



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-60-19-4
March 23, 2020

Encanto [Village Planning Committee](#) Meeting Date: April 6, 2020

[Planning Commission](#) Hearing Date: May 7, 2020

Request From: C-1 ([Neighborhood Retail](#)) (1.15 acres)
C-O ([Commercial Office C-O District](#)) (0.48 acres)

Request To: C-1 ([Neighborhood Retail](#)) (1.63 acres)

Proposed Use: Gas Station and Convenience Store

Location: Northwest corner of 15th Avenue and Indian School Road

Owner: Circle K Store Inc. / Drama, LLC

Applicant: Circle K Stores Inc.

Representative: Land Development Consultants, LLC

Staff Recommendation: Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Map Designation		Commercial	
Street Map Classification	Indian School Road	Major Arterial	50 to 55-foot north half street
	15th Avenue	Collector	40-foot west half street
	16th Drive	Local	30-foot south half street
<p><i>CELEBRATE OUR DIVERSE COMMUNITY CORE VALUE; CERTAINTY & CHARACTER; LAND USE PRINCIPLE; New development and expansion or redevelopment of existing development in or near residential areas should be compatible with existing uses and consistent with adopted plans.</i></p> <p>A portion of the site has operated as a gas station and convenience store for many years. The redevelopment of this site and expansion to the adjacent parcel to the north will provide improved service at this key intersection. The development, as stipulated will incorporate significant landscape treatments for increased compatibility with the residential properties to the north and northwest.</p>			

CONNECT PEOPLE AND PLACES CORE VALUE; COMPLETE STREETS; DESIGN PRINCIPLE: *In order to balance a more sustainable transportation system, development should be designed to include increased amenities for transit, pedestrian and bicyclists such as shade, water, seating, bus shelters, wider sidewalks, bike racks, pedestrian scale lighting and way-finding.*

The proposal, as stipulated, provides convenient bicycle parking and a bicycle repair station (fix-it station) to increase bicycling as a viable means of transportation in the City of Phoenix. The site is located at the junction of a major bus route on Indian School Road and the 15th Avenue bikeway. In addition to a shaded bus stop at this location, the enhanced bicycle and pedestrian facilities integrated into the site plan will aide in the development of a more sustainable transportation system.

CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: *Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods.*

The development, as stipulated, provides a reasonable level of intensity that is respectful to local conditions and surrounding neighborhoods. The development will provide an appropriate transition from the residential uses to the north and west to the commercial uses located along Indian School Road. This role is further advanced through enhanced tree planting standards and detached sidewalks.

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

The development, as stipulated, incorporates public and private pedestrian ways that are shaded by tree canopy in addition to enhanced tree plantings in the required landscape areas. The proposed landscape enhancements are aligned with this core value and will advance the goals of the Tree and Shade Master Plan.

Applicable Plans, Overlays, and Initiatives

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

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

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

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

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Convenience Store Commercial Building	C-1 C-O
North	Single-family dwellings	R1-6
Northwest	Single-family dwellings	R-4
South	Convenience Store	C-1
East	Commercial Multifamily building	C-1 R-5
West	Commercial	C-1

C-1 (Neighborhood Retail) Development Standards		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions in the Site Plan Provided</u>
<i>Building Setbacks</i>		
Streets (North, South, East)	Average 25 feet; minimum 20 feet for up to 50 percent of structure.	North: 117 feet (Met) South: 32 feet (Met) East: 117 feet (Met)
Northwest (Adjacent to R-4)	10 foot minimum	7 feet (Not Met*)
West (Adjacent to C-1)	0 feet	1 foot (Met)
<i>Landscaped Setbacks</i>		
Street (North, South, East)	For structures not exceeding 30 feet in height: 25 foot average setback; 20 foot minimum for up to 50 percent of the frontage.	North: Varies from 7 feet to 28 feet (Not Met*)
Northwest (Adjacent to R-4)	10 foot minimum	Varies from 10 feet to 45 feet (Met)
West (Adjacent to C-1)	0 feet	0 feet (Met)
Maximum Lot Coverage	50 percent	12 percent (Met)
Building Height	30 feet	15 feet 4 inches (Met)
<i>*Variance or Site Plan Revision Required</i>		

Background/Issues/Analysis

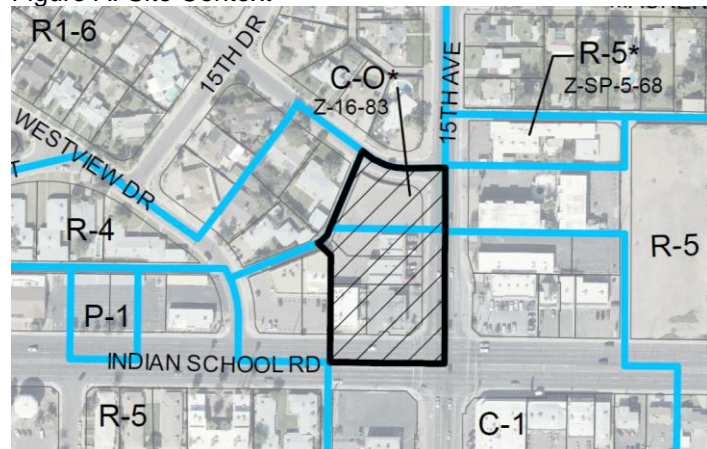
SUBJECT SITE

1. This request is to rezone approximately 1.63 acres at the northwest corner of 15th Avenue and Indian School Road to construct a larger gas station and convenience store on the site. The site includes two zoning districts: the southern portion is zoned C-1 (Retail) and includes a convenience store and a small commercial shopping center and the northern portion is zoned C-O (Commercial Office) and is a parking lot. While not required, the applicant has elected to rezone the entire site area to allow for review of the entire redevelopment site.

SURROUNDING LAND USES AND ZONING

2. To the east, west, and south are commercial uses zoned for commercial activity. To the east is an apartment complex zoned R-5 (Multifamily Residence District). To the north are single-family residential dwellings zoned R1-6 (Single-Family Residence District) and to the northwest are single-family residential dwellings zoned R-4 (Multifamily Residence District). To the southwest are single-family residential dwellings zoned R-5 (Multifamily Residence District).

Figure A. Site Context

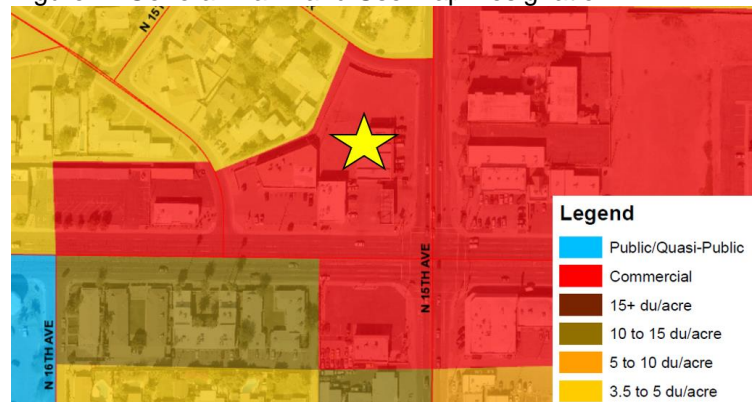


Source: Planning and Development Department

GENERAL PLAN LAND USE MAP DESIGNATION

3. The General Plan Land Use Map designation for the subject site and the properties to the east, south, and southwest is Commercial. The request is consistent with the Commercial Land Use Map designation. To the north and northwest are properties designated Residential, 3.5 to 5 dwelling units per acre.

Figure B. General Plan Land Use Map Designation



Source: Planning and Development Department

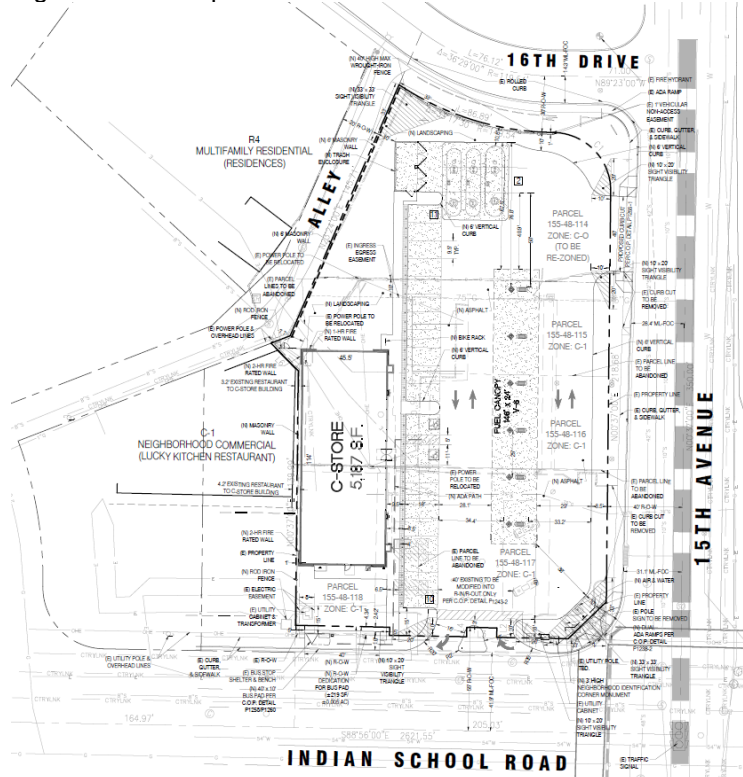
PROPOSAL

Site Plan

The applicant is proposing a gas station and convenience store. The site plan includes fuel canopies, convenience store, vehicular access from 15th Avenue and Indian School Road, and a bus stop located west of the Indian School Road driveway.

The applicant has indicated they may pursue a variance to reduce landscape setbacks along 15th Avenue and Indian School Road. Staff is recommending individual elements depicted on the site plan within the following theme areas.

Figure C. Development Site Plan



Source: GreenbergFarrow

Thermal Comfort: The site is located adjacent to a major arterial street, a major bikeway, a major bus stop, and to a residential neighborhood; for these reasons, thermal comfort is important and staff is recommending several stipulations:

- a. Stipulation No. 3 requiring shaded and detached sidewalks along all public street frontages to provide a comfortable pedestrian environment.
- b. Stipulation No. 5 requiring trees be placed near the bus stop to provide additional thermal comfort.
- c. Stipulation No. 4 requiring enhanced tree planting standards in all required landscape areas including along the 16th Drive frontage to mitigate potential impacts on the adjacent single-family residential dwellings.

Pedestrian and Bicycle Orientation: The same reasons identified to underscore the importance of thermal comfort apply to the importance of designing the development in a manner to support bicycle and pedestrian transportation; for these reasons, bicycle and pedestrian features are important and staff is

recommending several stipulations related to bicycle and pedestrian features:

- a. Stipulation No. 3 requires shaded and detached sidewalks along all public street frontages to provide a comfortable pedestrian environment.
- b. Stipulation No. 6 requires bicycle parking and the installation of a bicycle repair station (fix-it station) to reinforce the 15th Avenue Bikeway and the support multimodal (bike – bus) trips.
- c. Stipulation Nos. 7 and 8 requires clearly defined pedestrian pathways and a shaded connection between the building entrance and the bus stop located on Indian School Road.

Mitigating Impacts to Residential Neighborhood: The site has long-served as a transition between low density residential uses to the north and the commercial uses located along Indian School Road; for these reasons, staff is recommending several stipulations to mitigate potential impacts on the adjacent neighborhood:

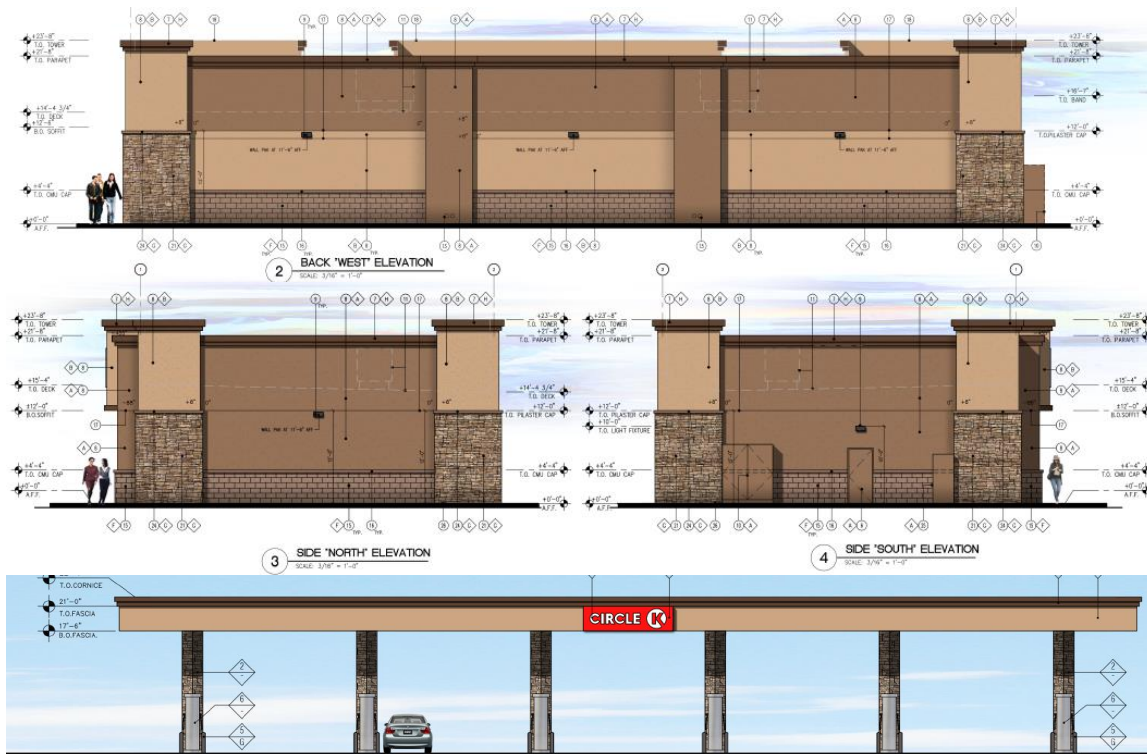
- a. Stipulation No. 4 requires enhanced tree planting standards in all required landscape areas including along the 16th Drive frontage to mitigate potential impacts on the adjacent single-family residential dwellings.
- b. Stipulation No. 2 requires a Vehicular Non-Access Easement along to north property line to prohibit vehicular access onto 16th Drive.

5. Building and Canopy Elevations

The building elevations for the convenience store include a mix of several materials including stone, masonry, and stucco. The character of the convenience store is carried forward in the design of the fuel canopies. The primary entrance to the convenience store is oriented to the east (15th Avenue) with pedestrian pathways to both Indian School Road and 15th Avenue. For these reasons, staff is recommending general conformance to the building elevations (Stipulation No. 1).

Figure D. Conceptual Convenience Store Building Elevations





Source: GreenbergFarrow

STUDIES AND POLICIES

6. [Tree and Shade Master Plan](#)

The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City’s planning and development process. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide thermal comfort for pedestrians and to reduce the urban heat island effect.

Staff is recommending several stipulations regarding tree plantings and shaded pedestrian pathways for increased thermal comfort including enhanced landscape planting standards for all street frontages (Stipulation No. 4) and detached public sidewalks along all street frontages which will be shaded to a minimum of 75 percent (Stipulation No. 3).

7. [Complete Streets Guidelines](#)

In 2014, the City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles.

In addition to the shaded and detached sidewalks (Stipulation No. 3), staff is recommending a stipulation to require four bicycle racks near building entries to encourage bicycle use and a bicycle repair station (fix-it station) to reinforce the bikeway facilities along 15th Avenue (Stipulation No. 6).

8. **Comprehensive Bicycle Master Plan**

The Comprehensive Bicycle Master Plan provides a guide for how to create a culture and environment conducive to promoting bicycling as a viable mode of transportation. Staff is proposing stipulations to reinforce the 15th Avenue bikeway and encourage multi-modal (bike/bus trips) transportation through the inclusion of bicycle parking and a bicycle repair station (fix-it station) (Stipulation No. 6).

A bicycle repair station (fix-it station) is vertical infrastructure which contains the necessary tools to make light to moderate repairs to bicycles. The station includes a repair stand and pump affixed to the ground, and standard repair tools connected to the station. Figure E depicts an example of a repair station.

Figure D. Example of a Bicycle Fix-it Station



Source: Dero

9. **Reimagine Phoenix**

As part of the Reimagine Phoenix Initiative, the City of Phoenix is committed to increasing the waste diversion rate to 40 percent by 2020 and to better manage its solid waste resources. The applicant has indicated they intend to incorporate recycling facilities into their operation and staff is proposing a stipulation to require space be set aside for recycling facilities on site (Stipulation No. 13).

COMMUNITY INPUT SUMMARY

10. As of the writing of this report, staff has not received any correspondence regarding this proposed rezoning application.

INTERDEPARTMENTAL COMMENTS

11. The Street Transportation Department provided a series of comments related to vehicular and pedestrian infrastructure on the site resulting in four stipulations.
 - a. A requirement for a Vehicular Non-Access Easement along 16th Drive (Stipulation No. 2).
 - b. A requirement for enhanced and shaded pedestrian pathways on the site, especially focused on the connection between the bus stop and the building entrance (Stipulation No. 7).
 - c. A standard stipulation related to street improvements and accessibility (Stipulation No. 10).
 - d. A requirement that ingress/egress from Indian School Road be limited to right-in, right-out (Stipulation No. 11).

12. The Public Works Department commented that the site is not located in a Special Flood Hazard Area (SFHA), but located in a Shaded Zone X, on panel 2205 L of the Flood Insurance Rate Maps (FIRM) dated October 16, 2013.

13. The Public Transit Department commented that they shall require the retention of right-of-way and the reconstruction of a bus pad. This is reflected in Stipulation No. 9. Further, the Public Transit Department expressed the importance of direct, clearly defined, accessible, and well shaded pedestrian pathways on the site. The pathways should connect the public sidewalks, the bus stops, all site amenities, and building entrances/exits; this is reflected in Stipulation Nos. 3 and 7.

14. The Fire Department indicated there are no problems anticipated with the case and that the site and/or buildings shall comply with the Phoenix Fire Code. Further, the Department commented that they do not know the water supply at this site and noted that additional water supply may be required to meet the required fire flow per the Phoenix Fire Code.

15. The Water Services Department indicated that no zoning stipulations are required; however, commented that capacity is a dynamic condition that can change over time due to a variety of factors. The requirements and assurances for water and sewer service are determined during the site plan application review. For any given property, water and sewer requirements may vary over time to be less or more restrictive depending on the status of the City's water and sewer infrastructure.

OTHER

16. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site

and immediate area to be archaeologically sensitive, and if no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. These are addressed in Stipulation Nos. 14 through 16.

17. The site is within Phoenix Sky Harbor International Airport traffic pattern airspace and the proposed use is commercial. Therefore, the Aviation Department has provided a stipulation requiring the developer to record a Notice to Prospective Purchasers of the proximity to the airport to disclose the operational characteristics of the airport. This is addressed in Stipulation No. 12.
18. The site does not have any trails or trail easements planned that would be impacted, or required, by the proposed development.
19. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments may be required.

Findings

1. The development is consistent with the Phoenix General Plan Land Use Map designation of Commercial and, as stipulated, is appropriate at this location due to its compatibility with the surrounding land uses and presence on a major arterial street.
2. The development, as stipulated, advances the purpose and intent of several core values from the Phoenix General Plan as well as policy documents such as the Tree and Shade Master Plan, the Complete Streets Policy, and the Comprehensive Bicycle Master Plan.
3. The development, as stipulated, will produce three attractive and well-shaded street frontages, reinforce the 15th Avenue bikeway with a bicycle repair station, and shade a heavily used bus stop.

Stipulations

1. The development shall be in general conformance with the elevations date stamped November 8, 2019, as modified by the following stipulations and approved by the Planning and Development Department.
2. The developer shall dedicate a 1-foot Vehicular Non-Access Easement (VNAE) along the north property line (16th Drive) and the west property line where adjacent to R-4 (Multifamily Residence District) zoning.
3. All sidewalks shall be detached with a minimum 5-foot-wide landscape area located between the sidewalk and back of curb and planted to the following standards, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.
 - a. Minimum 3-inch caliper large canopy, single-trunk, shade trees placed a minimum of 25 feet on center or equivalent groupings to provide a minimum of 75 percent shade on adjacent sidewalks.
 - b. Drought tolerant shrubs and vegetative groundcovers with a maximum mature height of 24 inches to provide a minimum of 75 percent live coverage at maturity.
4. The required landscape setback areas along all public streets shall be planted with large canopy shade trees, selected from the list contained in Table 1309.1 of the Phoenix Zoning Ordinance excluding those identified as “understory trees”, placed 20 feet on center or in equivalent groupings with 25 percent of the trees a minimum 4-inch caliper and 75 percent a minimum of 3-inch caliper, as approved by the Planning and Development Department.
5. The developer shall locate trees in close proximity to the bus stop along Indian School Road to shade the bus stop area to a minimum 75 percent, as approved by the Planning and Development Department.
6. The developer shall incorporate bicycle infrastructure as described below and as approved by the Planning and Development Department.
 - a. A bicycle repair station (“fix it station”) shall be provided in an area of high visibility, separated from vehicular maneuvering areas, and located within close proximity to 15th Avenue and the bus stop on Indian School Road.

The repair station shall include: standard repair tools affixed to the station; a tire gauge and pump affixed to the base of the station or the ground; and a bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike.

- b. A minimum of 4 inverted U-bicycle racks, artistic style rack (in adherence to the City of Phoenix Preferred Designs in Appendix K of the Comprehensive Bicycle Master Plan) or “Outdoor/Covered Facilities” for guests and employees. These facilities shall be located near building entrances, installed per the requirements of Section 1307.H. of the Zoning Ordinance, and approved by the Planning and Development Department.
7. The developer shall provide a system of clearly defined, accessible pathways constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrast with the adjacent parking and drive aisles surfaces which provide direct connections between the following site elements: all building entrances and exits; bus stops; and the bicycle repair station. The above conditions shall be approved by the Planning and Development Department.
8. The developer shall provide an enhanced and shaded pedestrian pathway from the entrance of the building to the bus stop on Indian School Road, as approved by the Planning and Development Department.
9. The developer shall retain right-of-way and reconstruct one bus stop pad along westbound Indian School Road west of 15th Avenue, compliant with City of Phoenix Standard Detail P1260 (attached sidewalk) or P-1262 (detached sidewalk) at a minimum depth of 10 feet. The bus stop pad shall be spaced from the intersection of Indian School Road and 15th Avenue as per City of Phoenix Standard Detail P1258. The above conditions shall be approved by the Planning and Development Department.
10. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
11. The developer shall construct the driveway to Indian School Road with a restriction of access to right-in and right-out turning movements, as approved by the Street Transportation Department.

12. The developer shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence and operational characteristics of Phoenix Sky Harbor International Airport (PHX) to future owners or tenants of the property.
13. The developer shall provide space and access on the site for recycling containers, as approved by the Planning and Development Department.
14. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.
15. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.
16. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33- foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

Author

Nick Klimek

March 23, 2020

Team Leader

Samantha Keating

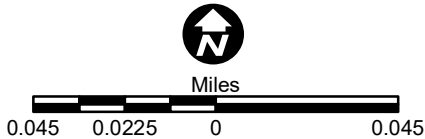
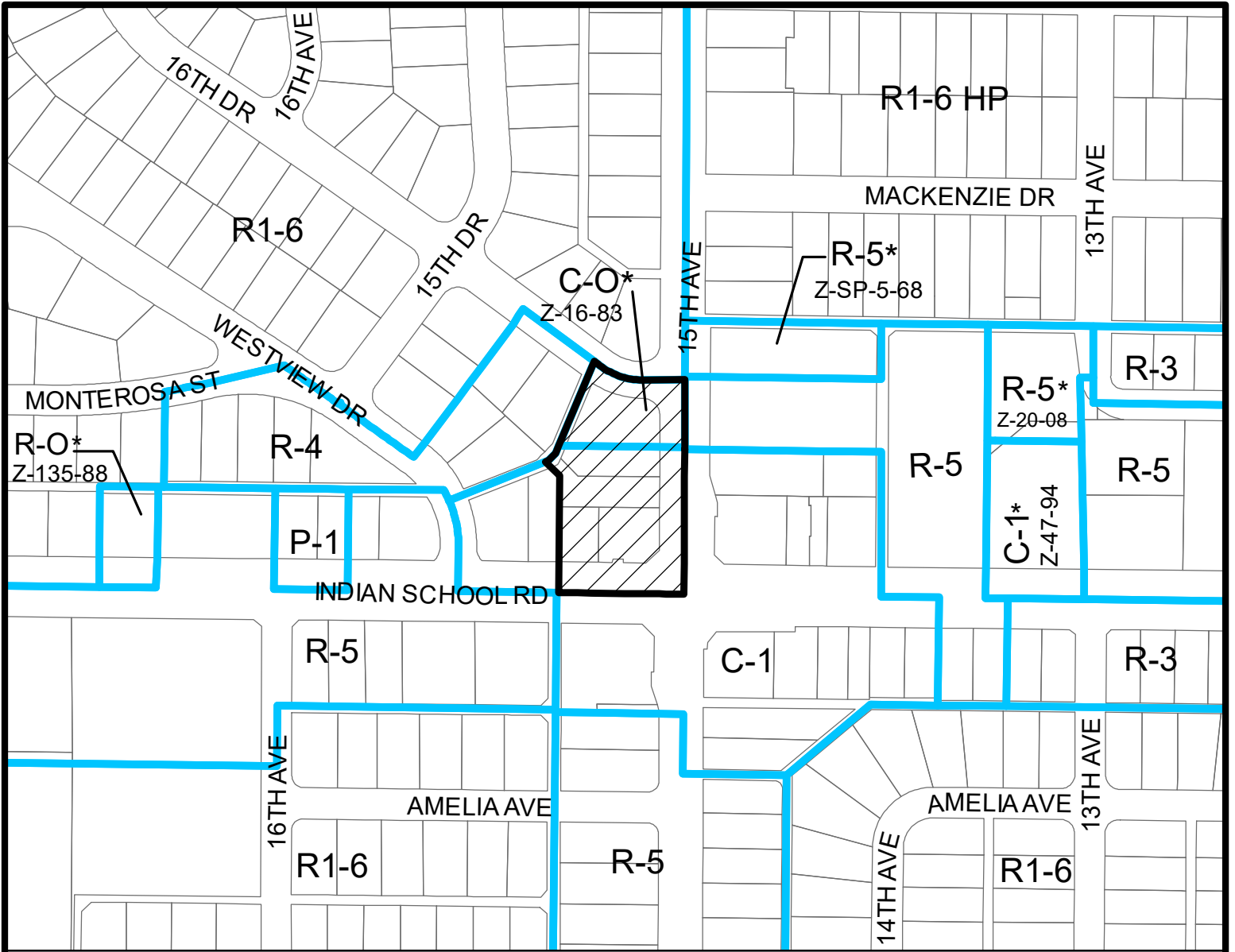
Exhibits

Zoning sketch map

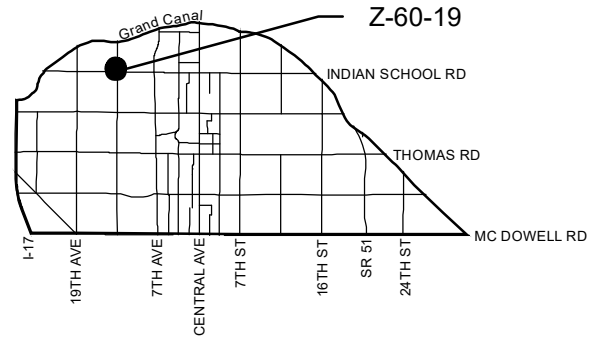
Aerial sketch map

Site Plan date stamped January 21, 2020

Conceptual Elevations date stamped November 8, 2019 (2 page)

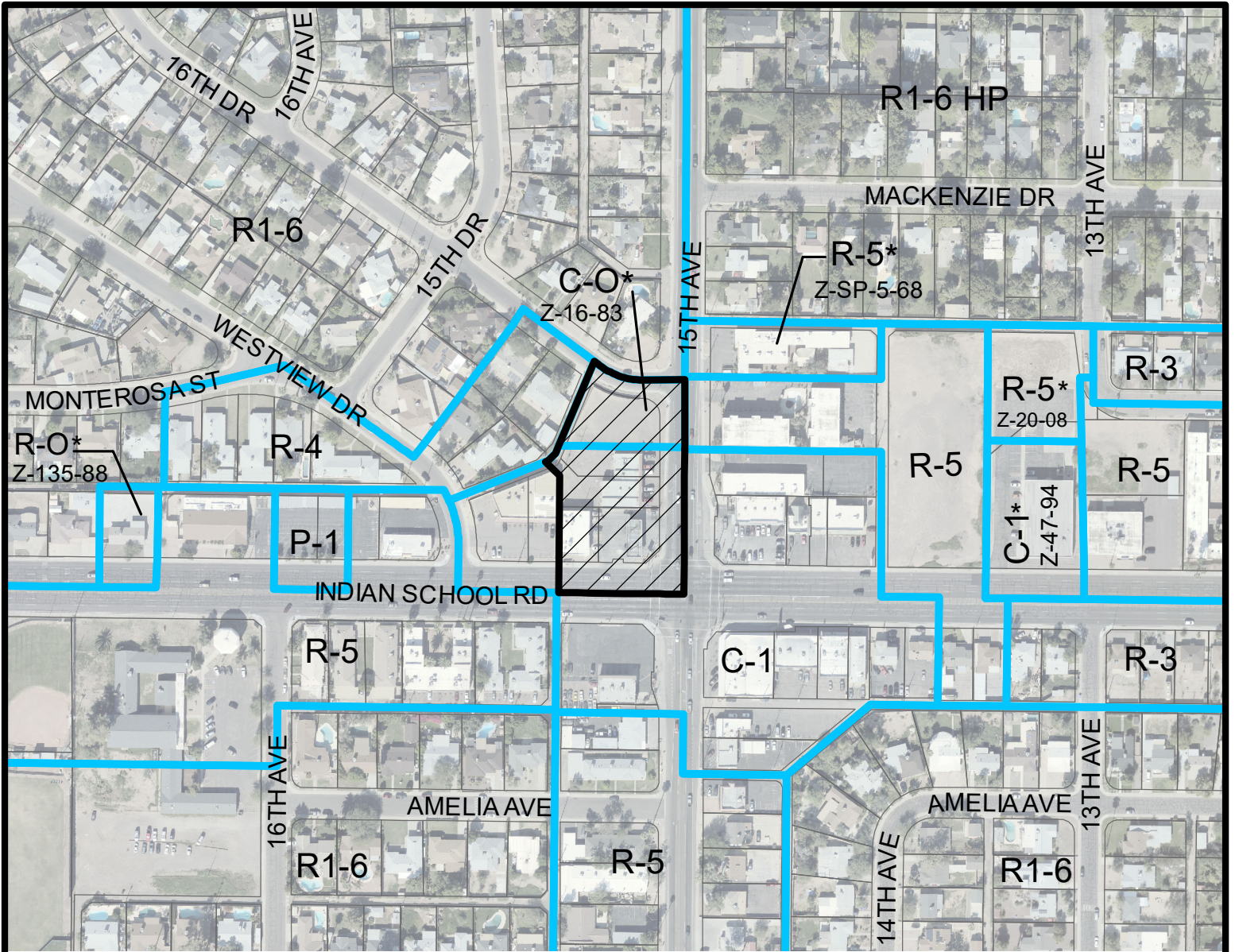


ENCANTO VILLAGE
CITY COUNCIL DISTRICT: 4



APPLICANT'S NAME: Circle K Stores Inc.		REQUESTED CHANGE:	
APPLICATION NO. Z-60-19	DATE: 1/30/2020 <small>REVISION DATES:</small>	FROM: C-O (0.48 a.c.) C-1 (1.15 a.c.)	
<small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small> 1.63 Acres	<small>AERIAL PHOTO & QUARTER SEC. NO.</small> QS 17-25	<small>ZONING MAP</small> H-7	TO: C-1 (1.63 a.c.)
MULTIPLES PERMITTED C-O, C-1 C-1	CONVENTIONAL OPTION N/A, 16 23		* UNITS P.R.D. OPTION N/A, 20 28

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



Miles

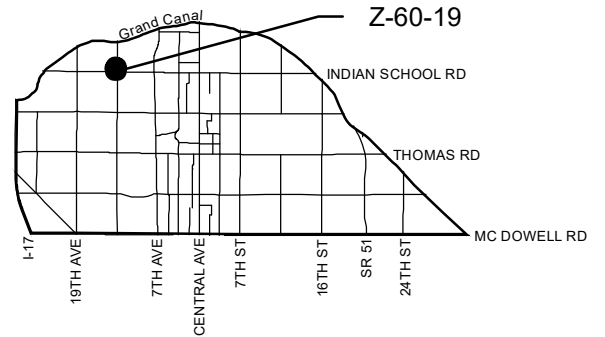
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ENCANTO VILLAGE

CITY COUNCIL DISTRICT: 4



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME: **Circle K Stores Inc.**

APPLICATION NO. **Z-60-19**

DATE: **1/30/2020**
REVISION DATES:

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

1.63 Acres

AERIAL PHOTO & QUARTER SEC. NO. **QS 17-25**
ZONING MAP **H-7**

REQUESTED CHANGE:

FROM: **C-O (0.48 a.c.)
C-1 (1.15 a.c.)**

TO: **C-1 (1.63 a.c.)**

MULTIPLES PERMITTED

C-O, C-1
C-1

CONVENTIONAL OPTION

N/A, 16
23

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

N/A, 20
28

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

**CIRCLE K STORE
SITE PLAN
NWC 15TH AVENUE & INDIAN SCHOOL ROAD, PHOENIX, AZ**



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DATE	DESCRIPTION
09/08/17	PREP SP-1
09/12/17	PREP SP-2
01/07/19	PREP SP-3
01/21/19	PREP SP-4
06/24/19	PREP SP-5
07/22/19	PREP SP-6
09/26/19	PREP SP-7
11/25/19	REV SP-7
11/25/19	PREP SP-8

OWNER:
CIRCLE K STORES INC.
1130 WEST WARNER ROAD
BUILDING B
TEMPE, ARIZONA 85284

OWNER REPRESENTATIVE:
LAND DEVELOPMENT CONSULTANTS, LLC
11811 N. TATUM BLVD. #1051
PHOENIX, ARIZONA 85028
PHONE: (602) 850-8101
FAX: (602) 997-9807
CONTACT: MIKE SCARBROUGH

ARCHITECT :
GREENBERG FARROW
30 EXECUTIVE PARK, SUITE 100
IRVINE, CA 92614
PHONE: (949) 296-0450
FAX: (949) 296-0479
CONTACT: DOUG COUPER

PROJECT INFORMATION

PROJECT NAME: CIRCLE K CONVENIENCE STORE
PROJECT ADDRESS: NWC 15TH AVENUE & INDIAN SCHOOL ROAD, PHOENIX, AZ
PROJECT DESCRIPTION: PROPOSAL FOR A NEW CONVENIENCE STORE WITH ASSOCIATED FUEL SALES CONSISTING OF A 5,187 S.F. CONVENIENCE STORE AND A FUEL CANOPY WITH 6 FUEL PUMPS.

ZONING INFORMATION

JURISDICTION: CITY OF PHOENIX, AZ
EXISTING ZONING: C-1 (NEIGHBORHOOD RETAIL)
PROPOSED ZONING: C-O (COMMERCIAL OFFICE/RESTRICTED COMMERCIAL)
MAX. BLDG HEIGHT ALLOWED: 30' BLDG HEIGHT PROVIDED: 23'-8"
SETBACKS:
ADJACENT STREET: 25' AVERAGE, 20' MINIMUM
ADJACENT TO COMMERCIAL: 0'
ADJACENT TO R-4: 15'

SITE DATA

PARCEL: APN 155-48-117, 155-48-118, 155-48-116, 155-48-115, 155-48-114
CIRCLE K NET SITE AREA: ±0.982 AC (±42,786 SF)
R-O-W DEDICATION: ±0.599 AC (±26,094 SF)
TOTAL GROSS SITE AREA: ±1.581 AC (±68,880 SF)

BUILDING AREA

CONVENIENCE STORE BLDG AREA: 5,187 SF
FUEL CANOPY AREA: 3,504 SF
SITE COVERAGE (BASED ON 5,187 SF CIRCLE K BLDG AREA AND ±0.987 AC OF NET SITE AREA): ±12.06% (5,255 SF/AC)

PARKING REQUIREMENTS

PARKING REQUIRED: CONVENIENCE STORE @ 1/300 SF: 18 SPACES
PARKING PROVIDED: STANDARD PARKING SPACES: 20 SP, ACCESSIBLE PARKING SPACES: 1 SP, TOTAL PARKING PROVIDED: 21 SP, BICYCLE PARKING PROVIDED: 2 SP, VENDOR PARKING PROVIDED: 2 SP

PROFESSIONAL IN CHARGE
ARCH PROF IN CHARGE
DOUGLAS S. COOPER

PROJECT MANAGER
DC

QUALITY CONTROL

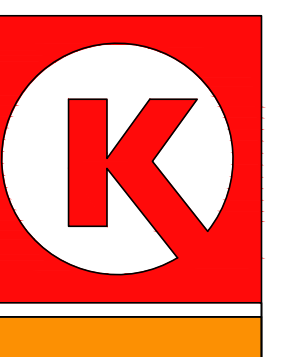
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PROJECT NAME
CIRCLE K STORE #

PHOENIX, ARIZONA
NWC 15TH AVENUE & INDIAN SCHOOL ROAD



LAND DEVELOPMENT CONSULTANTS, LLC
11811 N. TATUM BLVD. #1051
PHOENIX, AZ 85028

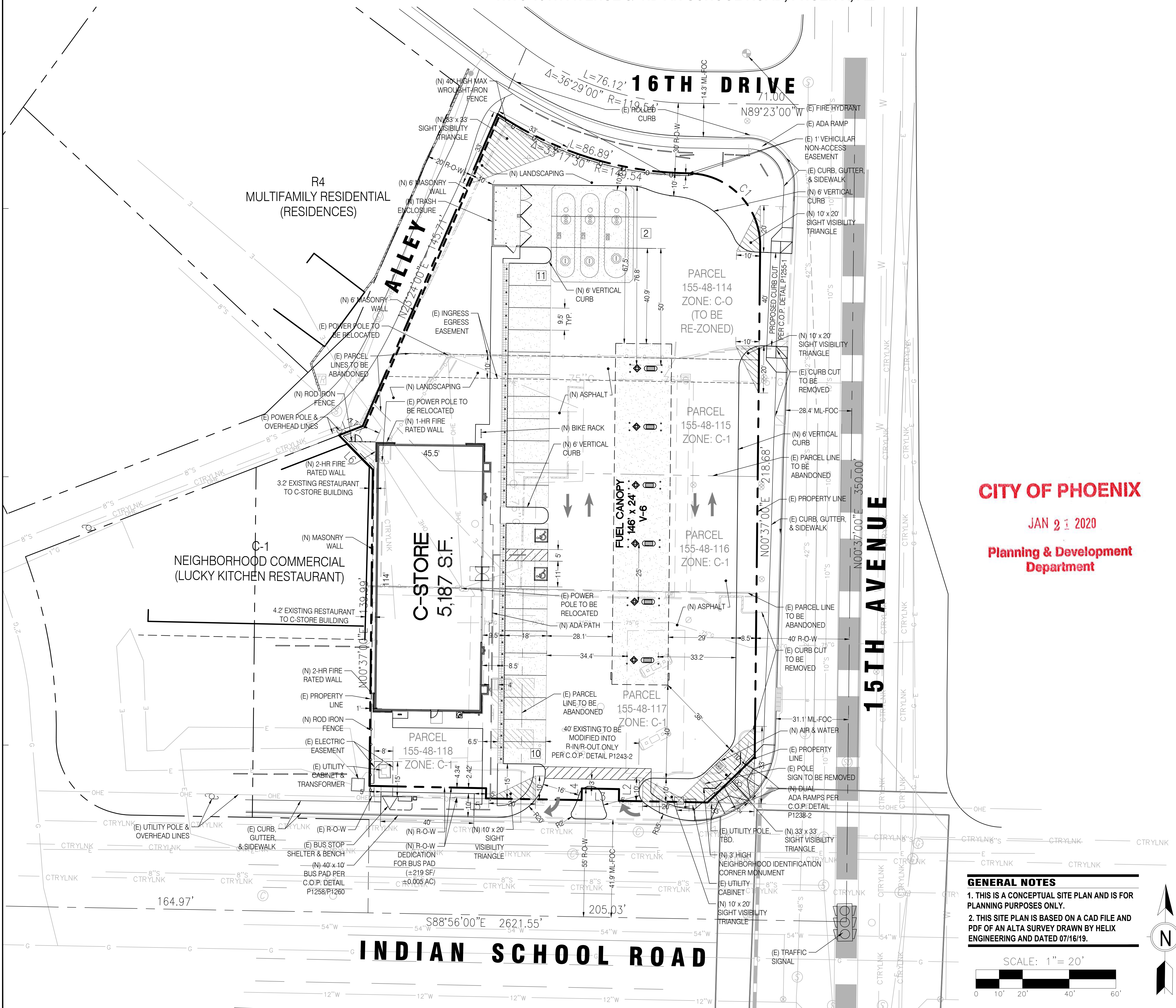


CIRCLE K STORES INC.

PROJECT NUMBER
20170985.0

SHEET TITLE
SITE PLAN

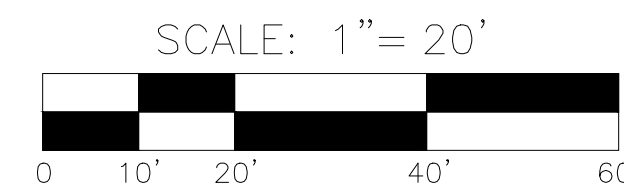
SHEET NUMBER
SP-8



CITY OF PHOENIX
JAN 21 2020
Planning & Development
Department

GENERAL NOTES

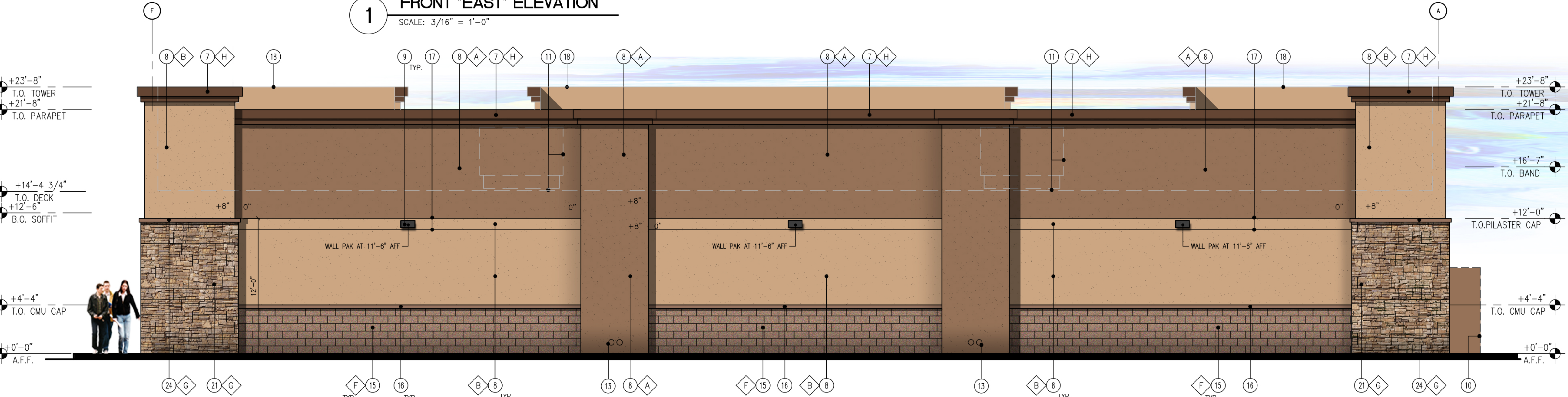
- THIS IS A CONCEPTUAL SITE PLAN AND IS FOR PLANNING PURPOSES ONLY.
- THIS SITE PLAN IS BASED ON A CAD FILE AND PDF OF AN ALTA SURVEY DRAWN BY HELIX ENGINEERING AND DATED 07/16/19.



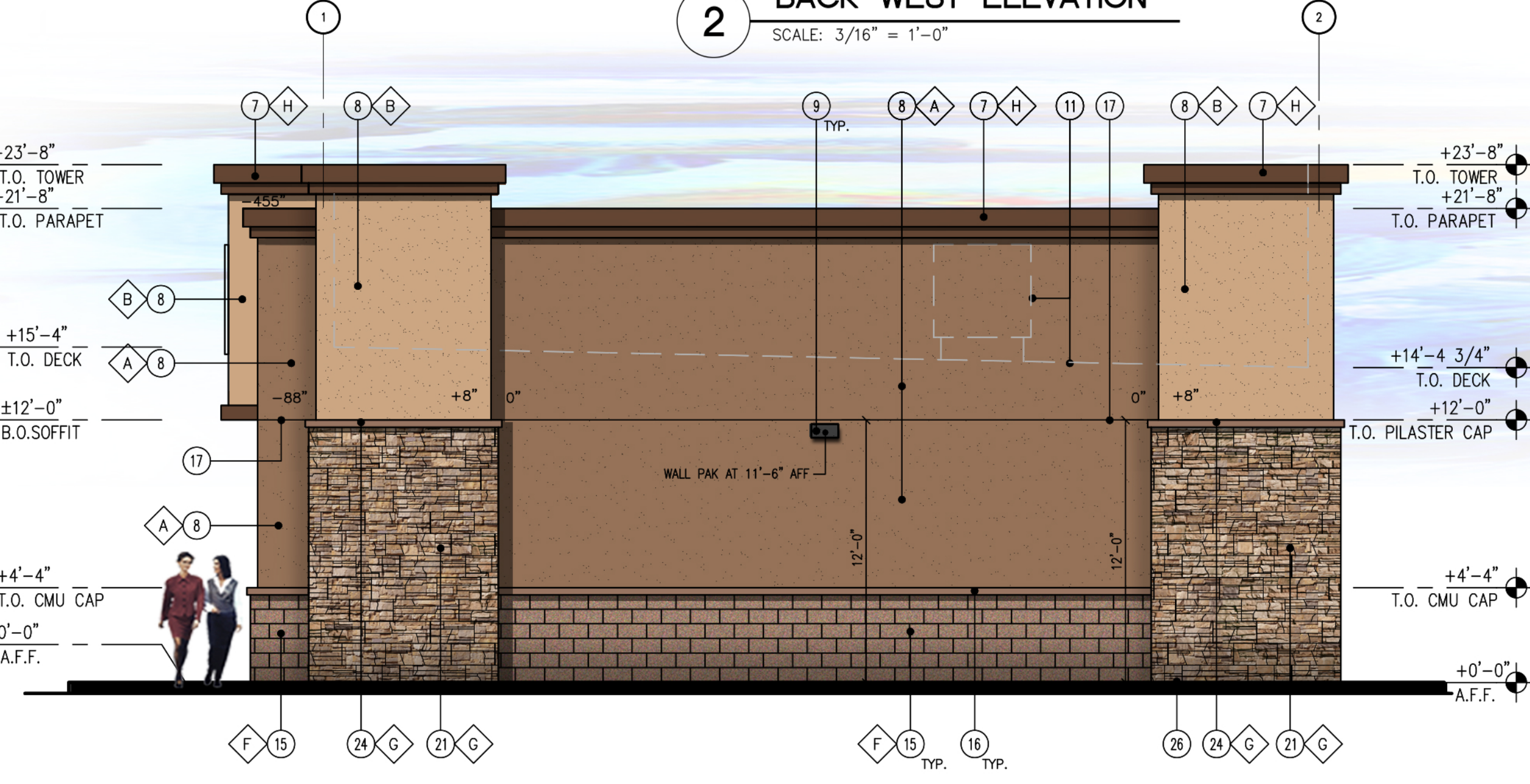
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KIVA: 19-230
SDEV: 1900052
AIMND:
OS: 17-25
MAP:
PLAT:



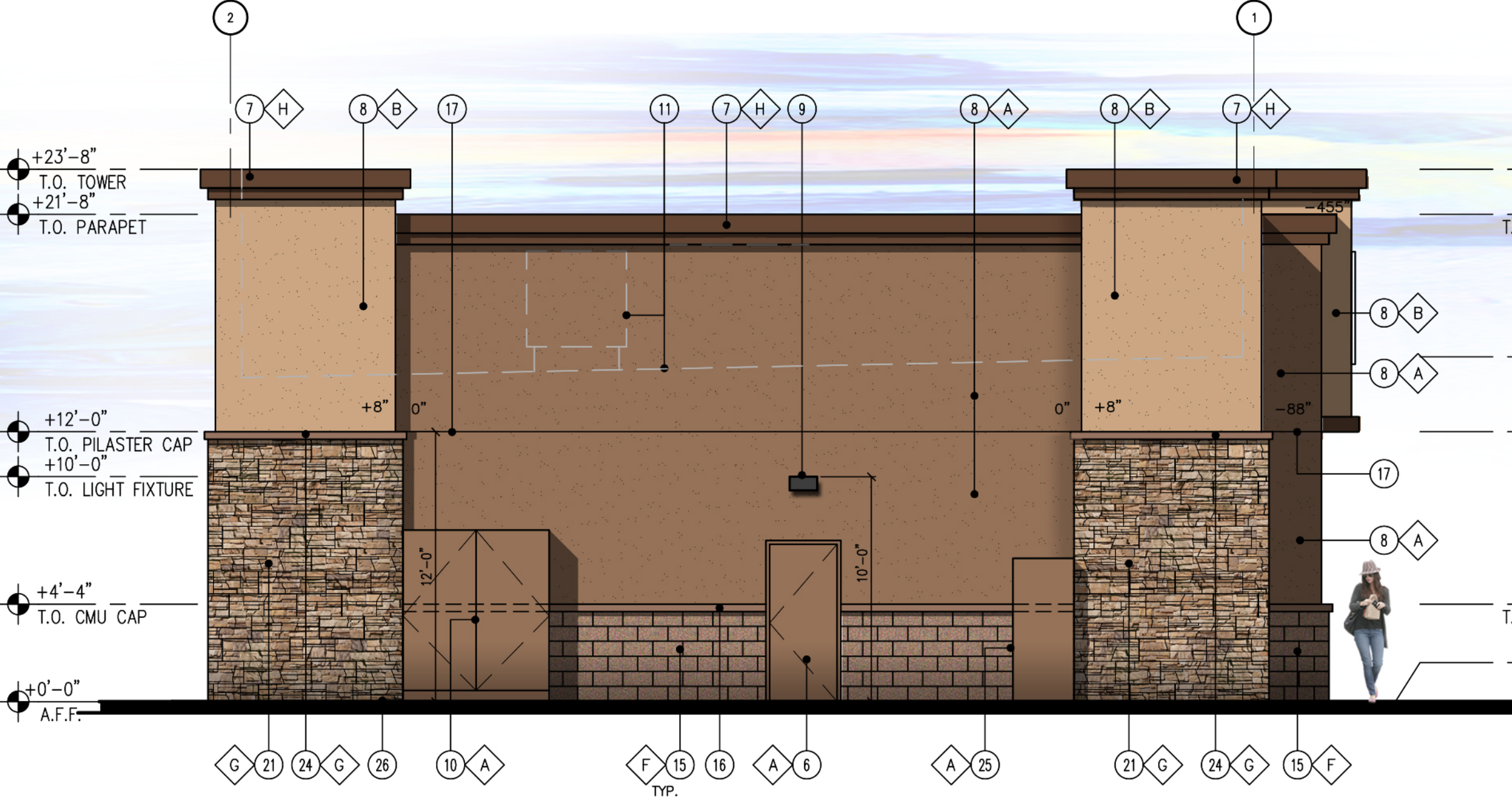
1 FRONT 'EAST' ELEVATION
SCALE: 3/16" = 1'-0"



2 BACK 'WEST' ELEVATION
SCALE: 3/16" = 1'-0"



3 SIDE 'NORTH' ELEVATION
SCALE: 3/16" = 1'-0"



4 SIDE 'SOUTH' ELEVATION
SCALE: 3/16" = 1'-0"

KEY NOTES

- STEEL COLUMN WRAP WITH BREAK METAL
- LINE OF CANOPY/SOFFIT
- DARK BRONZE W/ CLEAR GLASS WINDOW SYSTEM
- INTERNALLY ILLUMINATED SIGN (UNDER SEPARATE PERMIT)
- DARK BRONZE W/ CLEAR GLASS STOREFRONT SYSTEM
- SERVICE DOOR, PAINT TO MATCH SURROUNDING WALL
- CORNICE MOULDING WITH METAL CAP FLASHING
- STUCCO SYSTEM PER ESR-2564 WITH SMOOTH ACRYLIC FINISH, INTEGRALLY COLORED PAINT, OVER RIGID INSULATION.
- WALL MOUNTED LIGHT FIXTURE, COLOR: BLACK. SEE ELECTRICAL PLAN
- SES PANEL LOCATION. SEE ELECTRICAL PLAN
- ROOF LINE AND HVAC UNITS
- STUCCO EXPANSION JOINT WITH FRY REGLET PCS-375-50. SEE DETAIL 4/AB.1
- ROOF DRAIN TAIL
- ADDRESSING LOCATION: 8" TALL INCH BLACK NUMBERS. FINAL AREA LOCATION TO BE DETERMINED BY FIRE DEPARTMENT.
- 4x8x16 ANCHORED CMU VENEER, GROUTED TO MATCH CMU COLOR
- 4x4x8 SOLID CMU CAP INSTALL PER MFR. SPECS.
- STUCCO SCORE LINE WITH FRY REGLET. SEE DETAILS 7/AB.1
- PARAPET WALL BEYOND
- (KNOX) KEY-BOX AT 6'-0" AFF (IF REQUIRED BY FIRE DEPARTMENT)
- FIRE DEPARTMENT CONNECTION (IF REQUIRED)
- STONE VENEER, INSTALL PER MFR. SPECS. INSTALL GROUTED. GROUT TO MATCH STONE COLOR
- EMERGENCY FUEL SHUT OFF SWITCH, REFER TO SHEET F1.0 - FUEL PIPING FLOOR PLAN
- FOAM BAND
- STONE VENEER CAP, INSTALL PER MFR. SPECS
- CO2 TANK WITH METAL LOUVERED CONTAINER
- EXTERIOR FINISH TO EXTEND ABOVE SIDEWALK/GRADE. SEE DET. 11/AB.3

FINISH SCHEDULE

- A - *SHERWIN WILLIAMS #SW 6095
- TOASTY
 - B - *SHERWIN WILLIAMS #SW 6115
- TOTALLY TAN
 - C - 1" INSULATED, DOUBLE PANED CLEAR GLASS
 - D - *SHERWIN WILLIAMS #SW 4081
- **SAFETY RED
 - E - *SHERWIN WILLIAMS #SW 7005
- CIRCLE K WHITE
 - F - SUPERLITE BLOCK SPLIFFACE CMU
- ***"BOOT BROWN"
 - G - CULTURED STONE CSV 20006
- "CHARDONNAY COUNTRY LEDGESTONE"
- "TEXAS TAN N" MASONRY, "SPECTRUM COLORED CEMENTS BY AHI SUPPLY
 - H - *SHERWIN WILLIAMS #SW 6090
- JAVA
 - I - CIRCLE K ORANGE #PMS 144
- * USE SHERWIN WILLIAMS MANUFACTURER ONLY
** COLOR TO BE PRE-ORDERED TO ENSURE AVAILABILITY AT TIME OF CONSTRUCTION
*** CONFIRM WITH OWNER'S REP

APPROVAL STAMPS

CITY OF PHOENIX

NOV 8 2019

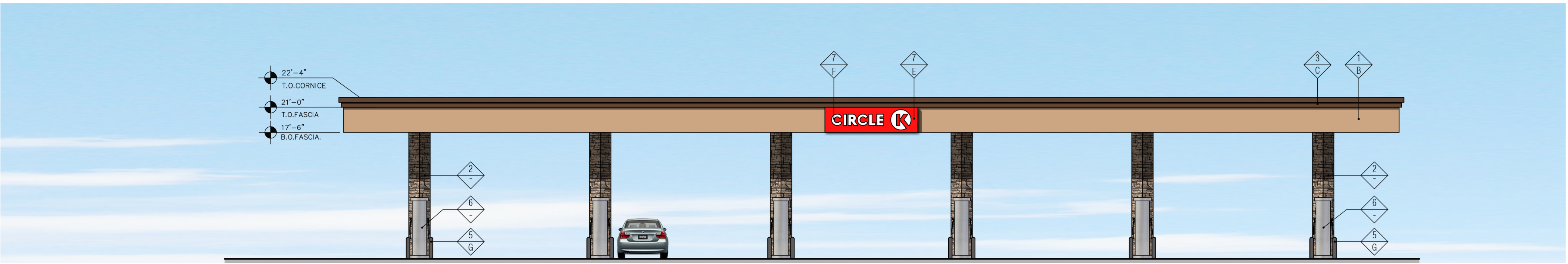
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Department**

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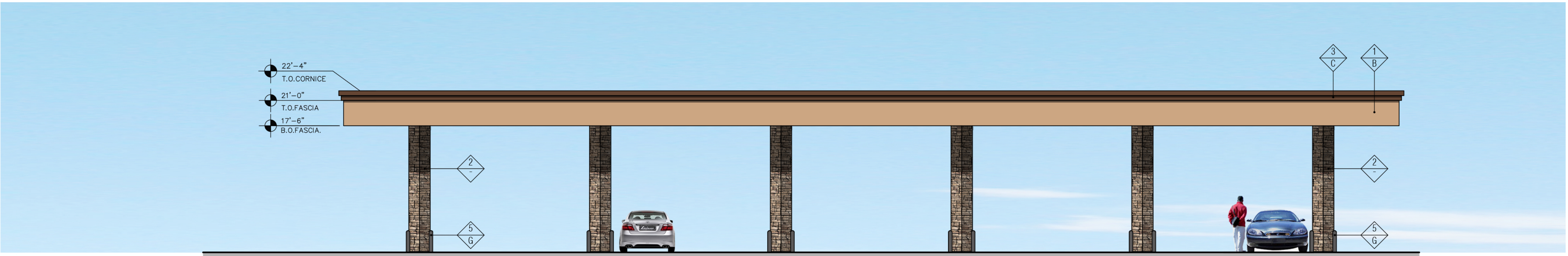


3 "SIDE" ELEVATION (NORTH)
SCALE: 1/8" = 1'-0"

4 "SIDE" ELEVATION (SOUTH)
SCALE: 1/8" = 1'-0"



2 "FRONT" ELEVATION (EAST)
SCALE: 1/8" = 1'-0"



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

FINISH SCHEDULE

FINISH MATERIAL	
1	ACM PANEL "TEX-COTE" FINISH
2	STEEL COLUMN WITHIN
3	CORNICE MOULDING WITH METAL FLASHING
4	NOT USED
5	6" Ø BOLLARD, 36" HIGH
6	FUEL PUMP
7	INTERNALLY ILLUMINATED SIGN UNDERSEPARATED PERMIT - 36" DIA. BOX
8	NOT USED
9	STONE VENEER, INSTALL PER MFR. SPECS. INSTALL GROUDED. GROUT TO MATCH STONE COLOR
FINISH COLOR	
A	NOT USED
B	SHERWIN WILLIAMS - SW6115 - TOTALLY TAN
C	SHERWIN WILLIAMS - SW6090 - JAVA
D	CULTURED STONE CSV 20006 - CHARDONNAY COUNTRY LEDGESTONE
E	CIRCLE K RED #PMS 485
F	CIRCLE K WHITE
G	PVC BOLLARD SLEEVE "DARK GRAY"
H	CIRCLE K ORANGE #PMS 144

- Notes:
- Colors shown on these elevations are for illustration purposes only. For actual colors, refer to manufacturer's samples.
 - The ACM panels are white and are the full length/height of the canopy fascia. The aimer decals are installed onto the ACM panels then the GC masks the full aimer and applies the tex-cote and paint.
 - All signs require a separate submittal.
 - All lighting on canopy to be flush mounted with fascia.

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