

**CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION**

**Meeting Date: 02/26/2019
Agenda Item:6**

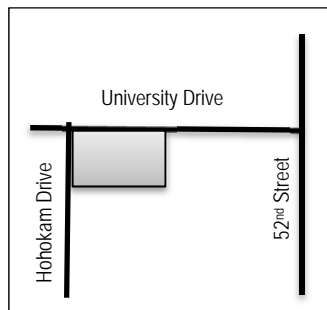
ACTION: Request a Use Permit to allow a car wash in the GID (General Industrial District) zoning district and a Development Plan Review for a new 4,322 square-foot building for FRANCIS & SONS EXPRESS CARWASH, located at 2121 West University Drive. The applicant is John Reddell Architects.

FISCAL IMPACT: There is no fiscal impact on City funds.

RECOMMENDATION: Approve, subject to conditions

BACKGROUND INFORMATION: FRANCIS & SONS EXPRESS CARWASH (PL180353) is located on the south east corner of Hohokam and University drives on a new vacant lot platted after the reconstructed gas and convenience store to the east. This request includes the following:

- ZUP190002 Use Permit to allow a car wash in the General Industrial District.
- DPR190004 Development Plan Review including site plan, building elevations, and landscape plan.



Existing Property Owner	Jeff Francis, Francis & Sons Express Carwash
Applicant	John Reddell, John Reddell Architects
Zoning District (current/proposed)	GID
Gross / Net site area	1.15 acres
Total Building Area	4,322 s.f.
Lot Coverage	17% (50% maximum allowed)
Building Height	26' (30' maximum allowed)
Building Setbacks	85',north front, 61' west street side, 70' east side, 80' south rear (25' front, 25' street side, 0'side, 0' rear minimum setbacks in GID.)
Landscape area	28% (10% minimum required)
Vehicle Parking	14 spaces plus 13 additional vacuum stations (14 min. required, 17 max allowed)
Bicycle Parking	4 spaces (4 min. required)

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:

This site is located between Hohokam Drive and 52nd Street on the south side of University Drive, next to Quick Trip gas station and convenience store. The existing street front landscape and driveway configurations were previously installed when the gas station was rebuilt. The two sites are part of a plat with two lots, and they share drive access. This request includes the following:

1. Use Permit to allow a car wash in the General Industrial District.
2. Development Plan Review for a 4,322 s.f. automatic car wash with 3 pay stations and 27 self-service vacuum stations.

The applicant is requesting the Development Review Commission act on the above items. There are no further entitlement requirements for this project.

SITE PLAN REVIEW

On August 1, 2018 the first preliminary site plan review was completed. Only a site plan was provided, and comments were largely technical related to code requirements and formatting. Parking will be allowed to include the vacuum canopy stalls, 14 spaces are required, and met by plan, however more landscape at street front is desired. Parking in excess of the maximum are not counted if they are covered vacuum stalls, which are an integral part of the service of the business.

On September 12, 2018 the second preliminary site plan review was completed. Site plan comments were primarily technical to address refuse, accessibility, building code and zoning code requirements. Elevations were provided, staff recommended integral colored CMU rather than painted CMU. The building colors were all neutral and did not include the blue color on the building which came later in the submittal. Staff required that the vacuum stations and hoses be located at the base of the canopy structures and screened from the street. The bay door required screening from University Drive. The street front landscape on University and Hohokam was proposed as it is currently installed; staff recommended enhancements to this to meet a higher percentage of mature ground cover material and taller plants.

On January 23, 2019 a formal application review was completed. Comments on the site plan were primarily about formatting, and a few technical details. The building materials were specified to be integral colored CMU to address prior comments. The stucco projected wraps were now proposed to be blue, and only projected 2" from the building wall, not meeting the design expectations. The bay door was recessed back into a wrap area without dimensions to show how this element would meet screening requirements. The wall at the front of the lot is only 4', staff had recommended a 4'6" wall along with the recessed bay door and projected building wrap and 5' shrubs in front of the screen wall to help screen the bay door from the street, in lieu of a 6' wall, which would look out of character along the street front. Staff asked to see the lighting details for the canopies and the building elevations. Staff also indicated that if the shade canopies were blue fabric, then the building could not have blue painted stucco, the two materials would fade at different rates and not match in the future. The options were to change the color of the blue on the building and keep blue shade fabric on the canopies or keep the blue on the building and change the fabric to tan to match the structural canopy supports and building color. Staff recommended a more muted blue rather than the bright blue.

On February 13, 2019 the final formal submittal was reviewed. Street front parking was removed, and more landscape added to screen the vacuum stations and drive. All required landscape islands were provided. The canopies fabric was changed to a rust tone that matched the masonry in the building, retaining the blue color on the building. The stucco wrap projections were extended from 2" to 12" to provide more relief on the building elevation and shade on the building and doorways.

PUBLIC INPUT

- Neighborhood meeting was not required
- At the completion of this report, staff had received no calls of inquiry or concern regarding this project.

PROJECT ANALYSIS**USE PERMIT**

The proposed use requires a use permit, to operate a car wash within the GID zoning district. The applicant has provided a letter of explanation for this request. The proposed hours of operation are 7am to 9pm at the earliest and latest, depending on the season.

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

1. *Any significant increase in vehicular or pedestrian traffic.* The prior building on this site had 50 parking spaces serving the office building. As an industrial site, the allowed building footprint and required parking could have a much more intense use than the proposed 27 parking spaces for the car wash. There will be times of day when the car wash has more traffic than a general office use, with shorter time spans to visit the site. The location shares drive access with the adjacent to the quick trip gas station and convenience store, providing shared customer trips between the two sites with vehicle-oriented uses on both lots. It is anticipated that this use will draw from existing traffic within the employment area and on University Drive, and is not a destination service, therefore there will not be a significant increase in vehicular traffic. As an vehicle-oriented use, it is not anticipated to significantly increase pedestrian traffic.
2. *Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions.* Car washes generate noise from the mechanical equipment. The building is designed with one bay facing north and south and all equipment is internal to the building. The vacuums outside will produce some noise, however, the vacuum itself is housed inside the building to reduce noise. The multi-tenant building to the west is approximately 150' west of the proposed building; the office building to the south is approximately 220' south of the bay door entrance. The blowers would be at the north end facing University. The 165' width of the lot would not permit the building to be oriented east/west, the length of the lot determined the building orientation and vehicle stacking orientation. The site is just over a quarter of a mile from the freeway, has some impacts from Sky Harbor International Airport traffic, and is within an industrial area. The nearest residential site is a quarter of a mile to the east on the north side of University Drive. It is not anticipated that the proposed car wash would create a nuisance exceeding the ambient levels in the immediate area.
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.* Although the prior office building provided more employment at higher wages within the area, this use was removed when the Quick Trip building expanded. The size of the remaining lot after construction of the gas station limited the type of uses that would be able to fit on this site. Although there were two car washes a mile east of this site, one of those has closed and the other one is located on the north side of University. This provides a service use to the westbound traffic and those working in the employment area surrounding this site. The proposed design provides a 28% of landscape, exceeding the minimum 10% in the General Industrial Area. As a result, this new development will be an enhancement to the area.
4. *Compatibility with existing surrounding structures and uses.* The surrounding uses include multi-tenant industrial offices with a wide range of businesses. The architecture of the surrounding area includes combinations of stucco, painted cmu and integral colored block. The Quick Trip has a brick wall at the street front and large cornice on the parapet, with red building accents. The blue on the proposed building will be a contrast to the existing convenience store building next door. There are other buildings in the area with limited amounts of bright colors used as accents, providing compatibility with the proposed structure.
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 bay doors will be secured during non-business hours. The canopies are illuminated for evening use and safety. Employees on site are responsible for maintaining behavior of customers and keeping the site clean. Having two street frontages and a relatively small building provides good surveillance of the surrounding area.

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 building is oriented with the short bay door ends facing north and south and the length of the building facing east and west. Circulation is from Hancock Drive from two existing curb cuts and from the Quick Trip site to the east, which has access to University Drive and 52nd Street. A cross access agreement is in place between the gas station and the proposed car wash site. Refuse is located at the south end and provides for both recycle and refuse in conformance with standard details. Three pay stations are located on the west side of the building, and entrance to the bay is from the south end, with vehicles exiting at the north end. 27 vacuum stations are provided on the east side and provide shade with either canopies or trees at the end spaces

Building Elevations

The proposed building is 40' wide by 136' deep and 26' tall. The bay door at the north end is recessed 11' into the building by an architectural wrap to minimize the visual impact from the street. The bay door is 12' tall and is screened from the street view by a 4'6" screen wall, similar to vehicle parking screen walls, and has enhanced landscape along the front to minimize views of the bay. The primary building materials are integral colored CMU block, in a combination of split-faced and center-scored to provide texture and variation in the elevations. Two-foot wide architectural wraps project 12" from the building wall to create shade and variation on the building façade. The wraps are painted stucco in a bright blue color to contrast the warm tones of the masonry walls.

Landscape Plan

The proposed landscape plan takes the existing street frontage installed in the last year and enhances it with more plant material to provide a greater landscape coverage as the plants mature. The trees along University Drive include Sissoo and Thornless Mesquite, creating a double row of trees. The trees along Hohokam Drive are Sissoo and the on-site trees are Willow Acacia. Understory plants include Red Yucca, Ground Morning Glory, Thundercloud Sage, Rio Bravo Sage, Purple Lantana, Red Bird of Paradise, Petite Pink Oleander and Tecoma 'sparklette' Trumpet Flower. The western side of the building has flowering plants along the base of the building to soften the building edge. The eastern side of the site has hedge plants along the screen wall that screens the vacuum stations from view to the east. The site has 28% landscape area, significantly more than the 10% required by code.

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 building placement is based on the lot size and configuration and the requirements for circulation around the site. The lot and building are relatively narrow, and based on the corner condition, the building presents both a narrow and long elevation to a street front and street side. The west elevation has windows and both elevations have architectural wraps projecting from the building wall.
2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort*; the site is heavily landscaped and provides shade canopies over most of the parking spaces. Screen walls are provided to screen vehicles from view, and landscape is provided in front of these walls to shade the walls and reduce heat gain.
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings*; the surrounding area uses masonry as the primary building material, this building is concrete masonry block with a combination of split face and scored. Stucco pop outs are provided as an accent and provide shade along the building wall. The materials are compatible with the character of the surrounding development.

4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings;* the one-story building is 26' tall to the tallest point, buildings within the area are one-story with taller ceilings to meet industrial needs of the tenants. The tree species will all mature between 20-30' in height if maintained in a natural plant form. A condition of approval has been added to address this.
5. *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;* The building is broken up by changes in material and color and includes projections and recessed areas to articulate the form and create shadows along the façade.
6. *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;* Each face of the building is designed for specific functional needs and has limited fenestration based on the internal car wash equipment.
7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;* the site provides a pedestrian path to University, where bus service is available at the intersection of University Drive and 52nd Street, within walking distance of the site.
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;* sidewalks are separated from vehicle paths as much as possible for a vehicle-oriented use. There are no residential uses within the area.
9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance;* police staff have reviewed this request and it meets design standards for crime prevention.
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways;* landscape is provided around the perimeter of the site and compliments the proposed site configuration. The sidewalk at the street edge will be shaded by street trees, and the on-site sidewalk is sheltered between the building and the vacuum canopies.
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 processed by a separate DPR process and sign permit.
12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.* Lighting will provide code required illumination levels and have been reviewed for dark sky compliance. Photometrics will be handled in plan check.

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 Use Permit and Development Plan Review.

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

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. This Use Permit is valid only after a Building Permit has been obtained and the required inspections have been completed and a Final Inspection has been passed.

2. 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.
3. 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.
4. FRANCIS & SONS EXPRESS CARWASH shall not open prior to 7am nor remain open later than 9pm per the letter of explanation provided with this request.
5. Any intensification or expansion of use shall require a new Use Permit.

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 dated January 30, 2019 and landscape plan dated February 4, 2019. Minor modifications may be reviewed through the plan check process of construction documents; major modifications will require submittal of a Development Plan Review.

Site Plan

2. 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.
3. 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.
4. **Existing driveways were approved in 2016 and installed in 2017 and are not being modified by this request.**
5. 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.
6. 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

7. Public Restroom Security:
 - a. Single user restroom door hardware:
 - 1) Provide a key bypass on the exterior side

Building Elevations

8. The materials and colors are approved as presented:
 - Roof - Concrete Tile – Eagle Cement Co. – Mottled Grey #987
 - Primary Building – Center-Scored and Split-faced 8"x16"x8" CMU– Superlite – Integral Color – San Mateo Rose (rust/brick color)

Secondary Building - Center-Scored and Split-faced 8"x16"x8" CMU– Superlite – Integral Color – Durango (tan color)
Building Accent – Sand finished Stucco System integral color to match Dunn Edwards DE5867 Blue Chip (dark blue)
Bronze tinted glass windows with anodized aluminum frame, bronze color
Trim - Painted metal – Dunn Edwards – DE6129 Rustic Taupe (tan color)
Metal Fascia, coiling doors and pedestrian doors – Dunn Edwards – DE440 Russet Leather (rust color)
Vacuum canopy frame – powder coated tan
Vacuum canopy screen fabric – Deep Ochre (rust color)
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.

9. Shade canopies for vacuum areas:
 - a. Maximum 75% light reflectance value shall also apply to the top of the canopy.
 - b. Relate canopy in color and architectural detailing to the buildings.
 - c. Conceal lighting conduit in the canopy structure and finish conduit to match.
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 interior of the building.
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 and underside of open stair landings 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. **The trees and shrubs along the street frontages shall be maintained in natural form, and not be sheared or truncated.**
17. 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.
 - f. Repair existing irrigation system (on site or in the adjacent public right of ways) where damaged by work of this project. Provide temporary irrigation to existing landscape for period of time that irrigation system is out of repair. Design irrigation so that existing plants on site or in frontages are irrigated as part of the reconfigured system at the conclusion of this construction.
18. 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.
19. 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

20. Provide address numerals on the north and east building 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.

USE PERMIT: The Use Permit is valid for FRANCIS & SONS EXPRESS CARWASH and may be transferable to successors in interest through an administrative review with the Community Development Director, or designee.

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
- 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 <https://agriculture.az.gov/plantsproduce/native-plants>. 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:

1930-1970s	Site was used for agricultural purposes.
1973	Hohokam Office Building, a 10,067 s.f. single-story office was built with 50 parking spaces.
September 26, 2001	Board of Adjustment approved following for QuikTrip #439 (BA010238), located at 2111 West University Drive in the I-1, Light Industrial District.:

A) Use Permit to allow a fuel dispensing facility with a retail component consisting of store area of 5,419 s.f. and a fuel island canopy area of 11,594 s.f. Net area is 1.67 acres.

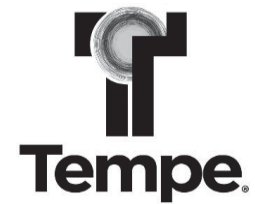
B) Variance to allow a fuel dispensing facility to be located at the intersection of one (1) arterial (University Drive) and one (1) non-arterial street (52nd Street) as opposed to the intersection of two (2) arterial streets.

- October 17, 2001 Design Review Board approved building elevations, site plan and a landscape plan for QuikTrip #439 (DRB01227/DS010581), located at 2111 West University Drive in the I-1, Light Industrial District.
- 2002 Quick Trip was built on 2111 W. University Drive, east of this project site.
- August 9, 2016 Development Review Commission approved a Development Plan Review of a new 5,848 square-foot convenient store and a Use Permit to exceed the parking maximum (125%) for **QUIKTRIP #400**, located 2111 West University Drive.
- September 8, 2016 City Council approved an Amended Subdivision Plat for QUIKTRIP #400, located at 2111 West University Drive, creating two lots, Lot 1 for QuikTrip and Lot 2 for a future business.
- 2017 The former Quick Trip gas station and convenience store, and the Hohokam Office Building were demolished, and both sites improved with street landscaping on 52nd, Street, Hohokam Drive and University Drive. Quick Trip was rebuilt with a larger footprint on the new Lot 1.

ZONING AND DEVELOPMENT CODE REFERENCE:

Section 6-306, Development Plan Review

Section 6-308, Use Permit



DEVELOPMENT PROJECT FILE
for
FRANCIS & SONS EXPRESS CARWASH
(PL180353)

ATTACHMENTS:

- 1-4. Site Context (Location Map, Aerial and Aerial with Site Plan Overlay, Site Photos)
- 5-9. Applicant's Letter of Explanation
- 10-11. Site Design (Site Plan, Landscape Plan)
- 12-19. Building Design (Blackline/Color Elevations, Street Elevations, Sections, Floor Plans, Renderings, Material Samples)

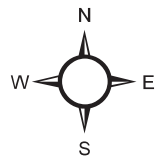
Francis & Sons Express Carwash

PL 180353



- General Industrial District (GID)
- Single-Family Residential (R1-6)
- Multi-Family Residential Restricted (R-3R)

- Multi-Family Residential Limited (R-3)
- Multi-Family Residential General (R-4)

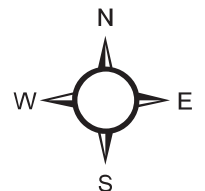


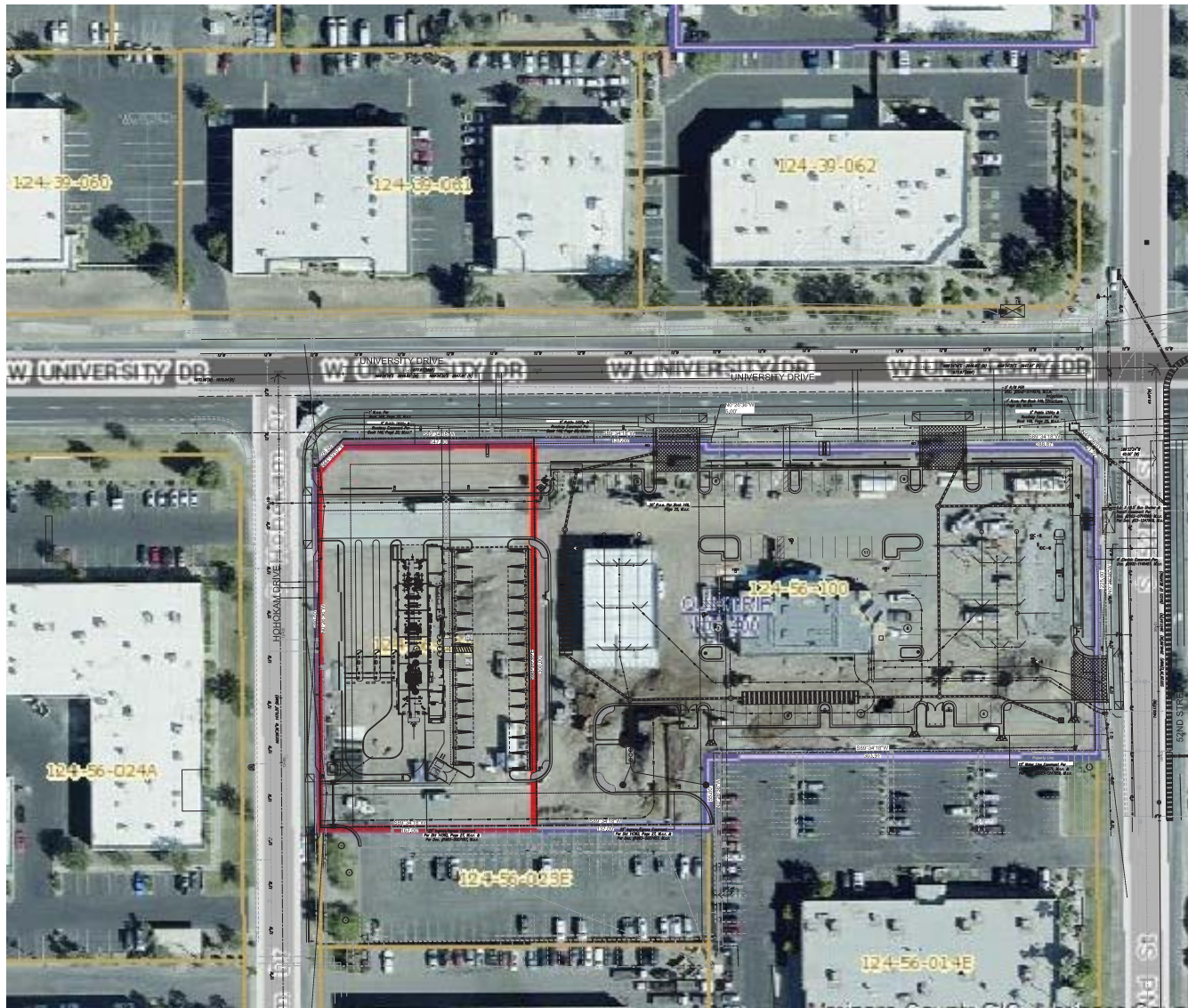
Francis & Sons Express Carwash

PL 180353



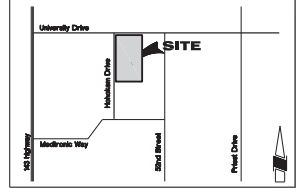
Aerial Map





Contextual Aerial Map

VICINITY MAP



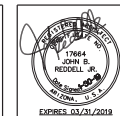
PROJECT DATA:

ADDRESS:	2121 W. UNIVERSITY DR Tempe, AZ
OWNER, REP. / APPLICANT:	JOHN REDDELL ARCHITECTS
ARCHITECT/REPRESENTATIVE:	JOHN REDDELL ARCHITECTS 6615 N. SCOTTSDALE ROAD SCOTTSDALE, AZ 85250 480 946-0242 (OFFICE) 480 946-0182 (FAX)
PORTION OF PARCEL:	124-56-101
LEGAL DESCRIPTION:	LOT 2 OF G.M. TRIP #400 ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 1323 OF MAPS.
ZONING ORDINANCE:	CITY OF TEMPE
ZONING:	OD
CONSTRUCTION TYPE:	1-N
CARWASH SITE AREA:	49,804 S.F. (1.5 AC)
BUILDING USE:	EXPRESS CARWASH
CARWASH BUILDING:	4,322 SQ. FT.
CARWASH CANOPIES:	4,344 SQ. FT.
TOTAL:	8,666 SQ. FT.
BUILDING HEIGHT:	30'-0"
LOT COVERAGE:	17%
PARKING:	
PARKING REQUIRED:	
SPACES REQUIRED	EMPLOYEES = 3 SP. WASH BAY = 150/242 = +12.5 SP.
TOTAL REQUIRED	16 SP.
PARKING PROVIDED	50 SPACES INCLUDING 2 HOCP

NORTH SCALE: 1" = 20'-0"

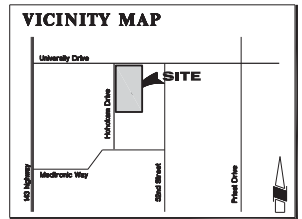
Express Carwash
 2121 W. University Dr.
 Tempe, AZ

John Reddell Architects, Inc.
 Architecture Interiors Land Planning
 6615 N. Scottsdale Road, Scottsdale, Arizona 85250
 Office: (480) 946-0242 Fax: (480) 946-0182 Email: johnreddellarchitects.com



Date:	
Revisions:	





PROJECT DATA:

ADDRESS:	2121 W UNIVERSITY DR Tempe, AZ
OWNER REP. / APPLICANT:	JOHN REDDELL ARCHITECTS
ARCHITECT/REPRESENTATIVE:	JOHN REDDELL ARCHITECTS 6615 N. SCOTTSDALE ROAD SCOTTSDALE, AZ 85250 480-946-0242 (OFFICE) 480-946-0182 (FAX)
PORTION OF PARCEL:	124-56-101
LEGAL DESCRIPTION:	LOT 2 OF QUIN TRIP #400 ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, RECORDED IN BOOK 1323 OF MAPS.
ZONING ORDINANCE:	CITY OF TEMPE
ZONING:	OD
CONSTRUCTION TYPE:	V-N
CARWASH SITE AREA:	44,904 S.F. (1.15 AC)
BUILDING USE:	EXPRESS CARWASH
CARWASH BUILDING	4,322 SQ. FT.
CARWASH CANOPIES	4,344 SQ. FT.
TOTAL	8,666 SQ. FT.
BUILDING HEIGHT:	30'-0"
LOT COVERAGE	17%
PARKING:	
SPACES REQUIRED:	EMPLOYEES + 3 SP WASH BAY - 150/242 +123 SP
TOTAL REQUIRED	16 SP
PARKING PROVIDED	30 SPACES INCLUDING 2 HDCP

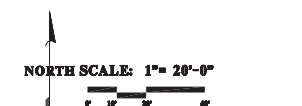


Photo Context plan

Express Carwash
2121 W. University Dr.
Tempe, AZ

John Reddell Architects, Inc.
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Office: (480) 946-0242 Fax: (480) 946-0182 Email: johnreddellarchitects.com

Date	Revisions:

G

John Reddell Architects, Inc.

Architecture Interiors Land Planning

Re: 2121 W. University Drive
SEC of University Drive and Hohokam Drive
Express Car Wash

Letter of Explanation

The developer is requesting to develop an express carwash. An exterior carwash model is that of a full service style tunnel adapted to self-service to provide a high quality exterior car wash. The customer remains in their vehicle thru the pay and wash process and has the option of self-vacuuming their vehicle after the tunnel wash. This system allows for a quick process (5 minute car wash) with a very affordable price structure.

The car wash is entered onto the site from either access points from Hohokam Drive on the west or from QT on the east, this drive is existing, the customer enters the queing on the north end into one of the three pay stations continuing south and turning left into the car wash tunnel. Upon exiting the car wash tunnel the customer proceeds with a right turn to access the vacuum areas or can exit the site going either direction east or west. The model of the car wash will not create more traffic, it will only siphon a fractional of the existing traffic traveling University Drive and from the adjacent development the QT fuel / C-Store. The two access drives that were created by the development of QT will remain with existing access points onto Hohokam Drive with cross access agreements in place with QT.

The car wash equipment and vacuum motors are all located within the building structure for the elimination of noise and the blower motors in the tunnel are all installed with air gates that significantly reduce the noise transmission from the tunnel. This eliminates the noise, vibration, dust and odor that could be a concern if the equipment was to be exposed. The hours of operation would be at the maximum during the summer months where it could be from 7:00 am to 9:00 pm depending on the demand of service for this area. The facility is manned with a minimum of one up to four employees to operate and maintain the site during operational hours. These employees will control the site activities and maintain the cleanliness during business hours.

Factors for Use Permit

- a. Any significant vehicular or pedestrian traffic in adjacent areas; The car wash will draw from the existing vehicular traffic on University Drive, the commerce park and customers from Quik Trip adjacent which will not produce any significant vehicular traffic.
- b. Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions; The carwash design is to house all motors that generate noise or any nuisance within the building structure. The vacuum motors are located in a masonry enclosure and operate as a central vacuum system with the vacuum line underground to each stanchion location. The other producer of noise is the blowers which dry the car, they are located in the tunnel at the exit end with air gates installed which greatly reduce noise generation, there location and equipment advancement will not be greater than that of the ambient noise from University Drive at the north property line.

6615 N. Scottsdale Road Suite 250A Scottsdale, Arizona 85250
Phone: 480-946-0242 Fax: 480-946-0182 E-mail:john@reddellarchitects.com

All other motors operating the pumps and conveyor are located within the masonry equipment room concealed from the public.

- c. Contribution to the deterioration of the neighborhood or to the downgrading of property values, which is conflict with the goals, objectives or policies of the city's adopted plans for General Plan; The new carwash will add a benefit of service to the employees in the surrounding industrial park and the public to and from work along University to the express way.**
- d. Compatibility with existing surrounding structures and uses; The use compliments the use adjacent to the site and provides the vehicle service adjacent to the fuel station. The site provides great vehicular circulation thru the site and into the adjacent site for the cars to move easily as not to impact adjacent uses.**
- e. Adequate control of disruptive behavior both inside and outside the premises, which may create a nuisance to the surrounding area or general public; During operation hours the employees control site activities and maintain cleanliness of the site as to have no disruptive behavior on the premises.**

John Reddell Architects, Inc.

Architecture Interiors Land Planning

Re: 2121 W. University Drive
 SEC of University Drive and Hohokam Drive
 Express Car Wash

Letter of Explanation for DPR

Section 6-306 D Approval criteria for Development Plan Review:

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

Existing vehicle circulation already existed across the north and south portions of the lot with cross access easements recorded. We located the building structure in a north south direction which creates a smooth vehicle circulation for the carwash and centered the building in the middle of the lot with the finishing/vacuum activity adjacent to the fuel islands of Quik Trip.

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

The structure in a north south direction and the placement of the finishing/vacuum area on the east side provides for afternoon protection from the sun along with the parking spaces with shade screen for the customers.

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

The structure is of integral color masonry, center score and split face, units with synthetic finish on the stucco pop outs

- 4. Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings;**

Our building scale matches that of the Quik Trip and the landscape elements are a continuation of the design Quik Trip created so there is a continuity between the parcels and along the street frontages.

- 5. 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;**

The east and west elevations are broken up visually by color change and the relief of the stucco pop outs with the ends being of a varied height, the north south elevations which are the narrow widths have color and material changes with a variation of the height. The maximum height is 26'-0" stepping down to 22'-0" on the south end with the majority of the structure between at 20'-0" with the major portion of lengths of the wall having a split face wainscoat for a enhanced base. The west elevation facing the side street has fenestration helping in relieving the mass of the structure.

- 6. 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 building façade has the relief of the stucco pop outs with the west side under the pop outs having the windows which gives depth into the building. The north elevation provide a extra depth recess with the stucco pop out giving it a sufficient depth at the tunnel opening and screening the opening from the traffic on the street.

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

A sidewalk connecting from the building to the street front for employees who take the bus, bus service is available at University and 52nd Street. Street trees provide shade for pedestrians walking to transit by the site.

- 8. Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;**

The structure is oriented with the pay lanes being accessed from the cross access drive on the north side which passes from the Quik Trip on the east to Hohokam drive on the west. This provides easy access into the queuing of the car wash from either location. Once thru the pay lanes and exiting the wash tunnel the customer has the ability to leave the site or pull around into the finishing/vacuum area, at this point the customer can also exit to the south and out to Hohokam drive by way of the south cross access drive.

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

The facility has easy access from all sides and visibility for police and from the Quik Trip site on the east that is a 24 hr operation.

- 10. Landscape accents and provides delineation from parking, buildings, driveways and pathways;**

John Reddell Architects, Inc.

Architecture Interiors Land Planning

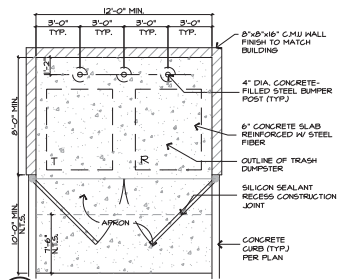
Parking islands at each end of the parking rows that screen from the public drives with an extra 25' of landscape provided along University drive.

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;

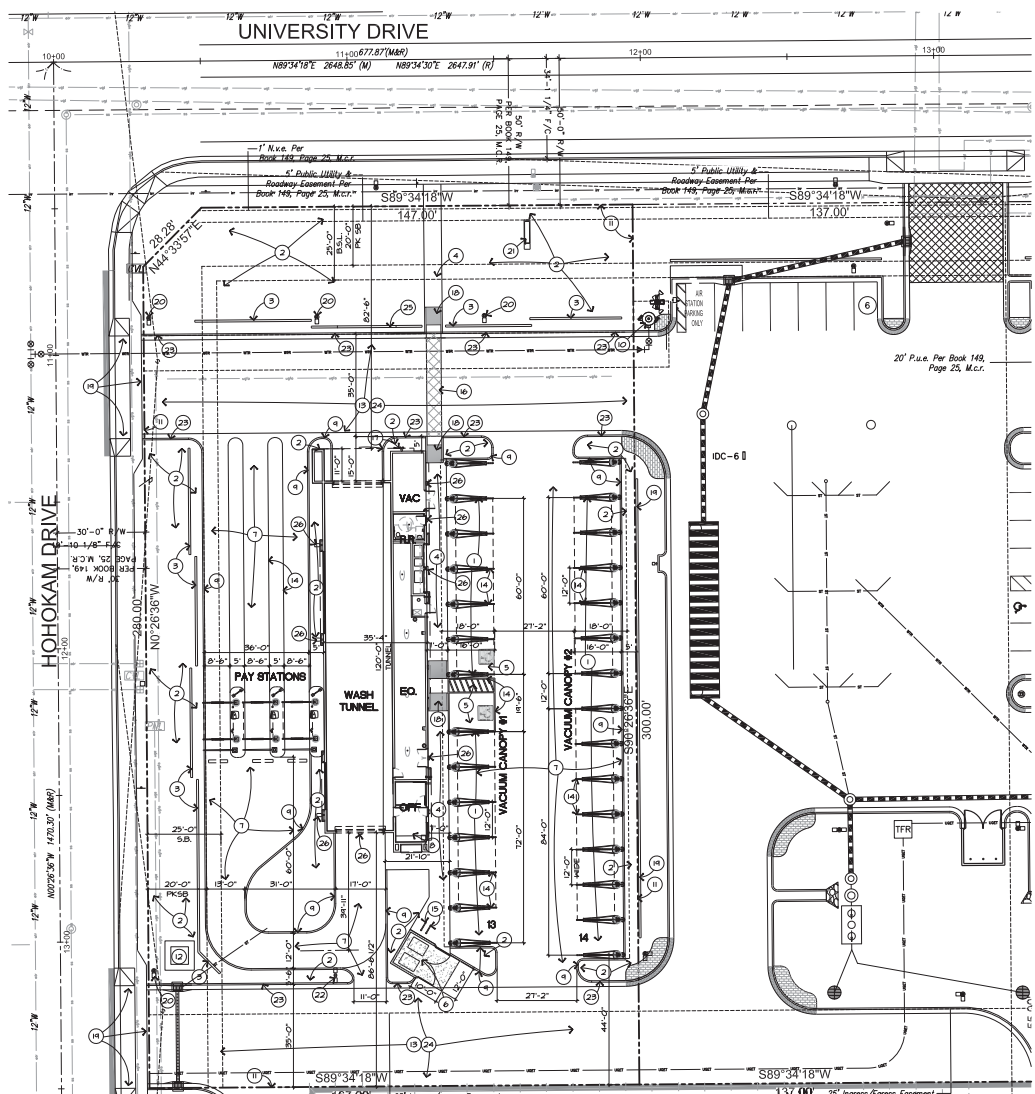
Signage on the building is provided on the raised parapet areas that allow for the proper proportion of sign to building mass and color is compatible with building colors. The monument sign will be designed to incorporate the same building materials to provide a complementary look.

12. Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.

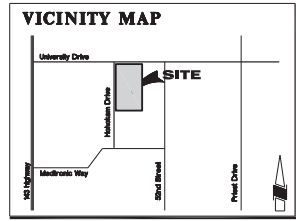
The existing driveway lighting remains as installed by Quik Trip and the new lighting proposed is building mounted to match the pole lights. The finishing/vacuum canopy lighting will be mounted on the arch structure with a full shield incorporated which will provide required illumination without spill over onto surrounding property to cause any negative effect.



1 TRASH ENCLOSURE
COM/TC/COT-TP-2 (Temp Standard D6116) 1/4"= 1'-0"



SITE PLAN



VICINITY MAP

PROJECT DATA:

ADDRESS: 2121 W. UNIVERSITY DR
Tempe, AZ

OWNER REP. / APPLICANT: JOHN REDDELL ARCHITECTS

ARCHITECT/REPRESENTATIVE: JOHN REDDELL ARCHITECTS
6615 N. SCOTTSDALE ROAD
SCOTTSDALE, AZ 85250
480 946-0242 (OFFICE)
480 946-0182 (FAX)

PORTION OF PARCEL: 124-56-101

LEGAL DESCRIPTION:
LOT 2 OF G.M. TRIP #400 ACCORDING TO THE PLAT OF RECORD
IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY,
ARIZONA, RECORDED IN BOOK 1323 OF MAPS.

ZONING ORDINANCE: CITY OF TEMPE

ZONING: **GD**

CONSTRUCTION TYPE: **V-N**

CARWASH SITE AREA: 44,904 S.F. (1.5 AC)

BUILDING USE: EXPRESS CARWASH

CARWASH BUILDING: 4,322 SQ. FT.

CARWASH CANOPIES: 4,344 SQ. FT.

TOTAL: 8,666 SQ. FT.

BUILDING HEIGHT: 30'-0"

LOT COVERAGE: 17%

LANDSCAPE REQUIRED: 10%

LANDSCAPE PROVIDED: 14,417 S.F. / 4,904 - 28%

SETBACKS:
FRONT (NORTH) REG 25'-0" PROV. 82'-6"
SIDE STREET (WEST) REG 25'-0" PROV. 25'-0"
REAR (SOUTH) REG 0'-0" PROV. 44'-0"
INTERIOR SIDE (EAST) REG 0'-0" PROV. 5'-0"

PARKING:
PARKING REQUIRED: EMPLOYEES + 3 SP.
WASH BAY - 50/242 +125 SP.
TOTAL REQUIRED: 16 SP.

PARKING PROVIDED: 30 SPACES INCLUDING 2 HDPC

- SITE PLAN KEYNOTES**
1. SELF VACUUM CANOPY
 2. NEW LANDSCAPE AREA
 3. 3'-4" HIGH PARKING SCREEN WALL
 4. NEW MIN. 3'-0" CONCRETE SIDEWALK
 5. 11'-0" MIN. HDPC PARKING W/ 5' ACCESS
 6. TRASH ENCLOSURE PER CITY OF TEMPE DS-110 - PROVIDE 4TYD CONTAINERS LABELED "T" AND "R" FOR TRASH AND RECYCLE
 7. CONCRETE PAVING (TYP)
 8. S.E.S. LOCATION
 9. CONCRETE CURB (TYP)
 10. FIRE HYDRANT LOCATION
 11. PROPERTY LINE
 12. UTILITY TRANSFORMER - PAINT TO MATCH BUILDING
 13. EXISTING ASPHALT PAVING
 14. PAINTED STRIPING
 15. 2 HOLE BICYCLE PARKING
 16. 5' ACCESSIBLE PATH OF TRAVEL (DECORATIVE PAVERMENT ACROSS DRIVEWAYS AND CONNECTION TO SIDEWALK)
 17. FIDG LOCATION
 18. ADA ACCESSIBLE RAMP
 19. EXISTING DRIVEWAY ENTRANCE TO REMAIN
 20. EXISTING LIGHT POLE TO REMAIN
 21. NEW MONUMENT SIGN LOCATION - BY SEPARATE PERMIT
 22. EXISTING LIGHT POLE RELICATED
 23. EXISTING CONCRETE CURB TO REMAIN
 24. EXISTING DRIVEWAY TO REMAIN
 25. 4'-6" HIGH PARKING SCREEN WALL
 26. BUILDING MOUNTED LIGHT FIXTURE LOCATION

DESCRIPTION OF WORK

DEVELOPMENT OF EXPRESS CARWASH, INCLUDE CMU STRUCTURE FOR TUNNEL AND EQUIPMENT ROOM, SHADE CANOPY COVER FOR SELF VACUUM AREA, SITE DEVELOPMENT / LANDSCAPE AS REQUIRED.

Express Carwash
2121 W. University Dr.
Tempe, AZ

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Architecture Interiors Land Planning
6615 N. Scottsdale Road, Scottsdale, Arizona 85250
Office: (480) 946-0242 Fax: (480) 946-0182 Email: johnreddellarchitects.com



Date: _____

Revisions: _____

T.O.L. Pre-App. Revision: P-2-P-9





Wildwood Design Studio
Landscape Architects
15207 Stoughton Drive
Fountain Hills, AZ 85208
Phone (480) 835-5269
Fax (480) 835-5270
E-Mail: wildwoodesign@cox.net

Francis and Sons Express Car Wash
2121 West University Drive
Tempe, AZ, 85281

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PROJECT NUMBER: 1822
DATE: 02/04/19
REVISIONS:
REVISIONS:



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Plant Legend

Sym.	Botanical Name	Common Name	Qty.	Size	Remarks (ANA Minimum Std.'s)
	DELBERGIA SIBSOG	816600	19	18" MN, 3/2" GAL	EXISTING - PROTECT IN PLACE UNLESS OTHERWISE NOTED. REFER TO SALVAGE NOTE E.
	PROSOPIS SPECIES	THORNLESS HYBRID MESQUITE	18	18" MN, 3" GAL	EXISTING - PROTECT IN PLACE
	PISTACHIA CHINENSIS	CHINESE PISTACHE	15	18" MN, 3" GAL	EXISTING - PROTECT IN PLACE
	HEPERALOE PARVIFLORA	RED YUCCA	126	VARIABLES	EXISTING - PROTECT IN PLACE
	CONVOLVULUS HURTIBANGUS	GROUND MORNING GLORY	11	VARIABLES	EXISTING - PROTECT IN PLACE
	LEICOPHYLLUM CANDIDUM 'THUNDER CLOUD'	THUNDER CLOUD TEXAS RANGER	14	VARIABLES	EXISTING - PROTECT IN PLACE
	LEICOPHYLLUM LANGHAMIA 'RIO BRAVO'	RIO BRAVO TEXAS RANGER	12	VARIABLES	EXISTING - PROTECT IN PLACE
	LANTANA MONTEVIDEOS	PURPLE TRAILING	15	VARIABLES	EXISTING - PROTECT IN PLACE
	ACACIA SALICINA	WILLOW ACACIA	3	24" BOX	TALL, UPRIGHT, WELL DEVELOPED BRACING STRUCTURE (7'-6" TALL, 4"-6" WIDE, 19" MIN. CALIPER)
	CASALPIA PILGERIANA	BIRD OF PARADISE	8	5 GAL	SPACE 6' O.C., 5' FROM HARDSCAPE
	LEICOPHYLLUM CANDIDUM 'THUNDER CLOUD'	THUNDER CLOUD TEXAS RANGER	38	5 GAL	SPACE 5' O.C. IN CLUSTERS AS SHOWN
	LEICOPHYLLUM LANGHAMIA 'RIO BRAVO'	RIO BRAVO TEXAS RANGER	41	5 GAL	SPACE 5' O.C. IN CLUSTERS AS SHOWN
	NERIUM OLEANDER 'PETITE PINK'	PETITE PINK DIARR OLEANDER	54	5 GAL	RANDOM SPACE IN CLUSTERS AS SHOWN
	TEGONIA STANS 'SPARKLETTE'	SPARKLETTE TRUMPET FLOER	51	5 GAL	SPACE 4' O.C., 3' FROM HARDSCAPE
	HEPERALOE PARVIFLORA	RED YUCCA	71	5 GAL	FILL AND BUSHY
	CONVOLVULUS HURTIBANGUS	GROUND MORNING GLORY	25	1 GAL	SPACE AS SHOWN

*PLANT QUANTITIES ARE FOR REFERENCE ONLY. EXACT QUANTITIES ARE TO BE VERIFIED BY THE CONTRACTOR.
*NOTE: ALL TREES LOCATED IN PARKING ISLANDS SHALL HAVE A MINIMUM CANOPY CLEARANCE OF 7'-0".

Landscape Notes:

- LANDSCAPE AREAS ARE DEFINED AS ALL NON-PAVED AREAS DISTURBED BY CONSTRUCTION. SLIGHT VARIATIONS MAY EXIST BETWEEN ON-SITE CONDITIONS AND DRAWINGS. CONTRACTOR SHALL ADJUST PLANTING LAYOUT AS REQUIRED TO MAINTAIN PLANT QUANTITIES AND DESIGN INTENT.
- THE OWNER'S REPRESENTATIVE IS TO APPROVE ANY AND ALL SUBSTITUTIONS. LOCATE PLANTS AWAY FROM OBSTACLES SUCH AS FIRE HYDRANTS, TRANSFORMERS, AND LIGHT FIXTURES.
- ALL PLANT MATERIAL SHALL MEET INDUSTRY STANDARDS. THE LANDSCAPE ARCHITECT OR HIS REPRESENTATIVE RESERVES THE RIGHT TO REFUSE ANY PLANT MATERIALS DEEMED UNACCEPTABLE.
- STAKE ALL NURSERY GROWN BOX TREES OUTSIDE ROOTBALL. SEE TREE STAKING DETAIL. TREES SHALL BE A MINIMUM OF 2' FROM CURB OR SIDEWALK. SHRUBS SHALL BE 18" OR MORE AWAY FROM CURBS OR SIDEWALKS. REFER TO PLANS AND MAINTAIN SHRUB MASSING AS SHOWN AWAY FROM HARDSCAPE.
- PLANT LOCATIONS SHALL BE FLAGGED OR STAKED FOR REVIEW PRIOR TO STARTING IRRIGATION OR PLANTING EXCAVATION. MINOR RELOCATIONS SHALL BE MADE AT THIS TIME TO AVOID UNSUITABLE CONDITIONS, AT NO ADDITIONAL COST.
- MULCH TOPDRESSINGS SHALL EXTEND UNDER SHRUBS AND RAKED UNIFORMLY ALONG CURBS, SIDEWALKS AND WALLS.
- LANDSCAPE CONTRACTOR TO CONTACT OWNER'S REPRESENTATIVE BEFORE EACH APPLICATION OF PRE-EMERGENT FOR VERIFICATION. COORDINATE NECESSARY EXCAVATION WITH OWNER'S REPRESENTATIVE. GRADE NOTED ON LANDSCAPE PLAN TO BE FIELD VERIFIED/APPROVED BY LANDSCAPE ARCHITECT AND MODIFIED AS NECESSARY PRIOR TO ANY CONSTRUCTION.
- REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS NOT SHOWN ON DRAWINGS.
- REFER TO GENERAL CONSTRUCTION NOTES (THIS SHEET) FOR ADDITIONAL CONSIDERATIONS THAT RELATE TO SCOPE OF WORK WITHIN THIS SECTION.

Maintenance and Guarantee

- LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE FOUR (4) DAYS PRIOR TO COMPLETING IMPROVEMENTS IN ACCORDANCE WITH PLANS AND SPECIFICATIONS TO REQUEST AN INSPECTION FOR SUBSTANTIAL COMPLETION. LANDSCAPE ARCHITECT SHALL PREPARE FURNISH LIST OF ALL WORK REQUIRING CORRECTION. MAINTENANCE PERIOD TO BEGIN WHEN ALL FURNISH LIST ITEMS ARE CORRECTED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING LANDSCAPE AREA FOR 30 CALENDAR DAYS OR AS SPECIFIED BY CONTRACT. MAINTENANCE INCLUDES MOWING (WEEKLY), ADJUSTING WATER SCHEDULES, WEEDING, REMOVING DEBRIS FROM LANDSCAPE, RAKING, SPRAYING, FERTILIZING, TRIMMING, EDGING OR OTHER OPERATIONS ESSENTIAL FOR CARE, UPKEEP AND PROJECT APPEARANCE. CONTRACTOR SHALL SAND "INFILL" ROLL AND WATER SETTLE ALL LOW SPOTS AS REQUIRED TO ACHIEVE UNIFORM GRADE WITHIN AREAS.
- CONTRACTOR SHALL NOTIFY ARCHITECT A MINIMUM OF ONE (1) WEEK PRIOR TO MAINTENANCE PERIOD END TO RESOLVE ANY OUTSTANDING ISSUES. A FINAL INSPECTION SHALL OCCUR TO REVIEW THE PROJECT AND ISSUE A FINAL ACCEPTANCE. (PROVIDE 3 DAYS NOTICE).
- PLANTS NOT IN HEALTHY CONDITION THROUGHOUT THE WARRANTY PERIOD SHALL BE REMOVED AND REPLACED AT NO COST TO THE OWNER. NEW PLANT MATERIAL SHALL RECEIVE THE SAME WARRANTY.
- PROVIDE ONE (1) YEAR WRITTEN GUARANTEE TO WARRANTY IRRIGATION SYSTEM AND ALL TREES FROM ACCEPTANCE DATE.
- AS BUILT DRAWINGS SHALL ALSO BE PREPARED BY CONTRACTOR FOR ACTUAL IRRIGATION LAYOUT AND SUBMITTED TO ARCHITECT. A SIGNATURED AND DATED IS A LAMINATED CONTROLLER SCHEDULE MOUNTED INSIDE THE BOX WITH A COPY MAILED TO THE OWNER.

General Key Notes:

- CONTRACTOR IS RESPONSIBLE TO MAINTAIN CLEARANCE BETWEEN TREE CANOPIES AND AREA LIGHTS (BUSH) 8'-0" MINIMUM BETWEEN POLE AND TREE TRUNK.
- CONTRACTOR IS RESPONSIBLE TO PROVIDE A 2" LAYER OF DECOMPOSED GRANITE ALL PLANTING AREAS. SEE LEGEND FOR QTY, TYPE, AND SIZE.
- CONTRACTOR IS RESPONSIBLE TO PROTECT ALL EXISTING TREES, SHRUBS AND GROUND COVER IN AREA MARKED EXIST. SUPPLEMENT DURING PLANT MATERIAL AS SHOWN. ANY MATERIAL DAMAGED DURING CONSTRUCTION WILL BE REPLACED AT NO ADDITIONAL CHARGE TO THE OWNER.
- BLEND NEW GRANITE TOP DRESSING WITH EXISTING TO PRODUCE A SEAMLESS TRANSITION.
- CONTRACTOR IS RESPONSIBLE TO RE-PLANT EXISTING 816600 TREES LOCATED IN THIS AREA TO ACCOMMODATE PROPOSED SCREEN WALL. ALL SHRUBS WILL BE NEW NURSERY STOCK AS SHOWN. REMOVE ALL EXISTING SHRUBS AND DESTROY.
- PROTECT IN PLACE THIS 816600 TREE DURING CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE TO RE-PLANT TREES LOCATED IN THE DESIGNATED AREA. ADD SUPPLEMENTAL PLANT MATERIAL WHERE SHOWN FIELD ADJUST.

Key Notes:

- EXISTING RIGHT-OF-WAY
- EXISTING PUBLIC SIDEWALK
- PROPOSED SIDEWALK
- PROPERTY LINE
- EXISTING MONUMENT SIGN
- PROPOSED UTILITY EASEMENT
- PROPOSED OVERHEAD CANOPY
- PROPOSED TRASH ENCLOSURE
- LANDSCAPE SETBACK AS NOTED
- EXISTING CPU SCREEN WALL
- PROPOSED 3' HIGH MIN. PARKING SCREEN WALL, EXCEPT WHERE NOTED.
- EXISTING UTILITIES SHOWN FOR REFERENCE ONLY. REFER TO CIVIL PLAN FOR EXACT LOCATION.
- PROPOSED ADA PARKING
- PROPOSED BSA LOCATION
- REFER TO ARCHITECTURAL PLAN FOR DECORATIVE PAVEMENT PATTERN.
- EXISTING DECORATIVE PAVING
- SIGHT VISIBILITY TRIANGLES
- PROPOSED PDC - MAINTAIN 3' CLEARANCE
- PROPOSED ELECTRICAL TRANSFORMER

NOTE:

TREE HEIGHTS AND CALIPERS WILL COMPLY WITH ARIZONA NURSERY ASSOCIATION SPECIFICATIONS FOR THAT TYPE AND SIZE OF TREE. ALL LANDSCAPE MATERIAL SHALL BE MAINTAINED BY OWNER/LESSEE IN ACCORDANCE WITH THE APPROVED LANDSCAPE PLAN. ALL TREES AND SHRUBS LOCATED IN THE LINE OF SIGHT WILL BE MAINTAINED FOR A CLEAR AREA BETWEEN 3' TO 10'. FINISH GRADE OF LANDSCAPE AREAS (TOP OF 18" OR 24" POT) MUST BE GRADED TO 1" BELOW CONCRETE OR OTHER PAVED SURFACE. TREES MUST BE PLACED A MINIMUM OF 3' FROM SIDEWALKS, PUBLIC ACCESSWAYS, SHRUBS MUST BE AT MATURITY, 3' FROM ALL SIDES OF A FIRE HYDRANT. THERE SHALL BE NO OBSTRUCTION OF SITE SIGNAGE BY LANDSCAPE PLANT MATERIAL, AND THAT SIGN MUST BE RELOCATED/CORRECTED BEFORE THE FIELD INSPECTION WILL ACCEPT THE SIGN IN THE FIELD OR ISSUE A CERTIFICATE OF OCCUPANCY FOR A PROJECT.

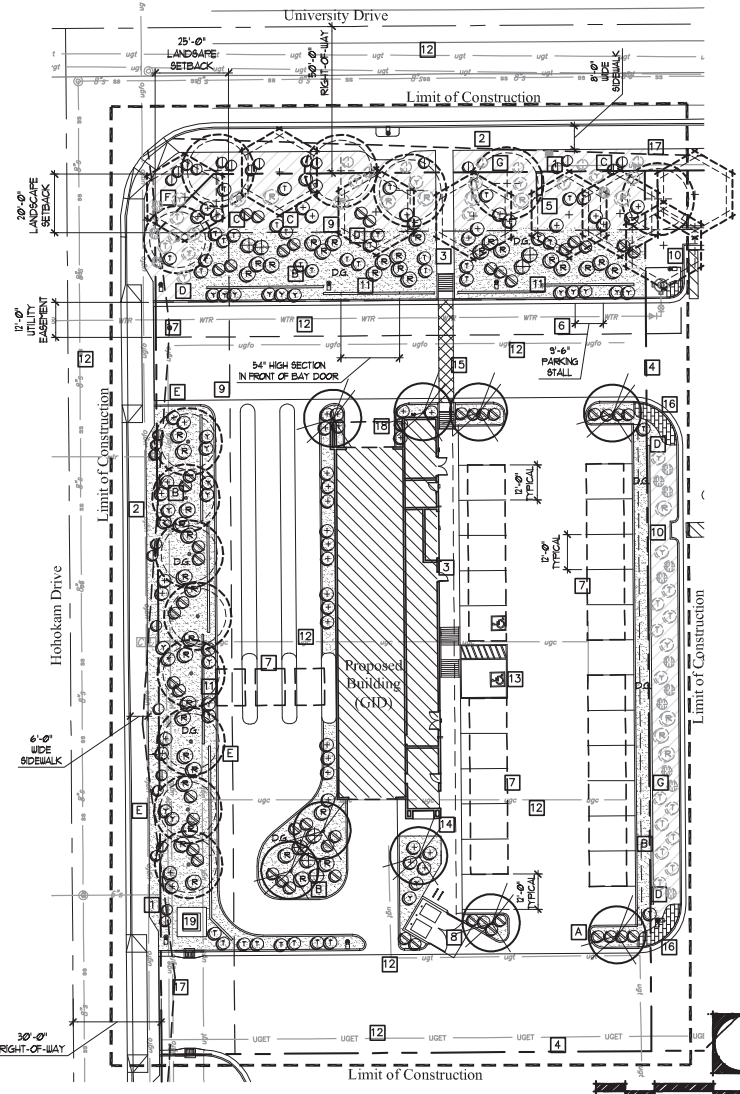
ALL TREES IN PARKING ISLAND PLANTS SHALL HAVE A MINIMUM CANOPY CLEARANCE OF 5'-0". SEE CIVIL PLAN FOR ALL EXISTING AND PROPOSED UTILITY LOCATIONS. FIELD VERIFY EXACT LOCATIONS TO AVOID ANY CONFLICTS TO AVOID ANY CONFLICTS DURING CONSTRUCTION. FIELD VERIFY EXISTING CONDITIONS AND CONTACT OWNER'S REP PRIOR TO COMMENCING WORK TO RESOLVE ANY POTENTIAL CONFLICTS. GRADES SHOWN ON THE CIVIL PLANS ARE FINISHED GRADE. SUB-GRADE SHALL BE VERIFIED PRIOR TO INSTALLATION OF THE DECOMPOSED GRANITE. ALL SITE IMPROVEMENTS INCLUDING LANDSCAPE AND SITE CLEANUP MUST BE COMPLETED PRIOR TO CERTIFICATE OF OCCUPANCY FOR ANY BUILDING WITHIN A PHASE. CONTRACTOR IS RESPONSIBLE TO 'PULL' ASPHALT AND ANY OTHER DEVIATION AND CONSTRUCTION DEBRIS OUT OF PLANTER AREAS PRIOR TO LANDSCAPE INSTALLATION.

General Landscape Notes:

- IF THERE IS A DISCREPANCY IN THE FIELD OR NURSERY BETWEEN THE TREE OR SHRUB SIZE CALLED OUT ON THE PROJECT PLAN (I.E. CALIPER OR TREE HEIGHT) THE SPECIFIED PLANT MUST MEET THE REQUIREMENTS OF THE PLAN REGARDLESS OF THE CONTAINER SIZE AT NO ADDITIONAL COST TO THE OWNER.
- IF THE SPECIFIED VARIETY OF PLANT IS NOT AVAILABLE AT THE TIME OF INSTALLATION, CONTRACTOR IS TO PROVIDE SUBSTITUTIONS TO THE OWNER'S REP WHICH CLOSELY MATCHES THE SPECIES, MATURE SIZE, AND COLD HEARTINESS AS SHOWN ON THE PROJECT PLANS FOR FINAL APPROVAL.

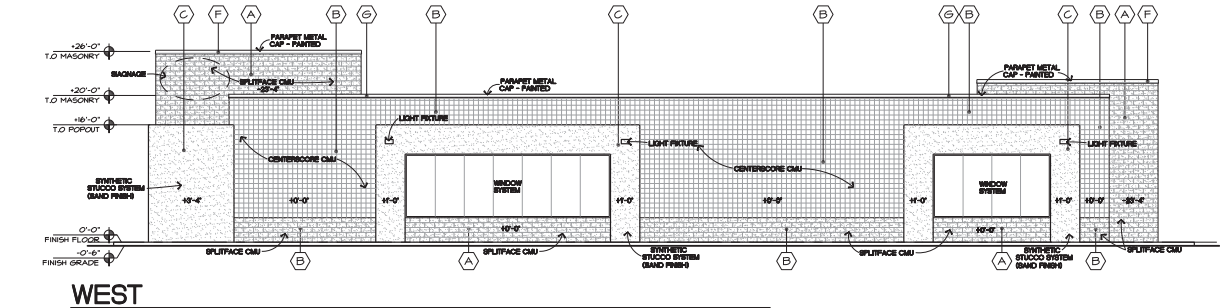
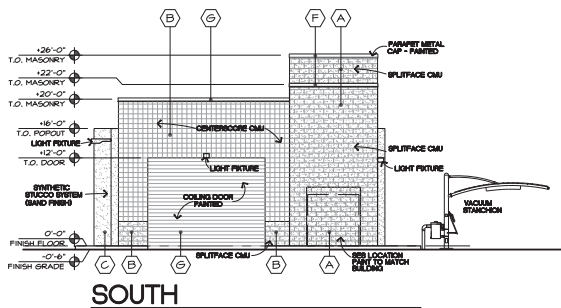
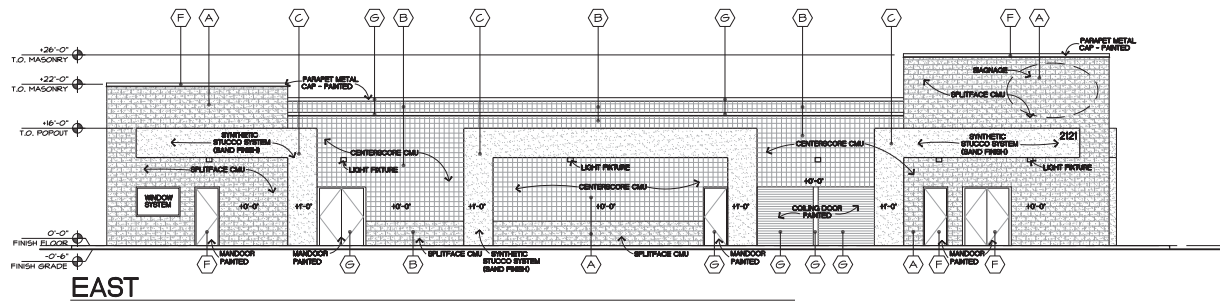
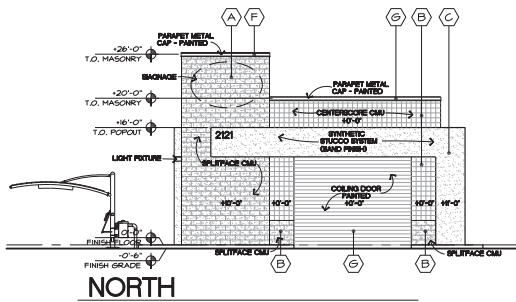
Granite Note:

INSTALL A 2" LAYER OF DECOMPOSED GRANITE CONTIGUOUS IN ALL PLANTERS UNDER ALL TREES AND SHRUBS BEFORE PLACING GRANITE. COMPACT SUB-GRADE TO 85% AND APPLY A PRE-EMERGENT HERBICIDE TO SOIL. AFTER PLACING GRANITE, RAKE SMOOTH LET TO ENTIRE DEPTH, ALLOW TO DRY, THEN LIGHTLY SCARIFY SURFACE WITH A LEAF RAKE. APPLY A SECONDARY APPLICATION OF PRE-EMERGENT HERBICIDE TO TOP OF GRANITE. KEEP TOP OF GRANITE 1" BELOW ADJACENT WALKS AND CURBS. DO NOT ALLOW GRANITE TO TOUCH THE TRUNK OF ANY PLANT. APPLY AFTER INSTALLATION OF PLANT MATERIAL.



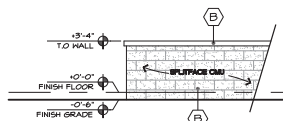
Bulk Material Legend

Sym.	Material	Common Name	Qty.	Size	Remarks
	DECOMPOSED GRANITE	MATCH EXISTING COLOR	11600 SF.	3/4" SCREEN, 2" DEEP LAYER	PROVIDE SAMPLE OF GRANITE ON ADJACENT PARCELS FOR FINAL APPROVAL.

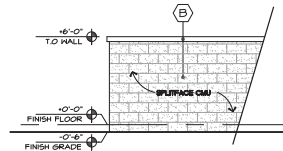


BUILDING ELEVATIONS

1/8"=1'-0"



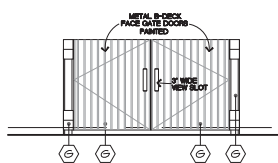
PARKING SCREEN



REFUSE ENCLOSURE

SITE WALL ELEVATIONS

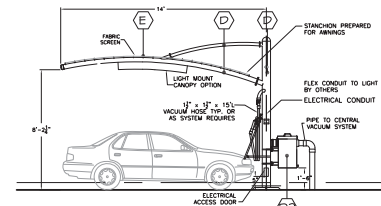
1/4"=1'-0"



SINGLE STANCHION

CANOPY ELEVATIONS

1/4"=1'-0"



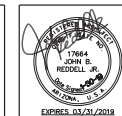
EXPRES PAY STATION

COLOR SCHEDULE		
Div#0 SPLIFFACE CMU	SUPERLITE	(A)
Div#0 CENTERSCORE CMU	INTERNAL COLOR "SAND"	(B)
Div#0 CENTERSCORE CMU	SUPERLITE	(B)
Div#0 SPLIFFACE CMU	INTERNAL COLOR "SAND HATED ROSE"	(B)
STUCCO SYSTEM SAND FINISH	INTERNAL COLOR "DUNE EDWARDS"	(C)
	DEEP BLUE CHIP	(C)
VACUUM CANOPY	POWDER COATED TAN	(D)
VACUUM CANOPY TRASH CAN	POWDER COATED TAN	(D)
VACUUM CANOPY SCREEN	DEEP COBRE	(E)
METAL FASCIA PAINTED HAND DOORS	PAINTED "DUNE EDWARDS"	(F)
	DEEP BLUE CHIP	(F)
METAL FASCIA PAINTED COLLING DOORS HAND DOORS	PAINTED "DUNE EDWARDS"	(G)
	DEEP BLUE CHIP	(G)
	ROSETT LEATHER	(G)

NOTE: ALL WINDOW FRAMES SHALL BE ANODIZED BRONZE HV BRONZE TINTED GLASS

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Office: (480) 946-0242 Fax: (480) 946-0182 Email: johnreddellarchitects.com



Date:	
Revisions:	





NORTH



WEST

STREET VIEW ELEVATIONS

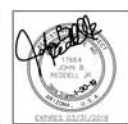
1/8"=1'-0"

COLOR SCHEDULE		
BRICK - SPLITFACE CMU	SUPERLITE	A
BRICK - CENTERSCORE CMU	INTERNAL COLOR	
	"SUNSHADE"	
BRICK - CENTERSCORE CMU	SUPERLITE	B
BRICK - SPLITFACE CMU	INTERNAL COLOR	
	"SUNSHADE ROSE"	
STUCCO SYSTEM	INTERNAL COLOR	C
SAND FRESH	DUN EDWARDS	
	DEEP	
	BLUE CHIP	
VAGARY CANOPY	POWHER COATED	D
	TAN	
VAGARY CANOPY SCREEN	DEEP OGRE	E
METAL FASCIA PAINTED	PAINTED	F
PAR DOORS	DUN EDWARDS	
	DEEP	
	ROBIC LANE	
METAL FASCIA PAINTED	PAINTED	G
COLLINE DOORS	DUN EDWARDS	
PAR DOORS	DEEP	
	ROBIC LEATHER	

NOTE: ALL WINDOW FRAMES SHALL BE ANODIZED BRONZE W/ BRONZE TINTED GLASS

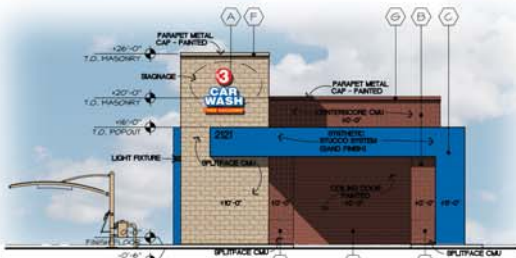
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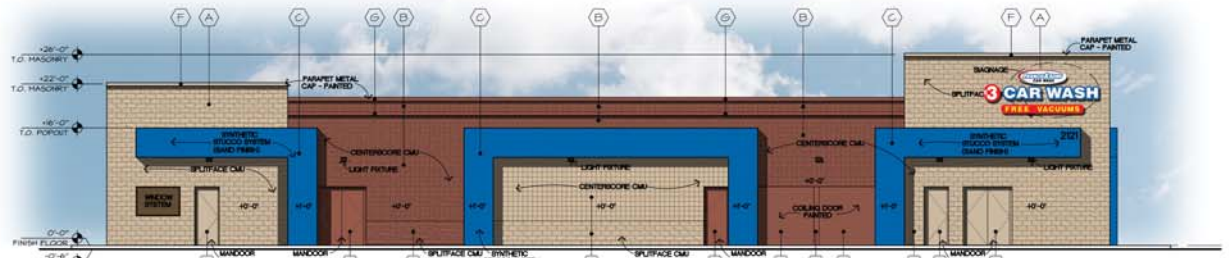


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Revisions: _____

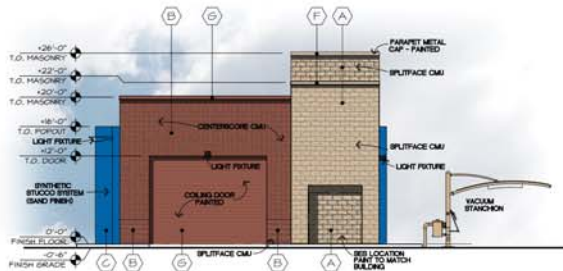
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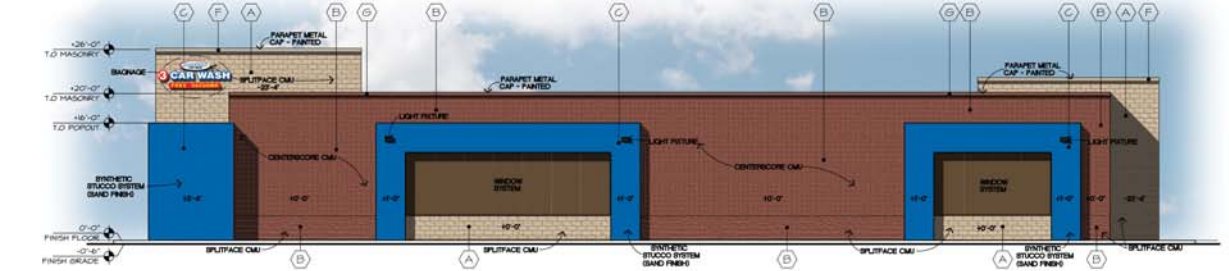
NORTH



EAST



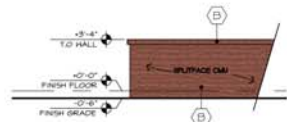
SOUTH



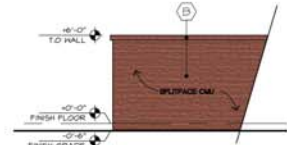
WEST

BUILDING ELEVATIONS

1/8"=1'-0"



PARKING SCREEN



REFUSE ENCLOSURE

SITE WALL ELEVATIONS

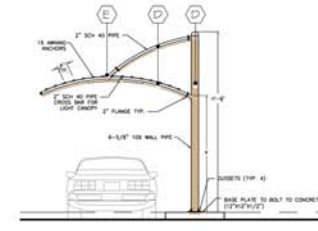
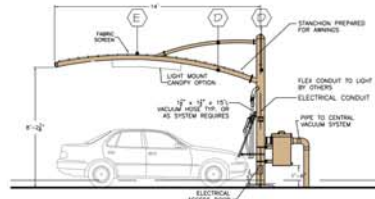
1/4"=1'-0"



SINGLE STANCHION

CANOPY ELEVATIONS

1/4"=1'-0"



EXPRES PAY STATION

COLOR SCHEDULE		
Finish Spline Face CMU	SPRIFITE INTERNAL COLOR	(A)
Finish Center Score CMU	SPRIFITE INTERNAL COLOR	(B)
Finish Center Score CMU	SPRIFITE INTERNAL COLOR	(B)
Finish Spline Face CMU	SPRIFITE INTERNAL COLOR	(A)
Stucco System Sand Finish	INTERNAL COLOR	(C)
Vacuum Canopy	POWDER COATED TAN	(D)
Vacuum Canopy Screen	DEEP OCHRE	(E)
Metal Fascia Painted Main Doors	PAINTED	(F)
Metal Fascia Painted Cooling Doors Main Doors	PAINTED	(G)

NOTE: ALL BRONZE FRAMES SHALL BE ANODIZED BRONZE W/ BRONZE TINTED GLASS

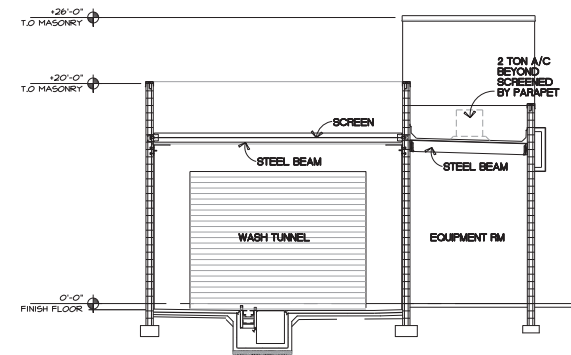
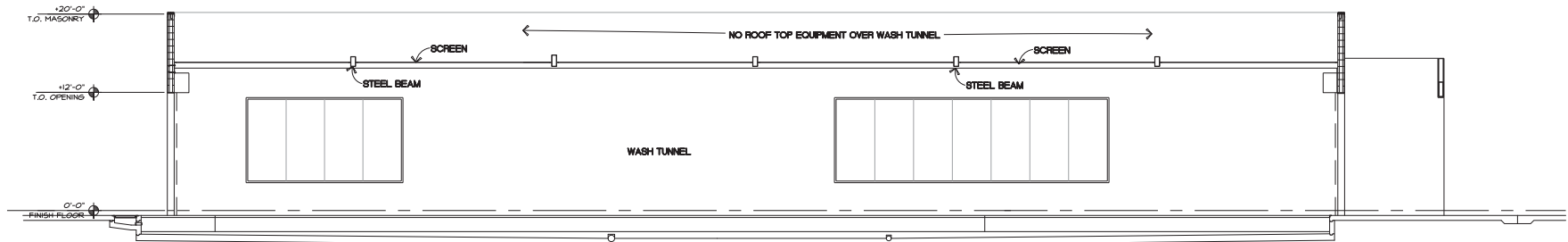
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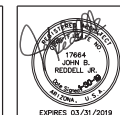


SECTIONS



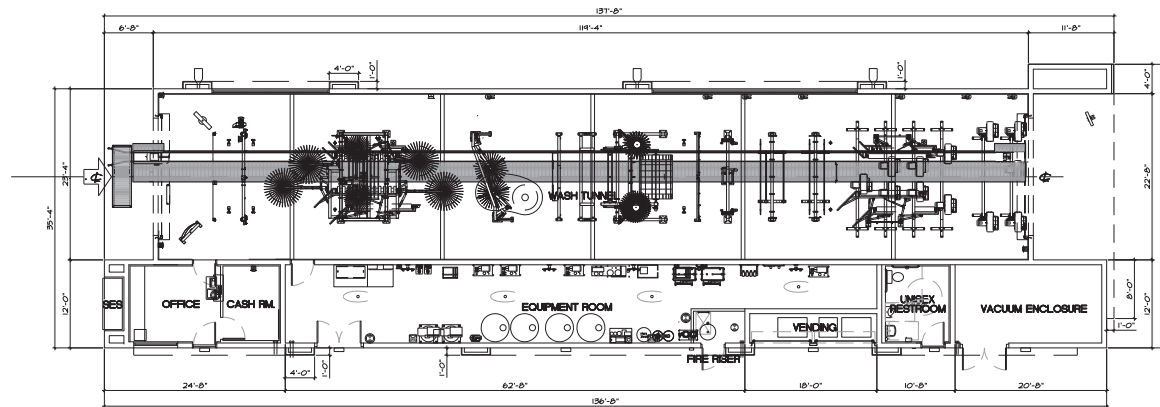
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D



FLOOR PLAN



1/8"=1'-0"

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B





MATERIAL / COLOR SCHEDULE

Francis and Sons Express Carwash
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Tempe, Arizona

Building Color A:

Superlite CMU
Intergal Color: Durango
8x16x8 Splitface CMU
8x16x8 Centerscore CMU



Building Color B:

Superlite CMU
Intergal Color: San Mateo Rose
Superlite CMU
Intergal Color: San Mateo Rose
8x16x8 Splitface CMU
8x16x8 Centerscore CMU

Building Color C:

Stucco System - Sand Finish
Intergal Color: Dunn Edwards
De5876 - Blue Chip



Canopy Color D:

vacutech Metal Stanchions
Powder Coated
COLOR: Tan



Building Color E:

Screen Cloth
Vacutech
COLOR: Deep Ochre



Building Color F:

Painted:
DUNN-EDWARDS: DE 6129
COLOR: Rustic Taupe
Man Doors
Metal Parapet Fascia



Building Color G:

Painted:
DUNN-EDWARDS: DEt 440
COLOR: Russet Leather
Man Doors
Metal Parapet Fascia
Colling Doors



Glazing & Frames:

WINDOW FRAMES SHALL BE ANODIZED BRONZE W/ BRONZE TINTED GLASS