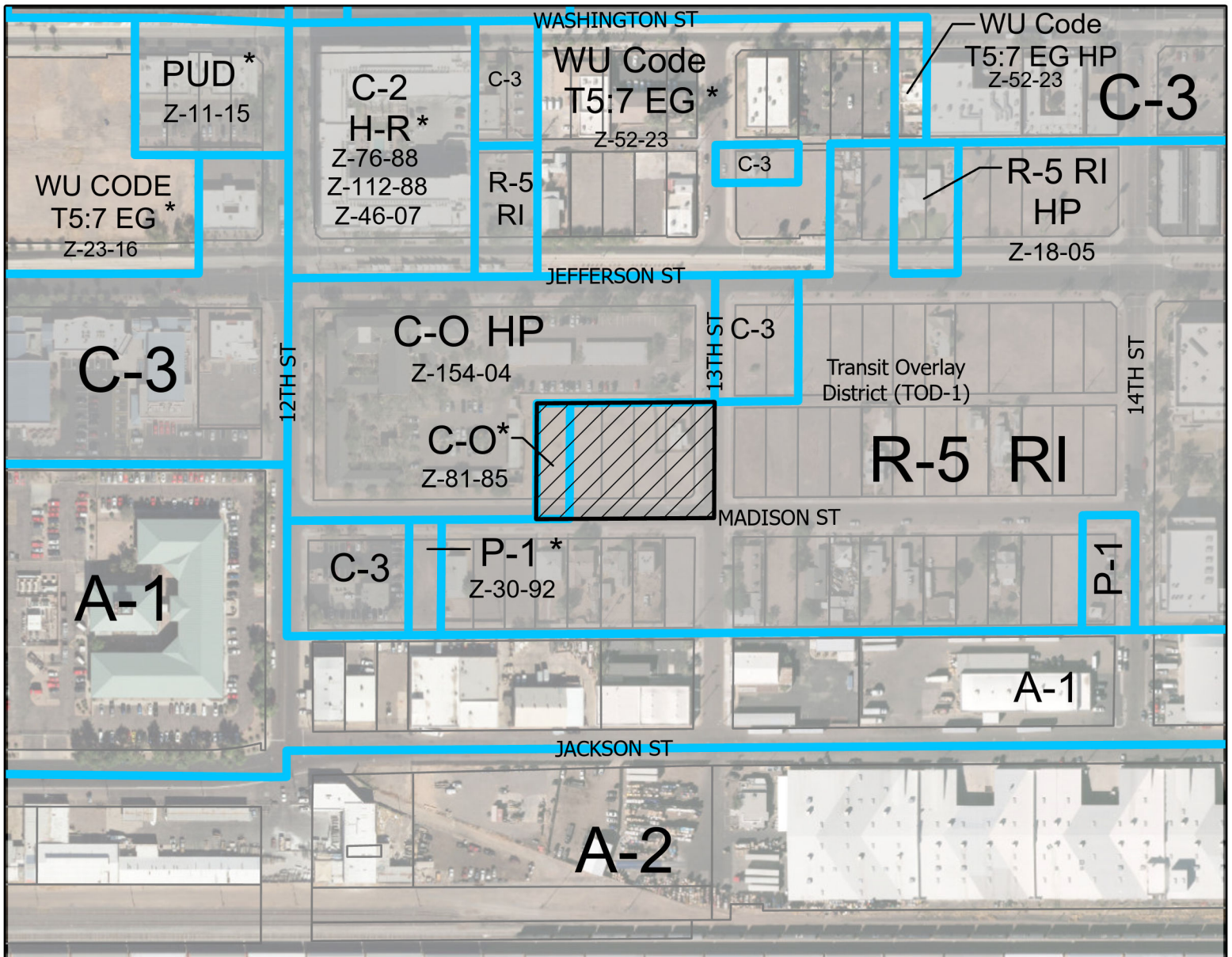


CENTRAL CITY VILLAGE
COUNCIL DISTRICT: 8

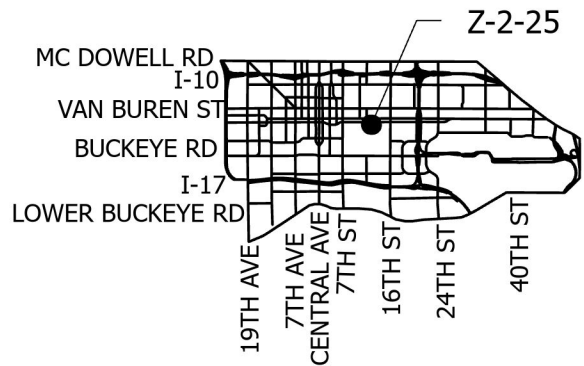


APPLICANT'S NAME: AAK Architecture & Interiors, Inc		REQUESTED CHANGE:	
APPLICATION NO: Z-2-25-8	DATE: 4/21/2025	FROM: R-5 RI TOD-1 (0.94 ac.) C-O TOD-1 (0.22 ac.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 1.16 Acres	REVISION DATES:		TO: WU Code T5:7 EG (1.16 ac.)
	AERIAL PHOTO & QUARTER SEC. NO. QS 10-30		
MULTIPLES PERMITTED R-5 RI TOD-1, C-O TOD-1 WU Code T5:7 EG		CONVENTIONAL OPTION 41, N/A No Maximum	
		* UNITS P.R.D OPTION 49, N/A N/A	

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

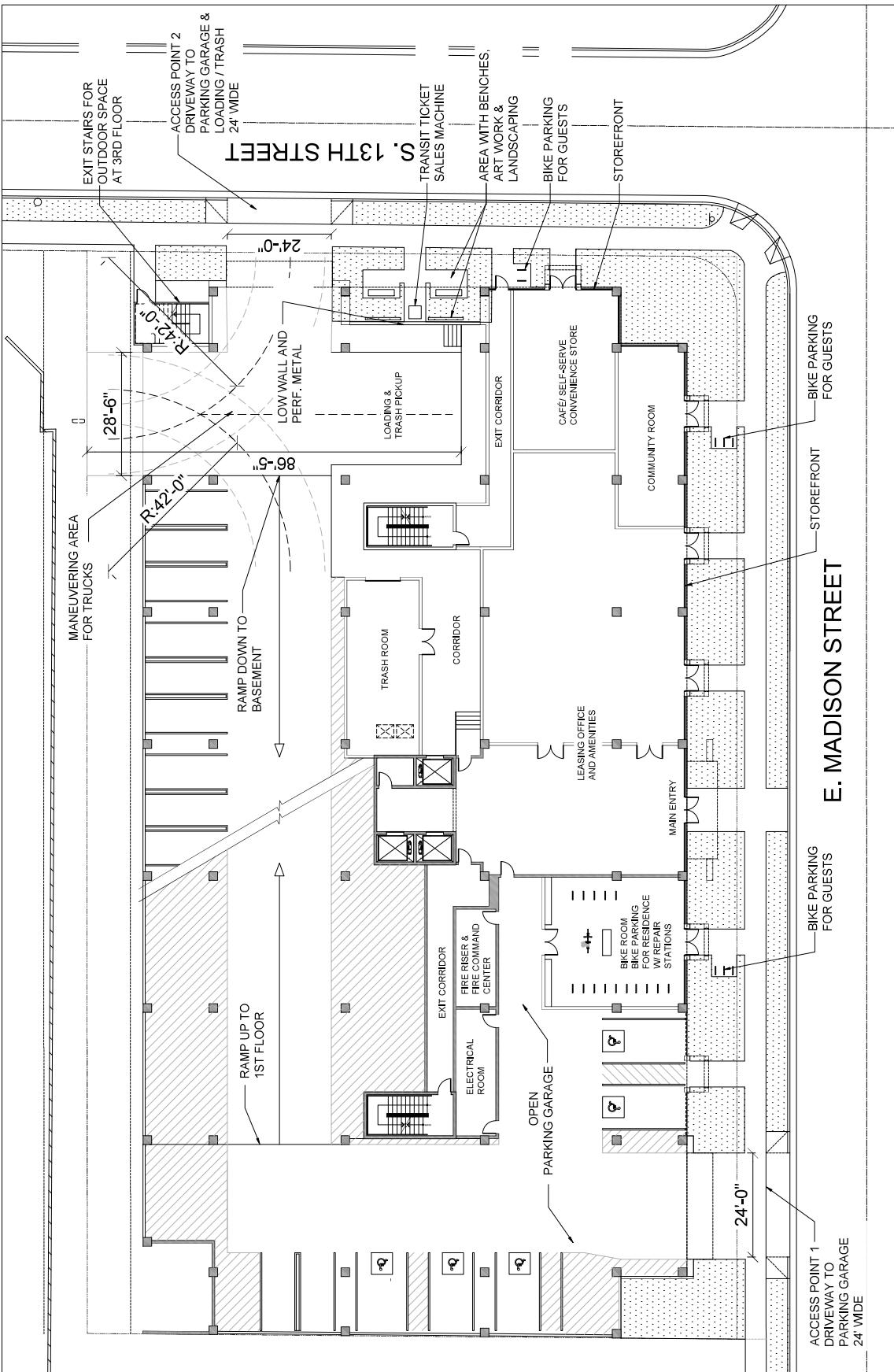


CENTRAL CITY VILLAGE
COUNCIL DISTRICT: 8



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GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 1.16 Acres	REVISION DATES:		TO: WU Code T5:7 EG (1.16 ac.)
	AERIAL PHOTO & QUARTER SEC. NO. QS 10-30 ZONING MAP F-9		
MULTIPLES PERMITTED R-5 RI TOD-1, C-O TOD-1 WU Code T5:7 EG	CONVENTIONAL OPTION 41, N/A No Maximum		* UNITS P.R.D OPTION 49, N/A N/A

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



CITY OF PHOENIX
MAY 27 2025
Planning & Development
Department

1 GROUND FLOOR PLAN - SITE PLAN
SCALE: 3/32" = 1'-0"

(PARKING MINUS 4 SPACES FROM LAST SCHEME)

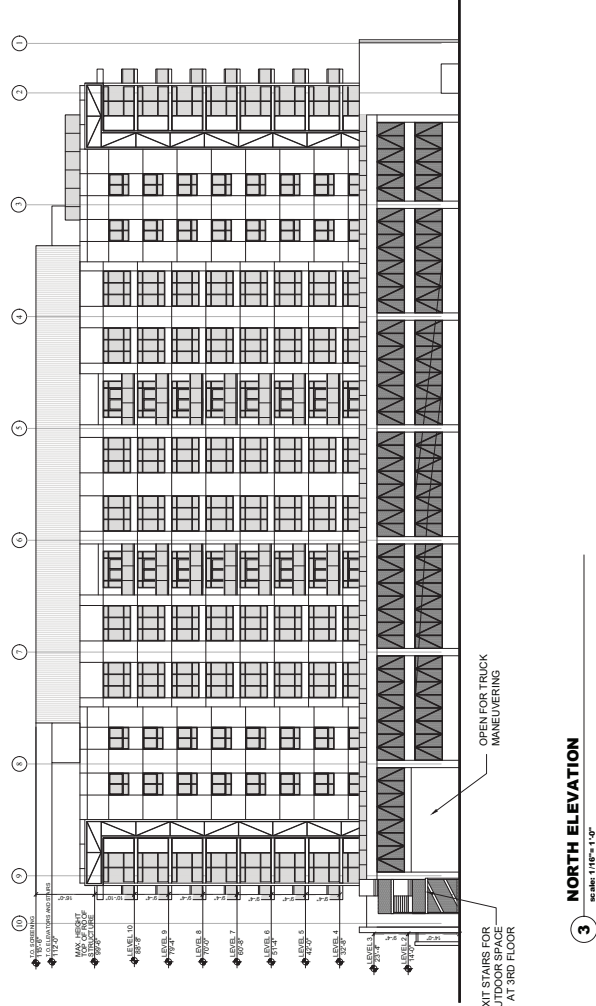
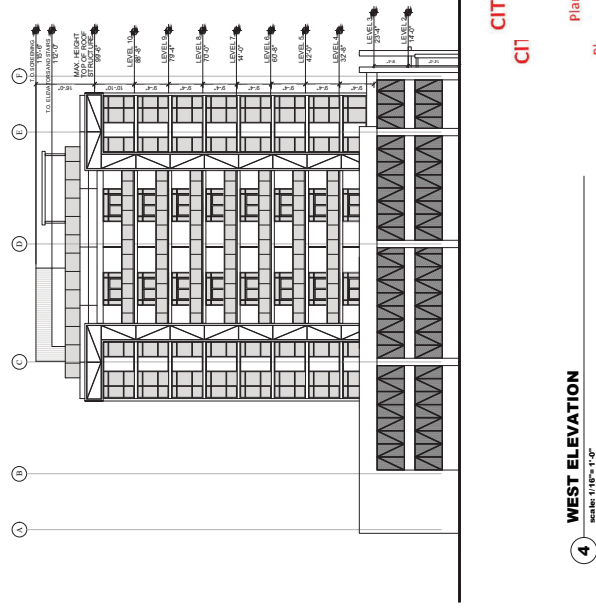
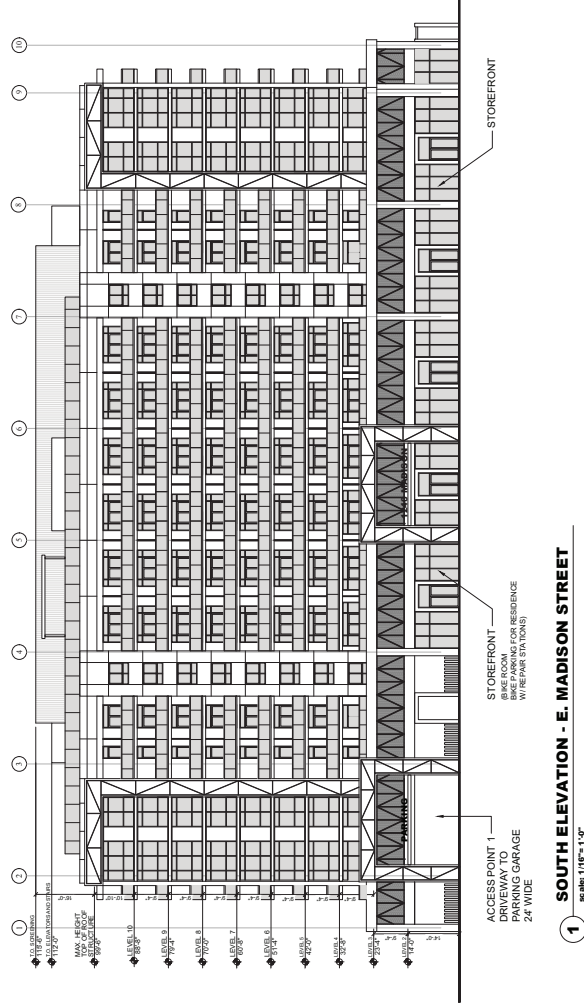
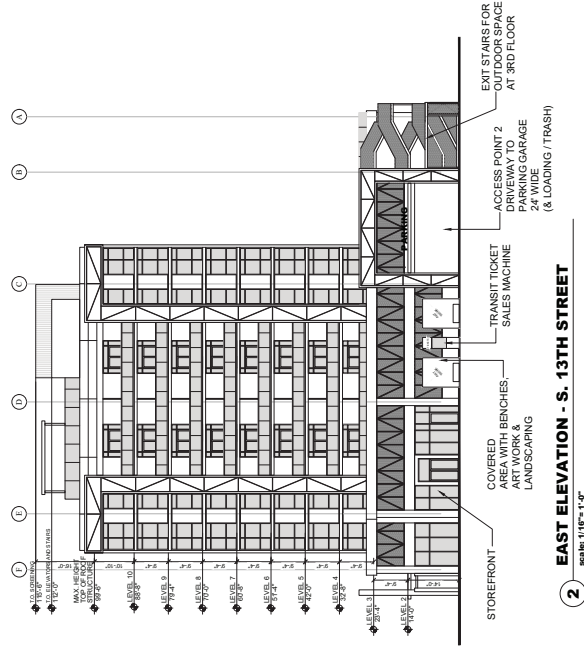
SHEET TITLE
SITE PLAN
GROUND FLOOR PLAN
SCALE
DATE
JOB NUMBER

A02

akaiti architecture + interiors
1250 E. MADISON ST. PHOENIX, AZ 85034
LAFFERTY DEVELOPMENT

MADISON STREET
APARTMENTS
LAFFERTY DEVELOPMENT
1250 E. MADISON ST. PHOENIX, AZ 85034

DESIGNER/ARCHITECT	DATE
CLIENT/OWNER	DATE
CONTRACTOR/GENERAL CONTRACTOR	DATE
ENGINEER/STRUCTURAL ENGINEER	DATE
MECHANICAL/ELECTRICAL/PLUMBING	DATE
LANDSCAPE ARCHITECT	DATE
INTERIOR DESIGNER	DATE
PAINTER/DECORATOR	DATE
CONTRACTOR/GENERAL CONTRACTOR	DATE
ENGINEER/STRUCTURAL ENGINEER	DATE
MECHANICAL/ELECTRICAL/PLUMBING	DATE
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INTERIOR DESIGNER	DATE
PAINTER/DECORATOR	DATE



CITY OF PHOENIX
MAY 27 2025
Planning & Development
Department
Department

4 **WEST ELEVATION**
scale: 1/16" = 1'-0"

3 NORTH ELEVATION
scale: 1/4" = 1'-0"

