

**CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION**

**Meeting Date: 05/28/24
Agenda Item: 6**

ACTION: Request a Planned Area Development to modify development standards for building height, a Use Permit to exceed the maximum allowable parking, and a Development Plan Review for the addition of an approximately 160-foot-tall manufacturing and warehouse building on 42.5 acres for **PROJECT ELEVATE**, located at 1850 West Elliot Road. The applicant is Kimley-Horn.

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

RECOMMENDATION: Approve, subject to conditions

BACKGROUND INFORMATION: **PROJECT ELEVATE** (PL240051) is located on the northeast corner of the I-10 Freeway and Elliot Road in an existing industrial center. The proposed development includes removal of existing buildings along Hart Avenue for the relocation of the existing truck storage yard and the addition of new manufacturing and storage buildings to accommodate current and projected site operation needs. The project will make modifications to the existing retention which includes a large basin with shared retention from freeway stormwater run-off, the addition of parking, and increased landscape around the perimeter of the site. The request includes the following:

- PAD240003 Planned Area Development Overlay to establish development standards for a building height increase from 90 feet to 160 feet in the General Industrial District located in the Southwest Overlay District.
- ZUP240043 Use Permit to exceed the allowed 125% maximum surface parking.
- DPR240015 Development Plan Review for the addition of an approximately 62,000 square foot manufacturing building and 125,000 square foot storage building with associated site and landscape improvements.



Property Owner	Grandon Rutter, Swire Coca Cola Inc.
Applicant	Bryan Wright, Kimley-Horn
Zoning District current/proposed	GID SWOD
Gross / Net site area	42.5 acres
Total Building Area	541,000 s.f.
Lot Coverage	29% (NS in GID)
Building Height	160' (90' maximum allowed in GID SWOD)
Building Setbacks	112' east front, north side 61', south street side 222', west rear 134' (25', 0, 25', 0' min. in GID)
Landscape area	20% 8.53 acres (10% minimum required)
Vehicle Parking	486 spaces (306 min. required, 383 max allowed)
Bicycle Parking	66 spaces (66 min. required)

ATTACHMENTS: Development Project File, Ordinance

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

Department Director: Jeff Tamulevich, Community Development Director
 Legal review by: N/A
 Prepared by: Diana Kaminski, Senior Planner
 Reviewed by: Michelle Dahlke, Principal Planner

COMMENTS:

This site is located on the northeast corner of Elliot Road and the I-10 Freeway. The street front of the site is adjacent to Harl Avenue to the east. The rear yard abuts the freeway, Elliot is the street side of the lot, and the north side aligns with and extends north of Todd Drive. There are industrial uses to the north and east, and the Tempe Autoplex is south of Elliot Road. West of the freeway, in the City of Phoenix, are industrial office uses. The nearest residential development is approximately 1,500 feet west in Phoenix and 2,600 feet to the northeast in Tempe. The site is 42.5 acres in size and includes 9.87 acres of existing buildings (442,000 square feet). The proposed project would remove 107,800 square feet of existing buildings and add 207,000 square feet of new building, for a total building area of 541,200 square feet, or approximately 12 acres of building area.

The History and Facts section of the report refers to prior entitlements for the property, which included variances to reduce parking and rooftop mechanical screening. The existing manufacturing facility is the original use on this site and is designed specifically for the unique requirements of the owner/occupant of the site for bottling beverages for Coca-Cola. The existing buildings are not meeting current industry needs and the proposed scope of work would remove outdated buildings to reconfigure the property with new truck and equipment storage, reconfigured parking and landscape, and a new manufacturing facility added to the existing office and warehouse structures. The new building addition uses an architectural skin that is integrated into the interior racking system for product staging and storage. The request includes the following:

- PAD240003 Planned Area Development Overlay to establish development standards for a building height increase from 90 feet to 160 feet in the General Industrial District located in the Southwest Overlay District.
- ZUP240043 Use Permit to exceed the allowed 125% maximum surface parking.
- DPR240015 Development Plan Review for the addition of an approximately 62,000 square foot manufacturing building and 125,000 square foot storage building with associated site and landscape improvements.

The applicant is requesting the Development Review Commission provide recommendations to City Council for the items listed above.

SITE PLAN REVIEW

June 28, 2023: The first preliminary site plan review included standard process and formatting comments This included requests for clarifications of the scope of work, verification of parking needed/provided, verification of setback orientation, requirements for site fencing and security and screening, a request to enhance street front, and comments regarding building massing and articulation for new proposed structure which is highly visible from the freeway. Staff requested all site information be provided on site plan and landscape plan and for landscape in the ROW to be identified and enhanced to meet code requirements for street trees and ground cover. Staff requested more landscape material at the perimeter of the site and taller tree species along the western side of the property for shade, and size appropriate plants related to the scale of the structure. Traffic engineering requested T-320 driveway details and Engineering requested stormwater drainage calculations due to the potential impacts to the Arizona Department of Transportation (ADOT) retention basin on site. Elevations were massing diagrams only and did not have sufficient detail for comments.

July 17, 2023: A meeting was held with staff and the applicant to review the comments, discuss the scope of the project and process and design expectations.

August 02, 2023: The second preliminary site plan review included requirements for the Planned Area Development (PAD) template format due to the requested building height. Solid Waste requested documentation of the service location for trash and recycling. The Fire Department asked for a fire access and circulation plan. Planning Staff asked for parking information to be broken out and shown on the plans. All standard details were provided for driveways, bikes, solid waste enclosure, site visibility, etc. to assure compliance with standards. Crime Prevention Through Environmental Design (CPTED) staff asked for landscape along the western edge that would discourage activity adjacent to the freeway fence. The landscape plan did not include Elliot Road, curb, sidewalk, property line data or landscape. Comments from the first review were not addressed. Elevations were considered signage, and staff provided recommendations to provide four-sided architecture using a variety of materials and colors in character with the surrounding area. Recommendations for alternative building design including integrated artwork were also suggested.

January 16, 2024: A meeting was held with staff and the applicant to discuss elevations, signage and design expectations. Staff provided feedback on the design including a request for windows/glazing to appear more office like and reference to other building architecture in the area. Suggestions for material changes and request for more variation were made.

February 28, 2024: The first formal plan review included engineering requirements to coordinate retention basin modifications with ADOT on the west side of the site. Building Safety required oversized building calculations and setbacks identified for compliance with building code requirements. Traffic Engineering required Todd Drive be upgraded to take the weight of the heavy freight truck use. Dimensions and turning radii were needed on plans. CPTED staff recommended an 8-foot steel picket fence in replacement of existing chain link at north and western property lines to better secure the site. Planning staff asked for greater plant density at the perimeter of the site. The building was all ribbed metal panel painted white with the red corporate swoosh on all four sides. Signage had been incorporated into the building walls and not separated out per prior discussions. Comments regarding elevations included the need for building architecture to be separated from signage and to provide more roofline articulation and change in the surface plane. The letter of explanation needed to be updated to include all requested items. Several of the comments from other workgroups were not addressed in the formal submittal and additional information was needed on the plans.

March 20, 2024: Staff met with the applicant to review elevations and materials and to provide feedback. The applicant requested a series of meetings to discuss design solutions prior to the next submittal. The applicant provided a presentation of the material skin being structurally supported by the interior industrial equipment framing, connected as an integrated form, with insulated metal panels not being able to be changed to different materials on the exterior without impacting weight and structure. The design was dependent on the use of corrugated insulated metal panels and the variation would be met in the orientation of the panel patterns, surface texture and color. The use of corporate red would be limited to accents on the building and not used on the building wall surfaces.

March 27, 2024: Staff met with the applicant to continue the discussion about materials and colors and building massing.

April 3, 2024: Staff met with the applicant to review modifications made to the elevations.

April 10, 2024: Staff met with the applicant to see physical samples of insulated metal panels with the corrugations proposed and the colors proposed. Staff accepted the proposed materials with direction to include variation in the material colors and finishes to enhance the architectural quality of the structure as sunlight passes over the site for shadow and reflective changes in surface plane.

May 8, 2024: The second formal submittal was reviewed. Setback dimensions were missing from plans, the parking counts were provided and increased from the prior review. It was determined that a Use Permit for parking in excess of the allowed parking maximum would be needed. Solid Waste details had not yet been provided. CPTED concerns regarding fencing on the north and west sides were not addressed. The retention basin and truck loading well on the west side of the site were modified, including more information on the site walls, which changed the landscape plan from the prior submittal. The elevations were modified to provide a light base that ties into the existing building architecture which is a combination of block and cast in place concrete painted off-white. The entire campus will be updated to the new color scheme. The top of the building is a medium cool grey with a different ribbed pattern to allow changes in the surface texture throughout the day as sunlight moves across the walls. The two primary building colors are broken by a sinuous swoosh of darker cool grey that is off set from the building wall plane to cast shadows and separate the two main colors. This darker grey is also used to frame out the corners of the building and provides a pop-out at the northwest corner, with spandrel glazing that wraps the northwest corner of the building.

May 9 2024: Review comments that were available on this date were emailed to the applicant to be addressed. Staff followed up on May 10th with a phone conversation regarding proposed conditions of approval and about requirements for revising the plans to address outstanding comments. The applicant has indicated they do not intend to modify the security fencing on the site, make upgrades to street front landscape on Elliot Road, or make improvements to Todd Drive. Staff has added conditions regarding these specific requirements.

May 13, 2024: Final plans were submitted to include with the report attachments, including an updated letter of explanation for the required Use Permit request for parking to exceed the allowed 125% of the maximum surface parking. Landscape plans were updated to meet code requirements for additional trees for shade of these areas and calculations were provided. The profile of the site includes a large retention basin that provides storage for the ADOT freeway and design details must be coordinated with Engineering staff in both Tempe and ADOT to assure the proposed 8-foot retaining walls will meet requirements for stormwater retention and the weight of trucks staging and maneuvering on the western drive. There are bay doors on the west elevation that require a screen wall to the top of the bay doors, however this will be viewed from the freeway looking down on the truck bay and will be in view from the freeway. The applicant is working on details of the western wall to reduce the height where feasible to reduce heat gain on the western exposure, as well as possible modifications to the landscape to shade areas where taller walls are required. The details of this must be finalized during construction documents in coordination with the civil grading and drainage plans. A condition was added to allow flexibility in the design of the screen wall until the engineering details can be finalized and coordinated with the landscape plan.

PUBLIC INPUT

- A neighborhood meeting was required for the requested Planned Area Development.
- The neighborhood meeting was held April 15, 2024 at the Drury Inn & Suites located at 1780 W. Ranch Road, Tempe, AZ 85284
- Community Development staff attended the meeting.
- No members of the public arrived to discuss the project.
- Upon completion of this report there have been no calls of inquiry or concern for this request.

PROJECT ANALYSIS

GENERAL PLAN

General Plan 2050 projects this site continuing as an Industrial Land Use. The site is not a part of a growth area or hub identified in the plan, but as a thriving business within Tempe seeking to expand operations within the existing 42-acre campus, the reinvestment in infrastructure to support the business brings greater benefit to the community through jobs and tax generation as well as the enhancement of the site and landscape as a revitalization of an aging but active industrial property. The proposed project meets many of the goals and objectives of the General Plan.

CHARACTER AREA PLAN

The site is located in Character Area Six which is currently in development phase, therefore there are no guidelines related to this request.

ZONING

The site is zoned General Industrial District (GID) and is within the Southwest Overlay District. The purpose of the Southwest Tempe Overlay District is to accomplish the objectives of the General Plan and provide an opportunity for intense development with high standards with emphasis on optimizing development of land along the I-10 freeway in the southwest portion of the city. The overlay district requires that vehicular uses shall not impact the traffic pattern on nearby streets and uses should stabilize the economic base of the city. Special consideration is given to architectural design due to the high visibility of the area. An additional twenty-five (25) foot increase in the maximum allowable building height shall apply in all Zoning Districts west of Kyrene Road, except Single-Family Residential and Agricultural Districts, which allows for greater height in the industrial area adjacent to the freeway. The proposed project has been reviewed for conformance with the requirements of the Zoning and Development Code and the Southwest Overlay District with special consideration for the height increase request and the architectural design of the tallest portion of the building adjacent to the freeway. A Planned Area Development Overlay is required for height in excess of the GID zoning allowed 90 building height.

PLANNED AREA DEVELOPMENT

The proposed design is informed from the internal operations within the building, which determined the exterior building form and size. The structure is recessed with a lower ground level adjacent to the building surface than that of the adjacent streets, due to significant grade changes. The property to the north is four feet higher, and the freeway to the west and Elliot Road to the south are both approximately 12 feet higher. The grade slopes down towards Harl Avenue, which is approximately nine feet lower than the finished floor of the new building. Harl Avenue is the street front of the site, and the

centerpoint of this frontage, at top of curb, determines the building height, regardless of the finished floor of the building or the surrounding topography. The applicant is seeking to build a structure that would be 149 feet above grade level and is requesting a total building height of 160 feet to allow flexibility as the final architectural details for construction are resolved. This additional height would accommodate for any changes necessary based on the grading and retention requirements and additional variation in the roofline for mechanical screening that may be needed.

PROJECT ELEVATE – PAD Overlay			
Standard	GID SOUTHWEST OVERLAY DISTRICT	PROPOSED GID (PAD) SOUTHWEST OVERLAY DISTRICT	Change
Residential Density (du/ac)	0	0	None
Building Height (feet) [Exceptions, see Section 4-205(A)]			
Building Height Maximum	90 ft.	160 ft.	Increase
Building Height Step-Back Required Adjacent to SF or MF District	NA	NA	
Maximum Lot Coverage (% of net site area)	NS	29%	No Proposed Change
Minimum Landscape Area (% of net site area)	10%	20%	No Proposed Change
Setbacks (feet) (a) [Exceptions, see Section 4-205(B)]			
East Front (Harl Avenue) Parking	25 ft 20 ft	25 ft 20 ft	No Proposed Change
North Side	0 ft	0 ft	
West Rear (I-10 Fwy)	0 ft	0 ft	
South Street Side (Elliot Road) Parking	25 ft 20 ft	25 ft 20 ft	

The site received a variance for a reduction of parking of 28 spaces from the prior required parking. The additions to the site will intensify the use, including staff who will come to the facility for training and meetings or will park at the site while using a company truck during their shift. Company vehicles are stored in secured yards and are not counted as part of the required parking. With modifications to the site and the landscape, the applicant is requesting to increase the allowed on-site parking in excess of the code allowed 125% maximum parking standard. This is allowed with the approval of a Use Permit and additional landscape to offset the additional asphalt parking area. The applicant is not seeking to modify parking ratio standards within the PAD. Below are the required and provided parking for the site:

PARKING	Code Required	Provided
Variance 9/25/1980 reduce required parking from 247 to 219 allows reduction of 28 spaces from total required.		
Manufacturing 52,626 s.f. 1 space per 1,000 s.f.	52.63	
Warehouse 566,547 s.f. First 10,000 s.f. of warehouse @ 1 space per 500 sf + 1 space per 5,000 s.f. for remaining warehouse	131.31	
Office 36,776 s.f. 1 space per 300 s.f.	122.59	
Vehicle Parking	306	486
Bicycle Parking	66	

Section 6-305 D. Approval criteria for P.A.D. (*in italics*):

1. *The development fulfills certain goals and objectives in the General Plan and the principles and guidelines of other area policy plans.* The proposed project revitalizes and existing industrial site to allow expansion of a large industrial use, investing in new equipment and upgrades to the property with more energy efficient structures and the addition of landscape to increase shade to the perimeter of the site. The increased building height is necessary for the increased

capacity to produce product at this facility and supports economic development and business retention as objectives of the General Plan. The city is not providing incentives or funding to assist with this project, the full cost of development, including public improvements to the street and street frontage will be part of the cost of the project.

2. *Standards requested through the PAD Overlay district shall take into consideration the location and context for the site for which the project is proposed.* The allowed height of 90 feet is being requested to increase an additional 70 feet, for a total of 160 feet including architectural roofline enhancements and full screening of mechanical equipment. The location is adjacent to the freeway and is surrounded by industrial and commercial uses. The building is recessed below the grade level of the freeway and is appropriate to the context of the area.

3. *The development appropriately mitigates transitional impacts on the immediate surroundings.* The proposed development will provide required security for the site and provides landscape with trees appropriately scaled to the size of the building. The building height transitions from the tallest portion at the north to connect to the existing structures on the south and is set back 222 feet from Elliot Road and 112 feet from Harl Avenue, providing a significant transitional buffer. Enhanced landscape with taller tree species have been added to the perimeter of the site to soften and screen the size of the proposed building.

USE PERMIT

The development requires 307 parking spaces, and the applicant is proposing 486 spaces, which is almost 49% more parking than the maximum allowed 125% of the required parking. This request requires a Use Permit to exceed the required parking per Section 4-603-C of the Zoning and Development Code (ZDC). Maximum Parking Spaces, the number of parking spaces provided by any development, in surface parking lots shall not exceed 125 % of the minimum required spaces in Table 4-603E of the ZDC, except as follows: 1.Parking within the building footprint of a structure (e.g., rooftop parking, below-grade parking, multi-level parking structure); 2.When a change in use causes a lower parking requirement; 3.Parking spaces managed for shared parking; 4.A Use Permit is required to provide more surface parking than the maximum standard and additional landscape is required per Section 4-704(A) of the ZDC. The applicant has provided a letter of explanation regarding the requirements for the extra parking to be used by employees and will meet the minimum landscape standards per ZDC Section 4-704 Option 1: When a Use Permit is granted to exceed the parking maximum, then a minimum of 12% of the surface area of all surface parking lots, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscape treatments shall consist of an evenly distributed mix of shade trees with shrubs and/or ground cover plants. "Evenly distributed" means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy. At a minimum, one tree per twelve parking spaces shall be planted to create a partial tree canopy over and around the parking area. Parking areas shall contain landscape islands with trees at the ends of rows of parking, and to subdivide the parking area into rows of not more than fifteen contiguous parking spaces. Landscape island spacing is flexible within the above standards. The applicant has provided calculations to demonstrate compliance with these requirements.

A Traffic Impact Statement (TIS) is provided in the attachments. The TIS had peak hour turning movement traffic counts collected on Tuesday, May 2, 2023, at the site access points to determine the number of trips generated by the development. The AM and PM peak hour turning movement counts were classified by passenger vehicles and trucks. The site traffic generation was determined as follows:

Table 1 – Site Trip Generation

Land Use	Vehicle Type	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Swire Coca-Cola Tempe Distribution Center	Passenger	75	48	123	42	65	107
	Trucks	13	20	33	7	12	19
Total		88	68	156	49	77	126

The TIS stated that “The number of employees and employee shifts are expected to operate consistent with the existing facility and staff is to be on site 24 hours operating with 3 shifts. Based on the client provided data and the automated storage and retrieval system the site is expected to operate with the same level of activity after the site improvements. With

no change in the number of employees, number of work shifts, and the trip generation, it is anticipated that there would be an insignificant change in site activity. Based on the turning movement traffic counts collected on Tuesday, May 2, 2023, AM and PM peak hour trip generation was determined for the development. The site peak hours of the adjacent street occur at 7:30-8:30 AM and 4:15-5:15 PM.”

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

1. *Any significant increase in vehicular or pedestrian traffic.* The need for additional parking spaces will create more traffic when employees arrive for monthly or quarterly meetings from other facilities, or for employees who park in the lot and leave in a delivery truck to deliver product. The nature of the business operates 24 hours a day, 7 days a week, distributing traffic to and from the site in three shifts to manufacture and transport the product. The site is located adjacent to the freeway with access to an arterial for easy access. As a 42-acre industrial site there could be any combination of uses which could generate equal or greater traffic levels and the proposed demolition of existing buildings for the addition of a warehouse and manufacturing building was determined to not have significant increase in the traffic generation.
2. *Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions.* The site has a heavily used inter-state freeway adjacent to the lot, the proposed parking is landscaped to reduce heat gain on the paved area and the paving will reduce dust. Light levels will be appropriate for safety in the parking lot, which is recessed approximately 12 feet below adjacent grade, which will reduce light trespass. As an industrial area, the increase in parking spaces will have no greater impact than the auto dealerships, large box retail centers and malls or freeway surrounding the 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.* The proposed expansion of the existing industrial use is an investment in the property which will generate revenue through increased property and sales tax, as well as employment and the ancillary benefits of employees shopping in the surrounding area. The addition of the parking spaces will not contribute to downgrading of property values and facilitates economic development.
4. *Compatibility with existing surrounding structures and uses.* Within a mile of the site are Tempe Autoplex and Emerald Center and Agave Center, large developments with significant paving for parking. The proposed addition of parking spaces is in character with the freeway corridor developments but will be less visible due to the recessed topography of the site and the enhanced perimeter landscape.
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 site has gated access and is fenced at the perimeter; however, the existing fencing does not meet current code requirements and is being conditioned to be upgraded to meet security standards. The addition of parking spaces closer to the perimeter of the property, and not in clear view of either the street front or buildings with windows, leaves night shift employees at greater risk of exposure to crime from access from any of the property sides that do not have 8-foot steel vertical picket fencing. Thorned landscape materials along the edges of the retention basin will help deter use of the retention area on the west side. The property also has security and surveillance.

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 street front is Harl Avenue to the east, which has existing office buildings along the street front which are being removed for consolidation of uses, and the storage area is expanding for relocation of existing storage on the north end of the site. Ten-foot screen walls are set back 20-feet from Harl Avenue and are staggered in an offset pattern to break up the massing, stepping down to 4 feet where vehicle parking is located to the south end of the street front. Landscape in front of the walls

soften the street front and provide shade to the sidewalk along Harl. The south street side on Elliot, the street elevation is approximately 12 feet higher than the parking lot on site, which is set back approximately 40 feet from the property line with existing landscape within the right of way and additional landscape on site extending to the lower level in the retention area surrounding the parking area. The west lot line abuts the freeway, which has an elevation approximately fifteen feet higher than the finished floor elevation of the building. An 8-foot retaining wall along the basin lines the edge of the truck service drive and fire lane and has screen wall above the retaining wall to screen activity at the bay doors and adjoining storage areas adjacent to the building, outside of the drive lane. Trucks will circulate in both directions to and from the north end of the building and a fire access gate is located at the south end of the drive. The perimeter of the site has existing fencing that will be replaced with 8' steel picket fencing on the north, west and south sides to secure the site. The truck storage areas have enhanced paving with concrete under the asphalt to structurally support the weight of the large trucks. Existing driveways that do not meet current standards will be upgraded to comply with current accessibility requirements.

Building Elevations

The project consists of integrating existing thirty-foot buildings built in the 1980s with new construction using new materials and technologies to remove existing structure at the north end of the building and add a new 207,000 square foot addition of approximately 149 feet in height. The existing east/west elevation to remain is 1,044 feet long with the addition adding 236 feet to the east and west elevations for a total building width of 1,280 feet. The north/south building elevation lengths will be approximately 535 linear feet wide. Existing wall surfaces of masonry block will be painted to match the new building colors for an overall consistent look. The new building section uses tilt slab concrete and an insulated corrugated metal panel system that is tied to the internal framing structure of the building. The top of the building is a medium cool grey with a micro-ribbed texture and reveals between large wall panels. Projecting 8 inches in front of this building layer is a combination of horizontal and vertical ribbed panels with a rib pattern 3.6 inches wide by 1.5 inches deep in a dark charcoal grey. The vertical columns breaking up the long building wall surfaces and projecting above the roofline to screen mechanical equipment are horizontal ribbed panels. A curvilinear band of varied heights extends horizontally across the face of each elevation uses vertical ribbed panels. The structural details of this 8" raised portion of the building wall still must tie into the interior support structure but will hide the seams connecting the top medium grey panel color from the bottom off-white panel color which has micro-ribbed and textured surface finish. The offset of the sinuous band provides a reveal for architectural building lighting to wash the surface of the wall and add visual interest to the textured surface. This enables the building to be dynamically interactive with natural sunlight during the day and artificially accent lighting at night. The lower portion of the building is off-white, to tie into the existing campus color palette and provide a less heat absorptive surface where pedestrian activity occurs. At the northwest corner of the building addition, a large, framed shadow box of window panels break up the material and massing and provide a unique opportunity for internal images to be viewed from passing vehicles on the freeway. This element does not provide views into the interior, but functions more as spandrel glazing on the outside for visual interest. The image provided in the rendering would be inside the shadow box and is not counted as the required Art In Private Development (AIPD), which the applicant has opted to contribute to an in-lieu fee rather than providing art on site. This corner shadow box is also not counted toward the allowed sign area for the project, which will be reviewed separately. Due to the size of the building, and proximity to two streets and the freeway, the site has significant signage opportunity which has not yet been submitted for review. The applicant has taken signage requirements into consideration with regard to the elevations and the unique material application of the metal panels.

Landscape Plan

The site has established landscape along the east, south and west sides of the site, and must be coordinated with Arizona Department of Transportation (ADOT) for both the south Elliot street side and the west I-10 retention basin. The applicant provided an updated landscape plan which provides enhanced landscape along the street frontages that are on site, as well as increased landscape interior to the campus where parking is located. Trees along the western side of the building include a combination of fast-growing Ghost Gum Eucalyptus to add height where the building addition is going and to shade the truck bay and western wall of the building, and slower growing Texas Ebony and Ironwood along with Palo Verde and Mesquite within the retention basin. Evergreen elms are proposed in the landscape islands, many of which are larger than the minimum size to allow greater survivability of trees to maturity. Other trees in the palette are Acacia Mulga and Live Oak. The existing street trees along Harl Avenue are predominantly Sissoo and Arizona Ash with accents of Texas Mountain Laurel. Additional trees being planted to meet street tree requirements include Evergreen Elm and Live Oak to diversify the existing palette while providing shade along the street front. Understory plants include a wide range of xeric species, both native and non-native, including Saguaro, Aloe, Desert Spoon, Desert Milkweed, Ocotillo, Buckhorn Cholla, Englemann's

Prickly Pear and Yucca as succulents and accents, Desert Honeysuckle, Red Bird of Paradise, Pink Fairy Duster, Candlila, Creosote, Sage, Baja Ruellia, Tecoma Yellow Bells and Regal Mist Muhly for shrubs and grass of varied sizes and colors. The ground covers are Prostrate Acacia, Dwarf Coyote Bush, Outback Sunrise Emu and Purple Trailing Lantana. Details of the street frontage on Elliot are still in review for coordination with ADOT, the agency that maintains the street right of way.

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 and form is determined by the existing infrastructure and the required internal operational functions of the building. The articulation is provided on all four sides depending on orientation and use. Windows are located where office space is located on the north, east and south faces of the building, the manufacturing and warehouse space does not have windows but provides alternative building materials and patterns to create variety in the streetscape.
2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort*; The building design will meet or exceed building energy conservation standards and provides landscape to help shade parking areas and building surfaces to reduce heat gain. Pedestrian areas are shaded at entryways.
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings*; Materials are of material appropriate for an industrial use in this location. Most buildings in this area are tilt slab and masonry construction, the height of the building and interior function of the space are determining factors of the exterior material. Concrete and masonry are provided in pedestrian areas and the ribbed panel material is used on the upper levels of the building.
4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings*; The building will exceed the height of any of the existing buildings within the area but is scaled to fit on the site. Vertical development allows for less site area to be under roof, which reduces mechanical loads on the project. The total building footprint is 12.42 acres or 29% of the total site, which allows more landscape area than required by code. The site provides 20% landscaped area, excluding parking and storage areas. The building and landscape elements are carefully scaled to maximize use of the site while maintaining required regional stormwater run-off and keeping a visually open yet landscaped parking area.
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*; As presented in the plans and letter of explanation, and the above analysis, the design meets this criterion.
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*; As presented in the plans and letter of explanation, and the above analysis, the design meets this criterion.
7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage*; The plans provide access from the large 42-acre site to vehicle parking, bicycle parking and public sidewalks that lead to transit on Elliot Road.
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses*; There are no surrounding residential uses. The site is fully contained for all vehicle maneuvering and separates large trucks from the vehicle parking areas to control conflicts on site.
9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance*; The police CPTED staff have reviewed the proposed design and provided feedback for increased security of the property, conditions of approval have been added to address their concerns.

10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways; Based on the plans presented and the conditions provided, the project will meet this criterion.*
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 reviewed under separate application. and*
12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects. Lighting will meet code requirements and be designed to mitigate any off-site impacts as part of the final building plan set.*

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 PAD overlay process was specifically created to allow for greater flexibility, to allow for increased heights.
4. The proposed project meets the approval criteria for a Planned Area Development Overlay, Use Permit and Development Plan Review as outlined above.

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

ZONING AMENDMENT AND PLANNED AREA DEVELOPMENT CONDITIONS OF APPROVAL:

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

1. A building permit application shall be made within two years of the date of City Council approval or the zoning of the property may revert to that in place at the time of application. Any reversion is subject to a public hearing process as a zoning map amendment.
2. The property owner(s) shall sign a waiver of rights and remedies form. By signing the form, the Owner(s) voluntarily waive(s) any right to claim compensation for diminution of Property value under A.R.S. §12-1134 that may now or in the future exist, as a result of the City's approval of this Application, including any conditions, stipulations and/or modifications imposed as a condition of approval. The signed form shall be submitted to the Community Development Department no later than 30 days from the date of City Council approval, or the *Planned Area Development Overlay* approval shall be null and void.
3. The Planned Area Development Overlay for PROJECT ELEVATE shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Community Development Department within sixty (60) days of the date of City Council approval and prior to issuance of building permits.

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 May 13, 2024 and landscape plan dated May 13, 2024. Minor modifications may be reviewed through the plan check process of construction documents; major modifications will require submittal of a Development Plan Review.

2. Art in Private Development is required. The developer may elect to install on-site artwork or provide an Arts Fund contribution. If the property owner elects to install on-site artwork, the Preliminary Art Project Plan is required before a building permit is issued.

























Site Plan

The applicant shall replace all existing fencing (chain link and steel vertical picket fence) with new 8' tall vertical steel picket fence with turn-out top for security on the north, west and south sides of the site. Replacement of fencing shall be coordinated with ADOT prior to final approval.

3. **The applicant shall provide upgraded paving to the Todd Drive alignment on their private property, as it serves for access to other developments. This paving shall match the structural requirements being used within the truck storage and staging areas with concrete substrate to support the asphalt surface.**
4. **Bicycle parking shall be provided in a secured area near the employee building entrances using Tempe standard bike detail T-578, in conformance with the code minimum number of bike parking spaces.**
5. **The screen wall on the west side of the site adjacent to the fire lane and truck bay may be modified from the presented full-height cmu design to incorporate shorter sections, breeze blocks or alternative design solutions subject to planning review. The screen wall design shall provide bay door screening from finished floor to top of bay door, screening of outside storage areas, screening of headlights of trucks, and reduction in overall cmu massing to reduce heat impact of west facing wall, subject to engineering requirements coordinated with the required retaining wall.**
6. Provide service yard and mechanical yard walls that are at least 8'-0" tall as measured from adjacent grade or 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.
7. 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.
8. **Existing driveways upgraded to meet Traffic Engineering requirements for ADA access shall be T-320 and minimum 30-foot drive width. For the portion of the drives from the right-of-way line to 20'-0" on site and from curb to curb of the drive edges, the driveway paving shall be upgraded with integral colored and stamped concrete. From sidewalk to right-of-way line, extend concrete paving to match the sidewalk.**
9. 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.
10. 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.

Building Elevations

11. The materials and colors are approved as presented:

 CO1		CONCRETE 01 CAST-IN-PLACE CONCRETE NATURAL CONCRETE	 CL4		CLADDING 04 22 GA GALVALUME 7.2 PANEL WESTERN RIB / VERTICAL CHARCOAL GRAY / KYNAR WESTERN STATES METAL	 MT5		METAL 05 COPING ZINC METAL ERA
 CL1		CLADDING 01 4" INSULATED METAL PANEL KS MICRORIB IMPERIAL WHITE / KYNAR KINGSPAN	 GL2		GLAZING 02 1/2" CLEAR TEMPERED GLAZING GUARDIAN	 PT1		PAINT 01 PAINTED PRECAST PANEL SW 7646 FIRST STAR PROMAR 200 SEMI-GLOSS SHERWIN WILLIAMS
 CL2		CLADDING 02 4" INSULATED METAL PANEL KS MICRORIB DOVE GRAY / KYNAR KINGSPAN	 MT2		METAL 02 MULLIONS BLACK ANODIZED ALUMINUM BLACK NO. 29 KAWNEER	 PT2		PAINT 02 PAINTED PRECAST PANEL - ACCENT SW 6658 COKE RED PROMAR 200 SEMI-GLOSS SHERWIN WILLIAMS
 CL3		CLADDING 03 22 GA GALVALUME 7.2 PANEL WESTERN RIB / HORIZONTAL CHARCOAL GRAY / KYNAR WESTERN STATES METAL	 MT3		METAL 03 COPING BONE WHITE METAL ERA	 PT3		PAINT 03 DOOR AND FRAMES FACTORY APPLIED AT COILING DOORS SW 7646 FIRST STAR AKLYD URETHANE SEMI-GLOSS

Provide primary building colors and materials with a light reflectance value of 75 % or less.

12. If provided, roof access shall be from the interior of the building. Do not expose roof access to public view.
13. Conceal roof drainage system within the interior of the building.
14. Exterior vents shall be architecturally integrated with the adjacent materials and matching colors specified on each elevation.
15. 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.
16. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.

Lighting

17. Illuminate building entrances from dusk to dawn to assist with visual surveillance at these locations.
18. **Recessed building reveal lighting which provides architectural enhancement through a building wall wash is approved as presented. Architectural building lighting shall not include intermittent flashing, changing of colors or attention getting functions, or present a glare which would be hazardous to drivers on the freeway or viewed from residential areas to the northeast or west of the site.**

Landscape

19. **The applicant shall work with planning staff and ADOT for a final revised landscape plan for the 965-foot length of the Elliot Road frontage, after further coordination for approval from ADOT, to provide the required minimum of 32 required street trees (existing and new) outside of utility easements and within 10 feet of the public sidewalk. New ground cover and shrubs no taller than 3 feet in mature height shall be added to enhance the street frontage and new ground mulch shall be added to a minimum depth of 2" for dust control. The City of Tempe shall maintain the Elliot Road street frontage in accordance with the ADOT Intergovernmental Agreement upon final inspection of the completed project.**
20. **Landscape adjacent to the ADOT retention basin and retaining wall shall be coordinated with engineering and ADOT staff to meet retention requirements while providing landscape along the perimeter fence to meet Police Department security requirements and providing shade trees adjacent to the west side of the screen wall to shade site walls and to provide additional screening of the bay doors along the truck bay.**

21. Arterial street trees shall be a minimum of 36" box specimens and a minimum of 1 ½" caliper trunk.
22. 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 rights-of-way) where damaged by work of this project. Provide temporary irrigation to existing landscape (on site or in these frontages) for period of time that irrigation system is out of repair. Design irrigation so existing plants are irrigated as part of the reconfigured system at the conclusion of this construction.
23. 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.
24. 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

25. Verify property address and submit a PDF copy of the site plan with unit floor plans for permanent addressing to permitcenter@tempe.gov prior to submittal of construction documents.
26. Provide address sign(s) on the building elevation facing the street to which the property is identified.
 - a. Conform to the following for building address signs:
 - 1) Provide street number only, not the street name
 - 2) Compose of 12" 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.
 - c. Provide one address number on the roof of the building. Orient numbers to be read from the south.
 - 1) Include street address number in 6'-0" high characters on one line and street name in 3'-0" high characters on a second line immediately below the first.
 - 2) Provide high contrast sign, either black characters on a light surface or white characters on a black field that is painted on a horizontal plane on the roof. Coordinate roof sign with roof membrane so membrane is not compromised.
 - 3) Do not illuminate roof address.

CODE/ORDINANCE REQUIREMENTS:

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

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

DEADLINE: Development plan approval shall be void if the development is not commenced or if an application for a building permit has not been submitted, whichever is applicable, within twelve (12) months after the approval is granted or within the time stipulated by the decision-making body. A complete building permit application shall be made on or before two (2) years from the date of city council approval or within a time stipulated as a condition of approval, when development plan review application is processed concurrently with a PAD Overlay District. 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: <https://www.tempe.gov/government/engineering-and-transportation/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: <https://www.tempe.gov/government/community-development/building-safety/applications-forms>. The enclosure details are under Handouts.

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

MECHANICAL SCREENING: All roof mounted mechanical equipment shall be concealed on all sides by elements that are an integral part of the building design and are equal to or greater in height than the mechanical equipment. Ground-mounted equipment may be screened using a masonry wall or other durable material as approved through development plan review.

COMMUNICATIONS:

- Provide emergency radio amplification for the combined building and garage area in excess of 50,000 sf. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Refer to this link: <http://www.tempe.gov/home/showdocument?id=30871> . Contact the Information Technology Division to discuss size and materials of the buildings and to verify radio amplification requirements.
- For building height in excess of 50'-0", design top of building and parapet to allow cellular communications providers to incorporate antenna within the building architecture so future installations may be concealed with little or no building elevation modification.

PUBLIC ART: Provide public art for this development in conformance with the Art in Private Development Ordinance and ZDC Sec. 4-407 and ZDC Appendix D. Contact the Community Services Cultural Services Division regarding implementation of this requirement prior to receiving building permits.

WATER CONSERVATION AND EFFICIENCY: (Residential and parks are exempt, commercial and mixed use are not exempt). As required in [Tempe City Code 33-140 - 142](#), all new non-residential development projects are required to submit a Water Conservation Report that details potential water use, for review and approval by the Municipal Utilities Department, prior to building permit issuance. For a report template and more information, visit the [commercial water conservation webpage](#).

WATER UTILITIES:

- No trees shall be located within 8' of a public water or sewer main. Trees may be planted as close as 8' to water and sewer mains if they are planted with the root barrier requirements of COT Standard Detail T-460.
- Trees on south, west, and north sides of the site appear to be either within the water easement or closer to 8' from existing or proposed waterlines. Very offset and relocate trees as required to a minimum 8' away from waterlines.
- Stormwater infrastructure is not allowed with water easements. There is 18" HDPE storm drain pipe shown within the water easement on the north side of the site.

HISTORIC PRESERVATION: State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of ancestral (human) remains or associated funerary objects). Arizona Revised Statutes [§ 41-865](#) stipulates that "any landowner with intention to disturb human remains or having unintentionally disturbed human remains

shall immediately cease any activity in the vicinity of the remains and shall notify the Arizona State Museum Repatriation Office of the encounter. Any human remains and funerary objects shall not be further disturbed without obtaining written permission from the Repatriation Office.” Additional information about requirements related to encountering and disturbing ancestral (human) remains and funerary objects on private land can be found on the Arizona State Museum [website](#). While not required, applicants are encouraged to enlist the services of a qualified archaeological firm to conduct monitoring during ground-disturbing activity on private property that is Archaeologically Sensitive (AS). Contact the Historic Preservation Officer with general questions.

POLICE DEPARTMENT SECURITY REQUIREMENTS:

- 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.
- Refer to Tempe City Code Section 26-70 Security Plans.
- 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:

- Reconstruct on-site Todd Drive west of Harl Drive intersection.
- 30' minimum driveway width for all driveways.
- Sidewalk access shall be maintained adjacent to the site during construction, with an exception for short-term closures (maximum of two weeks) for construction activities directly related to sidewalk improvements. Long-term pedestrian detours are not permitted. Short-term sidewalk closure requests will be reviewed by Traffic Engineering on a case-by-case basis. For construction activities near the sidewalk, refer to the 2018 International Building Code, Section 3306, for pedestrian protection and covered walkway requirements.
- Provide 8'-0" wide public sidewalk along arterial roadways, or as required by Traffic Engineering Design Criteria and Standard Details.
- Construct all driveways in conformance with Standard Detail T-320.
- Correctly indicate clear vision triangles at 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" from face of curb. Consult Intersection Sight Distance memo, available from Traffic Engineering if needed <https://www.tempe.gov/home/showpublisheddocument/6815/635323967996830000>. 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.

STREETS DIVISION:

- Plans shall include the nearest adjacent street lights to the development and the distance to those lights will be noted on the plans per Engineering Design Criteria, p. 71, note B.1.a.II
- Street lights shall be installed concurrent with other city infrastructure requirements prior to occupancy, and conform to the City of Tempe Public Works Standard Details and the Engineering Design Criteria Manual contained in the Comprehensive Transportation Plan. Street lights in areas with overlay districts or redevelopment plans shall conform to any applicable guidelines (e.g., pedestrian lighting) per the Zoning and Development Code, Chapter 3, Section 4-303, item H
- Developers of residential, commercial, and industrial properties are responsible for the design and installation of street lighting per Engineering Design Criteria, p. 70, note A.
- Provide street lights to meet minimal average foot candles – 1.2 f.c. per Engineering Design Criteria, p. 70, note A.1.b.
- Street lights to have average spacing of 175 feet. Poles to be located 2 feet back of curb or sidewalk on public right-of-way per Engineering Design Criteria, p. 70, note A.2.a

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.
- Provide a fire command room(s) on the ground floor of the building(s). Verify size and location with Fire Department.

BUILDING SAFETY DIVISION:

- Provide allowable area calculations -- identify and fully-dimension required yards for over-sized building for all frontages
- Verify construction type; current VB is not feasible as proposed
- Provide updated Egress Plan to public rights-of-way and include pedestrian gates for egress [egress cannot be through a vehicle gate]
- Provide Photometric Plan for all new / proposed scope of work areas [building addition, areas, new gates, etc.]
- Plans submitted are insufficient and do not provide enough information for a code overview
- Submit construction documents to Building Safety for building permit once planning entitlements are approved.
- Electronic plan review - submitting electronically for building permit submittals is required for all construction. Please use this link for all electronic submittals.
<https://epermits.tempe.gov/CitizenAccess/Default.aspx>
- A copy of the Planning Entitlement Conditions of Approval with an itemized Letter of Compliance identifying what page of the construction set addresses each condition. (Plans are expected to substantially reflect what was approved through the planning process and the submittal to Building Safety will be deemed administratively incomplete if this line-item letter of compliance to the conditions is not provided)
- Tempe adopted the 2018 I-Codes with an effective date of October 1st, 2018. Please see our website for additional information at <https://www.tempe.gov/government/community-development/building-safety/building-codes-and-amendments>

PRIVATE DEVELOPMENT ENGINEERING:

- NOTE: Civil engineering concepts, documents and plans are not approved during the Site Plan Review (SPR) process and must be submitted through the Citizen's Portal for a separate review and approval. More comments will be made during the formal civil engineering review. Apply for a new EN number and submit plans and documents once the Site Plan Review process is complete.
- The use of retaining wall for the retention will require variance approval from the city engineer and it will be processed during the design phase.
- Drainage report with basics of the retention calculation will be needed during design phase.
- The retaining wall will be BP submittal
- An Encroachment Permit or License Agreement must be obtained from the City for any approved projections into the right of way or crossing of a public utility easement, prior to submittal of construction documents.
- An Encroachment Permit is required for any approved encroachment, temporary and removable in nature, that lies within, over or across any public Right of Way. A License Agreement will be required for any approved permanent structural encroachment into the Right of Way (roadway easements and PUE's are included by Tempe City Code definition).
- Permanent overhead structures will not be allowed above public water or sewer easements unless the vertical clearance is greater than 30 ft. per Engineering Design Criteria.
- All existing overhead utilities on or adjacent to site must be placed underground, including street crossings, per City of Tempe Code, Section 25-120 thru 25-126 & Ord # 88.85 except for transmission lines (greater than 12.5 kv).
- Coordinate site layout with utility provider(s) to provide adequate access easement(s). This is a private easement between the property owner and the utility company

- Clearly indicate right-of-way dimensions and property lines with dimensions, bearings and distances.
- Verify and show location of all easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design. Provide recording number of existing easements. Any easements not dedicated to the city shall be labeled as private.
- 100-year onsite retention required for this property, coordinate design with requirements of the Engineering Department.
- Steel bar/cable soil nails, tiebacks, foundations, piles, and any associated shoring items are not allowed within the City Right-of-Way and easements.

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 the Solid Waste Division to verify that vehicle maneuvering and access to the enclosure is adequate. Refuse staging and collection 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.
- 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 6:00 am to 4:30 pm 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 15" 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:

- Plans shall include the nearest adjacent street lights to the development. Street lights shall conform to the City of Tempe Public Works Standard Details and the Engineering Design Criteria Manual contained in the Comprehensive Transportation Plan
- Design site security lighting 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:

- | | |
|--------------------|---|
| 1930-1986 | Aerial photos indicate area was raw desert land with Elliot Road established in the 1950s and I-10 freeway established sometime prior to 1976 and development in and around the site started in the 1980s. |
| July 11, 1974 | The area north of Elliot and east of the I-10 freeway was annexed into the City of Tempe by Ordinance 740. |
| February 28, 1980 | Board of Adjustment approved a request for a variance to allow a metal building in the I-1 zoning district in lieu of reinforced concrete or masonry and a variance to reduce the required number of off-street parking spaces from 223 to 204 spaces subject to conditions including limitations on scope of metal building material per plans, requirements for landscape along the freeway frontage and any rooftop mechanical equipment be screened from view from the freeway. |
| March 5, 1980 | The Design Review Board approved site plan, landscape plan and building elevations for Coca Cola at the north east corner of Elliot Road and the I-10 Freeway subject to conditions, including screening of all rooftop and ground mounted mechanical equipment, screening of vehicle and outdoor storage areas. |
| July 17, 1980 | The Design Review Board approved amendments to the building elevations for Coca Cola subject to conditions that all joints at masonry walls be raked to provide additional visual relieve when using standard cmu and that the proposed ribbed aluminum siding be painted a color compatible with the final building color. |
| September 25, 1980 | Board of Adjustment approved requested variance to permit phasing of landscape installation over four phases from 1981 to 1986 and a variance to reduce required parking from 247 to 219 with conditions that split faced masonry be used in place of cmu. |
| November 7, 1980 | Code complaint regarding building mounted floodlights causing blindness to drivers. Lights were changed to address the issue. |
| November 10, 1981 | The Certificate of Occupancy for Coca Cola Office and Bottling Plant was issued, at the time the property had I-1 and I-2 zoning., under Zoning Ordinance 808. |
| February 24, 1983 | Board of Adjustment approved request to modify condition of approval regarding landscape phasing. |
| April 2, 1986 | Design Review Board denied a Development Plan Review for a site plan modification. |

November 21, 2000	Hearing Officer approved a request for variances to increase the maximum allowable size for a directional sign from two square feet to ten square feet, a variance to allow business identification on a directional sign, and a variance to increase the maximum allowable sign area from 325 square feet to 347.75 square feet (BA000311).
November 29, 2001	City Council approved the Final Subdivision Plat for Coca Cola Bottling Company for one Lot.
April 4, 2004	Board of Adjustment approved a request for a variance to waive the requirement for rooftop mounted mechanical equipment in the I-2 Industrial District for Coca Cola (BA040041).
September 4, 2012	Community Development Department Planning Division staff approved a site modification to expand existing mechanical yard walls and a new storage tank with requirements to match existing wall materials and colors.
May 28, 2024	Development Review Commission is scheduled to hear this request.
June 27, 2024	City Council is scheduled for an introduction and first public hearing of this request.
August 26, 2024	City Council is scheduled for a second and final public hearing of this request.

ZONING AND DEVELOPMENT CODE REFERENCE:

Section 6-305, Planned Area Development (PAD) Overlay districts
 Section 6-306, Development Plan Review