

**CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION**

**Meeting Date: 08/14/18
Agenda Item: 6**

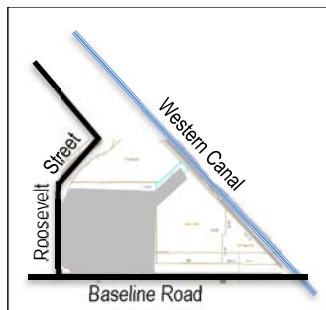
ACTION: Request a Zoning Map Amendment, two Use Permits for drive-through restaurants, and a Development Plan Review for two new single-story commercial buildings totaling 4,630 square feet for NEC BASELINE ROAD & ROOSEVELT STREET RETAIL, located at 660 West Baseline Road. The applicant is Vertical Design Studios.

FISCAL IMPACT: While this ordinance change does not directly impact revenue, the planned development will result in collection of the standard development fees, calculated according to the approved fee structure at the time of permit issuance.

RECOMMENDATION: Approve, subject to conditions

BACKGROUND INFORMATION: NEC BASELINE ROAD & ROOSEVELT STREET RETAIL (PL180172) is a vacant remnant lot from a former Trailer Park. The lot includes a small extension to the east that was sold by a prior owner to the adjacent car wash but was never platted. The current property owner is requesting to rezone the 2.36-acre site from TP trailer park to CSS Commercial Shopping and Service, in conformance with the General Plan Commercial Land Use designation for this area. A separate request is being made for a Preliminary Subdivision Plat to create two lots of the 1.54-acre parcel and plat the .083-acre remnant parcel to the east along with the two lots to the south that currently comprise the car wash, to create one lot for this commercial use to the east, which is already zoned CSS. The owners have coordinated the applications to rectify the parcel discrepancies on the Cobblestone site, with the desired change to the zoning and reconfiguration of the vacant lot to create two new commercial pad lots. The new lots are proposed for two restaurant buildings, each approximately 2,400 s.f. in size and both with drive throughs. The applicant is also requesting two use permits for the drive throughs for the buildings and a Development Plan Review for the proposed site plan, landscape plan and building elevations for the two spec buildings. No tenants have been identified at this time. The request includes the following:

- ZON180018 Zoning Map Amendment from TP, Trailer Park Residential to CSS, Commercial Shopping and Service on 1.62 acres.
- ZUP180066 Use Permit to allow a drive through on future Lot 1 (pad a)
- ZUP180067 Use Permit to allow a drive through on future Lot 2 (pad b)
- DPR180095 Development Plan Review including site plan, building elevations, and landscape plan for future Lot 1, a .830-acre site with a 2,400 s.f. restaurant and future Lot 2, a .712-acre site with a 2,230 s.f. restaurant.



Existing Property Owner	Charlie Pelletier, Avalon Roosevelt, LLC (APN123-54-002L)
Existing Property Owner	Tuck Bettin, Cobblestone Carwash (APN123-54-002M)
Zoning District	TP Trailer Park, CSS Commercial Shopping & Service
Gross / Net site area	1.62 acres
Total Building Area	4,630 s.f.
Lot Coverage	6% (50% maximum allowed in CSS)
Building Height	26' (35' maximum allowed in CSS)
Building Setbacks	52' front (south), 19' side (internal between pad a & b), 39' street side (west), 92' rear (north) (0' front, 0' side, 0' street side, 10' rear minimum in CSS)
Landscape area	36% (15% minimum required in CSS)
Vehicle Parking	62 spaces (62 min. required, 78 max allowed)
Bicycle Parking	8 spaces (8 min. required, 4 per lot)

ATTACHMENTS: Development Project File

STAFF CONTACT(S): Diana Kaminski, Senior Planner (480) 858-2391

Department Director: Chad Weaver, Community Development Director

Legal review by: N/A

Prepared by: Diana Kaminski, Senior Planner

Reviewed by: Suparna Dasgupta, Principal Planner

COMMENTS:

The site is located on the north side of Baseline Road, east of Hardy Drive and west of College Avenue, in alignment with Kyrene Road to the south and adjacent to the Western Canal. Casa Fiesta HOA has a .79-acre landscape retention basin to the north of the site. The site includes a vacant parcel of land and an existing car wash. The car wash purchased a remnant portion of the existing vacant lot and redeveloped it with parking for the car wash without completing a subdivision plat or zoning amendment for the trailer park zoning. A subdivision plat is required to rectify the existing discrepancies on the County Assessor site and the City parcel maps, as well as to facilitate the development of the lot at the north-east corner of Baseline Road and Roosevelt Street into two separate commercial lots. This parcel is within the boundaries of La Ciudad de Los Horns (City of the Ovens), commonly known as Los Hornos, a Hohokam archaeological site. The Tempe Historic Preservation Commission has classified this property as Archaeologically Sensitive. The Salt River Pima Maricopa Indian Community (SRPMIC) Cultural Preservation Program has confirmed an archeological significance with this site. A condition has been added by the Historic Preservation Officer to assure professional oversight and management of the property is used during any phase of grading, excavation or construction.

This request includes the following:

1. Zoning Map Amendment from TP, Trailer Park Residential to CSS, Commercial Shopping and Service on 1.62 acres.
2. Use Permit to allow a drive through on future Lot 1 (pad a)
3. Use Permit to allow a drive through on future Lot 2 (pad b)
4. Development Plan Review including site plan, building elevations, and landscape plan for future Lot 1, a .830-acre site with a 2,400 s.f. restaurant and future Lot 2, a .712-acre site with a 2,230 s.f. restaurant.

The applicant is requesting the Development Review Commission take action on items two and three listed above and provide recommendations to City Council for items one and four listed above. For further processing, the applicant will need approval of a Preliminary and a Final Subdivision Plat to establish a recorded document of property lines for Lots 1, 2 and the existing car wash on a new Lot 3.

SITE PLAN REVIEW

It was through the research of the property for site plan review that it was determined that the property had never been subdivided, and the existing car wash had acquired a portion of the lot without establishing a plat. Since the property required a zoning amendment to allow commercial uses, both on the vacant portion and the portion being used as parking for the car wash, staff recommended that the two property owners work together to zone the TP portion to CSS to bring the entire area into conformance with the General Plan for Commercial Land Use, and to create a subdivision plat that provided two lots for the vacant sites to be developed along with combining the existing two lots of Cobblestone Car Wash with the remnant piece used as parking, to create one lot for the existing business. The applicant worked with staff and the adjacent owner to outline a process for these requests. Traffic Engineering staff required the driveway on Baseline to be centered on the lot, to meet engineering standards for distances from the intersection at Roosevelt, and from the existing car wash driveway. The location of the driveways was determined by the engineering standard requirements. Staff recommended pedestrian access from both street frontages to each business to separate pedestrian and vehicular traffic. Staff recommended narrower drive aisles to reduce paved surfaces and increase landscape area. Staff recommended the addition of patios to the businesses and shifting the buildings south for greater visibility to the street, with reorientation of the drive throughs to minimize the vehicular circulation. Recommendations for the building elevations were to provide more architectural detail and architecturally integrate the drive through into the building design through use of canopies or other means to minimize the visual impact. The applicant was able to meet all staff recommendations except reorientation of the buildings, which was predicated on the traffic flow needs for both drive throughs and fire and refuse circulation.

PUBLIC INPUT

- A Neighborhood meeting was required for the zoning request.
- A Neighborhood meeting was held on June 21, 2018 from 5:30 p.m. to 8:00 p.m. at Kiwanis Recreation Center, 6111 S. All American Way. Approximately 10 residents were in attendance for this meeting. During the meeting it was discovered that the advertising sign was posted at 660 East Baseline instead of 660 West Baseline. This error resulted in the neighborhood meeting not qualifying for the meeting notification and required a second neighborhood meeting to be scheduled.
- A Second Neighborhood meeting was held on July 11, 2018, approximately 6 residents attended.
- Community Development staff attended both meetings.
- Comments from the public attending the neighborhood meetings included:
 - Some residents will not support any development that has a drive through use
 - Some residents will not support any development that has access on Roosevelt
 - Some were ok with access on Roosevelt as long as it is restricted by design to prevent access to the neighborhood (right in and left out only, no neighborhood access)
 - A few would prefer a park, or residences to what is proposed.
 - Many were concerned about increase in traffic on both Baseline and Roosevelt.
 - Concern was expressed about traffic safety on public streets.
 - Concern was expressed about trash from site getting into the neighborhood retention basin to the north, requiring the HOA to maintain.
 - One was in support of development that gets rid of the blight of the vacant lot, where large trucks park and trash collects.
 - One liked the building design but not the use.
- A copy of the applicants notes from this meeting are provided in the attachments.
- Staff has received 2 calls on this project, both were after the first meeting, one concerned about the notification and the other regarding the drive throughs and traffic.

PROJECT ANALYSIS

GENERAL PLAN

The General Plan identifies this site as a Commercial Land Use. The proposed zoning amendment will bring the site into conformance with the General Plan and implement several of the goals and objectives within the General Plan. The site has never been platted, the Subdivision Plat is necessary to rectify errors in the County Assessor map and to facilitate development of the existing vacant lot.

CHARACTER AREA PLAN

The site is located within Character Area Six, which has not been developed at this time.

ZONING

The proposed project will amend the Zoning Map to CSS, Commercial Shopping and Service, to match the existing zoning on the adjacent car wash site. This amendment will bring the property into conformance with General Plan 2040, which designates the site for commercial uses. Without the zoning amendment, the site would be limited to places of worship, open space, school, single family residences, or mobile homes. There has been no development interest in use of this site with the existing zoning.

Section 6-304 C.2. Approval criteria for Zoning amendment (*in italics*):

1. *The proposed zoning amendment is in the public interest.* Due to the size and location of this lot, it is not developable as a trailer park, and has remained vacant since the redevelopment of the surrounding area in 1997. As a vacant lot, it has had several owners and prior code enforcement actions for maintenance of weeds, junk and debris. Two prior retail proposals and one prior restaurant proposal have tried to make use of the site, but not been able to make the site work. The corner configuration and proximity to the car wash limit access to the site. The proposed amendment to CSS Commercial Shopping and Service removes a zoning designation of TP Trailer Park that is not compatible to adjacent zoning districts and conforms to the adjacent commercial zoning designation. The amendment is in the public interest as it facilitates development of a challenged site that will provide employment opportunity and revenue generation

through two new businesses on an underutilized site. The addition of a significant number of trees on site, enhancing the street front and perimeter of the site and shading a large portion of the property.

2. *The proposed zoning amendment conforms with and facilitates implementation of the General Plan.* The General Plan Land Use map designates the site Commercial and meets the goals and objectives for revitalization and infill of underutilized parcels.

USE PERMIT

The proposed use requires use permits, for drive through uses in the CSS zoning district. The applicant has provided a Traffic Impact Statement along with the letter of explanation. The proposed two restaurant pads are approximately 2,000 square feet, each on separate lots. The proposed hours of operation are 5am-9pm for the coffee shop and 10am-9pm for the lunch/dinner restaurant. The combined uses cover general times of commute for breakfast, lunch and dinner.

Section 6-308 E Approval criteria for Use Permit (*in italics*):

1. *Any significant increase in vehicular or pedestrian traffic.* The site is currently vacant, any development of the property will result in an increase in traffic. Based on prior expressed concerns from residents about the use of a drive through increasing traffic, the applicant provided a traffic impact statement voluntarily with the application. The total daily trips vary with tenant, with a projection of 2,584 daily trips over the entire business day. Peak morning traffic is expected to be 258 trips, and peak evening traffic is expected to be 152 trips. Both sites are parked to accommodate restaurant uses, with a total of 62 spaces available for employees and guests. The applicant modified the site plan to restrict traffic movement on Roosevelt to allow right turn in and left turn out only by design of a pork chop at the drive intersection, to prevent traffic from going into the neighborhood. This will also restrict access to the businesses for residents north of the site, who will be required to turn left at Roosevelt, and enter the site on Baseline Road. For comparison, if the lot is zoned CSS commercial shopping and service and maximized the building footprint to 50% of the total lot area, office or retail uses would require 112 parking spaces, and a combination of restaurant and other uses, even more parking. The size of the buildings and the proposed use is not maximizing the development potential of the site, and therefore is not considered a significant increase in traffic from what could be generated by other commercial uses in the CSS zoning.
2. *Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions.* The proposed drive through uses have a 6-vehicle stacking distance that will generate potential nuisances from vehicles waiting in line for drive through service. The applicant has integrated the drive through design into the building elevation to minimize visual impact and has planted a significant number of trees to help shade the site and reduce ambient heat. The north side of the drive through uses are approximately 55' from the north property line, which is adjacent to a retention basin. The nearest residents are approximately 100 feet north west of the property line, across Roosevelt. The existing car wash to the east has 13 bays for vacuum stations, plus the automated car wash with blowers and a significant amount of paving without landscape buffer; the ambient conditions of the surrounding area will not be exceeded by the proposed drive throughs and may provide a buffer from existing noise from Baseline Road with the addition of structures, site walls and landscape.
3. *Contribution to the deterioration of the neighborhood or to the downgrading of property values, the proposed use is not in conflict with the goals objectives or policies for rehabilitation, redevelopment or conservation as set forth in the city's adopted plans or General Plan.* The existing vacant lot has a history of code enforcement complaints for weeds, junk and debris. During the neighborhood meeting, it was noted that there have been issues with illegal dumping and parking on site in the past. Past attempts to develop the site have not been successful; the proposed use is like other uses along Baseline Road and meets the goals and objectives for infill and redevelopment.
4. *Compatibility with existing surrounding structures and uses.* There are drive through restaurants on the south side of Baseline Road, west of this site. The design is more contemporary than existing development in the area, but is compatible in terms of size, massing and materials.
5. *Adequate control of disruptive behavior both inside and outside the premises which may create a nuisance to the surrounding area or general public.* The design of the lots provides visual surveillance of the property from the building and parking lot. The circulation is designed to separate pedestrian and vehicular traffic and meet requirements for trash collection and fire service. The design of the drive throughs with screening and landscape and shade controls driver and pedestrian behavior on site.

The manner of conduct and the building for the proposed use will not be detrimental to persons residing or working in the vicinity, to adjacent property, to the neighborhood, or to the public welfare in general, and that the use will be in full conformity to any conditions, requirement or standards prescribed therefore by this code.

DEVELOPMENT PLAN REVIEW

Site Plan

The site consists of two lots each with a building oriented north/south with the long elevations facing east/west. The drive throughs are located on the west side of each building. The driveway entrances are determined by traffic engineering standards for distance separation from the intersection and adjacent driveways. Solid waste is enclosed in double enclosures located on both lots at the north end, screened from public view. 62 parking spaces are provided between the two lots to serve the buildings, which cover 6% of the total lot area. Pad A is 2,230 s.f. and has a 300 s.f. patio. Pad B is 2,400 s.f. with a 300 s.f. patio; both patios are located on the east side of the buildings adjacent to the main entrances. Secondary entrances are provided facing Baseline Road, with direct pedestrian paths connecting to the street front. Parking and circulation meets code requirements.

Building Elevations

The two buildings are each 24' tall to the highest building element. Materials include a combination of painted stucco finish, brick veneer, storefront with clear glass and anodized aluminum frames, stained wood, and standing metal seam wall siding and roof elements. The wall siding is a dark grey, the roof canopy elements are sealed with a natural galvanized metal color. Integral colored cmu block is used for the screen walls. The buildings use contemporary shades of grey in both warm and cool hues, and a dark brick color and wood stain color to accent the building. Shade canopies and fins are used over windows and doors for shade. Metal canopy posts are used for the drive through and entrance canopies. The building massing is broken up by the use of brick veneer as a wainscot and tower element, and sections of standing metal seam panels.

Landscape Plan

The landscape area of the site is 36% and provides a significant buffer of trees around the perimeter of the site. The 1.5-acre site has about 66 trees proposed, providing required street front shade on both Baseline and Roosevelt streets, and a landscape buffer to the north adjacent to the HOA retention basin. Additional trees were provided along the east side, not required by code, but as a buffer to the car wash to the east. On site, trees are provided along the drive throughs to shade the vehicles and reduce heat impact from paved surfaces. A combination of Desert Museum Palo Verde, Thornless Cascalote, Tipu, Red Push Pistache and Texas Mountain Laurel provide a variety of size, shape and year-round color to the site. Proposed shrubs include Emetophile 'valentine', Turpentine Bush, Petite Pink Oleander and Orange Jubilee for larger species and nine varieties of xeric accents and three varieties of ground cover for a layered landscape full of color and texture. The proposed planting palette will significantly enhance this corner lot.

Section 6-306 D Approval criteria for Development Plan Review (*in italics*):

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape*; The placement of the buildings is directed by the lot configurations, which are narrow to Baseline Road and deep. The form is driven by function and articulation is provided in change of colors and materials. The buildings are set back at different points from the street front to provide variation.
2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort*; The building design provides shade canopies on the east and west long elevations and shade fins over the windows. The landscape provides trees around the buildings for shade at the drive through window.
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings*; materials include stucco, metal and brick veneer, which is found in other commercial buildings along Baseline Road; the level of detail and overall design is appropriate to the location and function, and provides a contemporary commercial aesthetic.

4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings; the buildings are single-story, 24' tall, and relatively small. They are similar to other drive through businesses along Baseline Road and are appropriately scaled for the use.*
5. *Large building masses are sufficiently articulated to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level; the buildings are relatively small, but do have articulation on each elevation and have a clearly defined base and top, using masonry, wood and metal elements to create visual interest.*
6. *Building facades provide architectural detail and interest overall with visibility at street level (special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions; Per the analysis above and the submittal provided, this criterion has been met.*
7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage; the site is adjacent to a transit stop (to the east) and provides shaded pedestrian access from both street frontages to the buildings.*
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses; as an auto-centered use and plan, the applicant has identified safe points of circulation for pedestrians and called these out with alternative materials to draw attention to the crossings of drive lanes.*
9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance; the plans were reviewed by the police department and provide requisite design solutions to prevent crime.*
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways; the landscape includes 5 tree species and a variety of shrubs and accents used to delineate perimeter and interior uses.*
11. *Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located; signs will be addressed by separate application and are not a part of this request.*
12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects. Lighting has been reviewed conceptually and complies with code requirements. The lighting levels are safe and appropriate, and the perimeter of trees will help screen the lighting from off-site.*

REASONS FOR APPROVAL:

1. The project meets the General Plan Projected Land Use for this site.
2. The project will meet the development standards required under the Zoning and Development Code.
3. The proposed project meets the approval criteria for a Zoning Amendment, Use Permit, and Development Plan Review.

Based on the information provided and the above analysis, staff recommends approval of the requested Zoning Amendment, Use Permits and Development Plan Review. This request meets the required criteria and will conform to the conditions.

ZONING MAP AMENDMENT CONDITIONS OF APPROVAL:

EACH NUMBERED ITEM IS A CONDITION OF APPROVAL. THE DECISION-MAKING BODY MAY MODIFY, DELETE OR ADD TO THESE CONDITIONS.

General

1. The SRPMIC Cultural Preservation Program confirmed an archeological significance with this site and Tempe Historic Preservation Commission has classified this property as Archaeologically Sensitive. Archeological testing, data recovery, and / or monitoring carried out by an Arizona State Museum-permitted archeological professional prior to or

during ground disturbing activities, as determined to be appropriate, is required. Based on a high likelihood of discovery, a specific archaeological investigation will be necessary prior to construction, to ensure that any such discovery can be properly noted and appropriate data recovery and/or excavation can happen within a respectful time frame.

2. A building permit application shall be made within two years of the date of City Council approval or the zoning of the property may revert to that in place at the time of application. Any reversion is subject to a public hearing process as a zoning map amendment.
3. The property owner(s) shall sign a waiver of rights and remedies form. By signing the form, the Owner(s) voluntarily waive(s) any right to claim compensation for diminution of Property value under A.R.S. §12-1134 that may now or in the future exist, as a result of the City's approval of this Application, including any conditions, stipulations and/or modifications imposed as a condition of approval. The signed form shall be submitted to the Community Development Department no later than 30 days from the date of City Council approval, or the Zoning Map Amendment approval shall be null and void.

USE PERMIT CONDITIONS OF APPROVAL: EACH NUMBERED ITEM IS A CONDITION OF APPROVAL. THE DECISION-MAKING BODY MAY MODIFY, DELETE OR ADD TO THESE CONDITIONS.

1. The Use Permit is valid for the plans as submitted within this application. Any additions or modifications may be submitted for review during building plan check process.
2. If there are any complaints arising from the Use Permit that are verified by a consensus of the complaining party and the City Attorney's office, the Use Permit will be reviewed by City staff to determine the need for a public hearing to re-evaluate the appropriateness of the Use Permit, which may result in termination of the Use Permit.
3. Any intensification or expansion of use shall require a new Use Permit.
4. Hours of operation to start no earlier than 5am and end no later than 10 p.m. daily.

DEVELOPMENT PLAN REVIEW CONDITIONS OF APPROVAL: (Non-standard conditions are identified in bold)
EACH NUMBERED ITEM IS A CONDITION OF APPROVAL. THE DECISION-MAKING BODY MAY MODIFY, DELETE OR ADD TO THESE CONDITIONS.

General

1. Except as modified by conditions, development shall be in substantial conformance with the site plan and building elevations and landscape plans submitted July 26, 2018. Minor modifications may be reviewed through the plan check process of construction documents; major modifications will require submittal of a Development Plan Review.
2. A preliminary and final subdivision plat is required for this development and shall be recorded prior to issuance of building permits.

Site Plan

3. Provide service yard and mechanical (cooling tower/generator) yard walls that are at least 8'-0" tall as measured from adjacent grade and are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment.
4. Provide gates of steel vertical picket, steel mesh, steel panel or similar construction. Where a gate has a screen function and is completely opaque, provide vision portals for visual surveillance. Provide gates of height that match that of the adjacent enclosure walls. Review gate hardware with Building Safety and Fire staff and design gate to resolve lock and emergency ingress/egress features that may be required.
5. Provide upgraded paving at each driveway consisting of integral colored unit paving. Extend this paving in the driveway

from the right-of-way line to 20'-0" on site and from curb to curb at the drive edges. From sidewalk to right-of-way line, extend concrete paving to match sidewalk.

6. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings.
7. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.

Floor Plans

8. Public Restroom Security:
 - a. Lights in restrooms:
 - 1) Provide 50% night lights
 - 2) Activate by automatic sensors, key or remote control mechanism
 - b. Single user restroom door hardware:
 - 3) Provide a key bypass on the exterior side

Building Elevations

9. The materials and colors are approved as presented:
 - Roof – Flat with Parapet
 - Canopy – Standing metal seam – Berridge Manufacturing 'Acrylic coated AZ55 Galvalume' (natural metal finish)
 - Primary Building – Stucco painted Sherwin Williams SW7029 'Agreeable Gray' (light warm gray)
 - Secondary Building - Standing Seam Wall Siding Berridge Manufacturing 'Charcoal Grey' (dark cool gray)
 - Wainscot and Tertiary Building – Brick Veneer Summit Brick '853 Andiron' (dark grey brick)
 - Building Fascia and Trim – Stucco painted Sherwin Williams SW7669 'Summit Gray' (light cool gray)
 - Concrete accent trim
 - Steel columns - painted Sherwin Williams SW7669 'Summit Gray' (light cool gray)
 - Windows - Anodized aluminum frame with 1" insulated clear storefront glass
 - Masonry Screen Wall – Superlite Block integral colored 'Mojave Brown' and 'Ridgeline' (dark brown & sand)
 - Canopy structure for drive through – Wood stained Sherwin Williams Woodscapes SW3035 'Woodbriar' (medium brown)

Provide primary building colors and materials with a light reflectance value of 75 percent or less. Additions or modifications may be submitted for review during building plan check process.

10. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
11. Conceal roof drainage system within the walls of the building, integrated into the architecture, not exposed.
12. Incorporate lighting, address signs, and incidental equipment attachments (alarm klaxons, security cameras, etc.) where exposed into the design of the building elevations. Exposed conduit, piping, or related materials is not permitted.
13. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.

Lighting

14. Illuminate building entrances from dusk to dawn to assist with visual surveillance at these locations.

Landscape

15. Arterial street trees shall be a minimum of 36" box specimens and a minimum of 1 ½" caliper trunk.
16. Irrigation notes:
 - a. Provide dedicated landscape water meter.

- b. Provide pipe distribution system of buried rigid (polyvinylchloride), not flexible (polyethylene). Use of schedule 40 PVC mainline and class 315 PVC ½" feeder line is acceptable. Class 200 PVC feeder line may be used for sizes greater than ½". Provide details of water distribution system.
 - c. Locate valve controller in a vandal resistant housing.
 - d. Hardwire power source to controller (a receptacle connection is not allowed).
 - e. Controller valve wire conduit may be exposed if the controller remains in the mechanical yard.
17. Include requirement to de-compact soil in planting areas on site and in public right of way and remove construction debris from planting areas prior to landscape installation.
18. Top dress planting areas with a rock or decomposed granite application. Provide rock or decomposed granite of 2" uniform thickness. Provide pre-emergence weed control application and do not underlay rock or decomposed granite application with plastic.

Building Address Numerals

19. Provide address sign(s) on the building elevation facing the street to which the property is identified (Baseline) and the north and east elevations.
- a. Conform to the following for building address signs:
 - 1) Provide street number only, not the street name
 - 2) Compose of 10" high, individual mount, metal reverse pan channel characters.
 - 3) Self-illuminated or dedicated light source.
 - 4) On multi-story buildings, locate no higher than the second level.
 - 5) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
 - 6) Do not affix numbers or letters to elevation that might be mistaken for the address.
 - b. Utility meters shall utilize a minimum 1" number height in accordance with the applicable electrical code and utility company standards.

CODE/ORDINANCE REQUIREMENTS:

THE BULLETED ITEMS REFER TO EXISTING CODE OR ORDINANCES THAT PLANNING STAFF OBSERVES ARE PERTINENT TO THIS CASE. THE BULLET ITEMS ARE INCLUDED TO ALERT THE DESIGN TEAM AND ASSIST IN OBTAINING A BUILDING PERMIT AND ARE NOT AN EXHAUSTIVE LIST.

SITE PLAN REVIEW: Verify all comments by all departments on each Preliminary Site Plan Review. If questions arise related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Division will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.

DEADLINE: Development plan approval shall be void if the development is not commenced or if an application for a building permit has not been submitted, whichever is applicable, within twelve (12) months after the approval is granted or within the time stipulated by the decision-making body. The period of approval is extended upon the time review limitations set forth for building permit applications, pursuant to Tempe Building Safety Administrative Code, Section 8-104.15. An expiration of the building permit application will result in expiration of the development plan.

STANDARD DETAILS:

- Access to Tempe Supplement to the M.A.G. Uniform Standard Details and Specifications for Public Works Construction, at this link: <http://www.tempe.gov/city-hall/public-works/engineering/standards-details> or purchase book from the Public Works Engineering Division.
- Access to refuse enclosure details DS116 and DS118 and all other Development Services forms at this link: <http://www.tempe.gov/city-hall/community-development/building-safety/applications-forms>. The enclosure details are under Civil Engineering & Right of Way.

BASIS OF BUILDING HEIGHT: Measure height of buildings from top of curb at a point adjacent to the center of the front

property line.

WATER CONSERVATION: Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for the non-residential components of this project. Have the landscape architect and mechanical engineer prepare reports and submit them with the construction drawings during the building plan check process. Report example is contained in Office Procedure Directive # 59. Refer to this link: <http://www.tempe.gov/home/showdocument?id=5327> . Contact the Public Works Department, Water Conservation Division with questions regarding the purpose or content of the water conservation reports.

HISTORIC PRESERVATION: State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Contact the Historic Preservation Officer with general questions. Where a discovery is made, contact the Arizona State Historical Museum for removal and repatriation of the items.

POLICE DEPARTMENT SECURITY REQUIREMENTS:

- Refer to Tempe City Code Section 26-70 Security Plans.
- Design building entrance(s) to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage ambush.
- Maintain distances of 20'-0" or greater between a pedestrian path of travel and any hidden area to allow for increased reaction time and safety.
- Follow the design guidelines listed under appendix A of the Zoning and Development Code. In particular, reference the CPTED principal listed under A-II Building Design Guidelines (C) as it relates to the location of pedestrian environments and places of concealment.
- Provide a security vision panel at service and exit doors (except to rarely accessed equipment rooms) with a 3" wide high strength plastic or laminated glass window, located between 43" and 66" from the bottom edge of the door.

TRAFFIC ENGINEERING:

- Provide 8'-0" wide public sidewalk along arterial roadways, or as required by Traffic Engineering Design Criteria and Standard Details.
- Construct driveways in public right of way in conformance with Standard Detail T-320. Alternatively, the installation of driveways with return type curbs as indicated, similar to Standard Detail T-319, requires permission of Public Works, Traffic Engineering.
- Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult Intersection Sight Distance memo, available from Traffic Engineering if needed www.tempe.gov/index.aspx?page=801. Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.

FIRE:

- Clearly define the fire lanes. Ensure that there is at least a 20'-0" horizontal width, and a 14'-0" vertical clearance from the fire lane surface to the underside of tree canopies or overhead structures. Layout and details of fire lanes are subject to Fire Department approval.

CIVIL ENGINEERING:

- An Encroachment Permit or License Agreement must be obtained from the City for any projections into the right of way or crossing of a public utility easement, prior to submittal of construction documents for building permit.
- Underground utilities except high-voltage transmission line unless project inserts a structure under the transmission line.
- Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
- Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
- Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.

- 100-year onsite retention required for this property, coordinate design with requirements of the Engineering Department.

SOLID WASTE SERVICES:

- Enclosure indicated on site plan is exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-116.
- Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate. Refuse staging, collection and circulation must be on site; no backing onto or off of streets, alleys or paths of circulation.
- Develop strategy for recycling collection and pick-up from site with Sanitation. Roll-outs may be allowed for recycled materials. Coordinate storage area for recycling containers with overall site and landscape layout.
- Gates for refuse enclosure(s) are not required, unless visible from the street. If gates are provided, the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.

PARKING SPACES:

- Verify conformance of accessible vehicle parking to the Americans with Disabilities Act and the Code of Federal Regulations Implementing the Act. Refer to Building Safety ADA Accessible Parking Spaces Marking/Signage on Private Development details.
- At parking areas, provide demarcated accessible aisle for disabled parking.
- Distribute bike parking areas nearest to main entrance(s). Provide parking loop/rack per standard detail T-578. Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.

ZONING AND DEVELOPMENT CODE:

- Specific requirements of the **Zoning and Development Code (ZDC)** are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through www.tempe.gov/zoning or purchase from Community Development.

LIGHTING:

- Design site security light in accordance with requirements of ZDC Part 4 Chapter 8 (Lighting) and ZDC Appendix E (Photometric Plan).
- Indicate the location of all exterior light fixtures on the site, landscape and photometric plans. Avoid conflicts between lights and trees or other site features in order to maintain illumination levels for exterior lighting.

LANDSCAPE:

- Trees shall be planted a minimum of 16'-0" from any existing or proposed public utility lines. The tree planting separation requirements may be reduced to no less than 8'-0" from utility lines upon the installation of a linear root barrier. Per Detail T-460, the root barrier shall be a continuous material, a minimum of 0.08" thick, installed to a minimum depth of 4'-0" below grade. The root barrier shall extend 6'-0" on either side of the tree parallel to the utility line for a minimum length of 12'-0". Final approval is subject to determination by the Public Works, Water Utilities Division.
- Prepare an existing plant inventory for the site and adjacent street frontages. The inventory may be prepared by the Landscape Architect or a plant salvage specialist. Note original locations and species of native and "protected" trees and other plants on site. Move, preserve in place, or demolish native or "protected" trees and plants per State of Arizona Agricultural Department standards. File Notice of Intent to Clear Land with the Agricultural Department. Notice of Intent to Clear Land form is available at www.azda.gov/ESD/nativeplants.htm. Follow the link to "applications to move a native plant" to "notice of intent to clear land".

SIGNS: Separate plan review process is required for signs in accordance with requirements of ZDC Part 4 Chapter 9 (Signs). Refer to www.tempe.gov/signs.

DUST CONTROL: Any operation capable of generating dust, include, but not limited to, land clearing, earth moving, excavating, construction, demolition and other similar operations, that disturbs 0.10 acres (4,356 square feet) or more shall require a dust control permit from the Maricopa County Air Quality Department (MCAQD). Contact MCAQD at <http://www.maricopa.gov/aq/>.

HISTORY & FACTS:

- 500-1450 This parcel is within the boundaries of La Ciudad de Los Hornos (City of the Ovens), commonly known as Los Hornos, a sizeable Hohokam archaeological site. Tempe Historic Preservation Commission has classified this property as Archaeologically Sensitive.
- 1930-1969 According to historic aerials the site was used for agricultural uses. Sometime in the late 1960's residential structures were built on the portion currently used as a car wash.
- 1964 According to the Zoning map, the lots were zoned R-1 Single Family
- 1976 Grading and improvements were made for the trailer park
- 1979 The north-east corner lot was part of a larger area used as a trailer park.
- September 26, 1985 City Council approved a request to amend the zoning of 616 W Baseline Road from R1-6 to C-2 for Burke Auto Wash & Gas Facility. This zoning change did not include the vacant lot at 660 W. Baseline.
- October 16, 1985 Design Review Board approved design for Burke Auto Spa at 616 W Baseline Road.
- July 2, 1986 Design Review Board approved design for The Wash Works car wash.
- July 15, 1986 Hearing Officer approved a Use permit to operate a convenience market in conjunction with a gas station and carwash and a variance to reduce the required landscape strip along the north property line adjacent to the SRP canal from 6' to 0' for 616 W Baseline Road in the C-2 District.
- 1992 The new zoning map changed the zoning from R-1 Single Family to TP Trailer Park, a new classification more specific to the existing use on site.
- 1986-present 616 W. Baseline has been in operation as the current car wash use, currently Cobblestone Carwash.
- January 23, 1997 The property to the west of the car wash was vacated of the trailer use, and the Casa Fiesta Subdivision was created, excluding the vacant north-east corner of Roosevelt and Baseline, now addressed as 660 W. Baseline.
- 1979-1997 660 W. Baseline was a trailer park use.
- 1997-present 660 W. Baseline has remained vacant.
- May 8, 2012 A portion of the property addressed at 660 W. Baseline Road was assigned an APN number and sold to Cobblestone Carwash, without creation of a subdivision plat.
- June 21, 2018 Neighborhood meeting was held to introduce the project and receive public input.
- July 11, 2018 A second neighborhood meeting was held to meet advertising requirements and provide opportunity for further discussion with residents.
- August 14, 2018 DRC is scheduled for the requested Zoning Map Amendment from TP to CSS, a Development Plan Review, two Use Permits for drive throughs and a Preliminary Subdivision Plat.
- August 30, 2018 City Council is scheduled for an introduction and first public hearing for the requested Zoning Map Amendment and Development Plan Review and a Final Subdivision Plat.

September 27, 2018 City Council is scheduled for a second and final public hearing for this request.

ZONING AND DEVELOPMENT CODE REFERENCE:

Section 6-304, Zoning Map Amendment
Section 6-306, Development Plan Review
Section 6-308, Use Permit



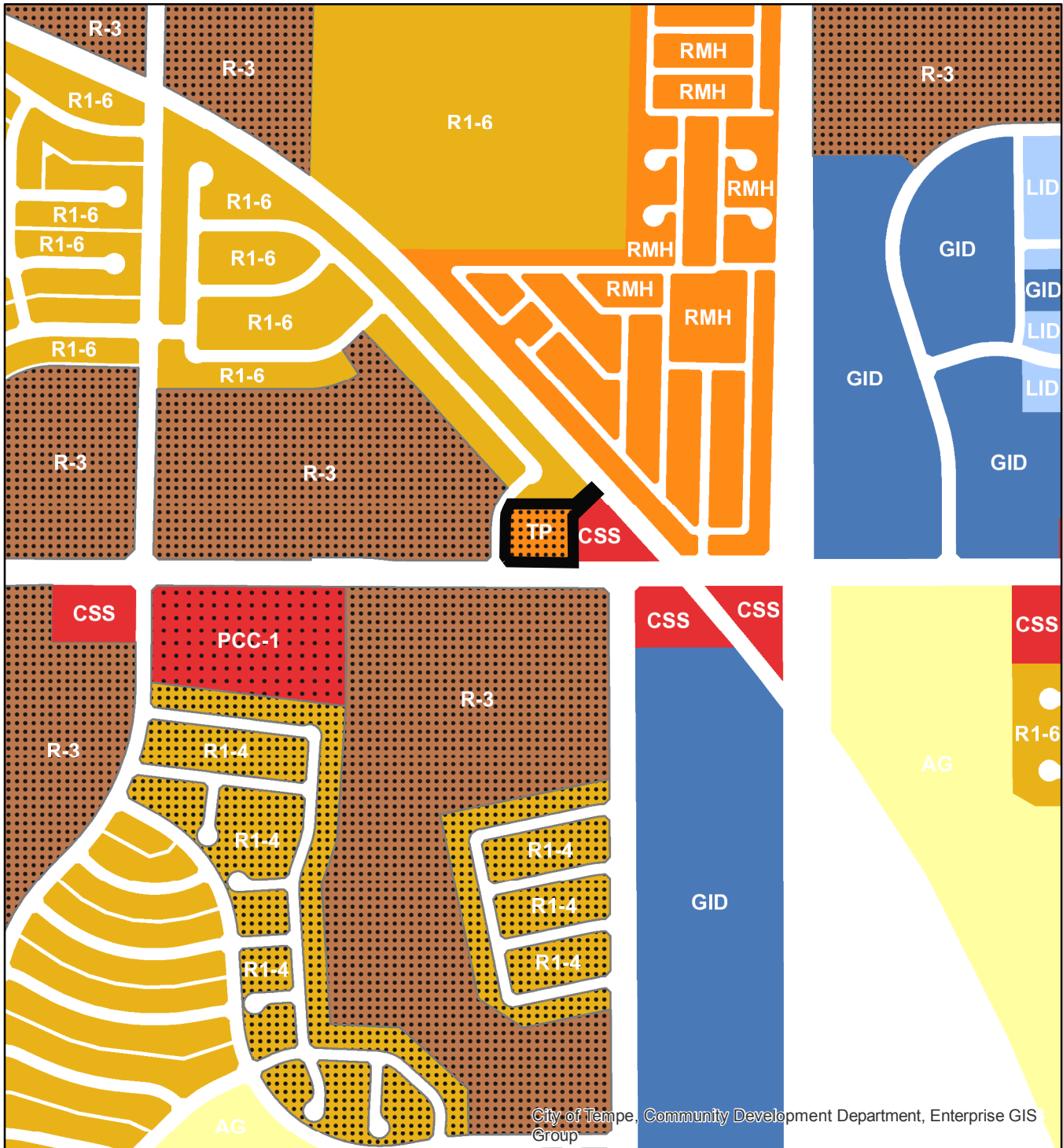
DEVELOPMENT PROJECT FILE
for
NEC BASELINE ROAD & ROOSEVELT STREET RETAIL
(PL180172)

ATTACHMENTS:

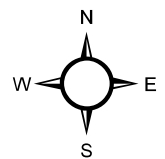
1. Location Map
2. Aerial
3. Site Plan Overlay on Aerial
- 4-17. Letter of Explanation
18. Site Context Map
19. Traffic Impact Letter
20. Site Plan
21. Landscape Plan
- 22-23. Floor Plans
- 24-29. Building Elevations – Blackline & Color
30. Building Sections
31. Material Board
32. Rendered Perspectives
- 33-35. Site Context Photos
- 36-38. Neighborhood Meeting Summary
- 39-44. Waivers of Rights and Remedies

NEC Baseline Road & Roosevelt Street Retail

PL 180172



- | | |
|--|--|
|  Light Industrial District (LID) |  Single-Family Residential (R1-6) |
|  General Industrial District (GID) |  Single-Family Residential (R1-4) |
|  Commercial Shopping and Services (CSS) |  Multi-Family Residential Limited (R-3) |
|  Planned Commercial Center Neighborhood (PCC-1) |  Mobile Home Residence (RMH) |
|  Agricultural (AG) |  Trailer Park (TP) |

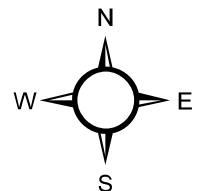


NEC Baseline Road & Roosevelt Street Retail

PL 180172



Aerial Map





REFERENCE SITE PLAN
 SCALE: 1" = 500'
 0' 50' 100' 150'
 SCALE: 1" = 500'

PROJECT TEAM

ARCHITECT:
 VERTICAL DESIGN STUDIOS, LLC
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OWNER:
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ENGINEER:
 CH2M HILL
 4100 N CENTRAL AVENUE, SUITE 100
 PHOENIX, ARIZONA 85018
 CONTACT: CH2M Johnson

PROJECT DESCRIPTION

THIS SUBMITTAL CONTAINS INFORMATION FOR (2) NEW VERTICAL PAD BUILDINGS TOTALING AN 8200 SF RETAIL AND ASSOCIATED SITE WORK ON A 1.56 AC SITE LOCATED ON THE NORTHEAST CORNER OF BASELINE ROAD AND ROOSEVELT STREET.

SITE DATA

STANDARD	PROJECT DATA		
	EXISTING	CSB	PROPOSED
GENERAL PLAN LAND USE & DENSITY	RESIDENTIAL USE PROJECTED COMMERCIAL USE	COMMERCIAL	RETAIL & RESTAURANT
ZONING	TRAILER PARK (RESIDENTIAL)	COMMERCIAL SHOPPING & SERVICE	COMMERCIAL SHOPPING & SERVICE
APNA SITE ADDRESS	12354 RDZ, 660 W. BASELINE RD, TEMPE, AZ		
GROSS NET SITE AREA	71,446 SF (LEAS)		
SUBMITTAL ON PLAT ON RECORD			
RESENTIAL DENSITY (DU/ACR)	14	20 (U)	
TOTAL BUILDING AREA			4,000 SF
BUILDING HEIGHT (MEASURED FROM TOP OF GRADE, NOT FINISHED FLOOR)			
BUILDING HEIGHT MAXIMUM	30 FT	35 FT	20 FT
BUILDING HEIGHT STEPBACK REQUIRED			
ADVANCE TO SF OR MF DISTANCE	NO	NO	NA
MINIMUM LOT COVERAGE (SF AND % OF NET SITE AREA (OVERALL))			
PAD A	60%	50%	2.2%
PAD B	60%	50%	6.6%
MINIMUM NET LOT AREA (SF)	1,500 SF (RENTAL)	NA	NA
MINIMUM COMMON RECREATION AREA PER SWIMMING (SF)	100 SF	NA	NA
MINIMUM SPACES (TOT WIDTH (FEET) X LENGTH (FEET))	30 FT X 55 FT	NA	NA
MINIMUM LANDSCAPE AREA (SF AND % OF NET SITE AREA (OVERALL))	NA	15%	36.2%
PAD A	NA	15%	38.2%
PAD B	NA	15%	34.5%
SETBACKS			
PAD A			
FRONT	10 FT	10 FT	58 FT
PARKING			20 FT
SIDE			
BUILDING WALL (WEST)	5 FT	0 FT	19 FT
BUILDING WALL (EAST)	5 FT	0 FT	69 FT
REAR			
BUILDING WALL	5 FT	10 FT	32 FT
PAD B			
FRONT	10 FT	10 FT	52 FT
PARKING			20 FT
SIDE			
BUILDING WALL (EAST)	5 FT	0 FT	78 FT
STREET SIDE (WEST)	20 FT	0 FT	39 FT
REAR			
BUILDING WALL	5 FT	10 FT	112 FT
PAD A PARKING REQUIRED	2,400 S.E.	1/75	32 SPACES
PAD A PATIO PARKING REQ.	300 S.E.	1/75	0 SPACES
PAD B PARKING REQUIRED	2,230 S.E.	1/75	30 SPACES
PAD B PATIO PARKING REQ.	300 S.E.	1/75	0 SPACES
PAD B PARKING PROVIDED			30 SPACES
TOTAL PARKING REQUIRED			62 SPACES
TOTAL PARKING PROVIDED			62 SPACES
			1000
BI-CYCLE PARKING (REQ. RATIO)		1/1000	6 SPACES (4 SPACES PER PAD)

APPLICABLE CODES

- 2012 INTERNATIONAL BUILDING CODE W/ C.G.T. AMENDMENTS
- 2012 INTERNATIONAL MECHANICAL CODE W/ C.G.T. AMENDMENTS
- 2012 INTERNATIONAL PLUMBING CODE W/ C.G.T. AMENDMENTS
- 2011 NATIONAL ELECTRICAL CODE W/ C.G.T. AMENDMENTS
- 2012 INTERNATIONAL FIRE CODE W/ C.G.T. AMENDMENTS
- 2012 INTERNATIONAL ENERGY CONSERVATION CODE W/ C.G.T. AMENDMENTS
- 2012 INTERNATIONAL FUEL GAS CODE W/ C.G.T. AMENDMENTS
- 2012 ACCESSIBILITY - IBC CHAPTER 11 AMENDMENT



Restaurant Pad Buildings

660 West Baseline Road
 Tempe, Arizona
 07.12.18
 PROJECT NO.: 18009.00



4650 E. Cotton Center Boulevard Phoenix, AZ 85040
 602.395.1000 www.verticaldesignstudios.com

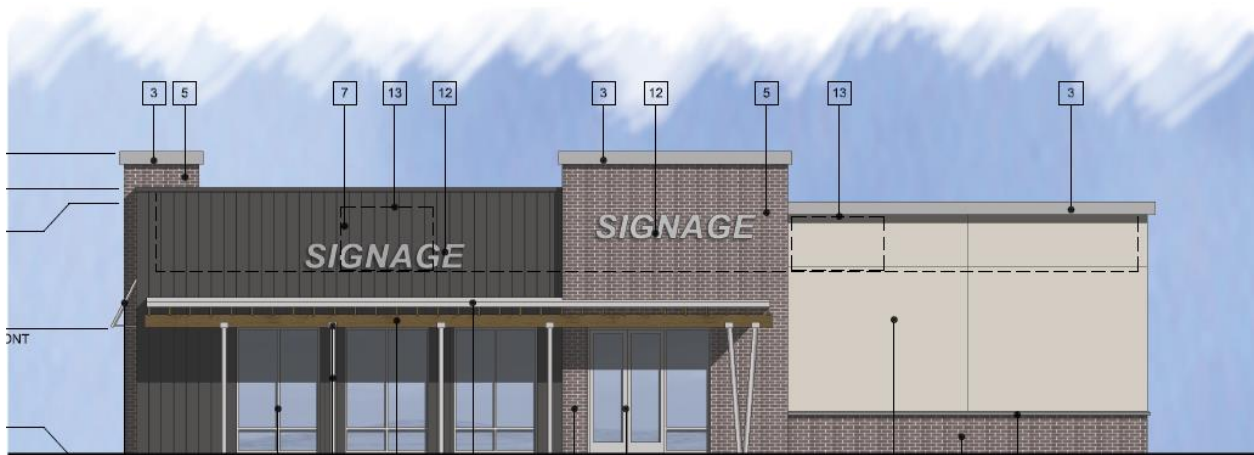
**BASELINE & ROOSEVELT RETAIL
FORMAL SUBMITTAL
ZONING MAP AMENDMENT, DPR,
USE PERMIT & PLAT**

**660 WEST BASELINE ROAD
NEC BASELINE RD. & ROOSEVELT ST.
TEMPE, ARIZONA**

PREPARED FOR:
AVALON INVESTMENTS, INC
CHARLES PELLETIER
VICE PRESIDENT DEVELOPMENT
AND ENTITLEMENTS

APPLICANT:
SENDER ASSOCIATES, CHARTERED
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JUNE 19, 2018 (MODIFIED AUGUST 1, 2018)



BASELINE & ROOSEVELT RETAIL

PROJECT NARRATIVE

I. INTRODUCTION

Avalon Investments, Inc. respectfully submits this entitlement application for Baseline and Roosevelt Retail. This is a proposed two pad commercial development positioned to redevelop an old, vacant ±1.54 acre trailer park on the northeast corner of Baseline Road and Roosevelt Street (APN 123-54-002L, the “**Pad Site**”). Directly adjacent to the Cobblestone Auto Spa, this retail project will include two ±2,400SF one-story drive-through restaurant buildings meant to serve the immediate and surrounding community. The building design is modern with materials and colors that blend in well with the surrounding commercial and residential buildings. Due to the scarcity of restaurant choices in the area, the Pad Site is a prime location for redevelopment with drive-through restaurants.

Avalon Development is a regional commercial real estate development firm that specializes in development, acquisition, disposition and management. Through consistent performance, superior work ethic, strong leadership and a commitment to exceed expectations, Avalon Development is becoming one of the most respected development companies in the Southwest.

Avalon understands that quality developments produce quality spaces which in turn produces satisfied tenants and customers. We are committed to pushing the envelope in architectural design by using quality materials inside and out. The results are buildings with timeless features that retain demand and value. Significant retail and restaurant projects include: Starbucks, Chipotle, Church’s Chicken, Aspen Dental, O’Reilly Auto Parts, Big 5 Sporting Goods, Aaron’s Furniture, Jack-in-the-Box, Big O Tires, and Little Caesar’s Pizza.

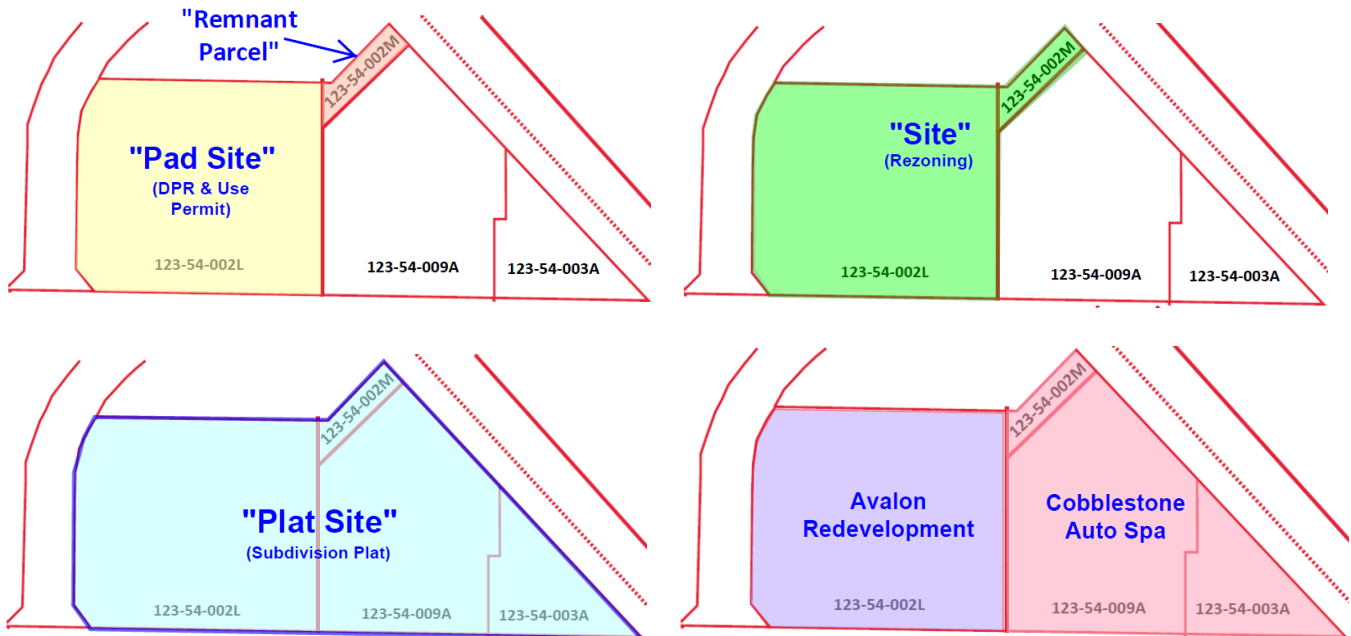
A. REQUEST OVERVIEW – ENTITLEMENTS

Avalon is seeking a rezoning from TP (“Trailer Park”) to Commercial Shopping and Service (“CSS”) for both the Pad Site and the adjacent 3,612SF remnant parcel owned by the Cobblestone Auto Spa (APN 123-54-002M the “**Remnant Parcel**”), (together 1.623 acres, the “**Site**”). The rezoning of the Remnant Parcel along with the Pad Site is as an accommodation to the Cobblestone Auto Spa, but is not part of the Avalon redevelopment. It appears the Remnant Parcel has been used as a commercial parking lot for the property to the south for many years, but was never rezoned to CSS like the remainder of the Cobblestone property. It therefore remains zoned TP.

This application also requests Development Plan Review (“DPR”) for building, landscape, and site plan approval (Pad Site only) and a Use Permit to allow a drive-through in the CSS district (Pad Site only). A Subdivision Plat is also requested that includes the Pad Site and all parcels owned by Cobblestone (APNs 123-54-002M, -003A, & -009A - The parcels owned by Cobblestone include the Remnant Parcel. Together, the “**Plat Site**”). The Subdivision Plat also has a dual purpose: 1) to create two lots within the Pad Site to effectuate its redevelopment consistent with the submitted site plan, and 2) to clean up old lot lines on the parcels owned by Cobblestone.

B. PROJECT LOCATION, GENERAL PLAN, AND ZONING

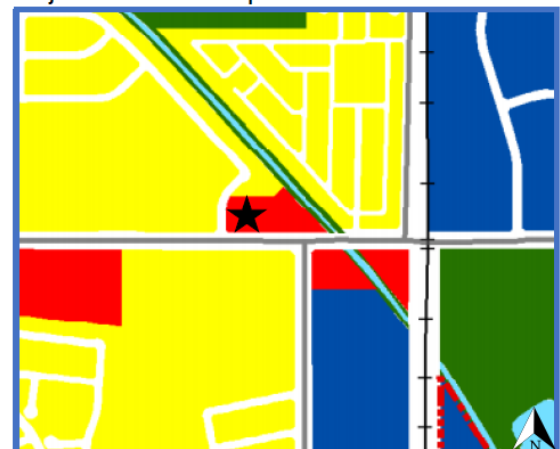
Integral to these entitlement requests is an understanding of what parcels will be included in which entitlements. The below graphics illustrate the various terminology used throughout:



The Site is located adjacent to the west property line of the Cobblestone Auto Spa. To the west across Roosevelt Street are existing apartments with single-family homes to the northwest, and a common area/retention basin to the north. South across Baseline are the 505West Apartments. The general area is a mix of apartments, older mobile home parks, single-family residential, industrial, some retail, and the entrance to Kiwanis Park.

Currently zoned TP – Trailer Park, the Site is designated “Commercial” on the General Plan Projected Land Use Map. The General Plan Projected Residential Density Map designates the Pad Site as “Medium-Density Residential” and the Remnant Parcel as “Medium to High Density”. Rezoning to CSS fulfills the vision of the Commercial General Plan designation, and this proposed redevelopment significantly conforms with Tempe’s projected Commercial land uses. Also, the Remnant Parcel is benefitted by aligning the zoning to its current use as a commercial parking lot for the Auto Spa. A rezoning to CSS is therefore an appropriate zoning district for the Site.

Projected Land Use Map



Further, this redevelopment will add restaurant options for the nearby community that don't currently exist. Within a mile radius, there aren't many restaurant opportunities for the neighborhood. The addition of these two restaurant pads will provide additional options for the neighborhood and surrounding commercial businesses.

Projected Residential Density Map



II. APPLICATION REQUESTS

This entitlement application includes requests for a Rezoning, DPR, Use Permits for drive-through, and a Subdivision Plat.

A. REZONING (MAP AMENDMENT) - SITE ONLY

This application requests rezoning from TP ("Trailer Park") to CSS ("Commercial Shopping and Service") for the Site.

1. Approval Criteria

This rezoning request is highly compatible with the surrounding context and the Site's General Plan designations.

2. Compatibility with Surroundings

Adjacency	Zoning	Current Use	GP Projected Land Use	GP Projected Residential Density
PAD SITE	TP	Vacant	Commercial	Medium Density (< 15 du/ac)
REMNANT Parcel	TP	Parking Lot	Commercial	Medium to High Density (< 25 du/ac)
North	R1-6	Open Space/Retention	Residential	Low to Moderate Density (< 9 du/ac)
Northeast	R1-6	Open Space/Retention	Residential	Low to Moderate Density (< 9 du/ac)
East	CSS	Carwash/Auto Spa	Commercial	Medium-High Density (< 25 du/ac)
Southeast	CSS	Apartments	Residential	Medium-High Density (< 25 du/ac)
South	R-3	Apartments	Residential	Medium-High Density (< 25 du/ac)
Southwest	R-3	Apartments	Residential	Medium-High Density (< 25 du/ac)
West	R-3	Apartments	Residential	Medium-High Density (< 25 du/ac)
Northwest	R-3	Apartments/Single Family	Residential	Low to Moderate Density (< 9 du/ac)

a. Land Uses & Zoning



Existing land uses in the general vicinity include apartments, mobile home parks, carwash services, and retail. Zoning along Baseline Road includes a mix of Commercial (CSS and PCC-1), Multi-family (R-3), Industrial (GID), and Mobile Home Park (RMH). CSS zoning exists directly west adjacent to the Site at the Cobblestone Auto Spa, as well as on the property across Baseline to the south containing retail and office uses. There are two large areas of PCC-1 zoning on Baseline approximately 700 feet to the west and approximately ¼ mile to the east of the Site. A large amount of Industrial GID zoning exists about 1,000 feet to the east of the Site on the north side of Baseline.

There is also multi-family (R-3) zoning to the west and south of the Site with a portion of single-family (R1-6) zoning to the northwest leading to a larger single-family neighborhood approximately 800' to the northwest. The Western Canal Path exists a few hundred feet to the east along the CAP Canal, adjacent to Kiwanis Park to the south.

This proposed development with two drive-through restaurant uses is very compatible with the surrounding land uses and zoning districts. Areas of commercial zoning including CSS exist adjacent to and nearby the Site. Single-family residential uses and zoning are adequately distant from the Site which will provide a buffer from Baseline for the homes closer to the Site. Some of the ambient noise from the carwash will also be dampened by the development due to the placement of its buildings, landscaping, and trees. Any potential sounds from the drive-through menu boards is also dampened by the two rows of landscaping and trees as well as the distance from existing residential homes. The Site, its proposed uses, and its layout all combine to create a compatible redevelopment.

b. Traffic

Traffic patterns in the area are generally residential to the north and regional along Baseline Road. Baseline is an arterial street with a capacity of approximately 50,000 trips per day. Recent traffic counts in 2018 document 16,234 trips (east) and 18,550 trips (west) for a combined traffic count of 34,739 trips. That is significantly below the average capacity of a 6-lane arterial street such as Baseline Road. In fact, according to the City's historical trip counts, the average daily traffic on Baseline Road has only increased by 8,765 trips in the last 13 years. Clearly Baseline Road can easily handle any additional traffic from two 2,400SF restaurant pads that will total only approximately 2,584 average daily trips. (Kimley-Horn TIS).

Roosevelt Street is a local residential street with a resultant lower capacity intended for residential neighborhood traffic. It is not intended that traffic from the proposed development utilize Roosevelt Street unless the local neighborhood is accessing the restaurants on the Pad Site. Traffic from the Pad Site will be directed south to Baseline Road. A significant number of trips will utilize Baseline Road simply due to its capacity and proximity to other major travel routes. Very few trips will use Roosevelt Street to head northbound when the higher-capacity Priest Drive and Kyrene Road are much better alternatives. In addition, the driveway and median design in front of the Pad Site along Roosevelt Street have been

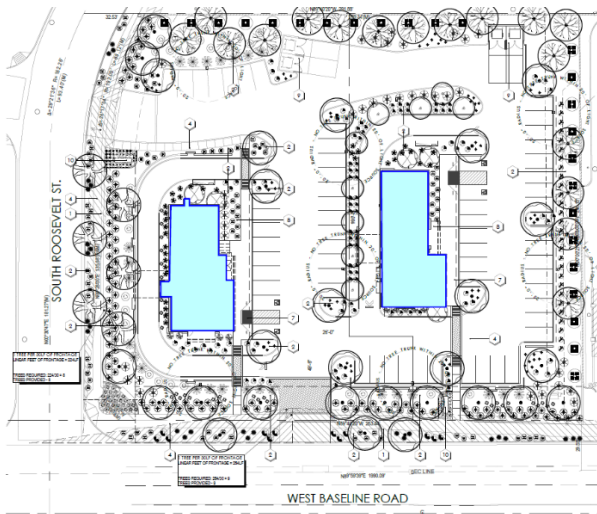
modified to address any concerns from the neighborhood that traffic may turn northbound onto Roosevelt. The drive aisle is proposed to focus traffic exiting the Pad Site south towards Baseline Road. The new landscape median in Roosevelt Street is proposed to deter traffic from turning north into the neighborhood while providing a pleasing entry feature for the community.

c. Building and Site Design - Pad Site only

The building design provides 4-sided architecture throughout the Pad Site with a mixture of browns and tans, brick, block, and stucco with wood and metal accents. The steel and wood canopy accents on both buildings create the shaded entrances and patio elements. Varying parapet heights provide significant visual interest. The parapets include a 3’ to 4’ height difference providing a strong visual contrast along the roofline. Additionally, the proposed varying ±20’ to ±24’ building heights are lower than the adjacent three-story apartment buildings to the west, highly compatible with the two-story apartments to the south and the single-family homes to the northwest.



The Pad Site layout takes advantage of the dual street frontage by proposing an entrance on each frontage – one on Baseline Road and one on Roosevelt Road. The Roosevelt driveway is aligned with the adjacent apartments to the west to eliminate any conflicts between the two driveways. It is also located over 140’ from the nearest residential building and over 260’ from the nearest residential driveway to the north. This separation insures adequate traffic flow into and out of the neighborhood.



Internally, the Pad Site layout pushes the buildings toward Baseline Road and away from the neighborhood to the north as much as possible. The buildings are 112’ and 92’ from the north property line, resulting in a total separation of approximately 200’ to 250’ from the nearest home. The outdoor patios have been carefully located on the southern portions of the eastern sides of the buildings closer to the Baseline frontage and separated from the neighborhood by the building itself. This ensures no noise travels into the neighborhood from the patios which are over 300’ from the closest home. The menu order boards face north towards the common area / retention basin and are approximately 100’ from the Pad Sites’ north

property line providing a significant buffer for the neighborhood to the northwest. Significant landscaping including a double row of trees between the menu boards and north property line provide additional sound buffering from the boards which are approximately 200' from the nearest home.

Internal circulation routes work well with the drive-through queuing lanes and adequate separation between the queuing ingress and egress discourages any potential conflicts with the drive aisles. Circulation follows a dual circular route around the buildings, generally entering from Baseline Road which does not have a solid median and exiting to the south back onto Baseline from the Roosevelt Street exit. Timed traffic lights at Kyrene and Priest ensure adequate spacing for traffic to enter and exit onto Baseline Road.

The landscape plan includes a lush planting of trees, bushes, and groundcover throughout the Pad Site and along all four property lines. Tipu and Desert Museum trees line the northern property line with a large cluster at the northwest corner buffering the residential neighborhood to the northwest. A dual row of Red Push Pistache trees line Roosevelt Street just north of Baseline Road providing a significant visual buffer for the apartments to the west. Lantana and Yellow Dot as well as clusters of Century Plant, Desert Spoon, Aloe Vera, Golden Barrel, and Red Yucca, among many others create a lush feel to the landscaping, meeting and exceeding the plantings on adjacent properties.

3. Conformance with General Plan Designations

a. Land Use and Development Element

The General Plan Projected Land Use designation for the Site is Commercial. Rezoning to CSS from the residential TP brings the Site into conformance with this General Plan designation aligning the Site's zoning to the voter-adopted General Plan. Development of a commercial retail use further strengthens compatibility with its General Plan Commercial designation.

b. Economic Development Element

The Goal of the Economic Development Element is to "Stimulate a sustainable, diversified and vibrant economy and job force". Two Objectives that further that Goal include to "Sustain a business climate that fosters private business investment" and "Develop an increased tax base". The proposed retail project fulfills this Goal and Objectives by providing job opportunities that increase the tax base.

c. Circulation Element

The Circulation system-wide goal is to "Develop an effective multi-modal transportation system integrated with sound land use planning, thereby creating safe, efficient and accessible mobility for persons, goods and commerce within the City and region". Two Objectives of this Goal include: "Develop a functional relationship between the diverse land uses in Tempe and the transportation system that serves them" and "Accommodate regional travel demands with transit and other modes, as alternatives to street widening, to address capacity needs". Some of the Strategies chosen to accomplish this Goal and the Objectives include: "Evaluate quality of life considerations for planning, and evaluating transportation capacity improvements", "Continue to involve neighborhood and community representatives in ongoing planning and design of transportation systems, facilities, and services",

“Work to ensure that transportation solutions preserve and enhance Tempe’s neighborhoods”, and “Provide incentives to increase the number of transit trips”.

This redevelopment meets the main Goal of integrating sound land use planning to help develop an effective multi-modal transportation system creating safe, efficient and accessible mobility. This infill Site has excellent ingress and egress allowing for a highly functional relationship between this land use and the surrounding uses. Several bus routes travel by the Site including Route 65 North and South: Mill/Kyrene 5, Route 66 North and South: Mill/Kyrene 6, Route 62 North: Hardy/Guadalupe, Route 521 Inbound and Outbound: Tempe Express 1, and Route 77 East and West: Baseline directly in front of the Site. Businesses on the Site will also be encouraged to incentivize ride sharing and alternative modes of transportation among its employees.

d. Conservation Element

Goal 1 of the Energy Resource portion of the Conservation Element is to “Increase energy efficiency and renewable energy to sustain economic growth, social equity and environmental preservation”. Goal 2 is to “Provide energy efficiency leadership to the community and promote sustainable energy programs”. Some of the Objectives and Strategies of these Goals include: “Encourage energy and resource conservation as part of all development”, and “Reduce the urban heat island, improve air quality and promote walking and bicycling by shading hard surfaces, such as sidewalks, bike lanes, parking lots and streets”.

This redevelopment takes an underutilized vacant parcel and re-energizes it with a new land use conserving a multitude of resources that could have been spent in sprawl development elsewhere in the state. Lush canopy trees and building overhangs provide shade for the sidewalks, parking lot, and other hard surfaces, helping to reduce the overall heat island effect.

4. Compatibility with policy plans.

There are currently no policy plans in place on the Site or in its vicinity. The Site is located within Character Area 6 which has not yet been developed.

5. Development Standard Conformance

This proposed redevelopment conforms to the CSS zoning district development standards:

ZONING DISTRICTS AND OVERLAYS TABLE 4-203(A)	SITE'S EXISTING TP ZONING	CSS ZONING REQUIREMENTS	CSS PROPOSED
ZONING	TP	CSS	CSS
GENERAL PLAN			
PROJECTED LAND USE	COMMERCIAL		COMMERCIAL
PROJECTED RESIDENTIAL DENSITY	MEDIUM DENSITY (UP TO 15 DUA) & MEDIUM TO HIGH DENSITY (UP TO 25 DUA)		MEDIUM DENSITY (UP TO 15 DUA) & MEDIUM TO HIGH DENSITY (UP TO 25 DUA)
SITE AREA (GROSS)	±1.623 ACRES (70,698SF)		±1.623 ACRES (70,698SF)

SITE AREA (NET)	±1.623 ACRES (70,698SF)		±1.623 ACRES (70,698SF)
DENSITY	14DUA (MAX)	20DUA (MAX) (USE PERMIT REQ.)	0.0 DUA
BUILDING HEIGHT	30'	35'	±26'
BUILDING STEPBACK	-N/A -	NO	NO
MINIMUM LOT AREA	1,500SF PER RENTAL SPACE (MIN)	-N/A -	-N/A -
DEVELOPMENT STANDARDS BASED ON PAD SITE PROPOSED DEVELOPMENT ONLY			
BUILDING LOT COVERAGE	60% PER RENTAL SPACE	50%	7% (4,630SF/66,984SF)
SITE LANDSCAPE AREA	-N/A -	15% (MIN)	36% (24,114SF/66,984SF)
BUILDING SETBACKS			
FRONT (SOUTH)	10'	0'	±50'-0"
FRONT PARKING (SOUTH)	-N/A -	20'	±20'-0"
SIDE (WEST - STREET SIDE)	20'	20'	±33'-0"
SIDE (WEST - STREET SIDE - PARKING)	-N/A -	20'	±20'-0"
SIDE (EAST)	5'	0'	±75'-0"
REAR (NORTH)	5'	10'	±90'-0"
INTERIOR PROPERTY LINES	-N/A -	-N/A -	0'-0"
VEHICLE PARKING REQUIRED			
RESTAURANT PAD A (INDOOR)	-N/A -	29.7 (@1:75 (2,230SF/75 = 29.7))	
RESTAURANT PAD B (INDOOR)	-N/A -	32 (@1:75 (2,400SF/75 = 32))	
RESTAURANT PAD A (OUTDOOR)	-N/A -	0 (@1:150-300SF (300SF-300SF/75 = 0))	
RESTAURANT PAD B (OUTDOOR)	-N/A -	0 (@1:150-300SF (300SF-300SF/75 = 0))	
TOTAL VEHICLE PARKING REQUIRED		61.7 REQUIRED	
TOTAL VEHICLE PARKING PROVIDED			62 PROVIDED
BICYCLE PARKING REQUIRED			
RESTAURANT PAD A (INDOOR)	-N/A -	2.23 (@1:1,000 (2,230SF/1,000 = 2.23))	
RESTAURANT PAD B (INDOOR)	-N/A -	2.40 (@1:1,000 (2,400SF/1,000 = 2.40))	
RESTAURANT PAD A (OUTDOOR)	-N/A -	0 (@1:2,000-300SF (300SF-300SF/2,000 = 0))	
RESTAURANT PAD B (OUTDOOR)	-N/A -	0 (@1:2,000-300SF (300SF-300SF/2,000 = 0))	
TOTAL BICYCLE PARKING REQUIRED		4.63 REQUIRED	
TOTAL BICYCLE PARKING PROVIDED			8.0 PROVIDED
USES			
RESTAURANT (INDOOR)	-N/A -	-N/A -	4,630SF (PAD A & B)
RESTAURANT (OUTDOOR)	-N/A -	-N/A -	600SF (PAD A & B)
TOTAL BUILDING	-N/A -	-N/A -	4,630SF (PAD A & B)
USE PERMITS	-N/A -	-N/A -	DRIVE-THROUGH

B. DEVELOPMENT PLAN REVIEW – PAD SITE

1. DPR Approval Criteria

- a. **Placement, form, and articulation of buildings and structures provide variety in the streetscape.**

The buildings are significantly articulated both horizontally and vertically creating shade reveals on the elevations and positive/negative space along the rooflines. Pop-outs, overhangs, and patios make up the horizontal articulation providing shade and shadow for the patrons. Vertical interest is managed by staggered parapets that vary by as much as four feet and utilize vertical caps to enhance their visual importance.



Due to their placement along the street frontages, the south and west elevations include additional color and material articulation. Placed in a north/south configuration on the Pad Site, the buildings allow for effective circulation for both the drive aisles, parking, and queuing lanes.

- b. **Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort.**

Again, the significant pop-outs and shade elements provide ample shade for patrons and the building surfaces. The landscape palette additionally provides much cooling throughout the Pad Site with fifty-one large canopy trees and fourteen smaller canopy trees. The Pad Site includes approximately $\pm 24,000$ SF of landscape area ($\pm 36\%$) which is over double the $\pm 10,000$ SF (15%) required by the CSS zoning district. Also, smaller groupings of parking spaces allow for more parking islands with landscape and trees to help mitigate heat gain throughout the Pad Site.

- c. **Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings.**

Building materials are of a superior quality and are consistent with the standards required by Avalon Development. Combining warm brown and tan tones with accents of wood and stone create an earthy feel to the buildings. The tones and use of color are compatible with the surrounding buildings that

include a mix of rustic red tiles and wood tones to the south, white stucco to the west, tans, whites, and cream colors to the north, and grey standing seam and white with blue accents to the east.

d. Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings.

The building massing is scaled to the surroundings. Building heights varying between $\pm 20'$ to $\pm 24'$ are lower than the adjacent three-story apartment buildings to the west, similar to the two-story apartments to the south, and quite compatible with the single-family homes to the northwest. Landscaping is extensive and scaled to provide visual interest from both inside and outside the Pad Site.

e. Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level.

There are no large building masses which require special attention.

f. Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions.

The buildings are significantly articulated both horizontally and vertically creating shade reveals on the elevations and negative space along the rooflines. Pop-outs, overhangs, and patios make up the horizontal articulation providing shade and shadow for the patrons. Vertical interest is managed by staggered parapets that vary by as much as four feet, and utilize vertical caps to enhance their visual importance.

Due to their placement along the street frontages, the south and west elevations include additional color and material articulation. Placed in a north/south configuration on the Pad Site, the buildings allow for effective circulation for both the drive aisles, parking, and queuing lanes.

Again, the significant pop-outs and shade elements provide ample shade for patrons and the building surfaces. The landscape palette additionally provides much cooling throughout the Pad Site with over fifty-one large canopy trees and fourteen smaller canopy trees. The Pad Site includes approximately $\pm 24,000$ SF of landscape area ($\pm 36\%$) which is over double the $\pm 10,000$ SF (15%) required by the CSS zoning district. Also, smaller groupings of parking spaces allow for more parking islands with landscape and trees to help mitigate heat gain throughout the Pad Site.

g. Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage.

The site plan includes several landscaped and tree-lined access points to the street frontages. There are two pedestrian access points to Baseline Road which has several bus routes in this general area. Access for the residents from the south of the Pad Site is also achieved by way of the Kyrene signalized intersection and along Baseline. Pedestrian access to Roosevelt encourages walkability for the

neighborhood residents. These access points provide pleasant and convenient access to multi-modal transportation, and support walkability for the nearby residents.

h. Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses.

Vehicular access has been designed to minimize the impact on pedestrians and at the same time meet established retail drive-through design standards for easy vehicular access and parking. There are access points on each frontage that facilitate superior internal circulation. Pedestrian walkways are well-marked and are designed to minimize crossing vehicular travel lanes. Vehicular ingress and egress on Roosevelt Street is designed to minimize traffic access to the residential neighborhood to the north. A revised driveway and drive aisle design for the Roosevelt frontage has been created to further discourage traffic from turning northbound on Roosevelt. Due to the proximity of Baseline Road to major streets such as Priest Road and Kyrene Road, it is unlikely patrons will see Roosevelt Street as a viable alternative or cut-through.

i. Plans appropriately integrate Crime Prevention Through Environmental Design principles, such as territoriality, natural surveillance, access control, activity support, and maintenance.

Security is an important element in this design. The design incorporates exterior lighting at all entries and a visual connection to streets/alleys when entering and leaving the building.

j. Landscape accents and provides delineation from parking, buildings, driveways and pathways.

Lush canopy trees and building overhangs provide shade for the sidewalks, parking lot, and other hard surfaces helping to reduce the overall heat island effect. The parking lot has multiple landscaped islands with canopy trees providing shade at short intervals. Pedestrian pathways are also landscaped and shaded for comfort.

k. Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located.

Signage for the project will be in proportion to the buildings and backgrounds, incorporating colors of each specific tenant's copyrighted logos.

l. Lighting is compatible with the proposed buildings and adjoining buildings and uses, and does not create negative effects.

According to the photometric plan, the exterior lighting has been designed to take into account the safety of all patrons and visitors in the parking areas as well as the pedestrian environment. The intent of the lighting is to articulate ground level and podium level features of the building that enhance its design in the evening.

C. USE PERMITS TO ALLOW A DRIVE-THROUGH - PAD SITE

Both restaurant pads will utilize drive-through areas to facilitate customer service. The drive-through layout including the queuing lanes have been designed according to Zoning and Development Code requirements, and with the overall Pad Site circulation in mind. The restaurant pads have been designed with self-contained queuing lanes that do not interfere with the overall Pad Site circulation. The lanes are clearly delineated and separate from the drive aisles. Convenient and wide access into and out of each queuing lane ensures adequate traffic movement to and from the drive aisles and parking spaces.

1. City Use Permit Approval Criteria

a. Section 3-408 - Drive-Through Facilities.

According to Section 3-408 of the ZDC,

Drive-through facilities shall be designed to minimize conflicts with the pedestrian pathway from the public street and to all building entrances. Minimum width of drive-through lanes at straight-away is nine (9) feet. Drive-through pick-up windows located on the south or west building elevation shall provide shade by means of a building canopy or additional trees alongside the drive lane.

These drive-through designs minimize pedestrian conflicts mainly by the location of the queuing lanes. The lanes are located away from the parking spaces so pedestrians do not have to walk across the lanes to access the building entrances. Also, there are clear pathways from the queuing lanes to the adjacent sidewalks with differentiating paving materials. The drive-through lanes are a minimum of 12' in width, meeting the ZDC standards. The pick-up windows on the west sides of the building are covered with a full-width canopy using wood accents, and a double row of trees further screens the pick-up windows.

There are additional standards when new drive-through facilities are oriented towards the street:

- A. All maneuvering drive lanes shall provide for a minimum twenty (20) feet of landscape buffer from the street sidewalk;
- B. A screen wall, three (3) feet in height, shall be located along the drive-through lane where building facades face the street and at the menu board, in compliance with Section 4-706(E);
- C. A delineated pedestrian pathway with a traffic calming device shall be provided where drive lane intersects the pathway, in compliance with Section 4-503; and
- D. Screen walls shall be separated a minimum of six (6) feet from pathway crossing to allow visibility of pedestrians and vehicles.

Although both pads are not oriented towards the street, this development meets and exceeds those additional criteria.

b. Section 6-308 - General Use Permit Criteria

According to Section 6-308 of the ZDC, a use permit shall be granted upon a finding that the use covered by the permit will not be detrimental to persons residing or working on the vicinity, to the neighborhood, or to the public welfare in general, and that the use will be in full conformity to any conditions, requirements, or standards of the Zoning and Development Code. The following factors shall be considered:

i. Any Significant increase in vehicular or pedestrian traffic.

The requested use permits for a drive-through should not significantly increase vehicular or pedestrian traffic. The requested drive-through lanes will be an ancillary use for the restaurant, increasing traffic only a limited amount at peak hours. No significant increase in vehicular or pedestrian traffic should be noted.

ii. Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat, or glare at a level exceeding that of ambient conditions.

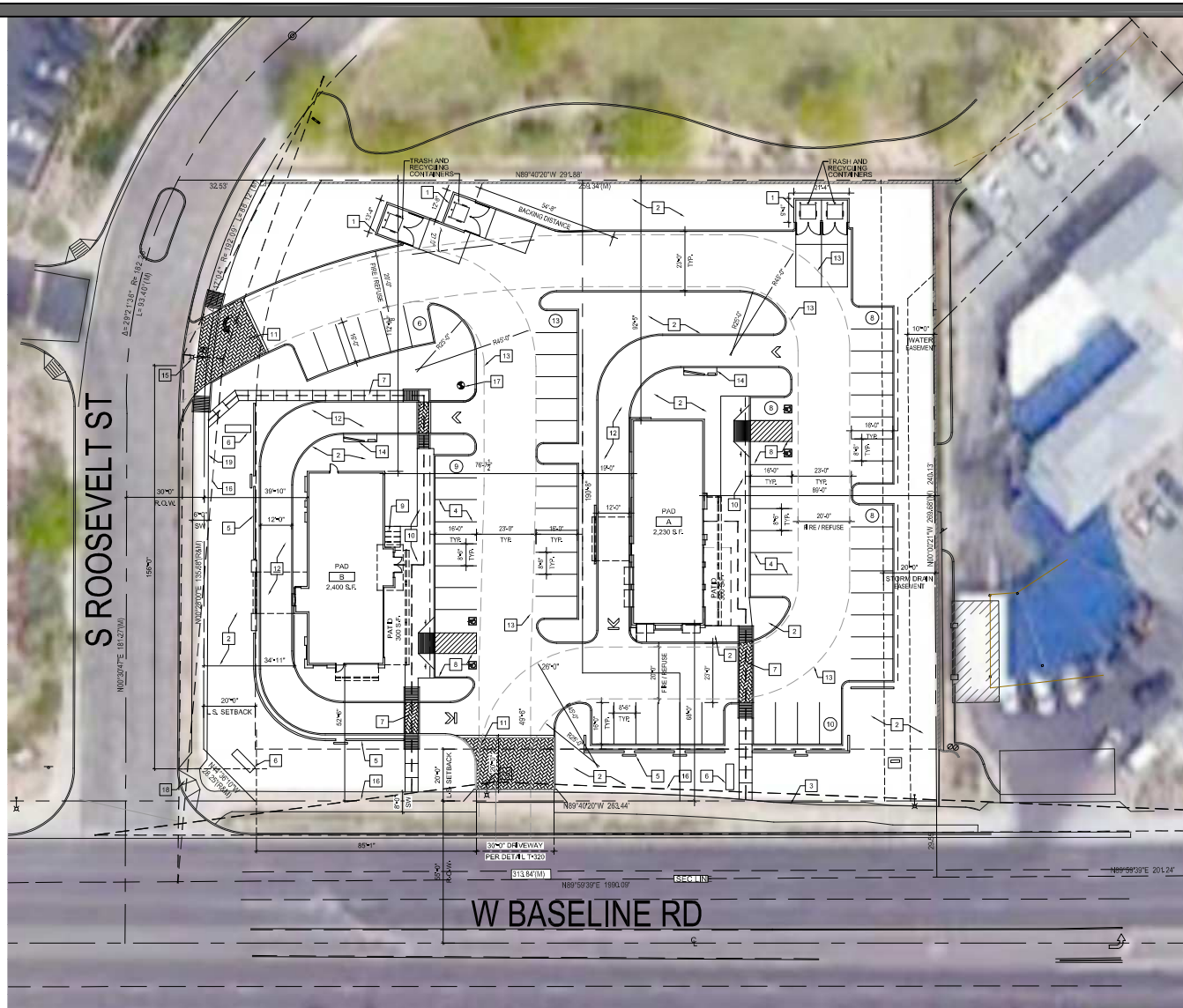
The menu ordering boards are located away from the streets as recommended by the Ordinance, with rows of trees, shrubs, a retention basin, and a significant distance buffering them from the residences to the northwest. The menu order boards face north towards the common area / retention basin and are approximately 100' from the Pad Sites' north property line providing a significant buffer for the neighborhood to the northwest. Significant landscaping including a double row of trees between the menu boards and north property line provide additional sound buffering from the boards which are approximately 200' from the nearest home. Any sounds generated by the menu boards will be adequately dissipated by the trees, landscaping and distance, and remain generally on-site. Ambient noise from Baseline Road is likely higher than that generated by the menu boards at this location.

iii. Contribution to the deterioration or to the downgrading of property values which, is in conflict with the goals, objectives or policies for rehabilitation, redevelopment or conservation as set forth in the city's adopted plans or General Plan.

Providing the drive-through lanes will not contribute to the downgrading of property values. Redevelopment of the Pad Site will most likely increase property values in nearby areas and provide additional dining options for the community. The more amenities the development offers, the more successful the development will be, which will increase its positive impact on surrounding property values.

iv. Compatibility with existing surrounding structures and uses.

This proposed development with two drive-through restaurant uses is very compatible with the surrounding land uses and zoning districts. Areas of commercial zoning including CSS exist adjacent to and nearby the Pad Site. Single-family residential uses and zoning are adequately distant from the Pad Site which will provide a buffer from Baseline for the homes closer to the Pad Site. Some of the ambient noise from the carwash will also be dampened by the development due to the placement of its buildings, landscaping, and trees. Any potential sounds from the drive-through menu boards is also dampened by the two rows of landscaping and trees as well as the distance from existing residential homes. The Pad Site, its proposed uses, and its layout all combine to create a compatible redevelopment.



SITE PLAN KEY NOTE TAGS

- 1 KEY NOTE TAG
- 2 3" HIGH TRASH ENCLOSURE PER CITY OF TEMPE DETAIL D3-116
- 3 UNDEVELOPED AREA
- 4 EXISTING (ON-BASIS) CONCRETE SIDEWALK
- 5 8'x4' x 10'x4' PARKING STALL W/ 2' OVERHANG, TYP.
- 6 3'x4' HIGH MASONRY SCREEN WALL
- 7 PROPOSED MONUMENT SIGN UNDER SEPARATE PERMIT & SUBMITTAL
- 8 ACCESSIBLE ROUTE PER ADA SECTION 4.3
- 9 VAN ACCESSIBLE PARKING, TYP.
- 10 BICYCLE PARKING PER CITY OF TEMPE STANDARD DETAIL T-078
- 11 INTEGRAL COLORED CONCRETE HARDCAPE
- 12 INTEGRAL COLORED DECORATIVE PAVERS FOR THE FIRST 20'x20' ON SITE AT DRIVE ENTRANCE TO MATCH ADJACENT DEVELOPMENT
- 13 DRIVE THRU LANE
- 14 20' WIDE FIRE / TRASH VEHICLE MANEUVERING LANE PER CITY OF TEMPE STANDARD
- 15 MENU SIGN LOCATION
- 16 EXISTING STREET LIGHT TO BE RELOCATED
- 17 SIGHT VISIBILITY TRIANGLE
- 18 PROPOSED FIRE HYDRANT LOCATION
- 19 PROPOSED NEW LOCATION FOR ADA DIRECTIONAL RAMP
- 20 FUTURE SIDEWALK (6'x4') ALONG ROOSEVELT

PROJECT TEAM

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 CONTACT: Chris Johnson

PROJECT DESCRIPTION

THIS SUBMITTAL CONTAINS INFORMATION FOR: (2) NEW DRIVE THRU PAD BUILDINGS TOTALING 46,630 SF TOTAL AND ASSOCIATED SIGNAGE WORK ON A 1.54 AC SITE LOCATED ON THE NORTHEAST CORNER OF BASELINE ROAD AND ROOSEVELT STREET.

SITE DATA

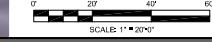
PROJECT DATA		EXISTING TP	CBS	PROPOSED
GENERAL PLAN LAND USE & DENSITY	RECREATIONAL USE	COMMERCIAL	RETAIL & RESTAURANT	
ZONING	TRAILER PARK (RECREATIONAL)	COMMERCIAL SHOPPING & SERVICE	COMMERCIAL SHOPPING & SERVICE	
APN & SITE ADDRESS	12354-0002 660 W. BASELINE RD., TEMPE, AZ			
CROSS STREET AREA	71,446 SF (LEGAS)			
SUBMITTAL ON PLAT ON RECORD				
RECREATIONAL DENSITY (DU/ACRE)	14	20 (U)		
TOTAL BUILDING AREA				4,000 SF
BUILDING HEIGHT (MEASURED FROM TOP OF GRADE, NOT FINISHED FLOOR)				
TOTAL HEIGHT				
MAX. HEIGHT	30 FT	35 FT	26 FT	
STEP BACK HEIGHT	NO	NO	NA	
ADVACENT 100 SF OR MORE DISTRICT				
MINIMUM LOT COVERAGE (SF AND % OF NET SITE AREA/OVERALL)	60%	50%	4.9%	
PAD A	60%	50%	2.2%	
PAD B	60%	50%	6.6%	
MINIMUM NET LOT AREA (SF)	1,500 SF RENTAL SPACE	NA	NA	
MINIMUM COMMON RECREATION AREA PER SWIMMING (SF)	100 SF	NA	NA	
MINIMUM SPACE (LOT WIDTH (FEET) X LENGTH (FEET))	30 FT X 35 FT	NA	NA	
MINIMUM LANDSCAPE AREA (SF AND % OF NET SITE AREA) (OVERALL)	NA	15%	36.2%	
PAD A	NA	15%	36.2%	
PAD B	NA	15%	34.5%	
SETBACKS				
PAD A				
FRONT	10 FT	10 FT	68 FT	
PARKING			22 FT	
SIDE				
BUILDING WALL (WEST)	5 FT	0 FT	19 FT	
BUILDING WALL (EAST)	5 FT	0 FT	89 FT	
REAR				
BUILDING WALL	5 FT	10 FT	92 FT	
PAD B				
FRONT	10 FT	10 FT	52 FT	
PARKING			20 FT	
SIDE				
BUILDING WALL (EAST)	5 FT	0 FT	76 FT	
STREET SIDE (WEST)	20 FT	0 FT	39 FT	
REAR				
BUILDING WALL	5 FT	10 FT	112 FT	
PAD A PARKING REQUIRED	2,400 S.F.	1/75	32 SPACES	
PAD A PATIO PARKING REQ.	300 S.F.	1/10 FIRST 300 S.F.	0 SPACES	
PAD B PARKING REQUIRED	2,230 S.F.	1/75	30 SPACES	
PAD B PATIO PARKING REQ.	300 S.F.	1/10 FIRST 300 S.F.	0 SPACES	
PAD B PARKING PROVIDED			33 SPACES	
TOTAL PARKING REQUIRED			62 SPACES	
TOTAL PARKING PROVIDED			62 SPACES	
BICYCLE PARKING (REQ. RATIO)		1/1000	8 SPACES (4 SPACES PER PAD)	


APPLICABLE CODES

- CITY OF TEMPE:
 - 2012 INTERNATIONAL BUILDING CODE W/ C.O.T. AMENDMENTS
 - 2012 INTERNATIONAL MECHANICAL CODE W/ C.O.T. AMENDMENTS
 - 2012 INTERNATIONAL PLUMBING CODE W/ C.O.T. AMENDMENTS
 - 2011 NATIONAL ELECTRICAL CODE W/ C.O.T. AMENDMENTS
 - 2012 INTERNATIONAL FIRE CODE W/ C.O.T. AMENDMENTS
 - 2012 INTERNATIONAL ENERGY CONSERVATION CODE W/ C.O.T. AMENDMENTS
 - 2012 INTERNATIONAL FUEL GAS CODE W/ C.O.T. AMENDMENTS
 - 2012 ACCESSIBILITY - IBC CHAPTER 11 AMENDMENT

PROPOSED SITE PLAN

SCALE: 1" = 20'0"





Resturant Pad Buildings
 660 West Baseline Road
 Tempe, Arizona
 07.12.18
 PROJECT NO.: 18009.00



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Kimley»Horn

July 24, 2018

Mr. Chris Johnson
 Vice President – Acquisitions & Development
 Avalon Investments, Inc.
 7333 E. Doubletree Ranch Rd., Ste. 140
 Scottsdale, AZ 85260

RE: NEC Baseline Road and Roosevelt Street – Traffic Impact Statement, Tempe, Arizona

Dear Mr. Johnson:

This letter outlines our findings regarding the trip generation of the proposed 1.5± acre project located on the northeast corner of Baseline Road and Roosevelt Street in Tempe, Arizona. A copy of the current site plan is attached.

The proposed plan would develop the 1.5±-acre parcel with a 2,000-square foot fast food restaurant and a 2,000-square foot coffee shop. Access to the site is proposed to be provided along Baseline Road and along Roosevelt Street. The first access point, along Baseline Road, is proposed to provide full access approximately 270 feet east of Roosevelt Street. The second access point is along Roosevelt Street and aligns with the existing driveway on the west side of Roosevelt. It is located approximately 240 feet north of Baseline Road and provides full access.

The trip generation rates published by the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition* were used for the trip generation characteristics of the current land use assumption and are summarized below.


ITE Land Use Code	Land Use	Size	Units	Daily Trips	AM Peak			PM Peak		
					Total	In	Out	Total	In	Out
934	Fast-Food Restaurant w/ D.T.	2.000	1,000 Sq Ft	942	80	41	39	65	34	31
937	Coffee/Donut Shop w/ D.T.	2.000	1,000 Sq Ft	1,642	178	91	87	87	44	43
Total Trips				2,584	258	132	126	152	78	74

Under the current plan, the results of the calculations indicate that the land use assumption will generate approximately 2,584 daily trips, with 258 AM peak hour trips and 152 PM peak hour trips.

If you have any further questions, please feel free to contact me at (602) 944-5500.

Very truly yours,

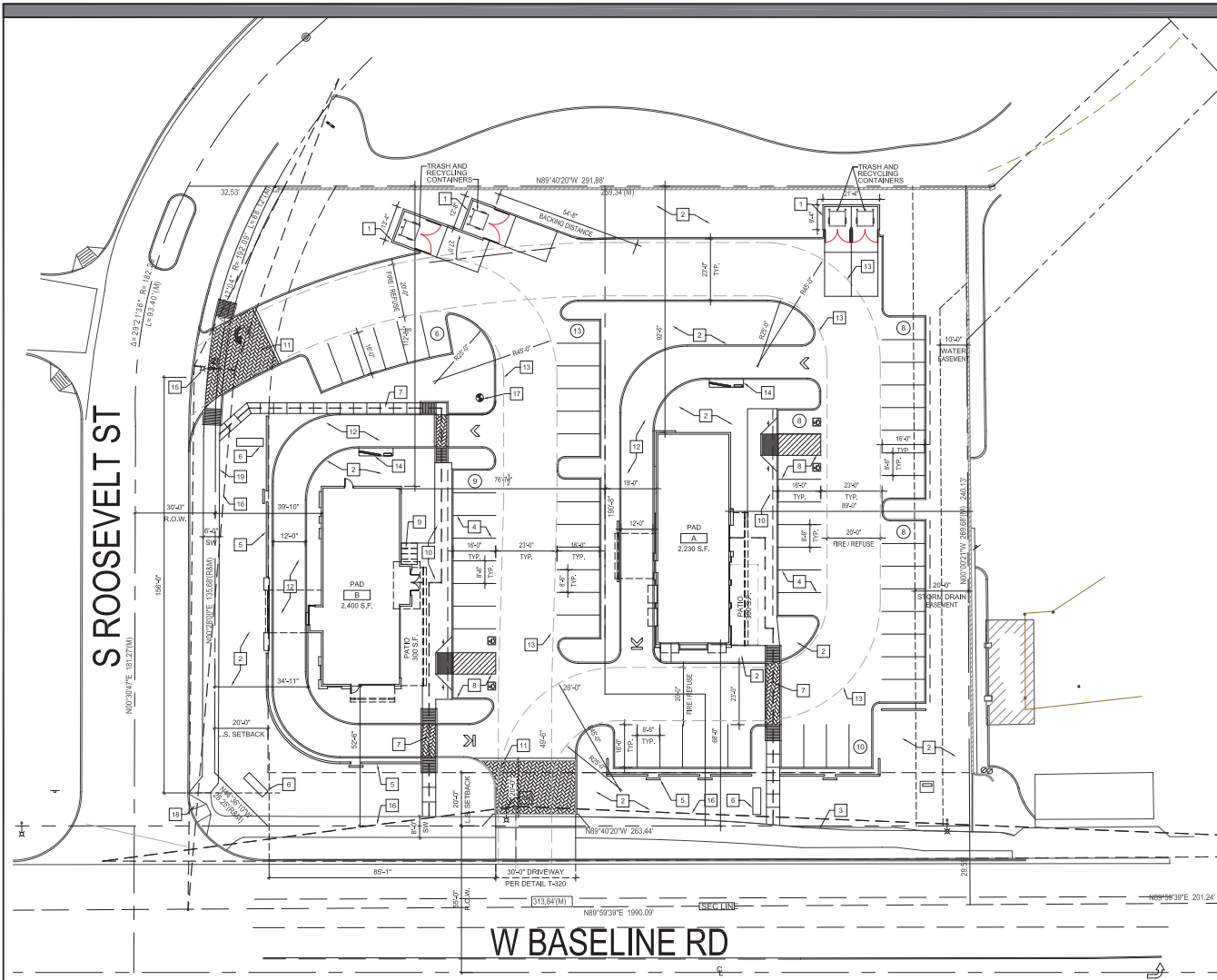
KIMLEY-HORN AND ASSOCIATES, INC.


 Charles R. Wright, P.E.

Attachments

K:\PHX_Traffic\291236001 - NEC Baseline and Farmer\Reports\NEC Baseline and Farmer_Traffic Impact Statement revised.doc





SITE PLAN KEY NOTE TAGS

- 1 KEY NOTE TAG
- 2 6' HIGH TRASH ENCLOSURE PER CITY OF TEMPE DETAIL DS-116
- 3 LANDSCAPED AREA
- 4 EXISTING 8'-0" (BASELINE) CONCRETE SIDEWALK
- 5 8'-6" X 16'-0" PARKING STALL W/ 2' OVERHANG, TYP.
- 6 3'-0" HIGH MASONRY SCREEN WALL
- 7 PROPOSED MONUMENT SIGN (UNDER SEPARATE PERMIT & SUBMITTAL)
- 8 ACCESSIBLE ROUTE PER ADA SECTION 4.3
- 9 VAN ACCESSIBLE PARKING, TYP.
- 10 BICYCLE PARKING PER CITY OF TEMPE STANDARD DETAIL T-578
- 11 INTEGRAL COLORED CONCRETE HARDSCAPE
- 12 INTEGRAL COLORED DECORATIVE PAVERS FOR THE FIRST 20'-0" ON SITE AT DRIVE ENTRANCE TO MATCH ADJACENT DEVELOPMENT
- 13 DRIVE THRU LANE
- 14 20' WIDE FIRE / TRASH VEHICLE MANEUVERING LANE PER CITY OF TEMPE STANDARD
- 15 MENU SIGN LOCATION
- 16 EXISTING STREET LIGHT TO BE RELOCATED
- 17 SIGHT VISIBILITY TRIANGLE
- 18 PROPOSED FIRE HYDRANT LOCATION
- 19 PROPOSED NEW LOCATION FOR ADA DIRECTIONAL RAMP
- 20 FUTURE SIDEWALK (8'-0") ALONG ROOSEVELT

PROJECT TEAM

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 CONTACT: Chris Johnson

PROJECT DESCRIPTION

THIS SUBMITTAL CONTAINS INFORMATION FOR (2) NEW DRIVE-THRU PAD BUILDINGS TOTALING ~4,830 SF RETAIL AND ASSOCIATED SITE WORK ON A 1.54 AC SITE LOCATED ON THE NORTHEAST CORNER OF BASELINE ROAD AND ROOSEVELT STREET.

SITE DATA

PROJECT DATA			
STANDARD	EXISTING TIP	CSS	PROPOSED
GENERAL PLAN LAND USE & DENSITY	RESIDENTIAL USE	COMMERCIAL	RETAIL & RESTAURANT
ZONING	TRAILER PARK (RESIDENTIAL)	COMMERCIAL SHOPPING & SERVICE	COMMERCIAL SHOPPING & SERVICE
APN & SITE ADDRESS	123-54-002L 680 W. BASELINE RD. TEMPE, AZ		
GROSS / NET SITE AREA	71,448 SF (1.84AC)		
SUBDIVISION PLAN ON RECORD			
RESIDENTIAL DENSITY (DU/ACRE)	14	20 (U)	4,000 SF
TOTAL BUILDING AREA			4,830 SF
BUILDING HEIGHT (MEASURED FROM TOP OF GRADE, NOT FINISHED FLOOR)			
BUILDING HEIGHT (MAXIMUM)	30 FT	35 FT	28 FT
BUILDING HEIGHT (STIP-BACK REQUIRED ADJACENT TO SF OR MF DISTRICT)	NO	NO	NA
MAXIMUM LOT COVERAGE (SF AND % OF NET SITE AREA (OVERALL))			
PAD A	60%	50%	6.9%
PAD B	60%	50%	7.2%
PAD A	60%	50%	6.8%
PAD B	60%	50%	6.8%
MINIMUM NET (LOT AREA) (SF)	1,500 SF RENTAL SPACE	NA	NA
MINIMUM COMMON RECREATION AREA PER SWELLING (SF)	100 SF	NA	NA
MINIMUM SPACE / LOT WIDTH (FEET) X LENGTH (FEET)	30 FT X 55 FT	NA	NA
MINIMUM LANDSCAPE AREA (SF AND % OF NET SITE AREA) (OVERALL)	NA	15%	36.2%
PAD A	NA	15%	38.2%
PAD B	NA	15%	34.5%
SETBACKS			
PAD A			
FRONT	PARKING	10 FT	10 FT 68 FT
SIDE	BUILDING WALL (WEST)	5 FT	0 FT 19 FT
	BUILDING WALL (EAST)	5 FT	0 FT 89 FT
REAR	BUILDING WALL	5 FT	10 FT 92 FT
PAD B			
FRONT	PARKING	10 FT	10 FT 52 FT
SIDE	BUILDING WALL (WEST)	5 FT	0 FT 76 FT
	STREET SIDE (WEST)	20 FT	0 FT 39 FT
REAR	BUILDING WALL	5 FT	10 FT 112 FT
PAD A PARKING REQUIRED			
PAD A PATIO PARKING REQ.	300 S.F.	V FIRST 300 S.F.	9 SPACES
PAD A PARKING PROVIDED			32 SPACES
PAD B PARKING REQUIRED			
PAD B PATIO PARKING REQ.	2,239 S.F.	1/75	30 SPACES
PAD B PARKING PROVIDED			30 SPACES
TOTAL PARKING REQUIRED			
TOTAL PARKING PROVIDED			62 SPACES
BICYCLE PARKING (REQ. RATIO)			
	1/1000		1500 = 8 SPACES (4 SPACES PER PAD)

APPLICABLE CODES

- CITY OF TEMPE:
- 2012 INTERNATIONAL BUILDING CODE W/ C.O.T. AMENDMENTS
- 2012 INTERNATIONAL MECHANICAL CODE W/ C.O.T. AMENDMENTS
- 2012 INTERNATIONAL PLUMBING CODE W/ C.O.T. AMENDMENTS
- 2011 NATIONAL ELECTRICAL CODE W/ C.O.T. AMENDMENTS
- 2012 INTERNATIONAL FIRE CODE W/ C.O.T. AMENDMENTS
- 2012 INTERNATIONAL ENERGY CONSERVATION CODE W/ C.O.T. AMENDMENTS
- 2012 INTERNATIONAL FUEL GAS CODE W/ C.O.T. AMENDMENTS
- 2012 ACCESSIBILITY - IBC CHAPTER 11 AMENDMENT

PROPOSED SITE PLAN

SCALE: 1" = 20'-0"



Restaurant Pad Buildings

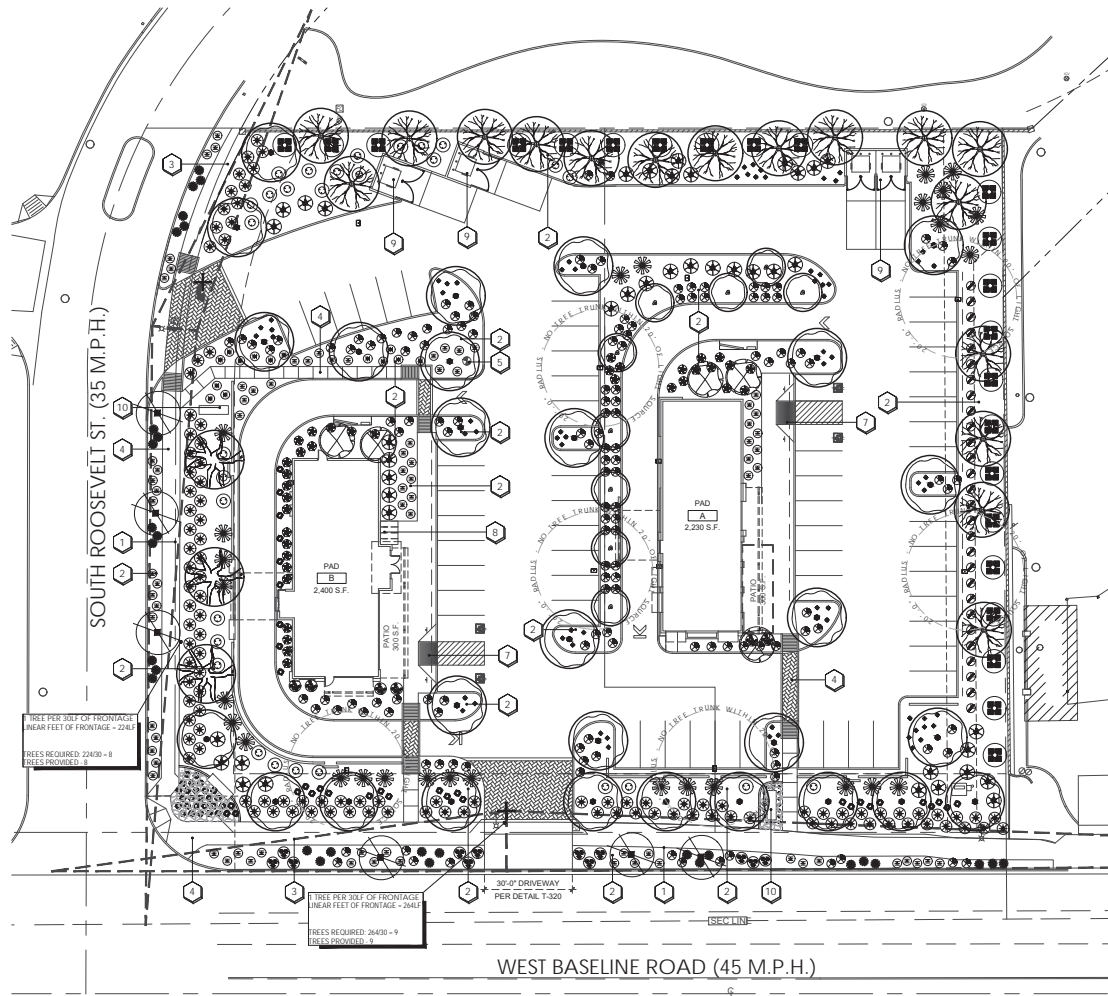
660 West Baseline Road

Tempe, Arizona

07.12.18
PROJECT NO.: 18009.00



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plant legend

	botanical name common name	size	qty	comments
trees				
	PARKINSONIA X. 'DESERT MUSEUM' 'DESERT MUSEUM'	1.5" CAL MINIMUM	28	LOW BREAKING
	CAESALPINIA CACALACO 'SMOOTHIE' THORNLESS CASCALOTE	1.5" CAL MINIMUM	9	LOW BREAKING
	CHLOPSIS LINEARIS 'LUCRETIA HAMILTON' DESERT WILLOW	1.5" CAL MINIMUM	6	LOW BREAKING
	TIPUANA TIPU TIPU TREE	1.5" CAL MINIMUM	17	LOW BREAKING
	SOPHORA SECUNDFLORA TEXAS MOUNTAIN LAUREL	1.5" CAL MINIMUM	5	LOW BREAKING
	PISTACIA X. RED PUSH RED PUSH PISTACHE	1.5" CAL MINIMUM	3	LOW BREAKING
shrubs				
	ERICAMERIA LARICIFOLIA TURPENTINE BUSH	5 GAL.	28	PLANT AT 6' O.C.
	NERIUM OLEANDER PETITE PINK OLEANDER	5 GAL.	30	PLANT AT 5' O.C.
	TECOMA ALATA ORANGE JUBILEE	5 GAL.	23	PLANT AT 8' O.C.
accents				
	AGAVE AMERICANA CENTURY PLANT	5 GAL.	28	PLANT AT 1.5' O.C.
	ALOE BARBADENSIS ALOE VERA	5 GAL.	36	PLANT AT 1.5' O.C.
	ALOE X. BLUE ELF BLUE ELF ALOE	1 GAL.	69	PLANT AT 1.5' O.C.
	DASYLIRION WHEELERI DESERT SPOON	5 GAL.	41	PLANT AT 5' O.C.
	ECHINOCACTUS GRUSONII GOLDEN BARREL	1 GAL.	16	PLANT AT 1' O.C.
	EUPHORBIA ANTISYPHILITICA CANDELLA	5 GAL.	60	PLANT AT 6' O.C.
	HESPERALOE PARVIFLORA RED YUCCA	5 GAL.	30	PLANT AT 3' O.C.
	MUHLENBERGIA CAPILLARIS DWARF REGAL MIST	5 GAL.	144	PLANT AT 3' O.C.
	PACHYCEBUS MARGINATUS MEXICAN FENCE POST	5 GAL.	6	PLANT AT 6' O.C.
groundcover				
	EREMOPHILA GLABRA OUTBACK SUNRISE EMU	1 GAL.	12	PLANT AT 4' O.C.
	SPHAGNETICOLA TRILOBATA YELLOW DOT	1 GAL.	112	PLANT AT 6' O.C.
	LANTIANA MONTEVIDENSIS PURPLE LANTIANA	1 GAL.	79	PLANT AT 4' O.C.
	LANTIANA 'NEW GOLD' NEW GOLD LANTIANA	1 GAL.	14	PLANT AT 4' O.C.
inerts				
	DECOMPOSED GRANITE - 3/8 MINUS	3/8 MINUS	26,233 SF	2" MINIMUM IN ALL PLANTERS
	1" - 2.5" FRACTURED RIP RAP	1" - 2.5" MAX	367 SF	2" MINIMUM IN ALL PLANTERS

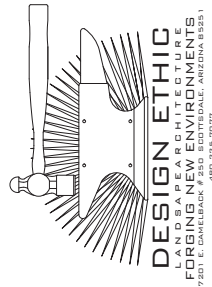
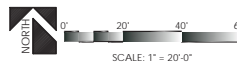
NOTE:
GROUNDCOVERS AND SHRUBS WITHIN SIX (6) FEET OF PATHWAYS SHALL NOT EXCEED TWO (2) FEET IN HEIGHT AT MATURITY. BETWEEN SIX (6) FEET AND TWELVE (12) FEET OF THE EDGE OF PATHWAYS, GROUNDCOVERS AND SHRUBS

planting key notes

- 1 PROPERTY LINE / RIGHT OF WAY LINE
- 2 DECOMPOSED GRANITE IN ALL PLANTING AREAS
- 3 SITE VISIBILITY TRIANGLE. MAXIMUM MATURE PLANT MATERIAL HEIGHT IN THE SIGHT VISIBILITY TRIANGLES IS 24 INCHES
- 4 SIDEWALK.
- 5 FIRE HYDRANT - 3'-0" CLEAR OF ALL PLANT MATERIAL
- 6 CURB. SEE CIVIL ENG. PLANS.
- 7 ACCESSIBLE RAMP. SEE CIVIL ENG. PLANS.
- 8 BIKE RACK PER CITY OF TEMPE STANDARD DETAIL 1-578
- 9 TRASH ENCLOSURE
- 10 ENTRY SIGN
- 11 1" - 2.5" FRACTURED RIP RAP

sight visibility triangle notes:

1. DISTANCES ARE MEASURED FROM THE CENTERLINE OF THE CROSS STREET ALONG THE FACE OF CURB OR EDGE OF TRAVELED WAY OF THE THROUGH STREET AND ARE BASED ON AASHTO GEOMETRIC DESIGN OF HIGHWAYS AND STREET 2004 INTERSECTION SIGHT DISTANCE FOR LEFT TURN MANEUVERS FROM A STOP: LEVEL GRADE, PASSENGER CAR AND DESIGN SPEED OF 5 MPH OVER THE POSTED SPEED LIMIT.
2. AREAS WITHIN THE SIGHT DISTANCE TRIANGLE MUST BE CLEAR OF OBSTRUCTIONS THAT MIGHT BLOCK A DRIVER'S VIEW OF POTENTIALLY CONFLICTING VEHICLES. LANDSCAPING SHOULD BE 2 FEET OR LESS IN HEIGHT. MULTI-TRUNK TREES SHOULD BE ELIMINATED FROM THIS AREA AND ANY TREES PLANTED MUST BE TRIMMED UP TO AT LEAST 8 FEET. THE SPACING OF TREES IN THIS AREA COULD CREATE A PICKET FENCE EFFECT IF PLANTED TOO CLOSELY TOGETHER.

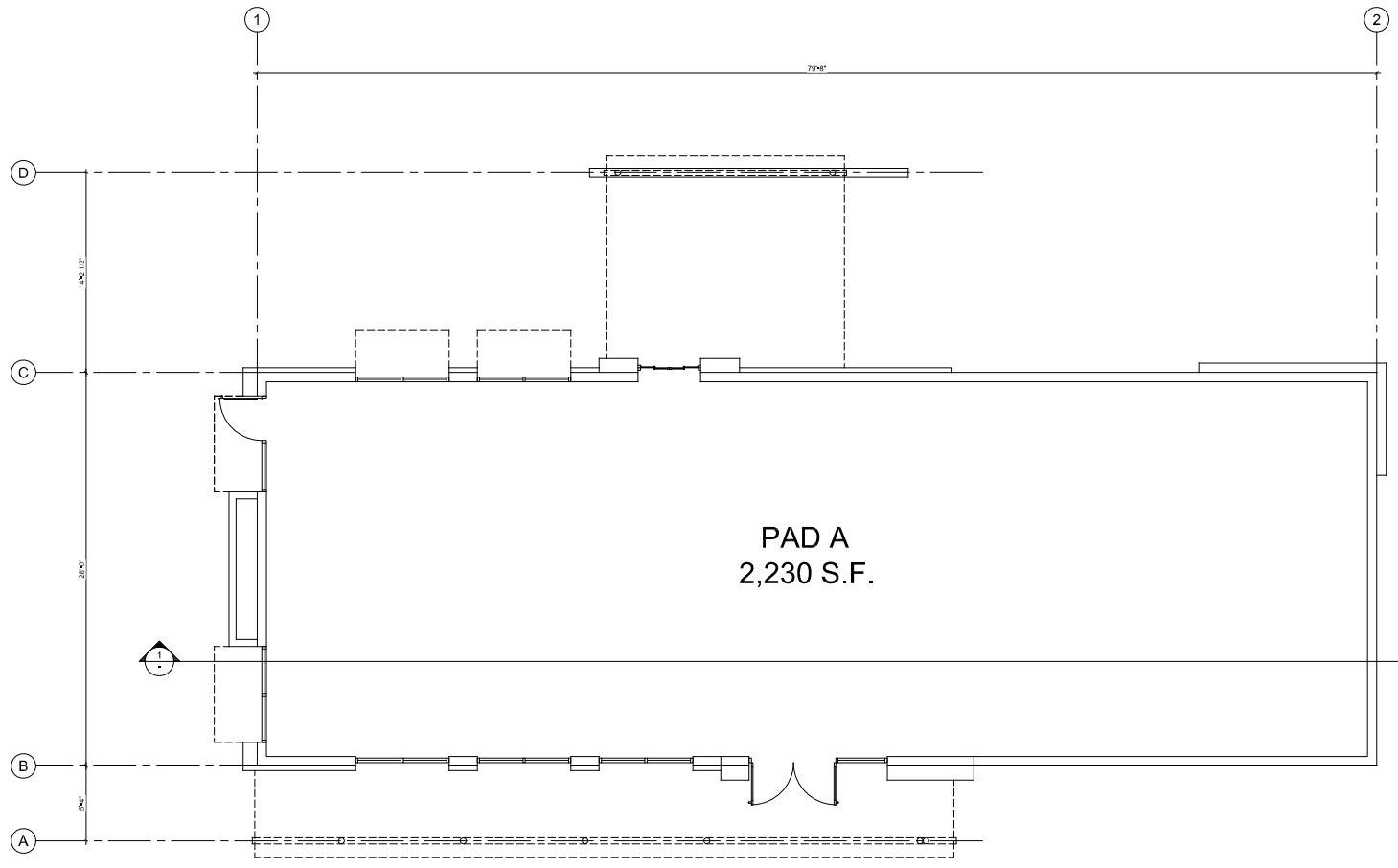


RETAIL PADS
660 WEST BASELINE ROAD
TEMPE, ARIZONA 85282

PLANTING PLAN

PROJECT:
JOB NO: 18-020
DATE:
DRAWN BY: B. PAUL
SUBMITTED: 07.25.2018
REVISED:
SHEET TITLE:
SHEET

L.02 of L.02



PAD A FLOOR PLAN
SCALE: 1" = 16'-0"



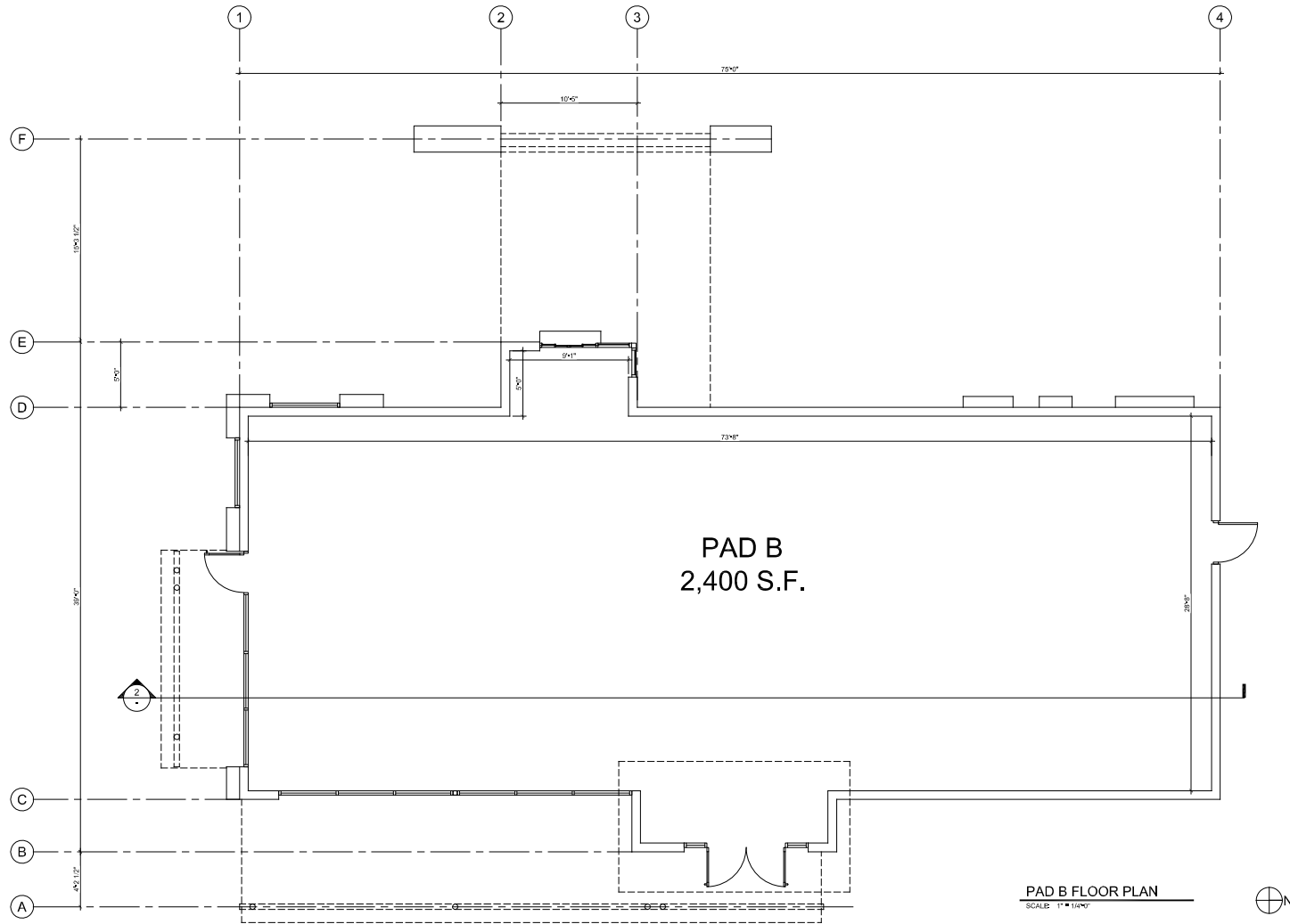
Restaurant Pad Building - Pad A

660 West Baseline Road
Tempe, Arizona

07.12.18
PROJECT NO.: 18009.00



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Restaurant Pad Building - Pad B

660 West Baseline Road

Tempe, Arizona

07.12.18

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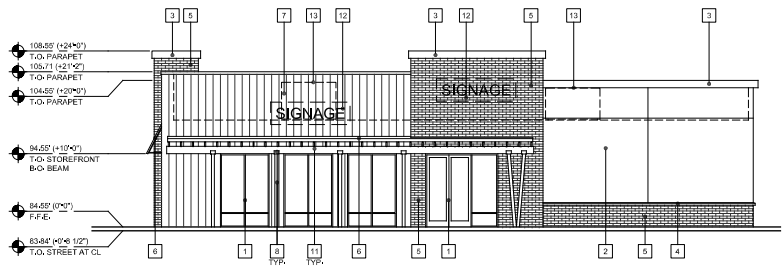
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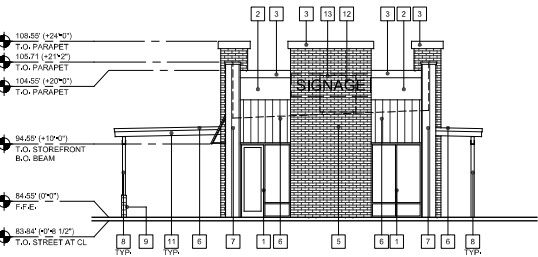
MATERIAL/COLOR SCHEDULE

MATERIAL COLORS

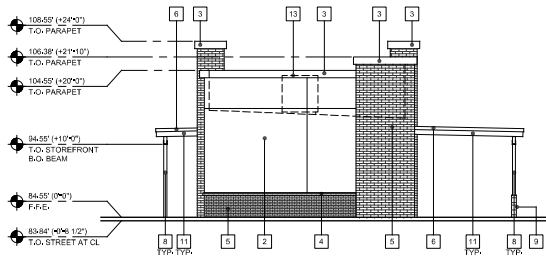
- CLEAR WOODFIN ALUMINUM FRAME WITH 1" INSULATED GLAZING + COLDCASTLE STOREFRONT 204 CLEAR GLASS
- STUCCO FINISH - SHERWIN WILLIAMS SW 7029 AGREEABLE GRAY
- STUCCO CORNICE - SHERWIN WILLIAMS SW 7669 SUMMIT GRAY
- CONCRETE ACCENT
- BRICK VENEER - SUMMIT BRICK COMPANY #83 AND RION STANDING SEAM ROOF - BERRIDGE MANUFACTURING CO. 'ACRYLIC COATED A265 GALVALUME'
- STANDING SEAM WALL SIDING - BERRIDGE MANUFACTURING CO. 'CHARCOAL GREY'
- STEEL COLUMN AND STRADDLE TO BE PAINTED - SHERWIN WILLIAMS SW 7669 'SUMMIT GRAY'
- MASONRY SCREEN WALL - SUPERLITE BLOCK - INTEGRAL COLORED BLOCK 'MOJAVE BROWN AND RIDGELINE'
- DRYER THRU WINDOW LOCATION
- WOOD STRUCTURE TO BE STAINED - SHERWIN WILLIAMS WOODCAPES SW 3035 'WOODBRIAR'
- FUTURE TENANT SIGNAGE UNDER SEPARATE PERMIT AND SUBMITTAL
- MECHANICAL UNITS BEYOND



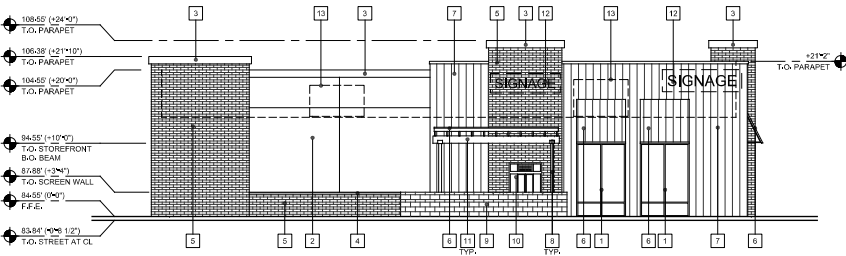
EAST ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION (FACING BASELINE)
SCALE: 1/8" = 1'-0"



NORTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST ELEVATION
SCALE: 1/8" = 1'-0"



Restaurant Pad Building - Pad A

660 West Baseline Road

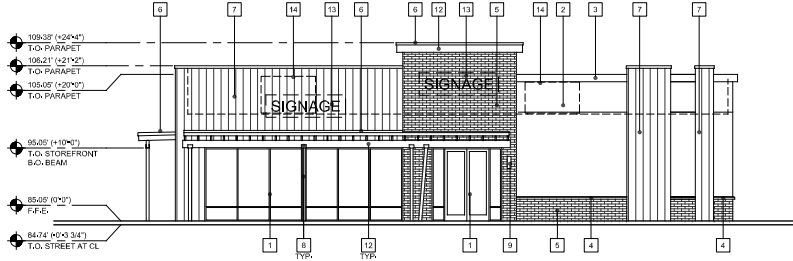
Tempe, Arizona

07.12.18

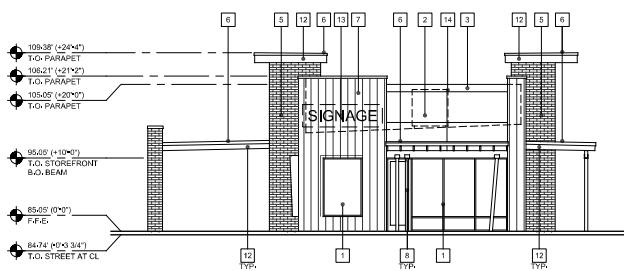
PROJECT NO.: 18009.00



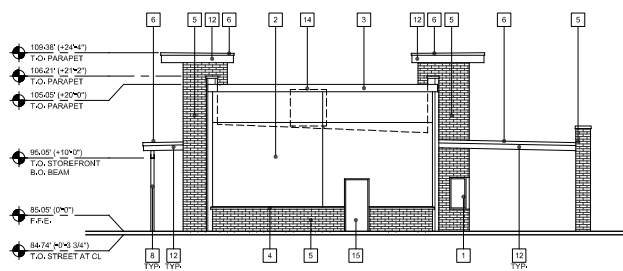
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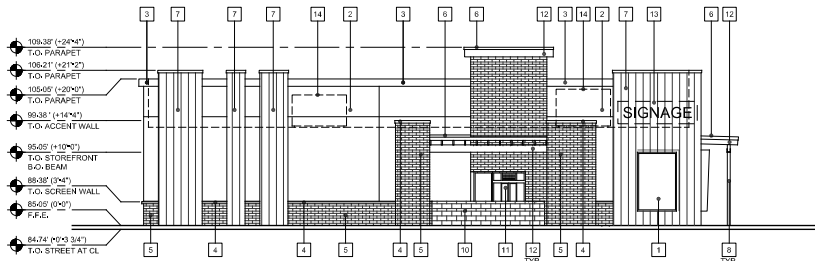
EAST ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION (FACING BASELINE)
SCALE: 1/8" = 1'-0"



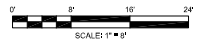
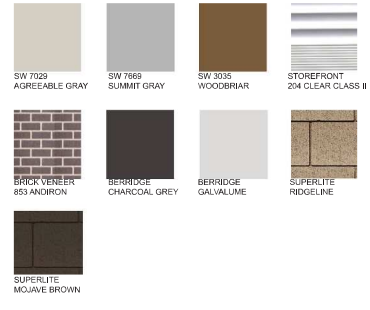
NORTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST ELEVATION (FACING ROOSEVELT)
SCALE: 1/8" = 1'-0"

MATERIAL/COLOR SCHEDULE

- MATERIALS/COLORS**
1. CLEAR ANODIZED ALUMINUM FRAME WITH 1" INSULATED GLAZING - OLDCASTLE STOREFRONT 204 CLEAR CLASS II
 2. STUCCO FINISH - SHERWIN WILLIAMS SW 7029 AGREEABLE GRAY
 3. STUCCO CORNICE - SHERWIN WILLIAMS SW 7669 SUMMIT GRAY
 4. CONCRETE ACCENT
 5. BRICK VENEER - SUMMIT BRICK COMPANY - 853 ANDRON
 6. STANDING SEAM ROOF - BERRIDGE MANUFACTURING CO. 'ACRYLIC COATED AZ-65 GALVALUME
 7. STANDING SEAM WALL SIDING - BERRIDGE MANUFACTURING CO. 'CHARCOAL GREY'
 8. STEEL COLUMN AND STRADDLE TO BE PAINTED - SHERWIN WILLIAMS SW 7669 SUMMIT GRAY
 9. LIGHT FIXTURE
 10. MASONRY SCREEN WALL - SUPERLITE BLOCK - INTEGRAL COLORED BLOCK 'MOJAVE BROWN AND RIDGELINE
 11. DRIFT-THRU WINDOW LOCATOR
 12. WOOD STRUCTURE TO BE STAINED - SHERWIN WILLIAMS WOODSCAPES SW 3035 'WOODBRICK'
 13. FUTURE TENANT SIGNAGE UNDER SEPARATE PERMIT AND SUBMITTAL
 14. MECHANICAL UNITS BEYOND
 15. HOLLOW METAL DOOR PAINTED TO MATCH ADJACENT WALLS - SHERWIN WILLIAMS SW 7029 'AGREEABLE GRAY'



Restaurant Pad Building - Pad B

660 West Baseline Road
Tempe, Arizona

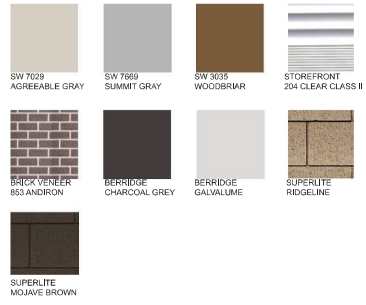
07.12.18
PROJECT NO.: 18009-00



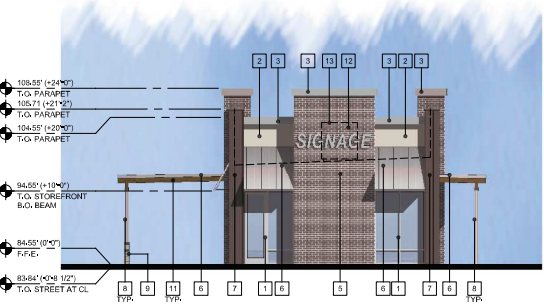
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MATERIAL/COLOR SCHEDULE

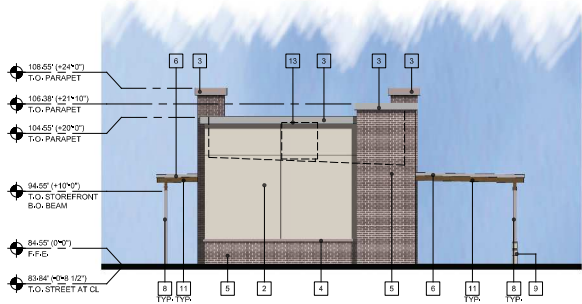
- MATERIALS/COLORS**
1. CLEAR ANODIZED ALUMINUM FRAME WITH 1" INSULATED GLAZING • OLDCASTLE STOREFRONT 204 CLEAR GLASS II
 2. STUCCO FINISH • SHERWIN WILLIAMS SW 7029 AGREEABLE GRAY
 3. STUCCO CORNICE • SHERWIN WILLIAMS SW 7669 SUMMIT GRAY
 4. CONCRETE ACCENT
 5. BERRIDGE VENEER • SHERWIN WILLIAMS BERRIDGE COMPANY • B53 ANDRON
 6. STANDING SEAM ROOF • BERRIDGE MANUFACTURING CO. • ACRYLIC COATED AZ-65 GALVALUME
 7. STANDING SEAM WALL SIDING • BERRIDGE MANUFACTURING CO. • CHARCOAL GREY
 8. STEEL COLUMN AND STRADDLE TO BE PAINTED • SHERWIN WILLIAMS SW 7669 SUMMIT GRAY
 9. MASONRY SCREEN WALL • SUPERLITE BLOCK • INTEGRAL COLORED BLOCK • MOJAVE BROWN AND RIDGELINE
 10. DRUM THRU WINDOW LOCATIONS
 11. WOOD STRUCTURE TO BE STAINED • SHERWIN WILLIAMS WOODSCAPES SW 3035 WOODBRUR
 12. FUTURE TENANT SIGNAGE UNDER SEPARATE PERMIT AND SUBMITTAL
 13. MECHANICAL UNITS BEYOND



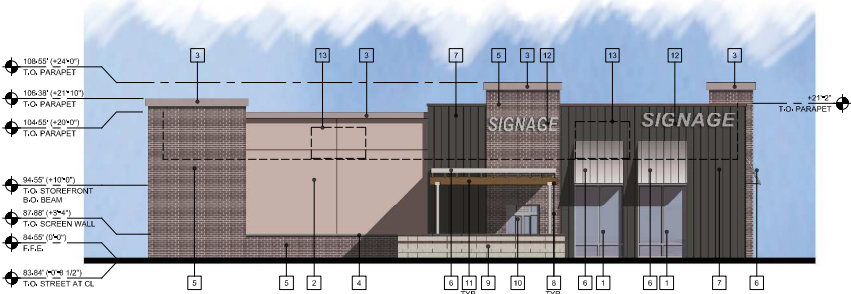
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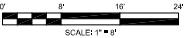
SOUTH ELEVATION (FACING BASELINE)
SCALE: 1/8" = 1'-0"



NORTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST ELEVATION
SCALE: 1/8" = 1'-0"



Restaurant Pad Building - Pad A

660 West Baseline Road

Tempe, Arizona

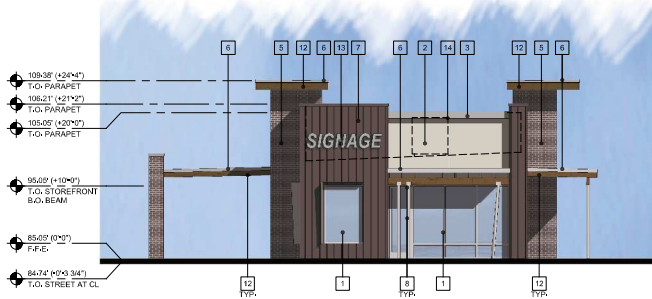
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PROJECT NO.: 18009-00



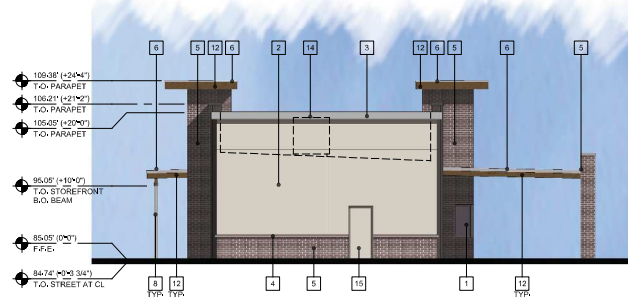
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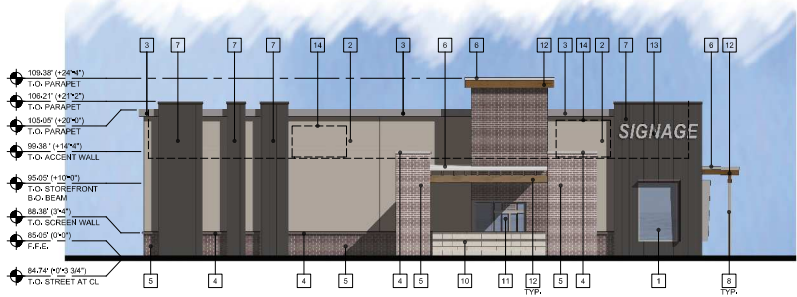
EAST ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION (FACING BASELINE)
SCALE: 1/8" = 1'-0"



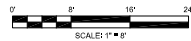
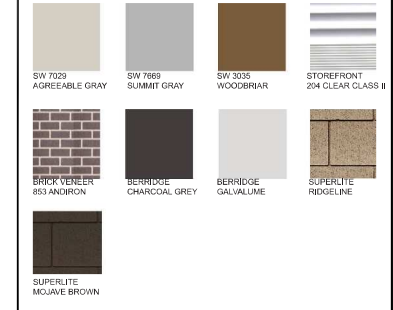
NORTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST ELEVATION (FACING ROOSEVELT)
SCALE: 1/8" = 1'-0"

MATERIAL/COLOR SCHEDULE

- MATERIALS/COLORS**
1. CLEAR ANODIZED ALUMINUM FRAME WITH 1" INSULATED GLAZING • OLDCASTLE STOREFRONT 204 CLEAR CLASS II
 2. STUCCO FINISH • SHERWIN WILLIAMS SW 7029 AGREEABLE GRAY
 3. STUCCO CORNICE • SHERWIN WILLIAMS SW 7669 SUMMIT GRAY
 4. CONCRETE ACCENT
 5. BRICK VENEER • SUMMIT BRICK COMPANY • 853 ANDRON
 6. STANDING SEAM ROOF • BERRIDGE MANUFACTURING CO. • ACRYLIC COATED AZ-65 GALVALUME
 7. STANDING SEAM WALL SIDING • BERRIDGE MANUFACTURING CO. • CHARCOAL GREY
 8. STEEL COLUMN AND STRADDLE TO BE PAINTED • SHERWIN WILLIAMS SW 7669 SUMMIT GRAY
 9. LIGHT FIXTURE
 10. MASONRY SCREEN WALL • SUPERLITE BLOCK • INTEGRAL COLORED BLOCK • MOJAVE BROWN AND RIDGELINE
 11. DEEP-PIRRU WINDOW LOCATIONS
 12. WOOD STRUCTURE TO BE STAINED • SHERWIN WILLIAMS WOODSCAPES SW 3035 WOODBRIAR
 13. FUTURE TENANT SIGNAGE UNDER SEPARATE PERMIT AND SUBMITTAL
 14. MECHANICAL UNITS BEYOND
 15. HOLLOW METAL DOOR PAINTED TO MATCH ADJACENT WALLS • SHERWIN WILLIAMS SW 7029 AGREEABLE GRAY



Restaurant Pad Building - Pad B

660 West Baseline Road

Tempe, Arizona

07.12.18
PROJECT NO.: 18009-00



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MATERIAL/COLOR SCHEDULE

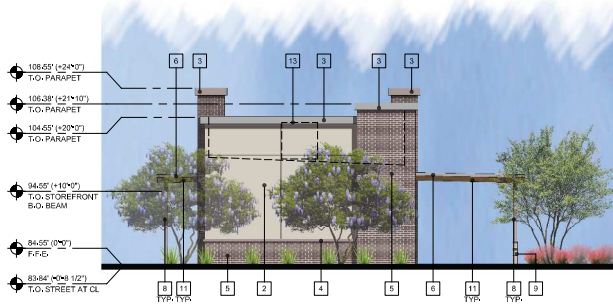
- MATERIALS/COLORS**
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 2. STUCCO FINISH - SHERWIN WILLIAMS SW 7020 AGREEABLE GRAY
 3. STUCCO CORNICE - SHERWIN WILLIAMS SW 7669 SUMMIT GRAY
 4. CONCRETE ACCENT
 5. BRICK VENEER - SUMMIT BRICK COMPANY # 853 AND BION
 6. STANDING SEAM ROOF - BERRIDGE MANUFACTURING CO. 'ACRYLIC COATED AZ65 GALVALUME
 7. STANDING SEAM WALL SIDING - BERRIDGE MANUFACTURING CO. 'CHARCOAL GREY'
 8. STEEL COLUMN AND STRADDLE TO BE PAINTED - SHERWIN WILLIAMS SW 7669 SUMMIT GRAY
 9. MASONRY SCREEN WALL - SUPERLITE BLOCK - INTEGRAL COLORED BLOCK 'MOJAVE BROWN AND 'RIDGELINE'
 10. DRUM THRU WINDOW LOCATED IN
 11. WOOD STRUCTURE TO BE STAINED - SHERWIN WILLIAMS WOODSCAPES SW 3035 'WOODBRIAR'
 12. FUTURE TENANT SIGNAGE UNDER SEPARATE PERMIT AND SUBMITTAL
 13. MECHANICAL UNITS BEYOND



EAST ELEVATION
SCALE: 1/8" = 1'-0"



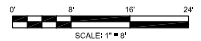
SOUTH ELEVATION (FACING BASELINE)
SCALE: 1/8" = 1'-0"



NORTH ELEVATION
SCALE: 1/8" = 1'-0"

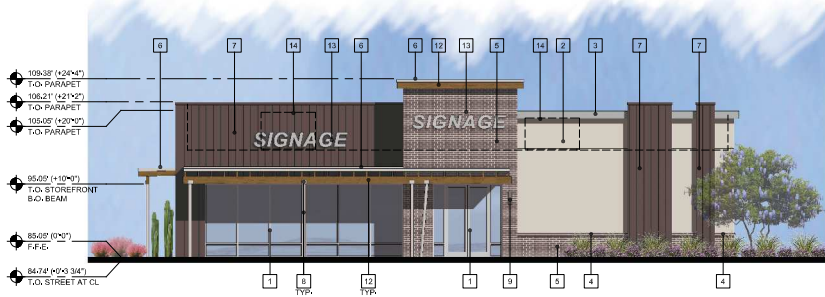


WEST ELEVATION
SCALE: 1/8" = 1'-0"

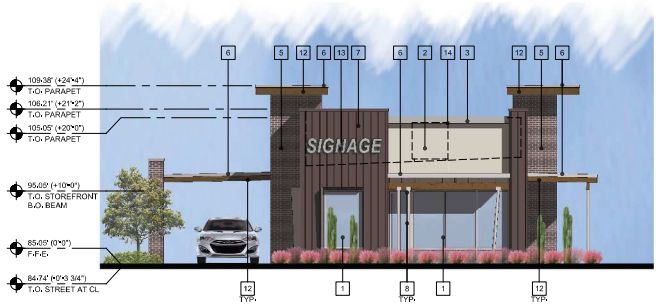


Restaurant Pad Building - Pad A
660 West Baseline Road
Tempe, Arizona
07.12.18
PROJECT NO.: 18009-00





EAST ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION (FACING BASELINE)
SCALE: 1/8" = 1'-0"



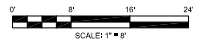
NORTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST ELEVATION (FACING ROOSEVELT)
SCALE: 1/8" = 1'-0"

MATERIAL/COLOR SCHEDULE

- MATERIALS/COLORS**
1. CLEAR ANODIZED ALUMINUM FRAME WITH 1" INSULATED GLAZING • OLDCASTLE STOREFRONT 204 CLEAR CLASS II
 2. STUCCO FINISH • SHERWIN WILLIAMS SW 7029 AGREEABLE GRAY
 3. STUCCO CORNICE • SHERWIN WILLIAMS SW 7669 SUMMIT GRAY
 4. CONCRETE ACCENT
 5. BRICK VENEER • SUMMIT BRICK COMPANY • 853 ANDRON
 6. STANDING SEAM ROOF • BERRIDGE MANUFACTURING CO. • ACRYLIC COATED AZ-65 GALVALUME
 7. STANDING SEAM WALL SIDING • BERRIDGE MANUFACTURING CO. • CHARCOAL GREY
 8. STEEL COLUMN AND STRADDLE TO BE PAINTED • SHERWIN WILLIAMS SW 7669 SUMMIT GRAY
 9. LIGHT FIXTURE
 10. MASONRY SCREEN WALL • SUPERLITE BLOCK • INTEGRAL COLORED BLOCK • MOJAVE BROWN AND RIDGELINE
 11. DEEP-PIRRU WINDOW LOCATIONS
 12. WOOD STRUCTURE TO BE STAINED • SHERWIN WILLIAMS WOODSCAPES SW 3035 WOODBRICK
 13. FUTURE TENANT SIGNAGE UNDER SEPARATE PERMIT AND SUBMITTAL
 14. MECHANICAL UNITS BEYOND
 15. HOLLOW METAL DOOR PAINTED TO MATCH ADJACENT WALLS • SHERWIN WILLIAMS SW 7029 AGREEABLE GRAY



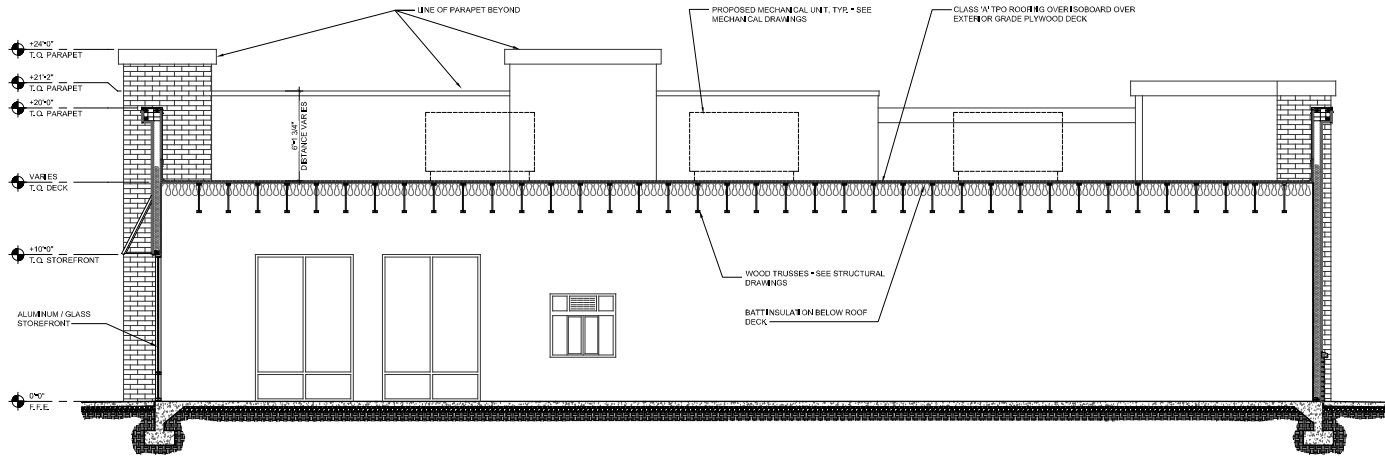
Restaurant Pad Building - Pad B

660 West Baseline Road
Tempe, Arizona

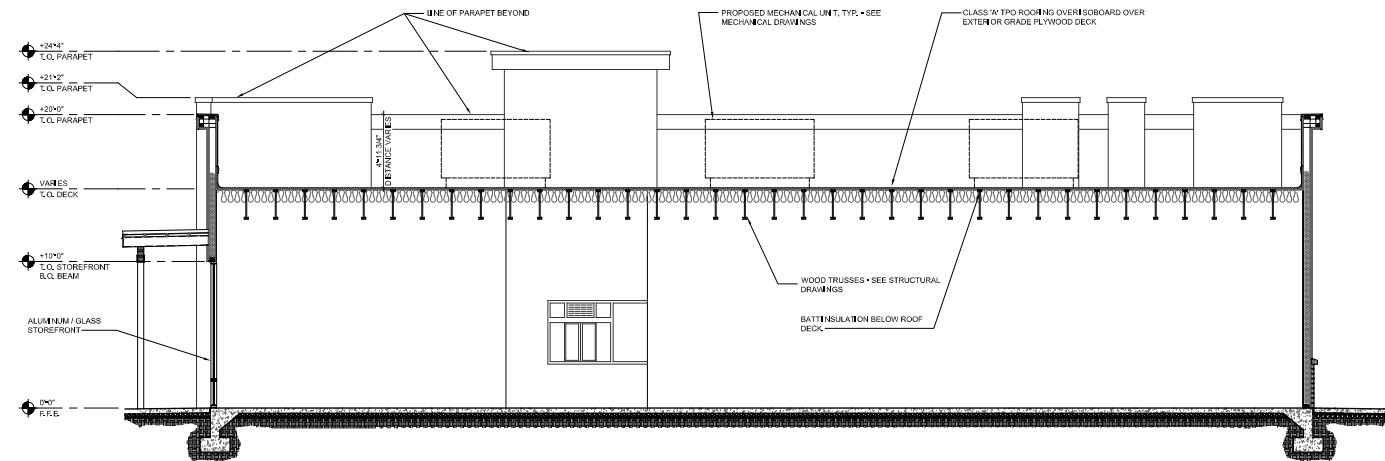
07.12.18
PROJECT NO.: 18009-00



4650 E. Cotton Center Boulevard Phoenix, AZ 85040
602-395-1000 www.verticaldesignstudios.com



PAD A SECTION 1
SCALE: 1" = 16'-0"



PAD B SECTION 2
SCALE: 1" = 16'-0"

Restaurant Pad Buildings

660 West Baseline Road

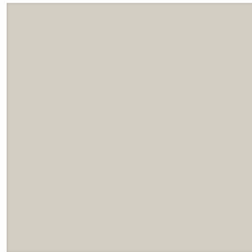
Tempe, Arizona

07.12.18

PROJECT NO.: 18009.00



4650 E. Cotton Center Boulevard Phoenix, AZ 85040
602.395.1000 www.verticaldesignstudios.com



Sherwin Williams
SW 7029 'Agreeable Gray'



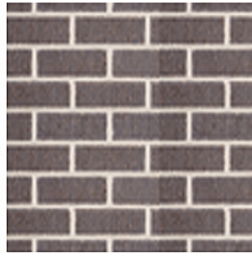
Sherwin Williams
SW 7669 'Summit Gray'



Sherwin Williams
SW 3035 'Woodbriar'



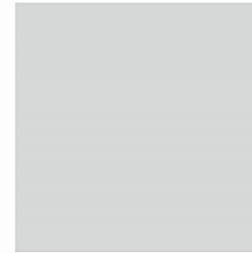
Oldcastle Storefront
'204 Clear Class II'



Summit Brick Company
Brick Veneer '853 Andiron'



Berridge Manufacturing Co.
'Charcoal Grey'



Berridge Manufacturing Co.
'Galvalume'



Superlite
Smooth Face Integral
Colored Masonry
'Ridgeline'



Superlite
Smooth Face Integral
Colored Masonry
'Mojave Brown'



Material Board
N.E.C. Baseline Rd. & Roosevelt St.
Tempe, Arizona
06.18.18



4650 E. Cotton Center Boulevard Phoenix, AZ 85040
602.395.1000 www.verticaldesignstudios.com



Restaurant Pad Buildings

660 West Baseline Road

Tempe, Arizona

07.12.18

PROJECT NO.: 18009.00



4650 E. Cotton Center Boulevard Phoenix, AZ 85040
602.395.1000 www.verticaldesignstudios.com



Image 1: Image to the Northwest



Image 2: Image to the North



Image 3: Image to the Northeast



Image 4: Image to the East



Image 5: Image to the Southeast

Neighborhood Meeting Tempe, Baseline and Kyrene

June 21, 2018 @ 5:30 pm

Kiwanis Community Center, Observation Room

Attendance: Six (6) Development Team Members, Fourteen (14) Neighbors

July 11, 2018 @ 5:30 pm

Kiwanis Community Center, Class Room A

Attendance: Four (4) Development Team Members, Six (6) Neighbors

- Comment: Can the exit on to Roosevelt be signed to keep traffic out of neighborhood?
Response: Yes, developer can sign the property.
- Comment: Concern regarding trash leaving site.
Response: Location of trash enclosures meet City requirements, all bins have lids.
- Comment: Concern regarding increased traffic along Baseline.
Response: Developer's Traffic Eng. Stated development will not increase number of trips
- Comment: Resident stated he will fight any project with drive- thru.
Response:
- Comment: Resident voiced concern regarding bus stop and traffic pulling out of project site.
Response: Residents confirmed school bus stops north of the project site, Traffic Engineer confirmed traffic exiting site will turn south to reenter Baseline.
- Comment: Representative of apartment complex voiced support for project; Tired of trash, vacant lot, parked semi's, venders.
Response:
- Comment: Resident stated Roosevelt driveway should be relocated to Baseline Rd.
Response: City Traffic Engineer confirmed a second access onto Baseline is not allowed by the City of Tempe.
- Comment: Resident stated the City did a traffic count in January.
Response: City Traffic engineer confirmed the City of Tempe does periodic traffic counts.
- Comment: Concerns over Public Notice not being posted on site.
Response: It was confirmed the Public Notice sign was not posted on the site for the June 21st Neighborhood meeting, a second meeting was scheduled and a sign was posted for the July 11th Neighborhood meeting.
- Comment: Resident asked if traffic statement had been produced.

Response: Traffic Eng. confirmed and discussed, stated the proposed tenant is not a destination, it's a convenience, thus draws its customers from the existing trips along Baseline. The project will not increase the number of trips along Baseline.

- Comment: Resident inquired about patio size
Response: 300 SQ FT
- Comment: Concerns regarding people leaving project site to utilize the neighborhood park.
Response: This is not the nature of the tenant's client demographic.
- Comment: Residents requested sit-down restaurant or apartments.
Response: Those types of uses will increase trip count along Baseline, creating the opposite effect the Neighborhood wants to discourage.
- Comment: Resident requested the City install traffic cameras and ticket patrons leaving the project site who turn right into the neighborhood.
Response: The City Traffic Engineer confirmed the City of Tempe does not employ traffic cameras, nor can they ticket motorists for driving on public streets.
- Comment: Resident requested the developer install gates into the neighborhood restricting traffic to neighborhood residents only.
Response: The City Engineer stated installing gates will effectively turn the public streets into private streets and become the responsibility of the HOA. The residents confirmed the HOA is unable to support private streets.
- Comment: Resident requested the developer install gates at the Roosevelt driveway restricting egress from the site.
Response: The City Traffic Engineer confirmed Roosevelt driveway egress cannot be restricted due to fire life safety issues.
- Comment: Resident requested 'Children at Play' signs.
Response: City Traffic Engineer stated 'Children at Play' signs are not used, and has been proven to be ineffective.
- Comment: Resident stated the City of Tempe is becoming too dense, asked when the City is going to stop allowing development.
Response: City Planner stated the resident's comment is a question for the City Council.
- Comment: Resident voiced concerns regarding traffic leaving the project site onto Roosevelt, turning right, and driving through the neighborhood.
Response: City Traffic Engineer stated the habit of motorists is to choose the shortest possible route, motorists travelling west bound during their morning commute will pull into the project site, and reenter Baseline to continue their commute
- Comment: Can the developer restrict traffic exiting the project site onto Roosevelt from turning right?

Response: The City Traffic Engineer confirmed there are methods available to restrict right turns from the project site onto Roosevelt. The developer agreed to redesign the driveway, add signage, and add striping to restrict right turns onto Roosevelt.

- Comment: Resident asked where the drive through speaker is located. Also stated the carwash is very loud.

Response: The menu speaker is more than 250' from the nearest home. Lush landscaping will be installed throughout the property, including along the perimeter fence, the landscaping will help abate the existing carwash noise.

WHEN RECORDED RETURN TO:
City of Tempe
Community Development Department
31 E. 5th Street
Tempe, AZ. 85281

**WAIVER OF RIGHTS AND REMEDIES
UNDER A.R.S. §12-1134**

This Waiver of Rights and Remedies under A.R.S. § 12-1134 (Waiver) is made in favor of the City of Tempe (City) by COBBLESTONE AUTO SPA & MARKET XI LLC (Owner).

Owner acknowledges that A.R.S. § 12-1134 provides that in some cases a city must pay just compensation to a land owner if the city approves a land use law that reduces the fair market value of the owner's property (Private Property Rights Protection Act).

Owner further acknowledges that the Private Property Rights Protection Act authorizes a private property owner to enter an agreement waiving any claim for diminution in value of the property in connection with any action requested by the property owner.

Owner has submitted Application No. PL180172 – **NEC BASELINE ROAD & ROOSEVELT STREET RETAIL**, to the City requesting that the City approve the following:

- GENERAL PLAN AMENDMENT
- ZONING MAP AMENDMENT
- PAD OVERLAY
- HISTORIC PRESERVATION DESIGNATION/OVERLAY
- USE PERMITS
- VARIANCE
- DEVELOPMENT PLAN REVIEW
- SUBDIVISION PLAT/CONDOMINIUM PLAT
- OTHER _____
(Identify Action Requested)

for development of the following real property (Property):

Property Address: 616 West Baseline Road, Tempe Arizona

Parcel No.: See Attached Exhibit B

**LEGAL DESCRIPTION
FOR
WAIVER**

That part of the Southeast quarter of Section 33, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, being more particularly described as follows:

Commencing at the South quarter corner of said Section 33;
THENCE North 01 degrees 19 minutes 47 seconds East, along the North-South mid-section line of said Section 33, a distance of 39.94 feet to a point on the North right-of-way line of Baseline Road, said line being 55.00 feet from the monument line of said Baseline Road;

THENCE South 89 degrees 40 minutes 00 seconds East (M) South 89 degrees 40 minutes 20 seconds East (R), along said North right-of-way line a distance of 1524.52 (M) 1524.20 (R) to a point on the Easterly right-of-way of Roosevelt Street according to Casa Fiesta Book 435 of Maps, Page 25 records of said County (the following three calls run along said Easterly right-of-way);

THENCE North 44 degrees 35 minutes 25 seconds West (M) North 44 degrees 36 minutes 10 seconds West (R) a distance of 28.25 feet;

THENCE North 00 degrees 29 minutes 10 seconds East (M) North 00 degrees 28 minutes 00 seconds East (R) a distance of 135.46 feet (M) 135.69 feet (R) to the beginning of a curve to the right concave Southeasterly and having a radius of 172.50 feet;

THENCE Northeasterly along said curve, through a central angle of 29 degrees 26 minutes 03 seconds (M) 29 degrees 14 minutes 23 seconds (R) an arc length of 88.62 (M) 88.16 feet (R);

THENCE South 89 degrees 40 minutes 00 seconds East (M) South 89 degrees 40 minutes 20 seconds East (R) 259.90 feet (M) 259.59 feet (R) to the **POINT OF BEGINNING**;

THENCE continuing South 89 degrees 40 minutes 00 seconds East a distance of 10.05 feet;

THENCE North 47 degrees 28 minutes 10 seconds East (M) North 47 degrees 26 minutes 50 seconds East (R) a distance of a distance of 90.46 feet (M) 91.42 feet (R) to the Southerly right-of-way line of the Western Canal;

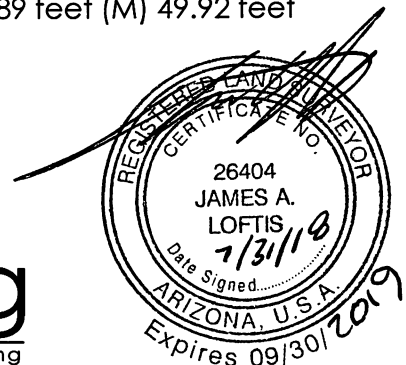
THENCE South 42 degrees 31 minutes 50 seconds East (M) South 42 degrees 33 minutes 10 seconds East (R) along said Southerly right-of-way line a distance of 29.93 (M) 30.00 feet (R);

THENCE South 47 degrees 28 minutes 11 seconds West (M) South 47 degrees 26 minutes 50 seconds West (R) a distance of 131.55 feet (M) 132.60 feet (R);

THENCE North 00 degrees 00 minutes 00 seconds East a distance of 49.89 feet (M) 49.92 feet (R) to the **TRUE POINT OF BEGINNING**.

3engineering
planning civil engineering surveying

6370 E. Thomas Road, Suite #200, Scottsdale, Arizona 85251
Phone (602) 334-4387 · Fax (602) 490-3230 · www.3engineering.com
3 engineering job # 1534 · Date: July 30, 2018





EXPIRES: 9/30/2019

STREET

WESTERN
CANAL
S42°31'50"E 29.93' (M)
S42°33'10"E 30.00' (R)

N47°28'10"E 90.46' (M)
N47°26'50"E 91.42' (R)

S89°40'00"E
10.05'
POB

S89°40'00"E 259.90' (M)
S89°40'20"E 259.59' (R)

N00°00'00"E
49.89' (M) 49.92' (R)

D=46°59'05"
R=200.00'
L=164.01' (M)
L=164.80' (R)

S89°40'00"E 1524.52' (M)
S89°40'20"E 1524.20' (R)

ROOSEVELT

N0°29'10"E
204.89' (M) 205.00' (R)

30'
R/W

D=29°26'03" (M)
D=29°14'23" (R)
R=172.50'
L=88.62' (M)
L=88.16' (R)

N00°29'10"E 135.46' (M)
N00°28'00"E 135.69' (R)

N44°35'25"W (M) 28.25'
N44°36'10"W (R)

S47°28'11"W 131.55' (M)
S47°26'50"W 132.60' (R)

FOUND B.C.H.H.
NE COR., SEC. 4
T-1-S, R-4-E

S/4 COR. SEC. 33
FD. B.C.H.H.

N01°19'47"E 39.94'

S00°31'57"W 15.06'

N89°40'00"W 1475.12'

FOUND B.C.H.H.
HARDY DRIVE &
BASELINE ROAD
(CENTER LINE)

N90°00'00"E 1990.17' (BASIS OF BEARING)

BASELINE ROAD

S00°16'47"E 26.64'

N89°40'00"W 515.36' (M)
N89°40'20"W (R, R1, R2)

SOUTH LINE OF THE
SE 1/4, SEC. 33 T-1-N, R-4-E

FOUND B.C.H.H.
KYRENE ROAD &
BASELINE ROAD
(CENTER LINE)

KYRENE
ROAD



SCALE: 1" = 80'

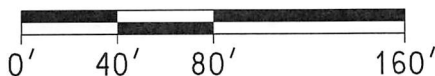


EXHIBIT B

WAIVER AREA

3engineering
planning civil engineering surveying

3 ENGINEERING, LLC
6370 E. THOMAS ROAD, SUITE # 200 - SCOTTSDALE, ARIZONA 85251
PHONE: (602) 334-4387 - FAX: (602) 490-3230
WWW.3ENGINEERING.COM

DATE: 07/31/18
PROJECT NO. 1534

WHEN RECORDED RETURN TO:
City of Tempe
Community Development Department
31 E. 5th Street
Tempe, AZ. 85281

**WAIVER OF RIGHTS AND REMEDIES
UNDER A.R.S. §12-1134**

This Waiver of Rights and Remedies under A.R.S. § 12-1134 (Waiver) is made in favor of the City of Tempe (City) by Avalon Roosevelt, LLC (Owner).

Owner acknowledges that A.R.S. § 12-1134 provides that in some cases a city must pay just compensation to a land owner if the city approves a land use law that reduces the fair market value of the owner's property (Private Property Rights Protection Act).

Owner further acknowledges that the Private Property Rights Protection Act authorizes a private property owner to enter an agreement waiving any claim for diminution in value of the property in connection with any action requested by the property owner.

Owner has submitted Application No. PL180172 – **NEC BASELINE ROAD & ROOSEVELT STREET RETAIL**, to the City requesting that the City approve the following:

- GENERAL PLAN AMENDMENT
- ZONING MAP AMENDMENT
- PAD OVERLAY
- HISTORIC PRESERVATION DESIGNATION/OVERLAY
- USE PERMITS
- VARIANCE
- DEVELOPMENT PLAN REVIEW
- SUBDIVISION PLAT/CONDOMINIUM PLAT
- OTHER _____
(Identify Action Requested)

for development of the following real property (Property):

Property Address: 660 West Baseline Road, Tempe Arizona

Parcel No.: 123-54-002L See Exhibit A

By signing below, Owner voluntarily waives any right to claim compensation for diminution in Property value under A.R.S. §12-1134 that may now or in the future exist as a result of the City’s approval of the above-referenced Application, including any conditions, stipulations and/or modifications imposed as a condition of approval.

This Waiver shall run with the land and shall be binding upon all present and future owners having any interest in the Property.

This Waiver shall be recorded with the Maricopa County Recorder’s Office.

Owner warrants and represents that Owner is the fee title owner of the Property, and that no other person has an ownership interest in the Property.

Dated this _____ day of _____, 2018.

OWNER: Avalon Roosevelt, LLC

By Its Duly
Authorized Signatory: _____
(Printed Name)

(Signed Name)

Its: _____
(Title, if applicable)

State of _____)
) ss.
County of _____)

This instrument was acknowledged before me this _____ day of _____, 20__ by _____.

Notary Public
My Commission Expires:

(Signature of Notary)

**LEGAL DESCRIPTION
FOR
ZONING**

That part of the Southeast quarter of Section 33, Township 1 North, Range 4 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, being more particularly described as follows:

Commencing at the South quarter corner of said Section 33;
THENCE North 01 degrees 19 minutes 47 seconds East, along the North-South mid-section line of said Section 33, a distance of 39.94 feet to a point on the North right-of-way line of Baseline Road, said line being 55.00 feet from the monument line of said Baseline Road;

THENCE South 89 degrees 40 minutes 00 seconds East (M) South 89 degrees 40 minutes 20 seconds East (R), along said North right-of-way line a distance of 1524.52 (M) 1524.20 (R) to a point on the Easterly right-of-way of Roosevelt Street according to Casa Fiesta Book 435 of Maps, Page 25 records of said County, said point also being the **POINT OF BEGINNING** (the following three calls run along said Easterly right-of-way);

THENCE North 44 degrees 35 minutes 25 seconds West (M) North 44 degrees 36 minutes 10 seconds West (R) a distance of 28.25 feet;

THENCE North 00 degrees 29 minutes 10 seconds East (M) North 00 degrees 28 minutes 00 seconds East (R) a distance of 135.46 feet (M) 135.69 feet (R) to the beginning of a curve to the right concave Southeasterly and having a radius of 172.50 feet;

THENCE Northeasterly along said curve, through a central angle of 29 degrees 26 minutes 03 seconds (M) 29 degrees 14 minutes 23 seconds (R) an arc length of 88.62 (M) 88.16 feet (R);

THENCE South 89 degrees 40 minutes 00 seconds East (M) South 89 degrees 40 minutes 20 seconds East (R) 259.90 feet (M) 259.59 feet (R);

THENCE South 00 degrees 00 minutes 00 seconds West a distance of 240.17 feet to a point on said North right-of-way line of Baseline Road;

THENCE North 89 degrees 40 minutes 00 seconds West (M) North 89 degrees 40 minutes 20 seconds West (R) along said North right-of-way line a distance of 264.21 feet to the **TRUE POINT OF BEGINNING**.



3engineering
planning civil engineering surveying

6370 E. Thomas Road, Suite #200, Scottsdale, Arizona 85251
Phone (602) 334-4387 · Fax (602) 490-3230 · www.3engineering.com
3 engineering job # 1534 · Date: July 30, 2018



EXPIRES: 9/30/2019

WEST
EAST
N
S
R
L
E
A
T
N
E
R
L
E
A
N

STREET

D=46° 59' 05"
R=200.00'
L=164.01' (M)
L=164.80' (R)

S89° 40' 00" E 259.90' (M)
S89° 40' 20" E 259.59' (R)

D=29° 26' 03" (M)
D=29° 14' 23" (R)
R=172.50'
L=88.62' (M)
L=88.16' (R)

N00° 29' 10" E 135.46' (M)
N00° 28' 00" E 135.69' (R)

N44° 35' 25" W (M) 28.25'
N44° 36' 10" W (R)

N89° 40' 00" W (M)
N89° 40' 20" W (R) 264.21'

S00° 00' 00" W 240.17'

FOUND B.C.H.H.
NE COR., SEC. 4
T-1-S, R-4-E

S 1/4 COR. SEC. 33
FD. B.C.H.H.

S89° 40' 00" E 1524.52' (M)
S89° 40' 20" E 1524.20' (R)

ROOSEVELT

N0° 29' 10" E
204.89' (M) 205.00' (R)

30'
R/W

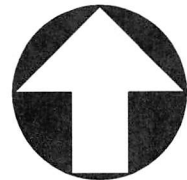
HARDY DRIVE

N01° 19' 47" E 39.94'

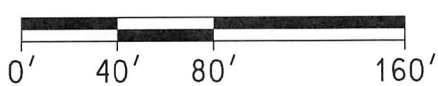
S00° 31' 57" W 15.06'

N89° 40' 0" W
1475.12'

FOUND B.C.H.H.
HARDY DRIVE &
BASELINE ROAD
(CENTER LINE)



SCALE: 1" = 80'



N90° 00' 00" E 1990.17' (BASIS OF BEARING)

BASELINE ROAD

S00° 16' 47" E 26.64'

N89° 40' 00" W 515.36' (M)
N89° 40' 20" W (R, R1, R2)

SOUTH LINE OF THE
SE 1/4, SEC. 33 T-1-N, R-4-E

FOUND B.C.H.H.
KYRENE ROAD &
BASELINE ROAD
(CENTER LINE)

KYRENE ROAD

EXHIBIT A

ZONING AREA

3 engineering
planning civil engineering surveying

3 ENGINEERING, LLC
6370 E. THOMAS ROAD, SUITE # 200 - SCOTTSDALE, ARIZONA 85251
PHONE: (602) 334-4387 - FAX: (602) 490-3230
WWW.3ENGINEERING.COM

DATE:	PROJECT NO.
07/31/18	1534