



Morris Containers

PROJECT NARRATIVE

Project Brief

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Basis of Proposal

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In Brief, MC is:

| An mixed-income multifamily 9-Unit Shipping Container development, addressing housing gaps the City of Mesa.

| Marketed non-exclusively to public-transit-focused and sustainability-oriented individuals.

| Intending to positively contribute to creating a variety of great neighborhoods in alignment with the Mesa 2040 General Plan

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Data & Information

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Zoning Information

Existing Zone	DB-1
Proposed Zone	T3N

Property Information

The subject parcel, commonly referred to as parcel number 138-53-023 is a 0.22 Acre, 9,910 square foot, 920 square meter plot located on the east side of Morris Ave, north of 2nd Ave.

Existing land uses in the vicinity of the site consist of primarily commercial and light industrial uses on and scattered residential uses on all sides.

At this time property is completely undeveloped and has been prepared to receive a new building pending approvals from the Authority Having Jurisdiction.

There is currently no or sparse vegetation present on the site. Existing topography is flat and presents straightforward pathways of achieving property stormwater drainage. There are developed properties abutting the 3 non-frontage sides of the property, each of which are assumed to achieve appropriate stormwater drainage.

Anticipated Project Scopes

Proposed 9-Unit Multi-Family Shipping Container Development utilizing the Form-Based Code Overlay

Project Data

Municipality	The City of Mesa
Property Address	To be Assigned
Assessor Parcel Number	138-53-023

Variances Requested

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Characteristics Disproportionately Affecting the Property

Due to the narrow, rectangular shape of the property and the applicable setbacks for both the DB-1 Zoning and T3N Form-Based Code Overlay, it is physically impossible to construct a livable structure in the unit that would comply with parking requirements, setbacks, parking restrictions and allow for vehicular access to and from the site.

Our team(s) have diligently collaborated to analyze and assess all possible options, and we thus present the optimal proposal that is believed to benefit the community.

The total variances requested are (4), and are listed in the following order:

1. 15'-0" North-Side Landscape Setback
2. 12'-0" Maximum Driveway Width
3. 30'-0" Rear Building Setback
4. 50'-0" Parking Setback

A tabular analysis of the variances requested is provided on the following sheet for reference.

Justifications for the Variances Requested are as follows:

The narrow rectangular shape of the parcel significantly restricts access and maneuvering on the property. This special circumstance is pre-existing and not owner-created. Parcels with larger building envelopes and proportionately wider configurations would otherwise be able to develop a similar type of building with fewer and/or no deviations from the Development Standards.

The 60'-0" width of the parcel does not provide sufficient space to accommodate required landscape setbacks and driveway width in combination with required building setbacks, parking setbacks and other development restrictions applicable to the T3N zone requirements.

This T3N zone does not allow any flexibility in the configuration of landscape setbacks. This provides a strict application of the Zoning Ordinance in such a way the property is deprived of privileges that larger parcels adjacent to this subject parcel can enjoy. Parcels such as 138-53-020 and 138-53-026E, which are directly north of the subject parcel are able to enjoy a buildable envelope that can accommodate this 15'-0" North-Side Landscape Setback.

The Norris Architects team does not condone requesting special privileges and this request is made in the spirit of equity and fairness to all of the adjacent parcels.

Variances Requested

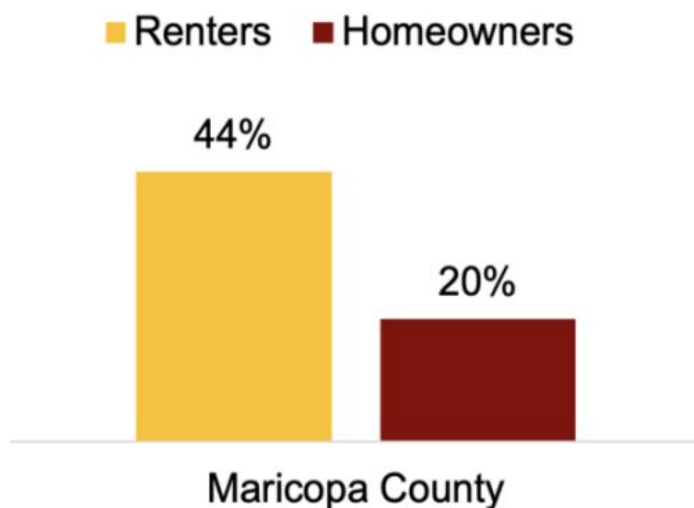
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No.	T3N Development Standard	Variance Requested
1	15'-0" North-Side Landscape Setback	This setback prevents a driveway from being constructed on the property.
2	12'-0" Maximum Driveway Width	24'-0" Driveway Width with 8'-0" CMU fence to provide buffer from north-side adjacent property. 20'-0" minimum maneuvering space is provided adjacent parking.
3	30'-0" Rear Building Setback	Allow 30'-0" Rear Building Setback on first story and 15'-0" Setback on second story.
4	50'-0" Parking Setback	Allow 50'-0" Parking Setback

Analysis & Justification

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Percent of Housing Cost-Burdened Households



SOURCE: U.S. Census Bureau, American Community Survey, 2015-2019 American Community Survey 5-Year Estimates.

The Housing Shortage

Based on analyses and reports from the ASU Morrison Institute for Public Policy, 44% of renters in Maricopa County are cost burdened. There is an overwhelming demand for housing relief, and this project seeks to provide not only additional affordable housing options, but also a framework for future developments of this type. (ASU, 2024)

Multiple factors contribute to this cost burden, with supply and demand fueling costs and economic insecurity. In the Phoenix Metropolitan Area, 97.1% of of rental units were occupied in September 2021. (ASU, 2024)

9 Total Proposed Units

This proposal seeks to address a need for housing by contributing primarily to low-income households. Residents will enjoy a number of amenities, including a barbecue and relaxation area and laundry facilities on site. This proposal seeks to encourage residents to utilize public transportation due to its proximity to the Light Rail on Main Street.

This Below market rate housing intends to target primarily students and early career individuals, with the premise that these groups intend to provide future benefit to the public and or economic growth of the community.

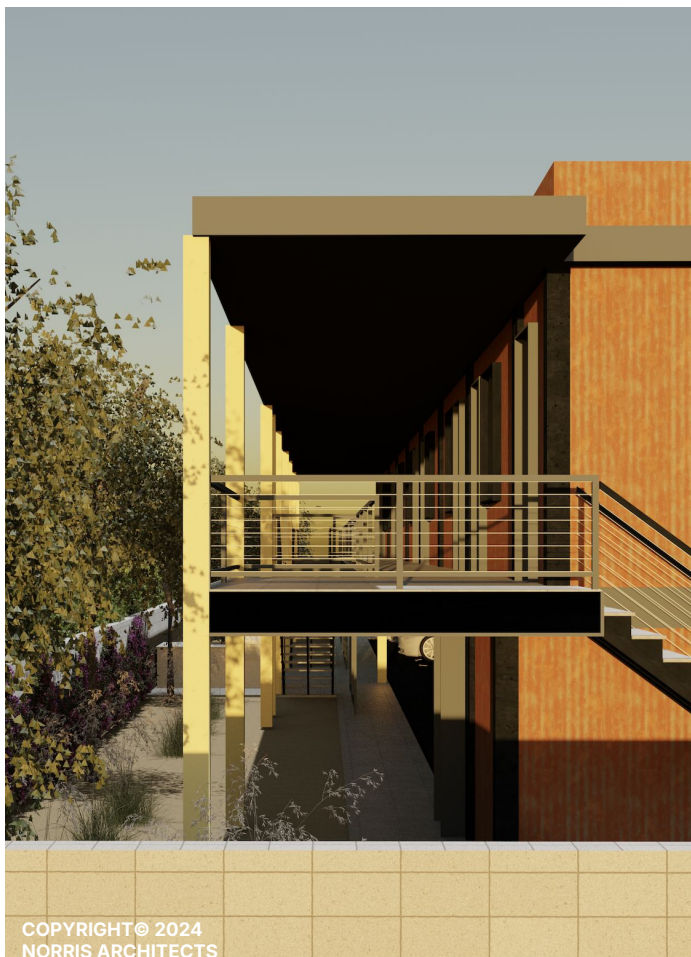
This proposed housing development is intended to introduce cohesion of various sub-groups within the community. The intention is to encourage residents to socialize and engage thereby boosting morale, motivation and a mutual appreciation for one another.

Re-using the existing space for housing intends to encourage natural surveillance of the parcels surrounding the property. Natural surveillance is also provided within the circulation and layout of the property to prevent hidden/unsafe corners and promote visibility from as many corners of the property as possible.

The owner may also consider adding EV chargers should this support the proposal.

Project Vision

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Project Background

Since 2008, the structures at 143 S. Morris have remained abandoned following a fire that scorched the rear of the home and completely destroyed the automotive repair shop attached to the single family residence (Crosthwaite, 2024.) The property has remained neglected, unused, and periodically resold. During this time, the structures became a burden for the City of Mesa, harboring crimes and other unwanted activities. (Crosthwaite, 2024)

The property owner approached the Crosthwaite Customs team to spearhead this project and provide immense site preparation work necessary to appropriately rehabilitate the land formerly used as an automotive shop. This property has already undergone extensive preparation and is ready to receive a property. The Crosthwaite Team has also successfully undergone the Pre-Application process and received positive support from the reviewers of this project.

Project Proposal

In this phase of the process, Crosthwaite Customs and Norris Architects have teamed to provide creative solution to revitalizing this property. The revised proposal includes a total of 9 Mixed-Income Housing units to be constructed of Shipping Containers, which intend to be structurally supported by steel posts and beams.

The project intends to utilize the Form-Based code, and apply for a number of variances to from the Board of Adjustments to resolve zoning related inquiries on the property.

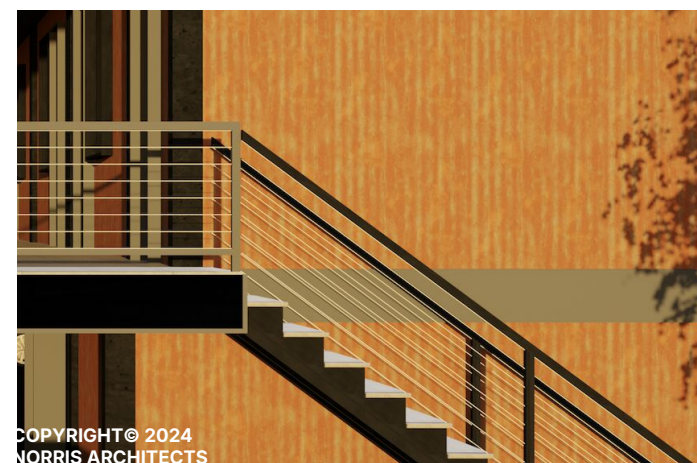
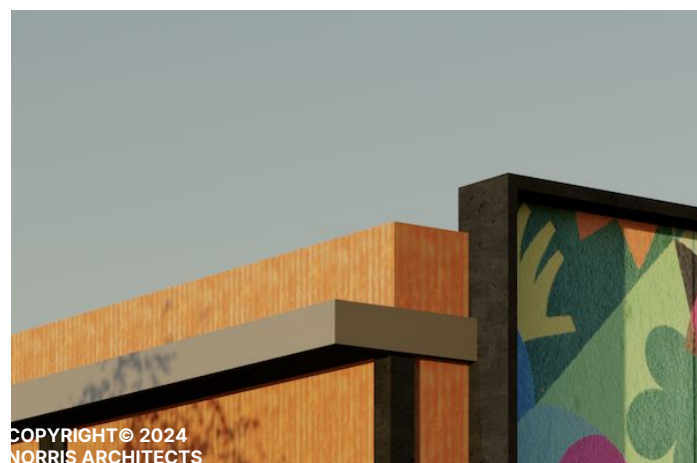
Community Aligned Goals

- Quality Design and Development
- Connectivity and Walkability
- Neighborhood Character and Personality

(Per the Mesa 2040 General Plan)

Aligned Goals

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Quality Design and Development

Utilizing containers as the primary medium for construction with steel post-and-beam supports creates a naturally high-quality design. Suggested surface rusting of the facade and painting the container posts and floor structure black will create interesting and contrasting visuals in the proposed structure.

The street facing facade will likely include a large mural showcasing a local artist to be selected. Decorative blocks and curated drought-friendly landscaping draw the street-facing viewer. The City-Owned land between the west property boundary and the back of existing curb intends to be landscaped integral to the landscape proposed on the subject property.

Proposed materials are intended to provide a durable and timeless structure that is intended to align with the future growth of the area.

Pedestrian scale is accommodated by addressing the perspective of the building from each of the four sizes. The two stories present a smooth transition from some of the neighboring one-story buildings, and integrate well with the existing 2+ story buildings adjacent to the subject property.

Aligned Goals

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Connectivity and Walkability

The project includes secured bicycle parking that will likely encourage residents to consider alternative methods of transportation. The owner likely is open to considering charging ports for electric bicycles.

Proximity of the subject property to the Country Club/Main St Stop ID: 18601 Light Rail stop perfectly positions the property to allow residents to connect to other sections of the City of Mesa and the greater Phoenix Metropolitan Area. This subject property is positioned 0.3 miles away from the nearest light rail stop, which is approximately less than a 10-minute walk.

One proposed accessible unit aims to provide connectivity to people of various abilities throughout the property. Proposed ramps and accessible-friendly and mindful areas also seek to accommodate where possible.

Neighborhood Character and Personality

This proposal seeks to establish a precedence of revitalization with respect to architectural design and character in the neighborhood. The street S. Morris lane currently does not have an established architectural style. Each building is unique in shape, size, proportion and style.

The rusted shipping containers seek to honor the previous auto repair shop and provide an industrial mix to the neighborhood.

The street-facing facade will establish a precedence of public art installations on S. Morris as no other buildings on this street present such an installation.

Given the above criteria, the proposal seeks to integrate well but also provide a beacon of light to S. Morris and will hope to inspire owners of surrounding properties to redevelop in a quality consistent with this proposal.

Aligned Goals

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Proximal Universities/Schools

East Valley Institute of Technology	2.0 Miles
UEI College	2.7 Miles
Mesa Community College	4.1 Miles
Arizona State University, Tempe Campus	5.4 Miles

Accessible Shopping Districts:

Westwood Plaza	2.0 Miles
Fiesta Mall	2.3 Miles
Dobson Square	3.4 Miles

Other Notable Landmarks

Mesa Arts Center	0.6 Miles
Mesa Contemporary Arts Museum	0.7 Miles
Arizona Museum of Natural History	0.7 Miles
Mesa Public Library	1.0 Miles
Mesa Convention Center	1.1 Miles
Mesa Amphitheater	1.3 Miles

The Development Team

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Dr. Bradley J. Warr, Developer

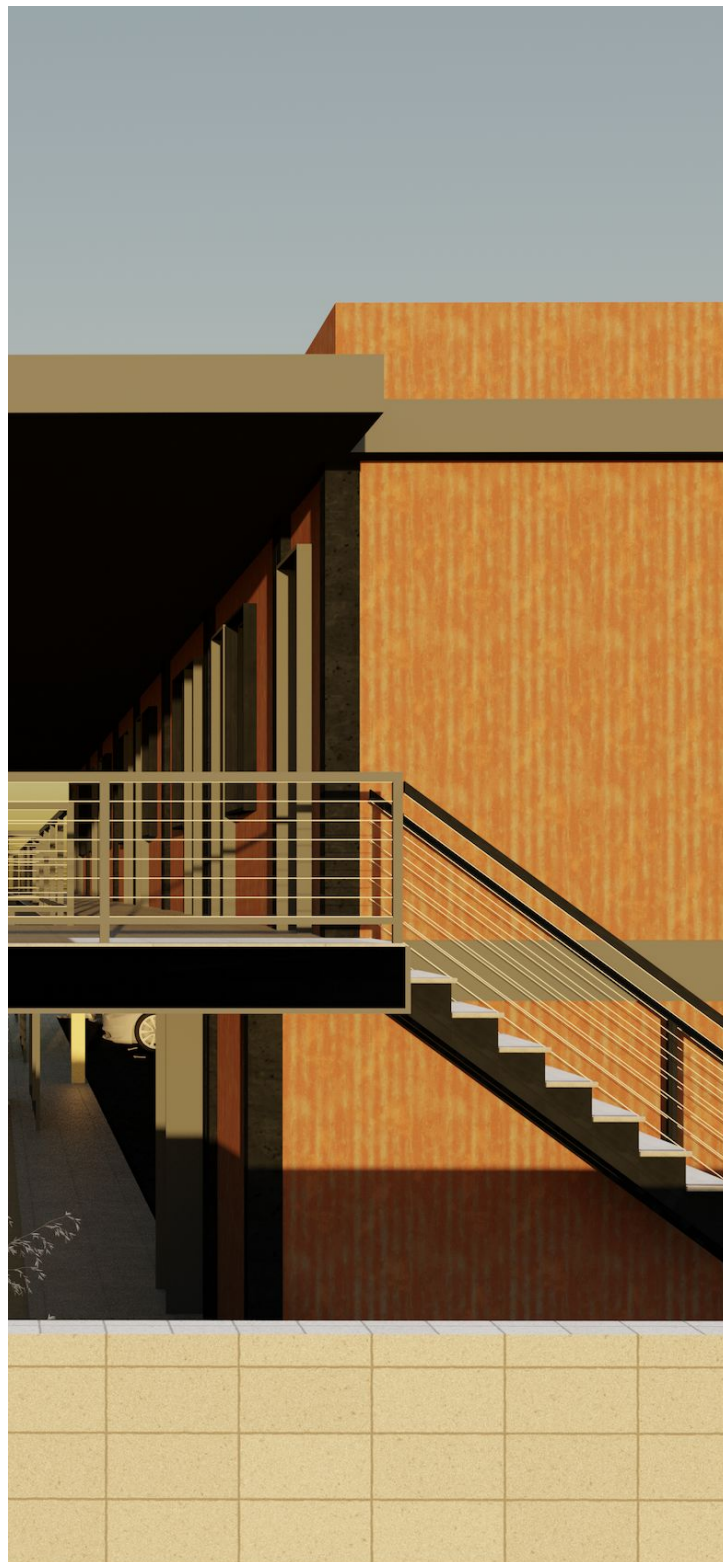
Mr. Warr is the property owner and manager of Phoenix Vintage, LLC., who served as a medical professional in the United States Army for 20 years.

While on active duty, he was assigned to Arizona State University (2008-2011) to earn his interdisciplinary PhD (Physical Activity, Nutrition, and Wellness). During this time, he developed a passion for rehabilitating residential properties in the Phoenix Metropolitan Area.

He believes in contributing positively to society both on the individual level in the healthcare space, and on the greater community level in the development space. The basis of this proposal illuminates his passion for people and the desire to provide additional transit-oriented housing using alternative construction methods.

Bradley is very excited about the current and future developments of Downtown Mesa and believes that this mixed-income housing development at 143 S Morris will complement the continued positive future growth of the area.

Following his two decades of service as a physician assistant for the United States Army, he retired in 2017. He continues to work as an urgent care physician assistant in San Antonio, Texas where he currently resides with his family.



The Development Team

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Crosthwaite Customs

Crosthwaite Custom Construction is a consulting based company that specializes in Design, Permitting and Constructing alternative and sustainable housing.

Luke Crosthwaite started building homes in 2002 -With over 20 years of experience in residential and commercial construction, Crosthwaite Customs focuses on projects that improve the area in which they are developed by providing affordable and sustainable housing.

We wish to fill the deficit within the Arizona housing market/inventory by utilizing our creative products that are on the cutting edge of sustainable technology.

Incorporating Shipping Containers as a building material is a great way to upcycle the most recycled material on Earth, Steel. This product paired with steel framing members creates a home that removes the need for up to 90% of the lumber products that would normally be used on a "Stick Home"

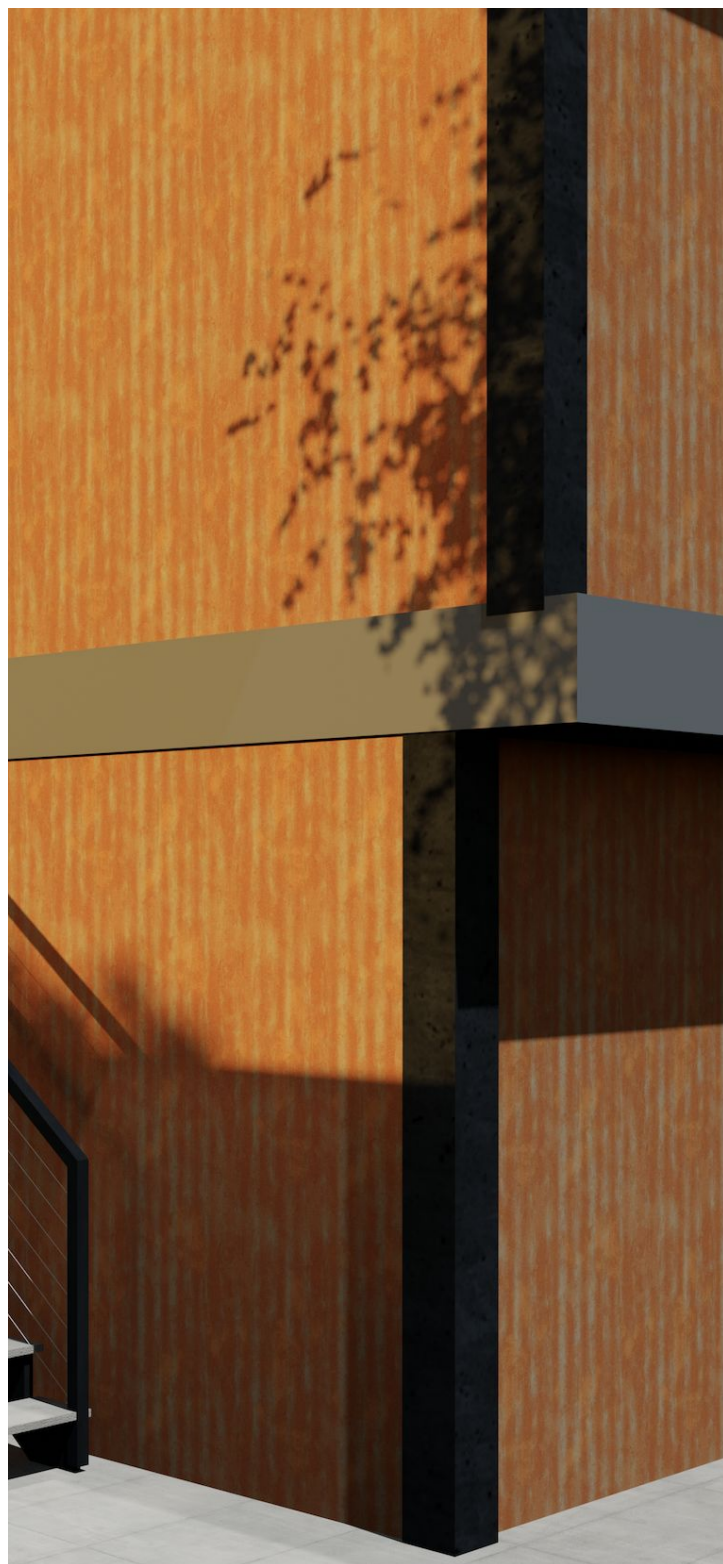
KBell Engineering

KBELL ENGINEERING, LLC is a land development and civil engineering consulting firm based in Phoenix, AZ. We provide a range of civil engineering services to developers, architects, brokers, and other project partners.

Our team focuses on private and public land development services in the Arizona Market.

Kelly Bell has over 30 years of experience in land development managing diverse consultant teams in the design of complex projects including large scale master planned developments, retail developments and corporate campuses.

Kelly Bell has been a registered Civil Engineer since 2003. is currently Registered Civil Engineer in AZ and Texas.



The Development Team

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Young Design Group

Young Design Group is a multi-disciplinary Landscape Architecture + Land Planning Firm that is committed to providing exceptional service, creative design solutions and a deep rooted respect for the environment.

Joe Young, RLA, has been practicing since 2002, with experience ranging from large scale master planned communities, multi-family, custom residential, resort and hospitality projects to mixed used commercial, healthcare facilities, education, and corporate campus developments.

Norris Architects

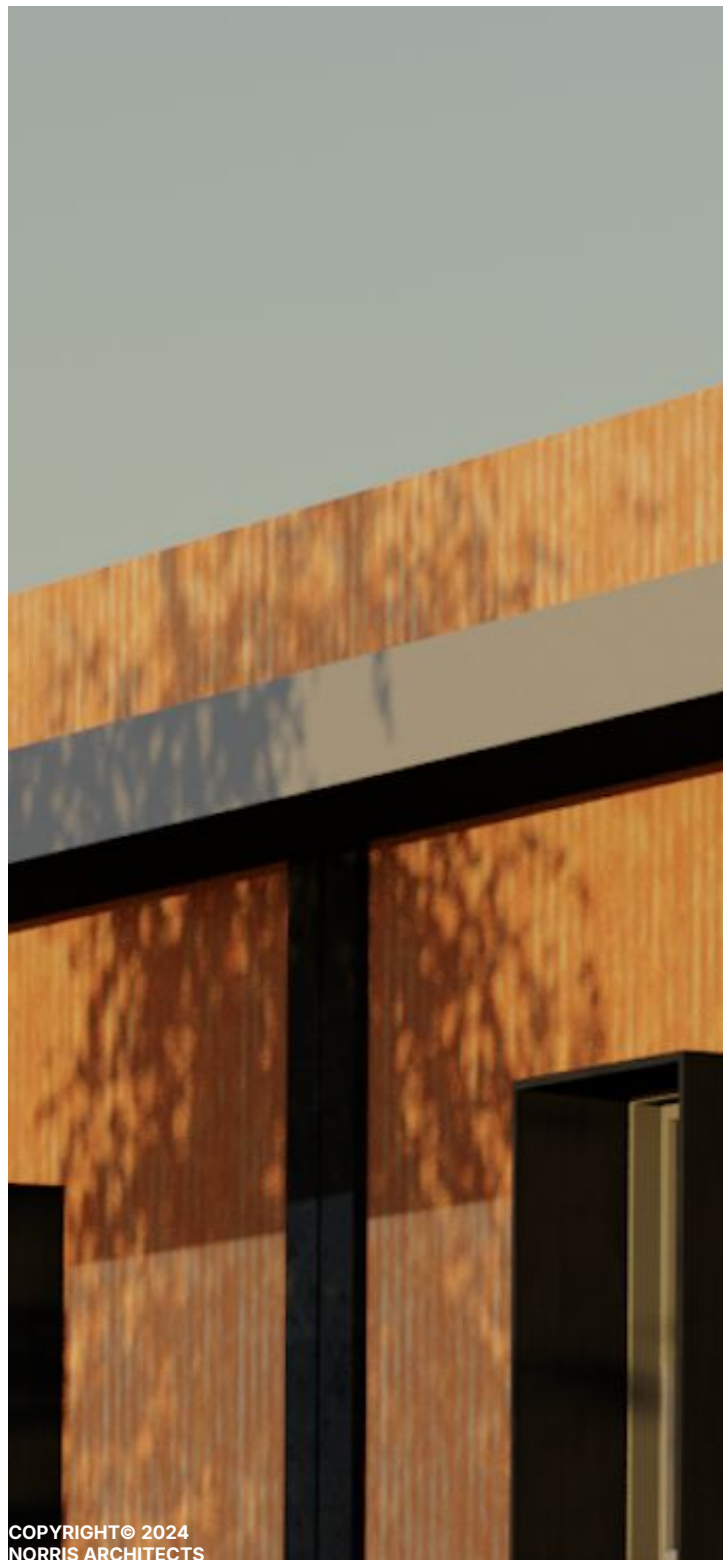
Norris Architects specializes in providing consulting services throughout the various stages of the development process. Architectural Design, Development Strategies, Conceptual Drawings, and Construction Documents are also provided as stepwise deliverables throughout the process.

All process integrate extensive 3D reviews, consultations and expert planning prior to commencing with any of the development stages.

Our team prioritizes following both the AIA (American Institute of Architects) and RIBA (Royal Institute of British Architecture) to implement a global perspective of process mapping and standardization.

Tom Norris, AIA, RIBA, NCARB, LEED AP BD+C, Principal Architect, has been registered since 2009 and continues to push the boundaries of sustainable design.

Youblinka Pierre Hartley, Global Director of Research & Expansion, and Richard Norris, MBA, Assoc. AIA, West Coast Managing Director, collectively focus on assisting small businesses, increasing housing and elevating developments to achieve international quality standards.



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PROJECT PROPOSAL