



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report Z-63-19-7**  
**March 27, 2020**

**Estrella Village Planning Committee** April 21, 2020  
**Meeting Date:**  
**Planning Commission Hearing Date:** May 7, 2020  
**Request From:** CP/GPC (Commerce Park District, General Commerce Park Option) (3.42 acres)  
**Request To:** C-2 (Intermediate Commercial District) (3.42 acres)  
**Proposed Use:** Car wash and commercial development  
**Location:** Southwest corner of 67th Avenue and Roosevelt Street  
**Owner:** Phoenix Washworks, LLC  
**Applicant/Representative:** Jesse Macias, M3 Design  
**Staff Recommendation:** Approval, subject to stipulations

| <u>General Plan Conformity</u>   |                              |  |                                |
|--|------------------------------|--|--------------------------------|
| <u>General Plan Land Use Map Designation</u>   |                              | Residential 3.5 to 5 dwelling units per acre |                                |
| <u>Street Map Classification</u>   | 67th Avenue                  | Arterial                                     | 45 to 70-foot west half street |
|  | Roosevelt Street (alignment) |  | No right-of-way dedication     |
| <p><b><i>CELEBRATE OUR DIVERSE NEIGHBORHOODS CORE VALUE; CERTAINTY &amp; CHARACTER; DESIGN PRINCIPLE: Create new development or redevelopment that is sensitive to the scale and character of the surrounding neighborhoods and incorporates adequate development standards to prevent negative impact(s) on the residential properties.</i></b></p> <p>The proposed development incorporates enhanced building design and materials for the car wash building and enhanced landscaping standards along the property boundaries.</p> |                              |  |                                |

**CELEBRATE OUR DIVERSE NEIGHBORHOODS CORE VALUE; CERTAINTY & CHARACTER; DESIGN PRINCIPLE: Require appropriate transitions/buffers between neighborhoods and adjacent uses.**

The proposed commercial land use at this site will act as an appropriate transition between the residential uses to the south and the more intense, existing industrial uses to the north. Further, the proposed Intermediate Commercial zoning will allow for less intense uses on this site than what is already permitted by right under the existing Commerce Park/General Commerce Park zoning.

**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.**

Although the proposed development is largely an auto-oriented use, staff is recommending several site features that will serve pedestrians, bicyclists, and public transit users. These features include detached sidewalks, enhanced landscape setbacks and robust tree planting standards for shade along 67th Avenue, improvements to the existing bus stop on southbound 67th Avenue, bicycle racks, and a publicly-accessible bicycle repair station.

**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.**

As stipulated, the proposed development will provide 30-foot-wide landscape setbacks on the eastern, western, and southern site boundaries. Detached sidewalks shall be provided, with a 5-foot-wide landscape area between the sidewalk and back of curb. Trees within the 67th Avenue landscape setback will be grouped to provide shade to passengers waiting at the bus stop adjacent to the site.

#### Applicable Plans, Overlays and Initiatives

[Estrella Village Arterial Street Landscaping Program](#) – See Background Item No. 6.

[Tree and Shade Master Plan](#) – See Background Item No. 7.

[Complete Streets Guiding Principles](#) – See Background Item No. 8.

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

[Reimagine Phoenix](#) – See Background Item No. 10.

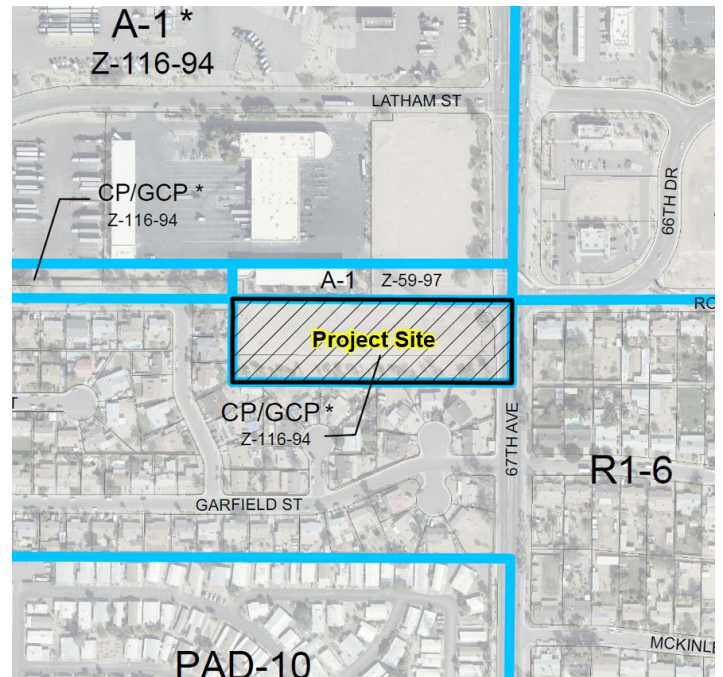
| <b>Surrounding Land Uses/Zoning</b> |                           |                      |
|-------------------------------------|---------------------------|----------------------|
|                                     | <b><u>Land Use</u></b>    | <b><u>Zoning</u></b> |
| <b>On Site</b>                      | Vacant lot                | CP/GCP               |
| <b>North</b>                        | Truck wash facility       | A-1                  |
| <b>South</b>                        | Single-family residential | R1-6                 |
| <b>East (Across 67th Avenue)</b>    | Single-family residential | R1-6                 |
| <b>West</b>                         | Single-family residential | R1-6                 |

| <b>C-2 Intermediate Commercial District</b>                |   | <i>*if variance required</i>   |
|--|---|--|
| <b><u>Standards</u></b>                                    | <b><u>Requirements</u></b>  | <b><u>Proposed Site Plan</u></b>   |
| Gross Acreage  | -   | 3.42   |
| Building Setbacks  |   |  |
| <i>Adjacent to Streets</i>                                 | Average 25 feet, minimum 20 feet for up to 50 percent of the structure  | Met – 74 feet (67th Avenue)  |
| <i>Interior</i>  | South: 50 feet<br>West: 50 feet<br>North: 0 feet  | South: Not met – 30 feet*<br>West: Met – 280 feet<br>North: Met – 80 feet                    |
| Landscape Setbacks   |   |  |
| <i>Streetscape</i>   | Average 25 feet for structures not exceeding two stories or 30 feet, minimum 20 feet for up to 50 percent of the frontage | Met – 25 feet (67th Avenue)<br><i>Developer will provide 30 feet, per Stipulation No. 4.</i> |
| <i>Perimeter Property Lines (not adjacent to a street)</i> | Minimum:<br>South: 10 feet<br>West: 10 feet<br>North: 0 feet  | South: Met – 30 feet<br>West: Met – 30 feet<br>North: Met – 0 feet                           |
| Lot Coverage   | Maximum 50 percent  | Met – 6 percent  |
| Building Height  | Maximum 2 stories or 30 feet  | Met – 28 feet  |
| Parking  | Minimum 8 spaces required   | Met – 37 spaces provided   |

### Background/Issues/Analysis

1. This is a request to rezone 3.42 acres located on the southwest corner of 67th Avenue and Roosevelt Street from CP/GPC (Commerce Park District, General Commerce Park Option) to C-2 (Intermediate Commercial District) to allow a car wash and future commercial development.

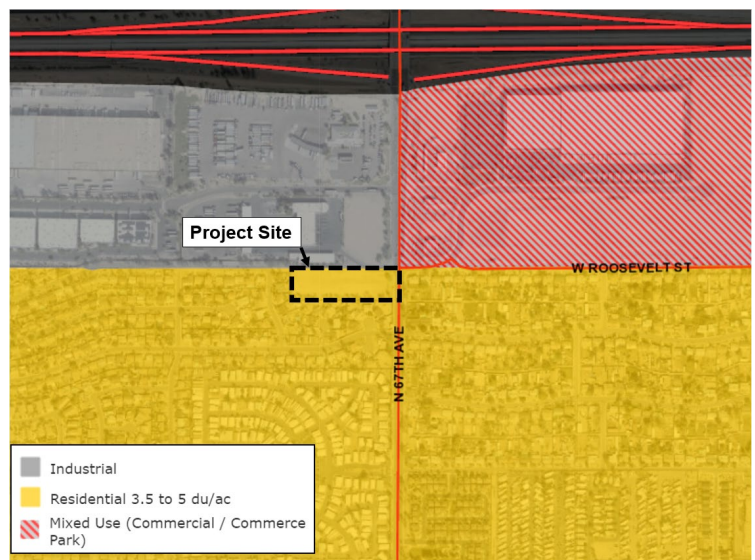
The site was originally part of Rezoning Case No. Z-116-94, which included the larger A-1 property to the north, to allow a truck wash facility. The subject site was rezoned to CP/GCP to act as buffer between the industrially-zoned property to the north and the single-family residences to the south. Thirty-foot-wide landscape setbacks planted with mature trees along the west and southern property boundaries were stipulated in the 1994 case.



Source: City of Phoenix Planning and Development Department

2. The site has a General Plan Land Use Map designation of Residential 3.5 to 5 dwelling units per acre. The same designation exists directly to the west, south, and east of the site. The proposed commercial use is not consistent with this designation. However, as the site is under 10 gross acres, a General Plan Amendment is not necessary.

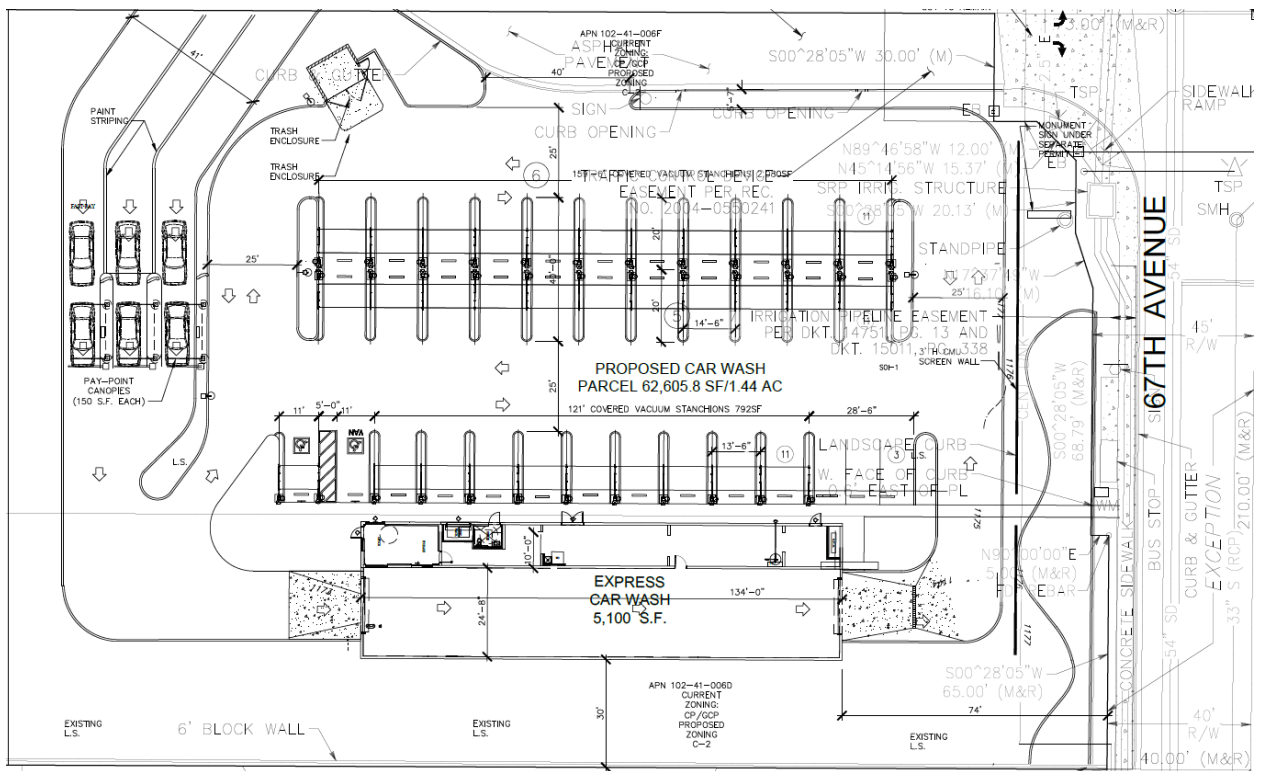
North of the site, the General Plan Land Use Map designation is Industrial, and the designation to the northeast of the site is Mixed Use (Commercial/Commerce Park).



Source: City of Phoenix Planning and Development Department

- The proposed site plan depicts a site layout that minimizes the impact of the car wash on the adjacent residential uses to the south. This site plan shows a 5,100-square-foot closed express car wash building on the southern portion of the site, with a 30-foot-wide landscape setback buffering it from the adjacent residences to the south, which is consistent with the landscape setback requirement set forth in the previous zoning case on this site. Drive-through payment stations are located on the western portion of the site, where it will abut future commercial development that is not depicted on the site plan but is included within the rezoning request boundary. On the northern portion of the site, 34 open vacuum bays are shown, positioned so that the closed car wash building screens them from the residences to the south, and the main impact of this use will be towards the industrial property to the north.

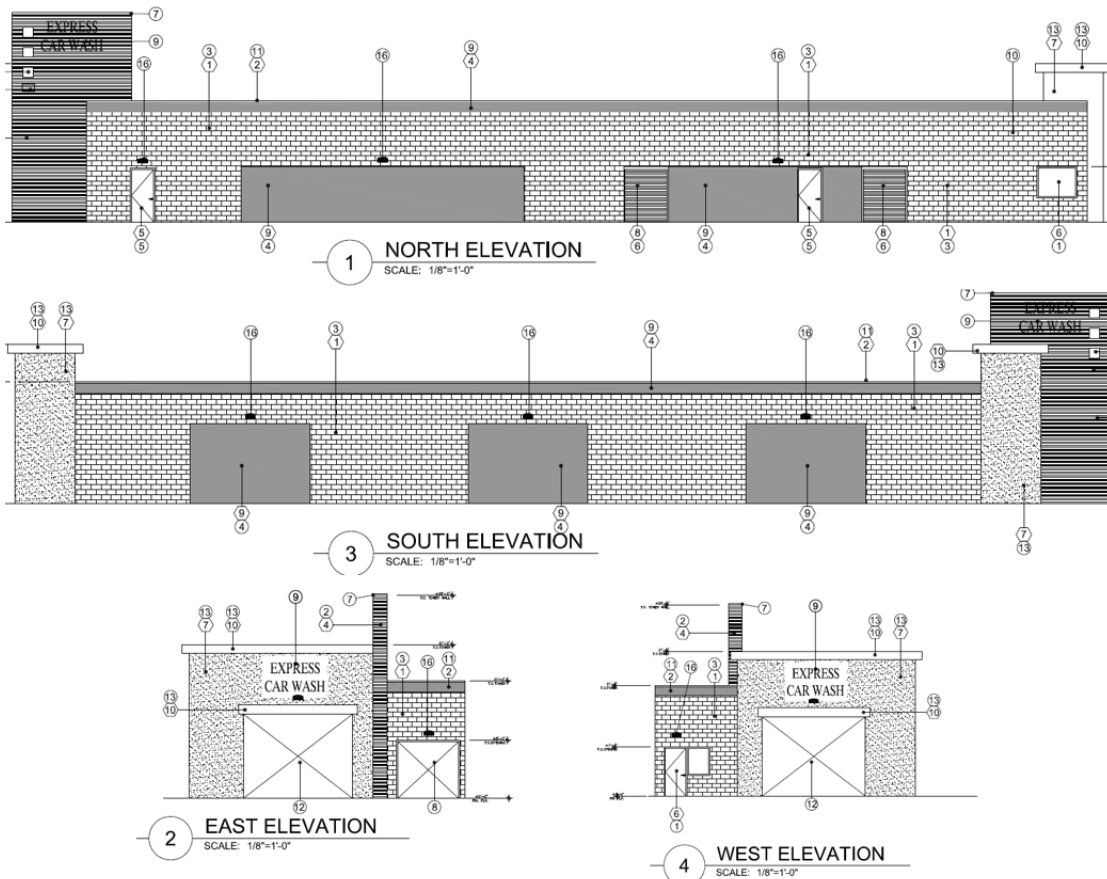
Per Section 623.D.41 of the Phoenix Zoning Ordinance, a car wash in an open building is subject to obtaining a use permit through the Zoning Adjustment Hearing Officer public hearing process. During this process, there is further opportunity to implement mitigating features such as sound walls and the layout of the site to minimize impact to nearby residential uses. Further, the proposed development will require a variance to reduce the building setback from the southern property line from the required 50 feet to the 30 feet depicted on the site plan.



Source: M3 Design

The car wash will comprise the first phase of development, while the remainder of the site to the west will be developed at a future time. As there are currently no development plans for this western portion, staff is recommending that conceptual site plan and elevations be reviewed and approved by the Planning Hearing Officer through the public hearing process to ensure that the community has a chance to review the remainder of the development prior to approval. This is addressed in Stipulation No. 1.

- Staff is recommending that the development be in general conformance with the elevations date stamped November 26, 2019, as they depict a variety of building materials, varying roof heights, and textural changes along the north and south elevations that break up the blank wall. This is addressed in Stipulation No. 2. Given the length of the car wash building and the potential for a large section of blank wall to be facing the residences to the south, staff is recommending that all elevations include three architectural embellishments, per Stipulation No. 2.a. To further help mitigate the impact of this building on the adjacent residences, staff is recommending that the color palette consist of muted colors compatible with a desert environment, with the exception of a painted accent wall, which may only cover a maximum of 15 percent of each elevation, per Stipulation No. 2.b.



Source: M3 Design

5. This property is located within the boundaries of Rezoning Case No. Z-116-94, which rezoned the site to the north to A-1 (Light Industrial District) to allow a truck wash use. In this zoning case, the subject site was rezoned to CP/GCP (Commerce Park/General Commerce Park Option) to act as a buffer between the more intense industrial use to the north and the residential uses to the south. The southern and western perimeter of the site were stipulated to 30-foot-wide landscape setbacks that are still being recommended today to mitigate the impact of the truck wash and proposed car wash on the adjacent residential properties.

A commercial land use at this location would provide an appropriate transition from the industrial designation to the north to the residential designation to the south, and would allow for less intense uses than what is permitted by right in the Commerce Park District.

6. The site is located along 67th Avenue, which is identified as a Village Parkway in the Estrella Village Arterial Street Landscaping Program. This program was developed in 1998 to serve as a guide for landscaping in new developments along major streets in the Estrella Village. Village Parkways are considered the main arteries into the community and provide access to the Village's residential corridor. Specific planting requirements for 67th Avenue are outlined in the program to help achieve an overall landscape theme for the Village. As such, staff is recommending that the development be subject to the Estrella Village Arterial Street Landscaping Program, per Stipulation No. 5.
7. The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. By investing in trees and the urban forest, the city can reduce its carbon footprint, decrease energy costs, reduce storm water runoff, increase biodiversity, address the urban heat island effect, clean the air, and increase property values. In addition, trees can help to create walkable streets and vibrant pedestrian places. To support the City's urban forestry efforts, staff is recommending a 30-foot-wide landscape setback along 67th Avenue and along the southern and western perimeters of the rezoning request boundary. The previously approved landscape setback is consistent with what was installed on the site per Rezoning Case No. Z-116-94. Staff is recommending planting standards for the interior landscape setbacks that include 60 percent 2-inch caliper and 40 percent 3-inch caliper shade trees planted 20 feet on center to achieve robust shade on the perimeter of the site. These requirements are addressed in Stipulations No. 3 and 4.

A bus stop exists on southbound 67th Avenue, adjacent to the subject site. To ensure shade and lower ambient temperatures for public transit users, staff is recommending that the trees planted within the landscape setback along 67th Avenue be located in close proximity to the bus stop so that, at maturity, 50 percent shade be provided. This is addressed in Stipulation No. 6.

Finally, staff is recommending that the landscape area between the sidewalk and back of curb be planted with minimum 3-inch caliper, single-trunk shade trees to provide 75 percent shade on sidewalks at maturity. This is addressed in Stipulation No. 7.a.

8. 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. To support these, staff is recommending that all sidewalks be detached with a minimum 5-foot-wide landscape strip between the sidewalk and back of curb, which will be planted with large canopy shade trees, drought tolerant shrubs, and vegetative groundcovers, per Stipulation 7. Staff is also recommending that a pedestrian connection from 67th Avenue to the future phase of the development be provided along the northern boundary of the site, as well as an overall system of clearly defined pedestrian pathways that connect several of the site elements such as; building entrances, the bus stop, a bike repair facility, and across drive aisles. These are addressed in Stipulations No. 8 and 9.
9. 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 67th Avenue bikeway and encourage multi-modal (bike/bus trips) transportation through the inclusion of bicycle parking and a bicycle repair station (fix-it station), per Stipulation No. 10.

A bicycle repair station (fix-it station) is a 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.



Source: Dero

10. 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 not indicated that the development will incorporate any recycling infrastructure.



#### COMMUNITY INPUT SUMMARY

11. At the time this staff report was written, staff had not received any letters or comments from the community.

#### INTERDEPARTMENTAL COMMENTS

12. The Public Transit Department has required that the right-of-way and bus stop pad on southbound 67th Avenue south of the Roosevelt Street alignment be retained and compliant with City of Phoenix Standards Details P1260 and P1258, per Stipulation No. 11.
13. The Street Transportation Department has required that the developer dedicate right-of-way along the frontage of 67th Avenue such that the total dedication is 50 feet, and that sidewalk easement may be dedicated in lieu of right-of-way that exceeds 40 feet. Street Transportation has also prohibited any additional driveways from being constructed along 67th Avenue and has required that all streets be constructed with all required elements and in compliance with ADA standards. These requirements are addressed in Stipulations No. 12, 13, and 14.

The Traffic Services Division of the Street Transportation Department has requested that the following elements be provided: abundant trees within the landscape setback along the southern property line to buffer adjacent residences, detached sidewalks with shade along both sides of the sidewalk along 67th Avenue, bike racks, and clearly delineated pedestrian pathways where conflicts with vehicles exist. All these requirements have been incorporated into several of the stipulations already mentioned in above Background Items.

14. 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. This is addressed in Stipulation Nos. 15, 16 and 17.
15. The City of Phoenix Floodplain Management division of the Street Transportation Department has determined that this parcel is not in a Special Flood Hazard Area (SFHA), but is located in a Shaded Zone X, on panel 2180 L of the Flood Insurance Rate Maps (FIRM) dated October 22, 2013.

## OTHER

16. 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. A commercial land use at this site will provide an appropriate transition from the industrial use north of the subject site to the residential neighborhood to the south.
2. As stipulated, the proposed development will provide enhanced landscaping throughout the site to help buffer the use from adjacent residences as well as promote a shaded environment which helps reduce the urban heat island effect.
3. As stipulated, the proposed development will provide amenities that will help promote a pedestrian-friendly and multi-modal transportation system, such as detached sidewalks, shade trees for the existing bus stop pad, bike racks, and a bike repair facility.

## **Stipulations**

1. Conceptual site plan and elevations for future development phases on the western portion of the site shall be reviewed and approved by the Planning Hearing Officer through the public hearing process for stipulation modification prior to preliminary site plan approval. This is a legislative review for conceptual purposes only. Specific development standards and requirements may be determined by the Planning Hearing Officer and the Planning and Development Department.
2. The development shall be in general conformance to the elevations date stamped November 26, 2019, as modified by the following stipulations and approved by the Planning and Development Department.
  - a. All elevations of the buildings shall contain three of the following architectural embellishments and detailing: textural changes, pilasters, offsets, recesses, variation in window size and location, or other overhang canopies.
  - b. Building and wall colors shall be muted and blend with rather than contrast strongly with the desert environment, with the exception of accent painted features which shall not exceed 15 percent of each building elevation.
3. The developer shall provide a minimum 30-foot landscape setback along 67th Avenue.
4. The developer shall provide a minimum 30-foot landscape setback along the southern site boundary, and a minimum 30-foot landscape setback along the western site boundary where the property abuts residential zoning. These landscape setbacks shall

be planted with two rows of minimum 60 percent 2-inch caliper trees and minimum 40 percent 3-inch caliper trees planted 20-feet on center or in equivalent groupings, as approved by the Planning and Development Department.

5. The developer shall comply with the Estrella Village Arterial Street Landscaping Program, as approved by the Planning and Development Department.
6. The developer shall locate trees in close proximity to the bus stop along 67th Avenue to shade the bus stop area to a minimum 50 percent, as approved by the Planning and Development Department.
7. All sidewalks shall be detached with a minimum five-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.
  - a. Minimum 3-inch caliper large canopy, single-trunk, shade trees placed a minimum of 25 feet on center or in 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.
8. The developer shall provide a pedestrian connection from 67th Avenue to the future phases of the development, along the northern boundary of the site, as approved by the Planning and Development Department.
9. 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 aisle surfaces which provide direct connections between the following site elements: all building entrances and exits; bus stops; the bicycle repair station; and where pedestrian paths cross drive aisles. The above conditions shall be approved or modified by the Planning and Development Department.
10. 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 the building entrance. 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 four inverted U-bicycle racks, artistic style racks (in adherence to the City of Phoenix Preferred Designs in Appendix K or the Comprehensive Bicycle Master Plan) or outdoor/covered bicycle facilities shall be provided 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.
11. The developer shall retain right-of-way and the bus stop pad on southbound 67th Avenue south of the Roosevelt Street alignment. The bus stop pad shall be compliant with City of Phoenix Standard Detail P1260 with a minimum depth of 10 feet. The bus stop pad shall be placed from the intersection of 67th Avenue and the Roosevelt Street alignment according to City of Phoenix Standard Detail P1258. The above specifications shall be approved or modified by the Planning and Development Department.
12. Right-of-way totaling 50 feet shall be dedicated for the west half of 67th Avenue, as approved by the Planning and Development Department. A sidewalk easement may be dedicated in lieu of right-of-way that exceeds 40 feet.
13. No additional driveways shall be permitted along 67th Avenue.
14. 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.
15. 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.
16. 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.
17. 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.

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March 27, 2020

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**Writer**

Sofia Mastikhina

March 27, 2020

**Team Leader**

Samantha Keating

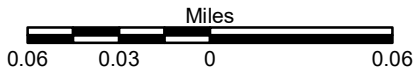
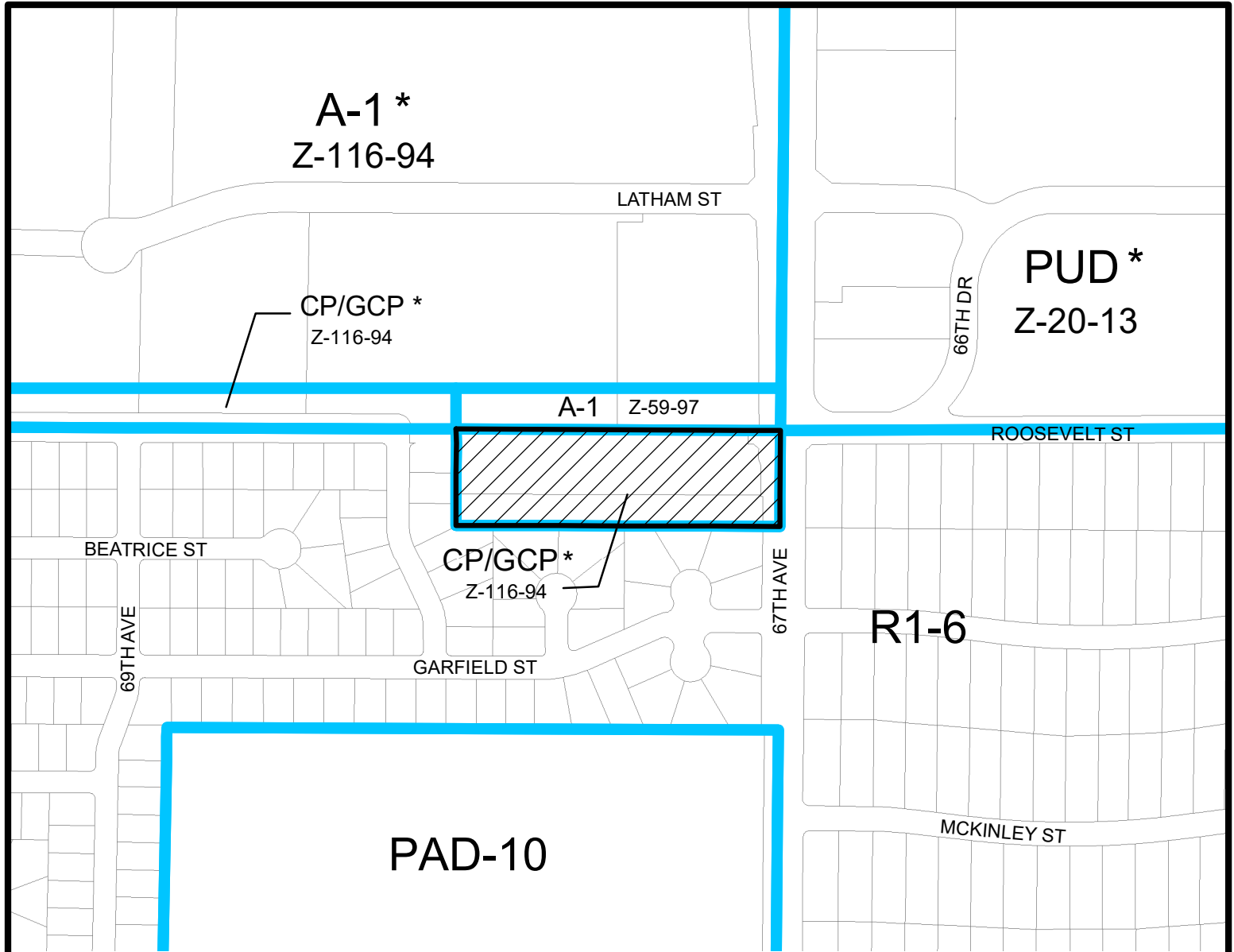
**Exhibits**

Sketch Map

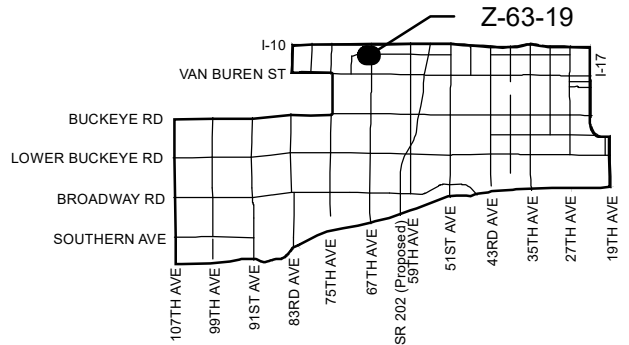
Aerial

Site plan date stamped November 26, 2019

Elevations date stamped November 26, 2019

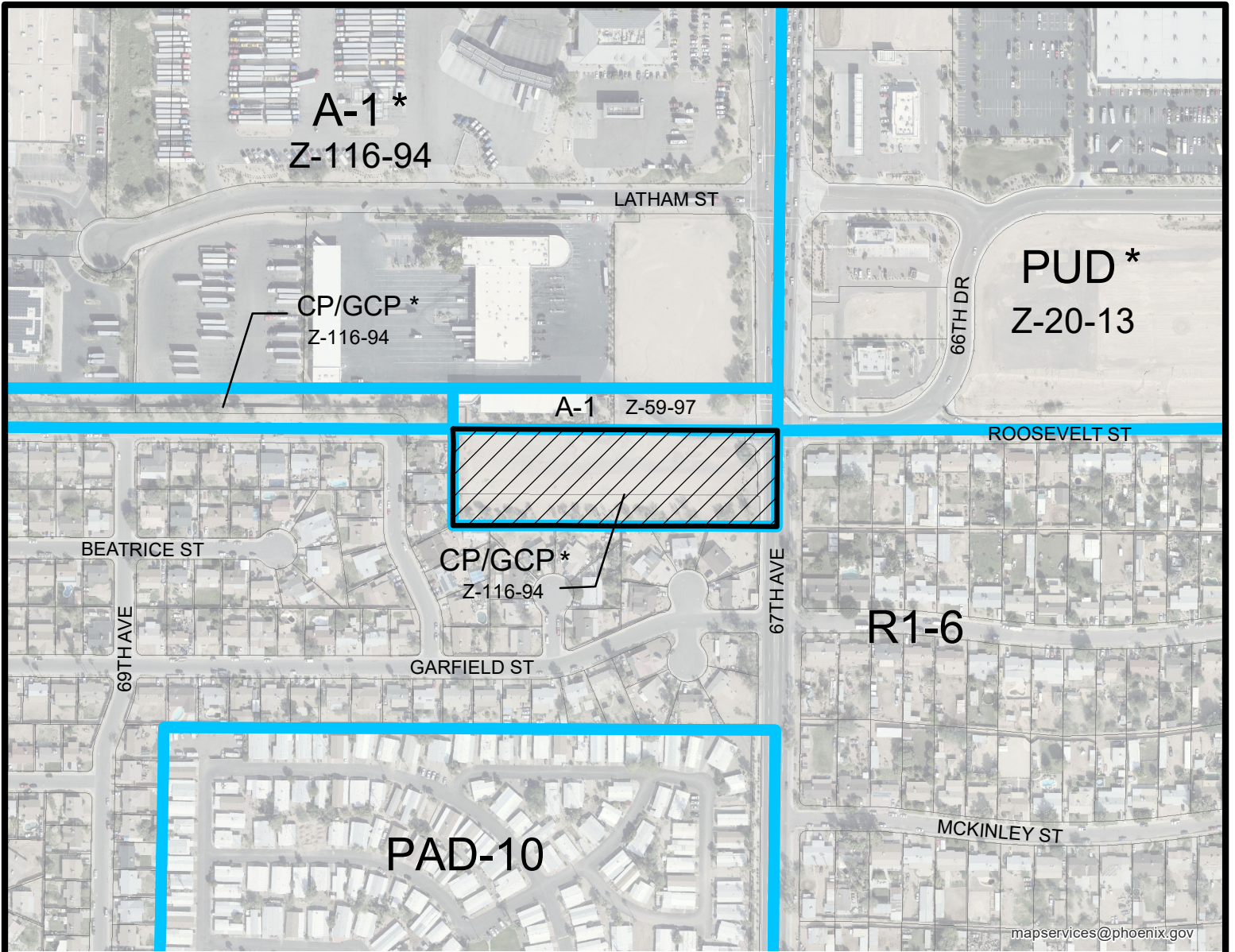


**ESTRELLA VILLAGE**  
CITY COUNCIL DISTRICT: 7



|   |  |  |  |
|---|--|--|--|
| <b>APPLICANT'S NAME:</b> Jesse Macias, M3 Design  |  | <b>REQUESTED CHANGE:</b>   |  |
| <b>APPLICATION NO.</b> Z-63-19  |  | <b>FROM:</b> CP/GCP ( 3.42 a.c.)                                 |  |
| <small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small><br><b>3.42 Acres</b> |  | <small>DATE:</small> 2/24/2020<br><small>REVISION DATES:</small> |  |
| <small>AERIAL PHOTO &amp; QUARTER SEC. NO.</small><br><b>QS 12-12</b>                               |  | <small>ZONING MAP</small><br><b>F-4</b>                          |  |
| <b>MULTIPLES PERMITTED</b>  |  | <b>* UNITS P.R.D. OPTION</b>                                     |  |
| CP/GCP  |  | N/A  |  |
| C-2   |  | 59   |  |
| <b>CONVENTIONAL OPTION</b>  |  | <b>CONVENTIONAL OPTION</b>                                       |  |
| N/A   |  | N/A  |  |
| 49  |  | 49   |  |

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



**PUD\***  
**Z-20-13**

**A-1\***  
**Z-116-94**

**CP/GCP\***  
**Z-116-94**

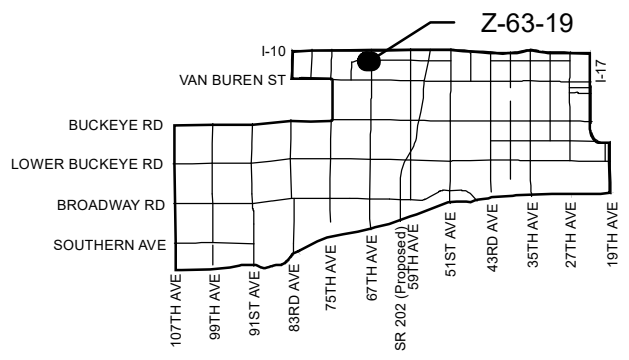
**A-1 Z-59-97**

**CP/GCP\***  
**Z-116-94**

**R1-6**

**PAD-10**

mapservices@phoenix.gov



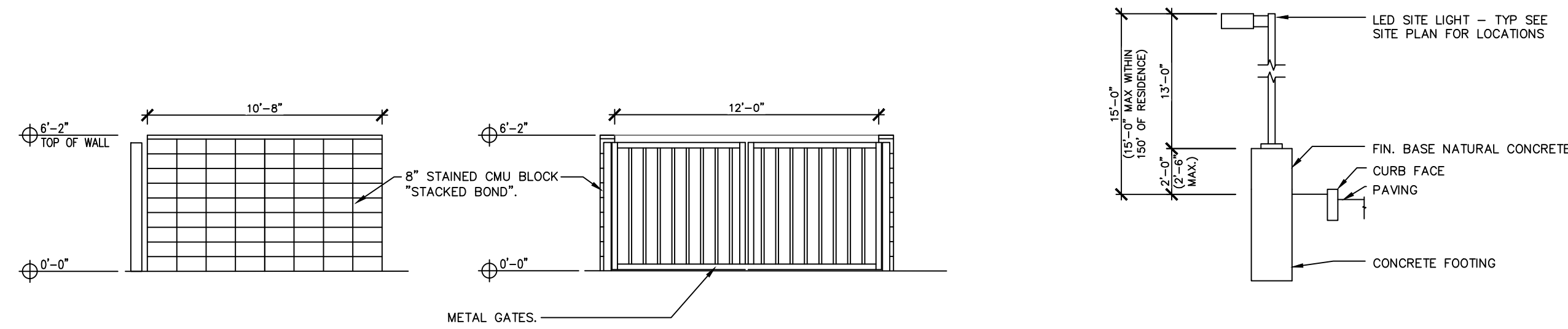
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| <b>APPLICANT'S NAME:</b> Jesse Macias, M3 Design                                     |  | <b>REQUESTED CHANGE:</b>                           |                          |
| <b>APPLICATION NO.</b> Z-63-19   |  | FROM: CP/GCP ( 3.42 a.c.)                          |                          |
| DATE: 2/24/2020  |  | TO: C-2 ( 3.42 a.c.)                               |                          |
| REVISION DATES:  |  |  |                          |
| GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.<br><b>3.42 Acres</b> |  | AERIAL PHOTO & QUARTER SEC. NO.<br><b>QS 12-12</b> | ZONING MAP<br><b>F-4</b> |
| <b>MULTIPLES PERMITTED</b>   |  | <b>CONVENTIONAL OPTION</b>                         |                          |
| CP/GCP   |  | N/A  |                          |
| C-2  |  | 49   |                          |
|  |  | <b>* UNITS P.R.D. OPTION</b>                       |                          |
|  |  | N/A  |                          |
|  |  | 59   |                          |

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

CITY OF PHOENIX

NOV 26 2019

Planning & Development Department



1 TRASH ENCLOSURE

SCALE: 1/4"=1'-0"

2 LIGHT POLE

SCALE: 1/4"=1'-0"

PROJECT DESCRIPTION:

NEW EXPRESS CAR WASH FACILITY WITH 5,100 S.F. CAR WASH BUILDING, (33) SELF-SERVE COVERED VACUUM STATIONS, 3 STANDARD PARKING SPACES AND (3) COVERED PAY STATIONS.

LEGAL DESCRIPTION:

PROJECT DATA:

PROJECT NAME: PHOENIX WASH WORKS LLC SWC 67TH AVE & LATHAM PHOENIX, ARIZONA

EXISTING USE: VACANT PAD

PROPOSED USE: EXPRESS CAR WASH

OWNER: PHOENIX WASH WORKS LLC 3219 E CAMELBACK RD #490 PHOENIX, AZ 85018 602-290-0222 CONTACT: HEATHER HENDON

ARCHITECT: M3 DESIGN 1415 N 7TH AVE PHOENIX, ARIZONA 85007 (480)528-3136 OFFICE CONTACT: JESSE MACIAS

CITY OF PHOENIX SITE PLAN NOTES:

- DEVELOPMENT AND USE OF THIS SITE WILL CONFORM WITH ALL APPLICABLE CODES AND ORDINANCES.
- THIS PROJECT IS LOCATED IN THE CITY OF PHOENIX WATER SERVICE AREA AND HAS BEEN DESIGNATED AS HAVING AN ASSURED WATER SUPPLY.
- ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.
- ALL SIGNAGE REQUIRES SEPARATE APPROVALS AND PERMITS.
- ANY LIGHTING WILL BE PLACES SO AS TO DIRECT LIGHT AWAY FROM THE ADJACENT RESIDENTIAL DISTRICTS AND WILL NOT EXCEED ONE FOOT CANDLE AT THE PROPERTY LINE. NO NOISE, ODOR OR VIBRATION WILL BE EMITTED SO THAT IT EXCEEDS THE GENERAL LEVEL OF NOISE, ODOR OR VIBRATION EMITTED BY USES OUTSIDE OF THE SITE.
- OWNERS OF PROPERTY ADJACENT TO PUBLIC RIGHT-OF-WAY WILL HAVE THE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING WITHIN THE RIGHTS-OF-WAY IN ACCORDANCE WITH APPROVED PLANS.

I CONSENT TO THE REPRODUCTION OF THIS SITE PLAN FOR THE PURPOSE OF FUTURE AMENDMENTS PROVIDED THAT IF MODIFICATIONS ARE MADE, THE ARCHITECTS WHO MAKE SUCH CHANGES ASSUME FULL RESPONSIBILITY AND LIABILITY FOR THE PLAN.

SIGNATURE OF COPYRIGHT OWNER

PRINTED NAME OF COPYRIGHT OWNER

SITE DATA:

|                           |   |
|---------------------------|---|
| SITE GROSS AREA:          | 138,674 S.F. / 3.18 AC.   |
| SITE NET AREA:            | 102-41-006d & 102-41-006f   |
| GENERAL PLAN DESIGNATION: | INDUSTRIAL  |
| ZONING:                   | EXISTING: CP/GCP<br>PROPOSED: C-2   |
| BUILDING FOOTPRINT:       | 5,100 S.F.  |
| BUILDING COVERAGE:        | 9,500 S.F. / 138,650 S.F. = 6%  |
| PARKING CANOPIES:         | 2,872 S.F.  |
| P.O.S. CANOPIES:          | 450 S.F.  |
| TOTAL CANOPIES:           | 3,322 S.F.  |
| BUILDING HEIGHT:          | MAXIMUM: 56'-0" PROVIDED: ±35'-0"   |
| SETBACKS:                 | STREET FRONT (EAST) 25'-0"<br>SIDE (SOUTH) 30'-0"<br>SIDE (NORTH) 0'-0"<br>REAR (WEST) 30'-0"   |
| TYPE OF CONSTRUCTION:     | BLDG: VB - SPRINKLERED/CANOPIES IIB   |
| OCCUPANCY TYPE:           | B (BUSINESS)/S-2  |
| PARKING:                  | REQUIRED:<br>(1) SPACE PER 3 NON-OFFICE EMPLOYEES AND (1) SPACE PER 300 S.F. OF OFFICE AND SALES AREA AND (2) SPACES PER 24' OF WASH BAY  |
| CARWASH:                  | REQUIRED:<br>3 NON-OFFICE, 1 OFFICE = 1 SPACE<br>TOTAL S.F. OF OFFICE SPACE: 115 S.F. = 1 SPACE<br>TOTAL LINEAR FOOTAGE OF WASH BAY: 134'-0"/24' = 6 SPACES<br>TOTAL REQUIRED: 8 SPACES |
| PARKING PROVIDED:         | COVERED PARKING SPACES: 33 SPACES<br>COVERED ACCESSIBLE SPACES: 2 SPACES<br>STANDARD PARKING SPACES: 3 SPACES<br>TOTAL PROVIDED: 37 SPACES  |

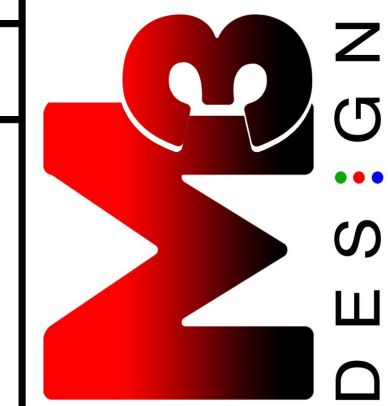
VICINITY MAP:



APPROVED CASE #'S:

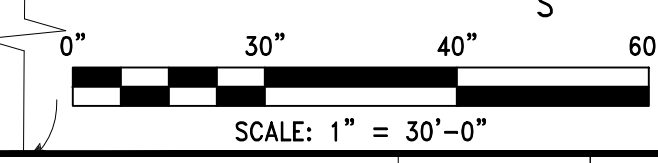
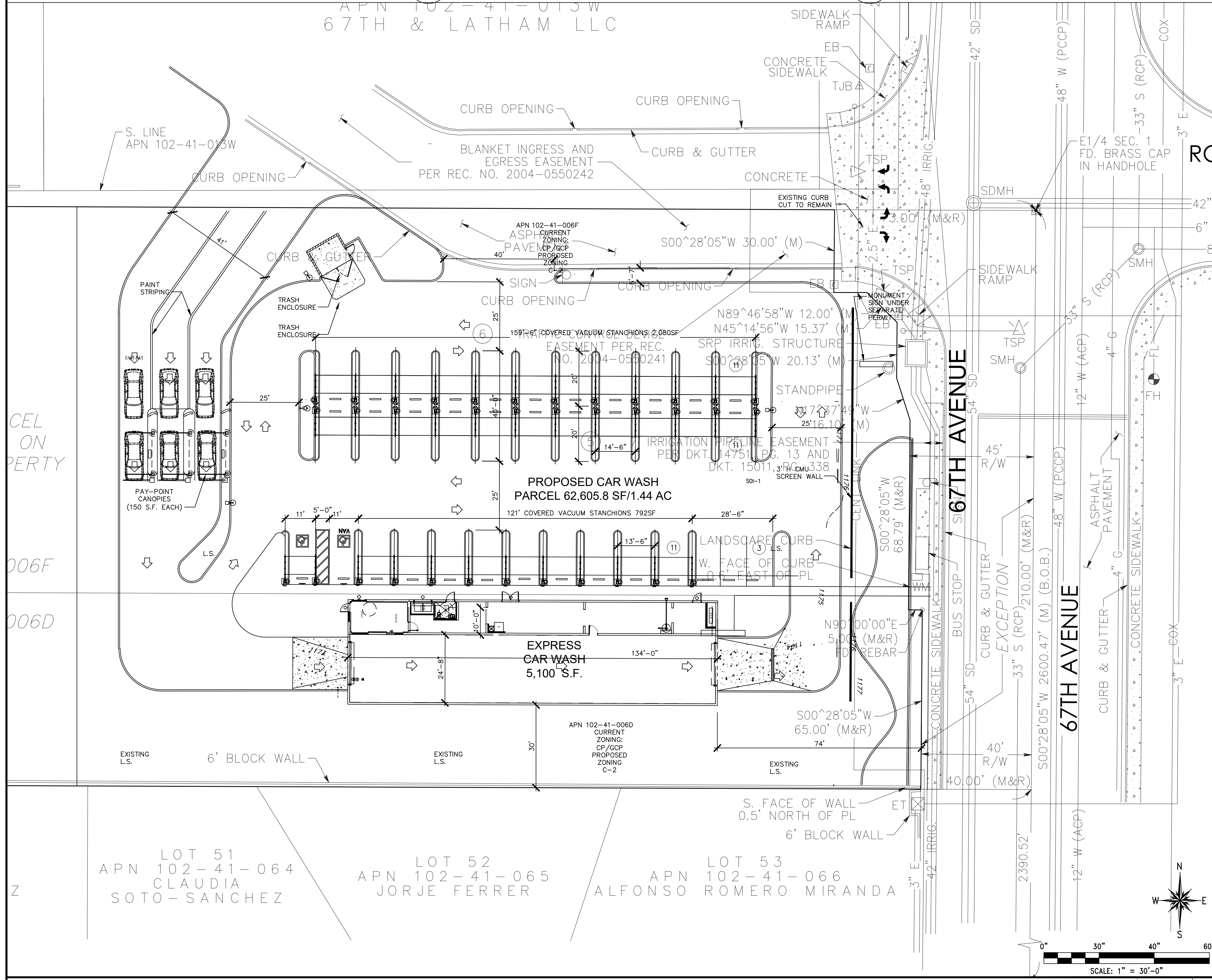
APPROVAL STAMPS:

1415 NORTH 7th AVENUE PHOENIX, ARIZONA 85007



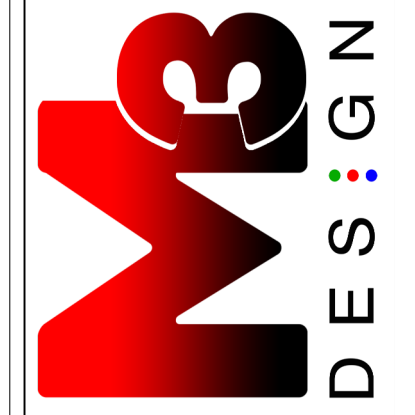
PHX WASHWORKS EXPRESS CARWASH SWC 67th AVE & LATHAM PHOENIX, ARIZONA 85043

|                 |            |
|-----------------|------------|
| DATE:           | 2019-11-06 |
| SCALE:          | SCALE      |
| DRAWN BY:       | JM         |
| PROJECT NUMBER: | PWW18002.0 |
| SHEET:          | SP1        |
| REV:            |            |



SCALE: 1" = 30'-0" 1





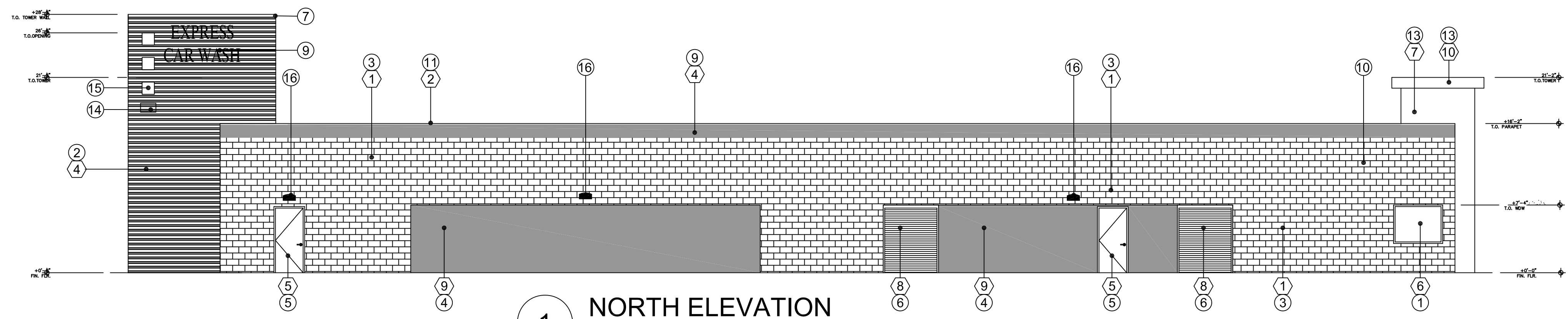
|                 |            |
|-----------------|------------|
| DATE:           | 2019-11-06 |
| SCALE:          | SCALE      |
| DRAWN BY:       | JM         |
| PROJECT NUMBER: | PWW18002.0 |
| SHEET:          | A1         |
| REV:            |            |

**ELEVATION KEY NOTES**

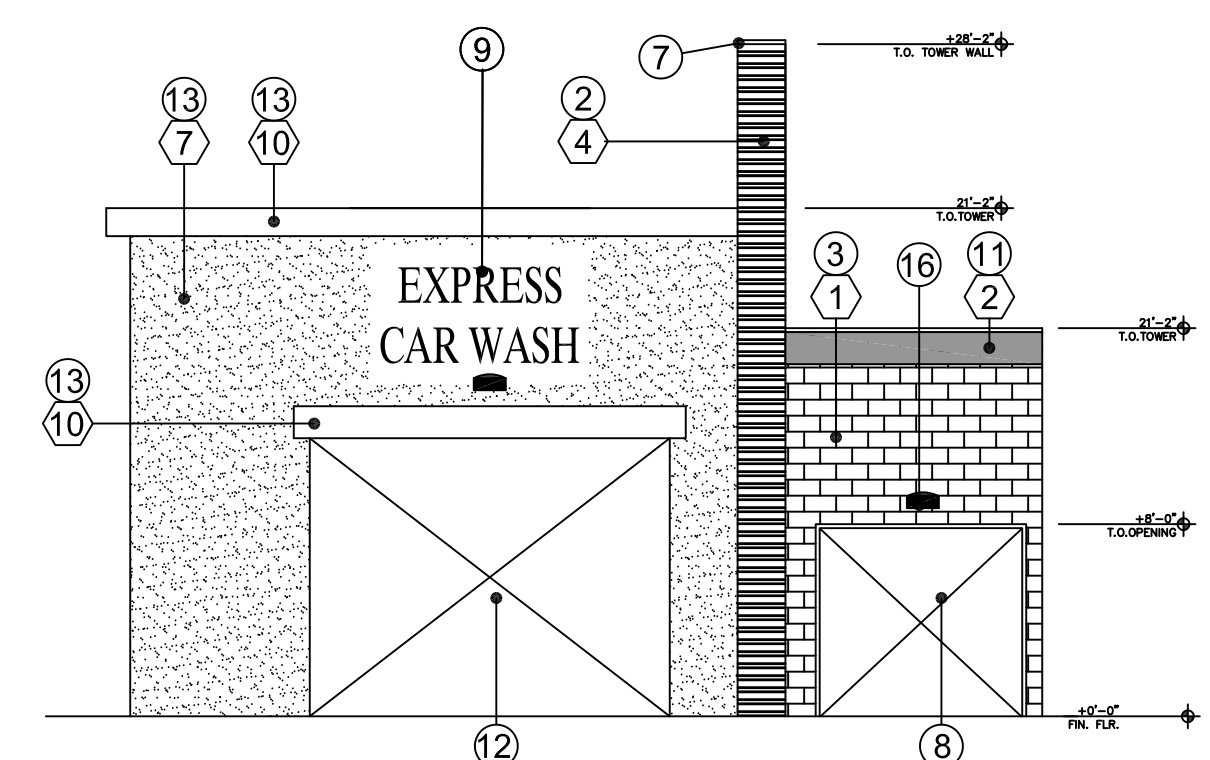
- ① DARK BRONZE FRAME W/GLAZING
- ② METAL HORIZONTAL WALL PANELS - PAINTED
- ③ SMOOTH CMU- STAINED "BLACK MOUNTAIN"
- ④ VERTICAL SCORE CMU - STAINED
- ⑤ HOLLOW METAL DOOR & FRAME - PAINTED
- ⑥ ROLL-UP METAL DOOR - PAINTED
- ⑦ METAL TRIM CAP - PAINTED
- ⑧ SES CABINET - PAINTED TO MATCH
- ⑨ ILLUMINATED SIGNAGE UNDER SEPARATE PERMIT
- ⑩ RTU - FULLY SCREENED BY PARAPET
- ⑪ 2X8X16 SOLID BLOCK CAP
- ⑫ OPENING
- ⑬ WESTERN 1-KOTE STUCCO-PAINTED FINISH
- ⑭ BUILDING ADDRESS - 6" H LETTERS CONTRASTING WITH BACKGROUND
- ⑮ 1'-4"x1'-4" OPENING
- ⑯ WALL SCONCE - DARK BRONZE PREFINISHED

**MATERIAL AND COLOR LEGEND**

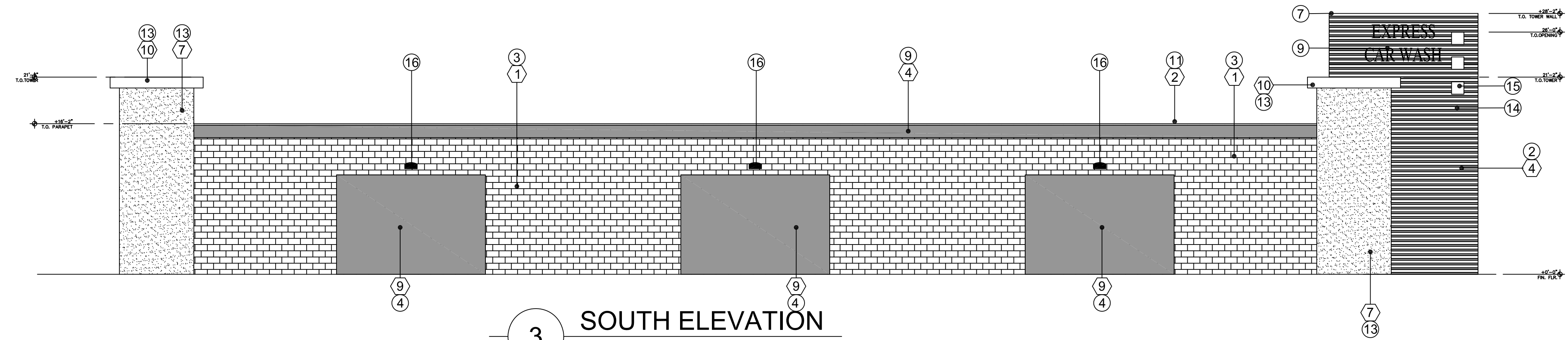
- ① 8" SMOOTH FINISH STACKED BOND BLOCK - STAINED "BLACK MOUNTAIN"
- ② CMU SOLID CAP - STAINED "BLACK MOUNTAIN"
- ③ NOT USED
- ④ METAL WALL PANEL - PAINTED
- ⑤ HOLLOW MTL DOOR & FRAME - PAINTED DK GRAY
- ⑥ DARK BRONZE FRAME W/GLAZING
- ⑦ STUCCO FINISH - PAINTED
- ⑧ OVERHEAD DOOR - PREFINISHED DK GRAY
- ⑨ 8" VERTICAL SCORE CMU - STAINED
- ⑩ STUCCO FINISH - ACCENT PAINTED COLOR



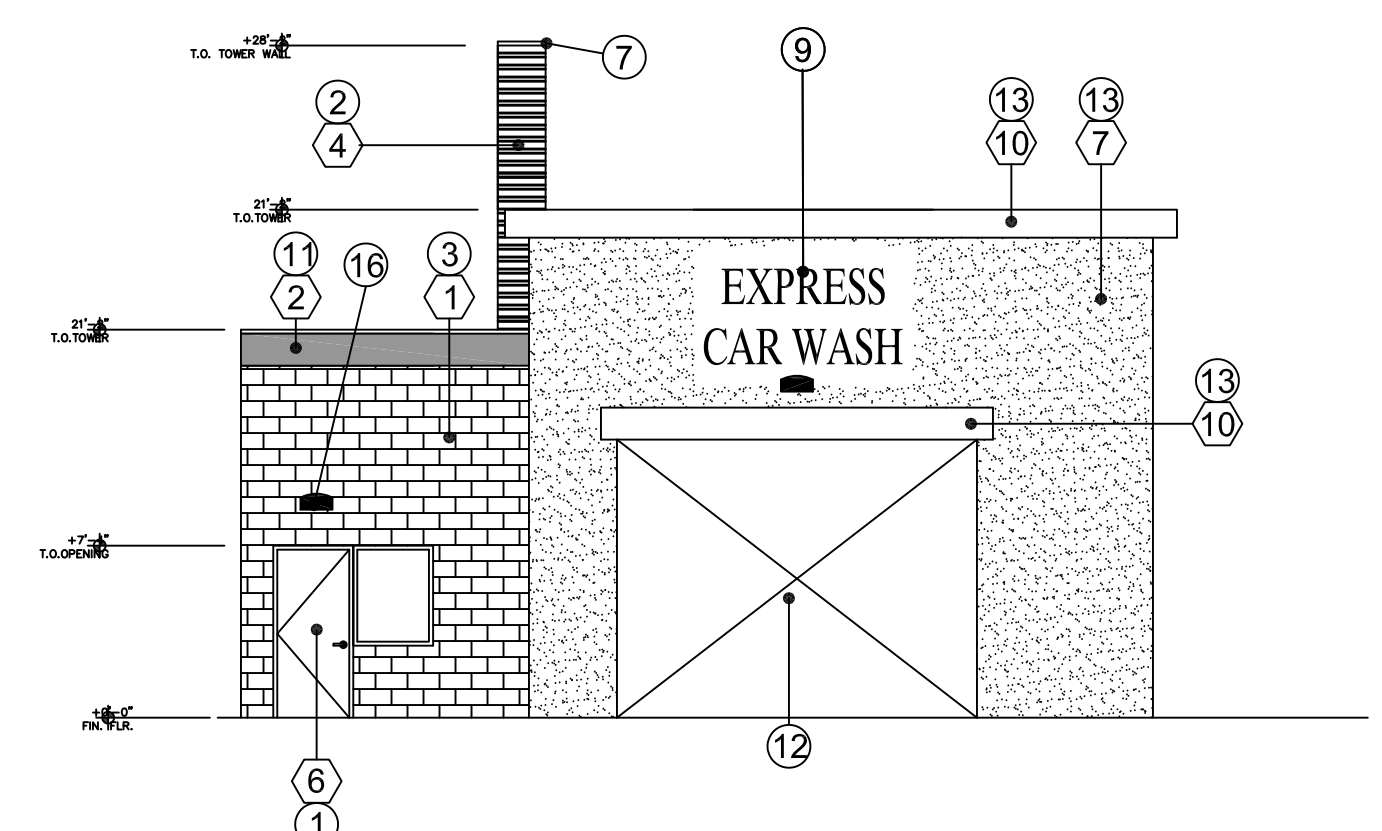
**1 NORTH ELEVATION**  
SCALE: 1/8"=1'-0"



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



**3 SOUTH ELEVATION**  
SCALE: 1/8"=1'-0"



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

**CITY OF PHOENIX**  
NOV 26 2019  
Planning & Development  
Department

**APPROVAL STAMPS:**

SCALE:  
1/81" = 1'

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