

**CITY OF TEMPE  
DEVELOPMENT REVIEW COMMISSION**

Meeting Date: 08/23/2016  
Agenda Item: 7

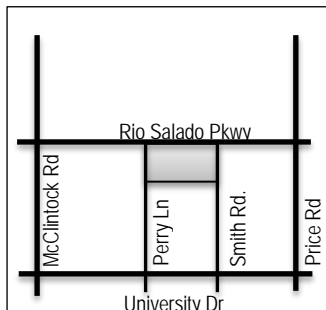
**ACTION:** Request for a Zoning Map Amendment, Planned Area Development Overlay, Development Plan Review and Use Permit for a new commercial center consisting of retail stores, restaurants and a fuel center for RIO SALADO RETAIL, located at 1953 East Rio Salado Parkway. The applicant is Berry Riddell, LLC.

**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: RIO SALADO RETAIL (PL160241)** The request includes the following:

1. Zoning Map Amendment from GID, General Industrial District and AG, Agricultural to PCC-2, Planned Commercial Center Two.
2. Planned Area Development Overlay for eight lots with overall development standards allowing 40' building height, 50% lot coverage, 15% landscape area and setbacks of 10' front, 3' side, 0' street side, 30' rear.
3. Use Permit to allow a retail vehicle fuel center in the PCC-2 district.
4. Development Plan Review including the overall 8.43 acre site plan and landscape plan with shared retention, cross access and parking, general building elevation designs and materials, and specific building design for the phase one fuel center and convenience store.



Existing Property Owners	Boyle Revocable Trust, Allison Family Living Trust, PGK LLC, Eugene and Marion Stevenson Family Trust and Farrington Family Trust
Future Owner	Sonoran Son Development, LLC
Applicant	Wendy Riddell, Esq., Berry Riddell, LLC
Zoning District (current/proposed)	GID & AG / PCC-2
Gross / Net site area	8.43 acres
Total Building Area	35,999 s.f.
Lot Coverage	50% (25% max in AG and no standard in GID)
Building Height	40' (30' max in AG and 35' max in GID)
Building Setbacks	10' front, 3' side, 0' street side, 30' rear
Landscape area	15% (not applicable in AG, 10% min in GID)
Vehicle Parking	366 spaces (335 min. required, 419 max allowed)
Bicycle Parking	60 spaces (55 min. required)

**ATTACHMENTS:** Ordinance, Development Project File

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

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

## COMMENTS

This site is located east of McClintock Drive, west of Price Road, north of University Drive. The property includes 14 lots that are bounded by Rio Salado Parkway on the north, Smith Road on the east, and Perry Lane on the west, and existing industrial development to the south. The area is industrial on three sides, and Tempe Marketplace is located to the north of Rio Salado Parkway. The existing lots would be reconfigured and subdivided into eight new properties to accommodate nine freestanding buildings: four designed as drive through restaurants, two as multi-tenant restaurant and retail uses, one sit-down restaurant, one purely retail or commercial service use, and one fuel center with convenience store. Twelve of the lots are currently zoned GID, General Industrial, two are zoned AG, Agricultural. To allow the combination of uses proposed for the site, the entire 8.43 acre area is proposed to be rezoned to PCC-2, Planned Commercial Center Two. To allow modifications to the building setbacks between the proposed new lots, a PAD, Planned Area Development overlay is necessary. To allow the vehicle fuel station in the commercial district, a use permit is also required. The proposed project includes the site masterplan, site landscape plan, and conceptual building massing, materials and colors for the development. This is a similar approach to the Tempe Marketplace entitlement, where individual pad buildings would return to the Commission for approval at the time of development. The first phase of the project is the easternmost lot, building 8, which is submitted with full elevations for Development Plan Review of the convenience store and fuel center canopy.

This request includes the following:

1. Zoning Map Amendment from GID and AG to PCC-2.
2. Planned Area Development for reduction of setbacks between commercial buildings on proposed new lot lines.
3. Use Permit for a fuel station in the PCC district.
4. Development Plan Review for the masterplan of the site, landscape and building materials and colors, and the building elevations for building 8.

The applicant is requesting the Development Review Commission take action on item three listed above, and provide recommendations to City Council for items one, two and four listed above. For further processing, the applicant will need to purchase a .231 acre parcel at the south east corner of Perry Lane and Rio Salado Parkway from the City of Tempe, and receive approval for a Subdivision Plat, to combine the 14 individual lots into eight new lots.

## PRELIMINARY SITE PLAN REVIEW

June 1, 2016 First Preliminary Site Plan Review included a complete package of plans. There were no lot lines to determine interior setbacks between buildings, and comments were largely technical regarding formatting and code requirements. Staff suggested reorientation of the westernmost building to remove the drive through from the Rio Salado Street front, where a bus stop is located, to facilitate better pedestrian access and reduce drive through visibility. Staff suggested moving two of the commercial buildings north, to put more parking in the rear and provide better visibility to the businesses. Sanitation services requested double enclosures for refuse and recycling and reorientation of the solid waste containers for efficient and safe collection with the flow of traffic. Police staff recommended securing the retention basin behind the convenience store at the east end to prevent loitering in an inactive area. Staff made recommendations to increase landscape and reduce paving where feasible, and encouraged a stronger entryway design that enhanced the pedestrian experience. Landscape comments included the need for more shade trees (the predominant trees shown were palm, and smaller and slower growing species that would not provide sufficient shade for street frontages or parking area requirements). Elevation comments included a need for four-sided architecture and not a false-front appearance at the parapet, more variation in the roofline and a need to coordinate lighting and signage to prevent visual clutter with different building elements.

July 13, 2016 Second submittal was a formal application made on July 5<sup>th</sup>, which was routed for a second review. All comments from the first review were addressed, and staff responses were largely formatting related. Staff recommend that a patio be provided on all restaurant pads, since most restaurants without planned patios come back to retrofit afterwards. The westernmost restaurant was reoriented with parking at the street front and the drive through behind, allowing a pedestrian connection to the bus stop. Buildings 3A and 3B were shifted north slightly; however site circulation dictated the placement of these buildings to make parking work. Staff recommended reducing the canopy lighting to prevent glare to the surrounding streets and pedestrian areas and reduce nighttime over-lighting. Staff did not require windows on the Smith Road elevation of the convenience store due to the precedence set by the Tempe Marketplace design on the north side of the street, where large blank walls face the street as the back of house of the big box tenants. It was determined that the use of approximately 75 feet of landscape buffer along the Smith Road frontage would break up the narrow end of this smaller scale building.

August 8, 2016 The applicant resubmitted all plans with a refuse circulation plan, traffic impact study, photometric plan and civil grading and drainage plans all updated based on prior comments by respective technical staff.

## **PUBLIC INPUT**

- Neighborhood meeting was required for this request.
- Neighborhood meeting held: Thursday, July 21<sup>st</sup> from 6-7pm at Karsten Golf Course Clubhouse at 1125 E Rio Salado Parkway.
- See attached summary of meeting provided by the applicant.
- Community Development staff attended the meeting.
- Adjacent property and business owners were in attendance, and appeared supportive of the project. There was expressed desire to maintain a commercial emphasis on the area and not introduce residences to the area.

## **PROJECT ANALYSIS**

### **GENERAL PLAN**

The subject site between Smith Road and Perry Lane is projected to be Commercial on the General Plan 2040 Land Use Map. The applicant has provided a written justification for the project implementation of the goals and objectives of the General Plan, through the Zoning Amendment to this site to a commercial zoning district.

### **CHARACTER AREA PLAN**

The site is located within Character Area 4, the Apache character area. There are no known historic structures identified on the property, and the proposed plan would redevelop all of the existing sites within the 8.43 acres. The proposed landscape is planted with a large variety of xeric species that provide water conservation with design consideration for biodiversity, color and texture. The restaurants will add an amenity to the half-mile by 1 mile block of industrial and office employees working in the area to access for meals. The single story buildings are designed with higher ceilings, and act as a visual transition from the big box retail of Tempe Marketplace to the north, and smaller building types to the south. Pedestrian and bike access and comfort have been designed into the building and landscape concept and the overall scale is pedestrian in massing and form. The project does not require, nor is it proposing public art as a part of the scope of work. The building design, materials and colors are in character with the Tempe Marketplace aesthetic established in this northern portion of the Apache character area, but are more subdued than the full palette of Tempe Marketplace.

### **TRAFFIC**

The study considered 11 intersections and site driveways in the immediate area, accounted for existing conditions as well as projected new development in the area in comparison to the opening year of the development (2017) and five years later (2022). The proposed project was calculated to generate 5,909 vehicle trips per day with 494 trips during morning peak hour and 450 during evening peak hour. Traffic Engineering staff has reviewed the report findings and the requested turn lanes warranted to serve the project and maintain traffic flow. Congestion during peak periods is to be expected with or without this development.

### **ZONING**

The proposed site is a transitional area between the intense RCC, Regional Commercial Center of Tempe Marketplace to the north, and the established GID, General Industrial District to the south. The proposed change from general industrial and agricultural zoning to PCC-2 Planned Commercial Center will allow redevelopment of an underutilized and declining area for new commercial, retail and restaurant uses supportive of the existing surrounding businesses. As one of the few remaining industrial employment nodes in Tempe, residential uses would not be appropriate to the preservation of economic development and employment within this area.

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

1. *The proposed zoning amendment is in the public interest* by cleaning up a blighted area and providing a safe active area for dining and shopping and creating jobs and revenue.
2. *The proposed zoning amendment conforms with and facilitates implementation of the General Plan* by rezoning the property in conformance with the projected land use plan. The project redevelops a blighted area, which will in turn

aid in the revitalization of the immediate area, as an eastern gateway to Tempe. The design will activate an underutilized area and encourage a safe destination for transit and bike commuters as well as pedestrians from nearby businesses. The uses promote and protect employment and economic development.

## PLANNED AREA DEVELOPMENT

The proposed development utilizes all of the development standards of the Planned Commercial Center Two district, however it requires relief from the setback standards to accommodate individual property lines between separate buildings on each lot. The PAD also seeks relief from the front yard setback to enable some buildings to be closer to the street, for more street front variation and site views into the project. The table on the next page outlines the existing development standards for Agricultural, General Industrial and Planned Commercial Center, in comparison to the proposed changes within the requested Planned Area Development.

<b>RIO SALADO RETAIL – PAD Overlay</b>					
<b>Standard</b>	<b>AG</b>	<b>GID</b>	<b>PCC-2</b>	<b>PROPOSED PCC-2 PAD</b>	<b>Change</b>
Density (DU/Acre)	1	NA	25 (U)	25 (U)	No Change
Minimum Net Site Area (square feet) per Dwelling	43,560 sf	NA	NA	NA	No Change
Minimum Lot Width (feet)	115 ft	NA	NA	NA	No Change
Minimum Lot Length (feet)	150 ft	NA	NA	NA	No Change
Maximum Height (feet)	30 ft	35 ft	40 ft	40 ft	No Change
Maximum Lot Coverage (% of net site area)	25%	NA	50%	50%	No Change
Minimum Landscape Area (% of net site area)	NA	10%	15%	15%	No Change
Setbacks:					
Front	40 ft	25 ft	0 ft	10 ft	Increase
Parking Front	NA	20 ft	20 ft	20 ft	No Change
Side	20 ft	0 ft	30 ft	3 ft	Decrease
Street Side	25 ft	25 ft	0 ft	0 ft	No Change
Parking Street Side	NA	20 ft	20 ft	20 ft	No Change
Rear	35 ft	0 ft	30 ft	30 ft	No Change

The proposed project is intending to utilize a shared parking agreement with cross access between future lots, so that customers may park anywhere and walk to any of the buildings within the development. This model facilitates a balance of parking throughout different peak periods of the day for various uses and tenant mixes. The applicant is not proposing a ratio modification or parking reduction through the PAD process, and is meeting code requirements for parking on each individual lot. The shared model precludes the need for a use permit for parking exceeding the maximum 25% above the code minimum, as it accounts for the aggregate parking of the master planned site, rather than the individual lots within the development.

	<b>Building SF</b>	<b>Ratio 1 space per ___ SF based on use</b>	<b>Parking Required per ZDC</b>	<b>PAD Provided</b>
Vehicle Parking:				
Lot 1 Drive Through Restaurant w/ patio	3,046	1/75 + 1/150 patio after 1 <sup>st</sup> 300 sf.	41	46
Lot 2 Drive Through Restaurant w/ patio	3,046	1/75 + 1/150 patio after 1 <sup>st</sup> 300 sf.	41	46
Lot 3 Commercial/Retail/Restaurant w/ patio	12,000	1/300 + 1/75 + 1/150 patio after 1 <sup>st</sup> 300 sf.	78	91
Lot 4 Restaurant w/ patio	3,000	1/75 + 1/150 patio after 1 <sup>st</sup> 300 sf.	43	52
Lot 5 Commercial/Retail	3,000	1/300	10	22
Lot 6 Drive Through Restaurant w/ patio	3,461	1/75 + 1/150 patio after 1 <sup>st</sup> 300 sf.	49	47
Lot 7 Drive Through Restaurant w/ patio	4,037	1/75 + 1/150 patio after 1 <sup>st</sup> 300 sf.	58	41

Lot 8 Convenience Store w/ fuel station	4,500	1/300	15	27
<b>TOTAL VEHICLE PARKING</b>			<b>335</b>	<b>366</b>
Bike Parking:				
Lot 1 Drive Through Restaurant w/ patio			7	8
Lot 2 Drive Through Restaurant w/ patio			7	8
Lot 3 Commercial/Retail/Restaurant w/ patio			9	10
Lot 4 Restaurant w/ patio			7	8
Lot 5 Commercial/Retail			4	4
Lot 6 Drive Through Restaurant w/ patio			8	8
Lot 7 Drive Through Restaurant w/ patio			9	10
Lot 8 Convenience Store w/ fuel station			4	4
<b>TOTAL BICYCLE PARKING</b>			<b>55</b>	<b>60</b>

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. Performance considerations are established to fulfill those objectives.* As outlined in the applicant letter of intent and the staff analysis provided for the zoning amendment, the project facilitates implementation of the goals and objectives of the elements of the General Plan, and the Apache Boulevard Character Area Plan.
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 proposed modifications to the setbacks to enable buildings within the development to be closer together, facilitates safe circulation and sufficient parking within the development, and is in character with existing surrounding industrial and commercial development within the half mile block of this site.
3. *The development appropriately mitigates transitional impacts on the immediate surroundings.* The proposed development standards do not change the massing, height or intensity of the standards, they maintain the parking setback requirements, and serve as a transition between more restrictive standards in the General Industrial District surrounding the site and Planned Commercial Center as proposed through the zoning amendment, and less restrictive standards in the RCC Regional Commercial Center to the north.

**USE PERMIT**

The proposed use requires a use permit, to operate a vehicle fueling station within the PCC-2 Planned Commercial Center district.

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

1. *Any significant increase in vehicular or pedestrian traffic.* Any development of an underutilized property would be expected to generate an increase in traffic. Each of the existing lots is entitled to driveway access to a public street, creating the potential, if each lot developed individually, of 9 driveways wrapping the three streets surrounding the site. The subject site for the vehicle fuel station currently has 2 driveways on Smith Road and no drives accessing Rio Salado Parkway; the new design would remove the drive on Smith too close to the intersection and add a driveway on Rio Salado to facilitate safer site circulation. The new design upgrades the entire Perry to Smith block with current traffic and pedestrian standards for streets, sidewalks and lighting. The site is projected for commercial use, which, if maximized with a commercial call center and structured parking, would be a significantly higher traffic generator by volume of employee vehicles during peak traffic times. The proposed use is less intense than uses allowed without a permit, and traffic generation is more dispersed throughout the day and night times, thereby not significantly adding to peak traffic periods. Pedestrian traffic would be coming from the existing bus stop and surrounding businesses, and is not significant beyond that expected for commercial development.
2. *Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions.* Vehicle fuel station may generate potential fumes, gas, noise, heat and glare by nature of the business. However, there are other fueling stations in the area, and the surrounding uses are industrial uses. There are no residential uses within the area, and the commercial uses to the north have a solid wall with no windows to be impacted. Design and operation of the station can mitigate many common fuel center conditions, and this facility would not produce the above-referenced conditions beyond what exists in the surrounding area with existing uses.

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 revitalization of the site from the current crane storage and staging site to a vehicle fuel station is removing an industrial use from an arterial gateway to the city from the freeway access to the east. The site modifications will include current building energy code standards, landscape and lighting improvements, and contemporary architecture in character with Tempe Marketplace to the north. The proposed use facilitates the goals for redevelopment and implements the economic development objectives of the general plan by preserving employment opportunities and maintaining a tax base through business development.
4. *Compatibility with existing surrounding structures and uses.* Within a mile of this site there are four retail vehicle fuel stations: Jacksons Shell at Tempe Marketplace, Pride travel Center on Apache, 76 and Chevron on University. There is also one wholesale contract fuel station immediately west of the site, Firebird Fuel. The properties surrounding the site are largely industrial uses including heavy vehicle storage, service and usage. The proposed use is compatible with surrounding uses. The design of the facility is compatible with newer construction within the area.
5. *Adequate control of disruptive behavior both inside and outside the premises which may create a nuisance to the surrounding area or general public.* A specific tenant has not been identified for reference to operational records at other facilities. The site was reviewed by crime prevention staff with the police department, and the site has been designed to maximize site visibility and minimize potential crimes of opportunity. The site will be appropriately illuminated, landscaped and secured, and the design of the adjacent uses with drive through facilities and patios encourages greater activity support of the area. The proposed vehicle fueling station with convenience store will require on-site management and a security plan.

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 fourteen lots proposed for consolidation into eight lots are bounded by streets on the west, north and east, providing high visibility to the proposed development. All of the new lots are oriented for maximum visibility along Rio Salado Parkway, putting service needs and retention at the south of the lot, out of view. Driveways are all oriented with a southern entry shaded by trees, wrapping to the eastern side of the buildings where shade is provided by the building in the afternoon. All refuse circulation occurs at the south side. Three shared entry drives on Rio Salado Parkway serve the nine buildings with shared parking and circulation.

### **Building Elevations**

Conceptual renderings were provided for the overall design aesthetic of the site. Individual buildings are required to return to the Commission for Development Plan Review at the time of development, throughout the phasing of the project. The overall concept is contemporary and contextual on a smaller scale to the perimeter buildings of Tempe Marketplace. The primary building material is a sand-finished EFIS painted in a palette of muted warm tones and darker accents of pumpkin, gold, rust, marine blue and garnet. The use of storefront systems would dominate the northern elevations and be limited on the west and east elevations as needed within each building. The south elevations would be back of house and not have glazing. Walkways and entryways would be covered either by architectural wraps or pop-outs or with metal canopies for shade. A faux stone product is used in columns, wainscot and accents within the façade of the buildings. The first phase of the project is a new convenience store and fuel center. The building is predominantly one sided in architectural detailing, with the northern front elevation providing variation in color, material and façade projections. The interior operation of a convenience store challenges the exterior in necessity for windows, which often conflict with floorplan and display layout and security. Although spandrel glazing could be added to the east or west (narrow ends) elevations, staff did not request this due to the location of the building on site and the landscape provided around the building.

## Landscape Plan

Palo Brea is used as the predominant street tree. Other trees used within the palette include Muglia and Sophora, small slow growing trees that will require little maintenance and not block views to the commercial buildings are used for color and texture variation. Texas Ebony a large slow growing tree with a dense shade canopy is used at the entry to the development between the palm trees. Thornless Palo Verde and seedless Mesquite hybrids are used for shade in the parking islands and along the drive through. Sissoo, a large fast growing tree used along the southern perimeter for shade to the parking area to the south of the buildings. Date, Mexican Fan and Bismarck palms are used as accents. All plants proposed within the palette are low-water use species. Shrubs include royal purple bougainvillea (purple flower), turpentine bush (yellow flower), little leaf Cordia (white flower), Cimarron sage (purple flower), and Tecoma orange jubilee (orange flower). A large variety of agave, aloe, desert spoon, euphorbia, opuntia and yucca are provided as accents around the site, and ground covers include Purple Heart plant, purple lantana, gold lantana and gold yellow dot. The overall affect will be a uniform xeriscape designed to meet specific site needs and in character with the Tempe Marketplace palette and elements of the Apache Character Area Plan.

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 site masterplan has eight lots each with one building except lot three, which as two multi-tenant buildings. Each lot was designed to function independently but share driveway access, circulation, parking and retention; this design solution reduces the potential of five street front driveways to five driveways. The building pads are designed for future corporate tenants with specific building size and configuration needs. Lots one, two, six and seven are drive through restaurants, with parking at the street front and the driveway accessed from the south side and food pickup occurring on the east side. The form and placement of these four buildings are very similar, if not identical. Lot three buildings are set back from the street, and lot four is pushed up closer to the street. Lot five has the building centered on the main drive entryway. Lot eight, the vehicle fueling station is set back the furthest south on the lot, and has the canopy at the front, but setback significantly from the street front. The combined placement of the buildings provides a uniform rhythm while providing variety in the size, use, building orientation and shape.
2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort;* Drive through placement on the south side is shaded by trees, and food pickup is located on the eastern side, which is shaded in the afternoon. All of the buildings are oriented with windows facing north, and the service entries facing south. Patios are predominantly located on the north side of the buildings, or shaded between buildings. Street trees spaced on every 30 feet along all three streets will significantly increase the shade along public sidewalks, and Sissoo trees were provided along the entire south side, shading the vehicle parking area behind the buildings. Walkways provide access to each building and between buildings, with trees provided wherever possible for human comfort in the parking areas.
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings;* the buildings are proposed to be standard construction product compliant with current energy code requirements. The buildings are predominantly insulated stucco finish system painted a variety of earth tones and darker accent colors. Faux stone veneer and metal are used as accents on the building elevations. The contemporary architecture is commensurate with smaller buildings in Tempe Marketplace, but provides more detail and sophistication in the proposed color palette, building details and architectural articulation. The overall design affect is complementary to surrounding buildings and sets the stage for future revitalization and redevelopment on the south side of Rio Salado Parkway.
4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings;* The proposed PAD would allow buildings as tall as 40 feet, per the zoning district, which is 35 feet taller than allowed in GID, the surrounding zoning. The buildings proposed are single story with high ceilings, approximately 25 feet in height, with additional height for building accents at entryways. The landscape material is a variety of fast and slow growing plants that will provide faster and longer coverage of plant material, with trees located throughout the site bringing the scale of the building to a pedestrian level.

5. *Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level;*  
The buildings are relatively small, the largest being 6,000 square feet. The buildings provide four sided architecture and are visible from three streets and from other buildings on site. The facades are broken up vertically and horizontally and provide changes in color at the changes in plane. Stacked stone veneer is used on columns, at wainscots for textural variation. Although each building is located on its own site, the proposed material and color palette and architectural style will unify the smaller buildings in a master planned theme for the center.
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;* Although each individual building will require a separate Development Plan Review at the time of development, the master planned theme provides a foundation of what would be expected in the overall design concept. The first phase building eight, the convenience store, uses textured stucco and stacked faux stone in a contemporary design appropriate to the location and use. However, due to the interior configuration of the store, there are no windows on three sides, and limited architectural detailing. All of the buildings on site take advantage of the north exposure for fenestration, and minimize sun exposure on the south side by having solid insulated wall materials. Entryways are covered and the use of canopies, columns, lighting and architectural pop outs provide a scale and rhythm to the overall development.
7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;* the site has immediate access to an adjacent bus stop, is less than a ½ mile from the freeway, and is 2 miles from light rail. Bike parking is provided to accommodate employees and customers who bike to the site.
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;* Driveways on Perry and Smith are set back from the Rio Salado intersection, but are not aligned to create a secondary alley/street; traffic is controlled by design to minimize conflicts with drive through and pedestrians, providing access from the bus stop and between buildings in a safe and visible location. All refuse collection and business deliveries occur at the south side of the site, away from the main entrances on Rio Salado to avoid conflicts with larger vehicles.
9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance;* the site plan, landscape plan and building orientation provide activation of all areas of the site, with site visibility from businesses, patios and drive through, and clear surveillance through the site by the separation of the buildings to maintain view corridors. The large retention area is secured to prevent loitering behind the convenience store. The project was reviewed by crime prevention staff and determined optimally designed to meet the principals of CPTED.
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways;* the proposed plant palette uses one street tree wrapping all three streets and delineates pedestrian paths with shaded walkways. The variation in plant material will provide year round color, texture and visual interest to the site while respecting a low water use palette appropriate to a commercial site.
11. *Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located;* signage was provided in concept only for coordination with the building elevations, the review of the sign package will be handled separately.
12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.* Photometric for the site were reviewed and will comply with code, maximum lighting levels have been conditioned for the fuel canopy to prevent glare to pedestrians and drivers.



**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 enable variation of the development standards.
4. The proposed project meets the approval criteria for a Zoning Amendment, Planned Area Development, Use Permit and Development Plan Review.

Based on the information provided and the above analysis, staff recommends approval of the requested Zoning Amendment Planned Area Development, Use Permit 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 Zoning Map Amendment and Planned Area Development approval shall be null and void.
3. The Planned Area Development Overlay for Rio Salado Retail 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.
4. The .231 acre remnant parcel on the south east corner of Perry Lane and Rio Salado Parkway shall be purchased by the developer pursuant to the valuation and property disposition process of the City of Tempe prior to issuance of building permits.
5. The developer shall make necessary improvements to mitigate delays and increase traffic safety as indicated in the Traffic Impact Study submitted on August 8, 2016.
6. An amended Subdivision Plat is required for this development and shall be recorded prior to issuance of building permits.

**USE PERMIT CONDITIONS OF APPROVAL:**

1. This Use Permit is valid only after a Building Permit has been obtained and the required inspections have been completed and a Final Inspection has been passed.
2. The Use Permit is valid for the plans as submitted within this application. Any additions or modifications may be submitted for review during building plan check process.
3. If there are any complaints arising from the Use Permit that are verified by a consensus of the complaining party and the City Attorney's office, the Use Permit will be reviewed by City staff to determine the need for a public hearing to re-evaluate the appropriateness of the Use Permit, which may result in termination of the Use Permit.
4. Any intensification or expansion of use shall require a new Use Permit.

## DEVELOPMENT PLAN REVIEW CONDITIONS OF APPROVAL:

### General

1. Except as modified by conditions, development shall be in substantial conformance with the site plan and building elevations dated August 8, 2016 and landscape plan dated August 8, 2016. Minor modifications may be reviewed through the plan check process of construction documents; major modifications will require submittal of a Development Plan Review.

### Site Plan

2. Provide service yard and mechanical yard walls that are at least 8'-0" tall as measured from adjacent grade and are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment. Locate electrical service entrance sections inside the service yards.
3. Provide gates of steel vertical picket, steel mesh, steel panel or similar construction. Where a gate has a screen function and is completely opaque, provide vision portals for visual surveillance. Provide gates of height that match that of the adjacent enclosure walls. Review gate hardware with Building Safety and Fire staff and design gate to resolve lock and emergency ingress/egress features that may be required.
4. Provide upgraded paving at each driveway consisting of integral colored unit paving. Extend this paving in the driveway from the right-of-way line to 20'-0" on site and from curb to curb at the drive edges. From sidewalk to right-of-way line, extend concrete paving to match sidewalk.
5. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings.
6. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.

### Floor Plans

7. Exit Security:
  - a. Provide visual surveillance by means of fire-rated glazing assemblies from stair towers into adjacent circulation spaces.
  - b. In instances where an elevator or stair exit is within 21'-0" of an alcove, corner or other potential hiding place, position a refracting mirror to allow someone in the exit doorway to observe in the mirror the area around the corner or within the alcove that is adjacent to the doorway.
8. Public Restroom Security: (For restaurants and the convenience store)
  - a. Lights in restrooms:
    - 1) Provide 50% night lights
    - 2) Activate by automatic sensors, key or remote control mechanism
  - b. Single user restroom door hardware:
    - 3) Provide a key bypass on the exterior side

### Building Elevations

9. The materials and colors are approved as presented (August 8, 2016):  
General Development Building Colors and Materials:  
Roof – flat with parapet  
Exterior Insulated Stucco Finish – Sand texture – painted:

Dunn Edwards DEC786 Miners Dust (putty)  
 Dunn Edwards DEC766 Steveareno Beige (light tan)  
 Dunn Edwards DE6144 Graham Cracker (medium grown-gold)  
 Dunn Edwards DEC729 Fallen Rock (medium warm grey)  
 Dunn Edwards DE5187 Weathered Saddle (rust)  
 Dunn Edwards DE5249 Coyote (pumpkin)  
 Dunn Edwards DEC729 Medallion (medium gold)  
 Dunn Edwards DEC5881 Newbury Port (dark marine blue)  
 Finished Aluminum – Kynar – Dunn Edwards DEC759 Hickory (medium tan)  
 Windows - Anodized aluminum frame  
 Glazing – Clear or Frosted, low-E rated tempered glass  
 Painted Metal – Dunn Edwards DEA147 Garnet Evening  
 Columns, Wainscot & Building Accent – Eldorado Stone, Alderwood (dry stacked random sandstone in limestone color)

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

10. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
11. Conceal roof drainage system within the interior of the building.
12. Incorporate lighting, address signs, and incidental equipment attachments (alarm klaxons, security cameras, etc.) where exposed into the design of the building elevations. Exposed conduit, piping, or related materials is not permitted.
13. Upper/lower divided glazing panels in exterior windows at grade level, where lower glass panes are part of a divided pane glass curtain-wall system, shall be permitted only if laminated glazing at these locations is provided.

### Lighting

14. This project shall follow requirements of ZDC Part 4, Chapter 8, Lighting, unless otherwise conditioned.
  - a. Fuel center canopy illumination shall not exceed 15 foot candles, and shall be screened from view by recessed design within the canopy structure to prevent glare and over illumination.
15. Illuminate building entrances and underside of open stair landings from dusk to dawn to assist with visual surveillance at these locations.

### Landscape

16. The plant palette is approved as proposed and specified on the landscape plan. Street frontages shall provide a minimum of 50% mature vegetative coverage of understory plants (excluding tree canopies) and the remainder of the site shall provide a minimum of 40% mature vegetative understory plant coverage. Any additions or modifications may be submitted for review during building plan check process.
17. Arterial street trees shall be a minimum of 36" box specimens and a minimum of 1 ½" caliper trunk.
18. 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.

19. 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.
20. 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.
21. Trees shall be planted a minimum of 20'-0" from any existing or proposed public water or sewer lines. The tree planting separation requirements may be reduced from the waterline upon the installation of a linear root barrier, a minimum of 6'-0" parallel from the waterline, or around the tree. The root barrier shall be a continuous material, a minimum of 0.08" thick, installed 0'-2" above finish grade to a depth of 8'-0" below grade. Final approval subject to determination by the Public Works, Water Utilities Division.

### Addressing

22. 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 10-12" high (depending on building scale), individual mount, metal reverse pan channel characters.
    - 3) Self-illuminated or dedicated light source.
    - 4) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
    - 5) Do not affix numbers or letters to elevation that might be mistaken for the address.
  - b. Utility meters shall utilize a minimum 1" number height in accordance with the applicable electrical code and utility company standards.

### CODE/ORDINANCE REQUIREMENTS:

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

### SITE PLAN REVIEW:

- Verify all comments by the Public Works Department, Community Development Department, and Fire Department given on the Preliminary Site Plan Review. If questions arise related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Division will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.

### DEADLINE

- Development plan approval shall be void if the development is not commenced or if an application for a building permit has not been submitted, whichever is applicable, within twelve (12) months after the approval is granted or within the time stipulated by the decision-making body. The period of approval is extended upon the time review limitations set forth for building permit applications, pursuant to Tempe Building Safety Administrative Code, Section 8-104.15. An expiration of the building permit application will result in expiration of the development plan.
- The owner(s) shall provide a continuing care condition, covenant and restriction for all of the project's landscaping, required by Ordinance or located in any common area on site. The CC&R's shall be reviewed and placed in a form satisfactory to the Community Development Manager and City Attorney.
- STANDARD DETAILS:
  - Access to Tempe Supplement to the M.A.G. Uniform Standard Details and Specifications for Public Works Construction, at this link: <http://www.tempe.gov/city-hall/public-works/engineering/standards-details> or purchase book from the Public Works Engineering Division.

- Access to refuse enclosure details DS116 and DS118 and all other Development Services forms at this link: <http://www.tempe.gov/city-hall/community-development/building-safety/applications-forms>. The enclosure details are under Civil Engineering & Right of Way.
- BASIS OF BUILDING HEIGHT: Measure height of buildings from top of curb at a point adjacent to the center of the front property line.
- PUBLIC ART: If the overall development meets or exceeds 50,000 s.f. of commercial development, 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: Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for the non-residential components of this project. Have the landscape architect and mechanical engineer prepare reports and submit them with the construction drawings during the building plan check process. Report example is contained in Office Procedure Directive # 59. Refer to this link: [www.tempe.gov/modules/showdocument.aspx?documentid=5327](http://www.tempe.gov/modules/showdocument.aspx?documentid=5327). Contact Public Works Department, Water Conservation Division with questions regarding the purpose or content of the water conservation reports.
- HISTORIC PRESERVATION: State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Contact the Historic Preservation Officer with general questions. Where a discovery is made, contact the Arizona State Historical Museum for removal and repatriation of the items.
- POLICE DEPARTMENT SECURITY REQUIREMENTS:
  - Refer to Tempe City Code Section 26-70 Security Plans.
  - Design building entrance(s) to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage ambush.
  - Maintain distances of 20'-0" or greater between a pedestrian path of travel and any hidden area to allow for increased reaction time and safety.
  - Follow the design guidelines listed under appendix A of the Zoning and Development Code. In particular, reference the CPTED principal listed under A-II Building Design Guidelines (C) as it relates to the location of pedestrian environments and places of concealment.
  - Provide method of override access for Police Department (punch pad or similar) to controlled access areas including pool, clubhouse or other gated common areas.
  - The Owner is required to prepare a security plan for the commercial components of the project with the Police Department. The architect should be involved to verify any modification that would require design revisions. To avoid revisions to permitted construction documents, initial meetings with the Police Department regarding the security plan are recommended before building permits are issued. At a minimum, the Owner shall contact the Police Department to begin security plan process approximately eight weeks prior to receipt of certificate of occupancy.
  - Provide a security vision panel at service and exit doors (except to rarely accessed equipment rooms) with a 3" wide high strength plastic or laminated glass window, located between 43" and 66" from the bottom edge of the door.
- TRAFFIC ENGINEERING:
  - Provide 8'-0" wide public sidewalk along arterial roadways as required by Traffic Engineering Design Criteria and Standard Details.
  - Construct driveways in public right of way in conformance with Standard Detail T-320.

- Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult Intersection Sight Distance memo, available from Traffic Engineering if needed [www.tempe.gov/index.aspx?page=801](http://www.tempe.gov/index.aspx?page=801). Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.
- FIRE:
  - Clearly define the fire lanes. Ensure that there is at least a 20'-0" horizontal width, and a 14'-0" vertical clearance from the fire lane surface to the underside of tree canopies or overhead structures. Layout and details of fire lanes are subject to Fire Department approval.
  - Provide a fire command room(s) on the ground floor of the building(s). Verify size and location with Fire Department.
- CIVIL ENGINEERING:
  - An Encroachment Permit or License Agreement must be obtained from the City for any projections into the right of way or crossing of a public utility easement, prior to submittal of construction documents for building permit.
  - Maintain a minimum clear distance of twenty-four (24) feet between the sidewalk level and any overhead structure.
  - Underground utilities except high-voltage transmission line unless project inserts a structure under the transmission line.
  - Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
  - Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
  - Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
  - 100 year onsite retention required for this property, coordinate design with requirements of the Engineering Department.
- SOLID WASTE SERVICES:
  - Enclosure indicated on site plan is exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-116.
  - Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate. Refuse staging, collection and circulation must be on site; no backing onto or off of streets, alleys or paths of circulation.
  - Develop strategy for recycling collection and pick-up from site with Sanitation. Roll-outs may be allowed for recycled materials. Coordinate storage area for recycling containers with overall site and landscape layout.
  - Gates for refuse enclosure(s) are not required, unless visible from the street. If gates are provided, the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.
- PARKING SPACES:
  - Verify conformance of accessible vehicle parking to the Americans with Disabilities Act and the Code of Federal Regulations Implementing the Act. Refer to Building Safety ADA Accessible Parking Spaces Marking/Signage on Private Development details.
  - At parking areas, provide demarcated accessible aisle for disabled parking.
  - Distribute bike parking areas nearest to main entrance(s). Provide parking loop/rack per standard detail T-578. Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.
- ZONING AND DEVELOPMENT CODE:
  - Specific requirements of the **Zoning and Development Code (ZDC)** are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through [www.tempe.gov/zoning](http://www.tempe.gov/zoning) or purchase from Community Development.

- **LIGHTING:**
  - Design site security light in accordance with requirements of ZDC Part 4 Chapter 8 (Lighting) and ZDC Appendix E (Photometric Plan).
  - Indicate the location of all exterior light fixtures on the site, landscape and photometric plans. Avoid conflicts between lights and trees or other site features in order to maintain illumination levels for exterior lighting.
- **LANDSCAPE:** Prepare an existing plant inventory for the site and adjacent street frontages. The inventory may be prepared by the Landscape Architect or a plant salvage specialist. Note original locations and species of native and “protected” trees and other plants on site. Move, preserve in place, or demolish native or “protected” trees and plants per State of Arizona Agricultural Department standards. File Notice of Intent to Clear Land with the Agricultural Department. Notice of Intent to Clear Land form is available at [www.azda.gov/ESD/nativeplants.htm](http://www.azda.gov/ESD/nativeplants.htm) . Follow the link to “applications to move a native plant” to “notice of intent to clear land”.
- **SIGNS:** Separate plan review process is required for signs in accordance with requirements of ZDC Part 4 Chapter 9 (Signs). Refer to [www.tempe.gov/signs](http://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	Historic aerial photography indicates this area had natural topography and vegetation.
1949	Historic aerial photography indicates establishment of structures and early development, with Perry Lane clearly established, and agricultural uses to the south, east and west of the site.
1950-1999	The area developed with industrial uses within the jurisdiction of Maricopa County, and was not under City of Tempe Zoning authority.
1983	Discovery of underground aquifer contamination from businesses north of the Salt River led to a 13 mile area around Indian Bend Wash, from Indian Bend Road south to Apache Boulevard, being designated the Indian Bend Wash Superfund Site.
July 10, 1997	City Council authorized the Public Works Director to enter into Development Agreements with property owners in the County Island per Resolution No. 97.38. The Development Agreement guaranteed 1-2 zoning in exchange for signing a petition and agreeing to the annexation. The Zoning Ordinance established grandfathered rights of existing uses and buildings
October 14, 1999	City Council annexed the County Island by adopting Ordinance 99.34. The Council also issued a Request for Proposals for environmental remediation and redevelopment of the area. Subsequent to the annexation, various parcels within the Rio Salado Annexation Area were zoned from AG Agricultural to I-2 General Industrial and I-3 Heavy Industrial, and later, the area to the north of Rio Salado Parkway was zoned RCC Regional Commercial Center for the development of Tempe Marketplace. Properties to the south of Rio Salado Parkway were not included in the redevelopment, and continued to operate with existing uses.

No further information regarding the development of the parcels within this request is available.

**ZONING AND DEVELOPMENT CODE REFERENCE:**

- Section 6-304, Zoning Map Amendment
- Section 6-305, Planned Area Development (PAD) Overlay districts
- Section 6-306, Development Plan Review
- Section 6-308, Use Permit

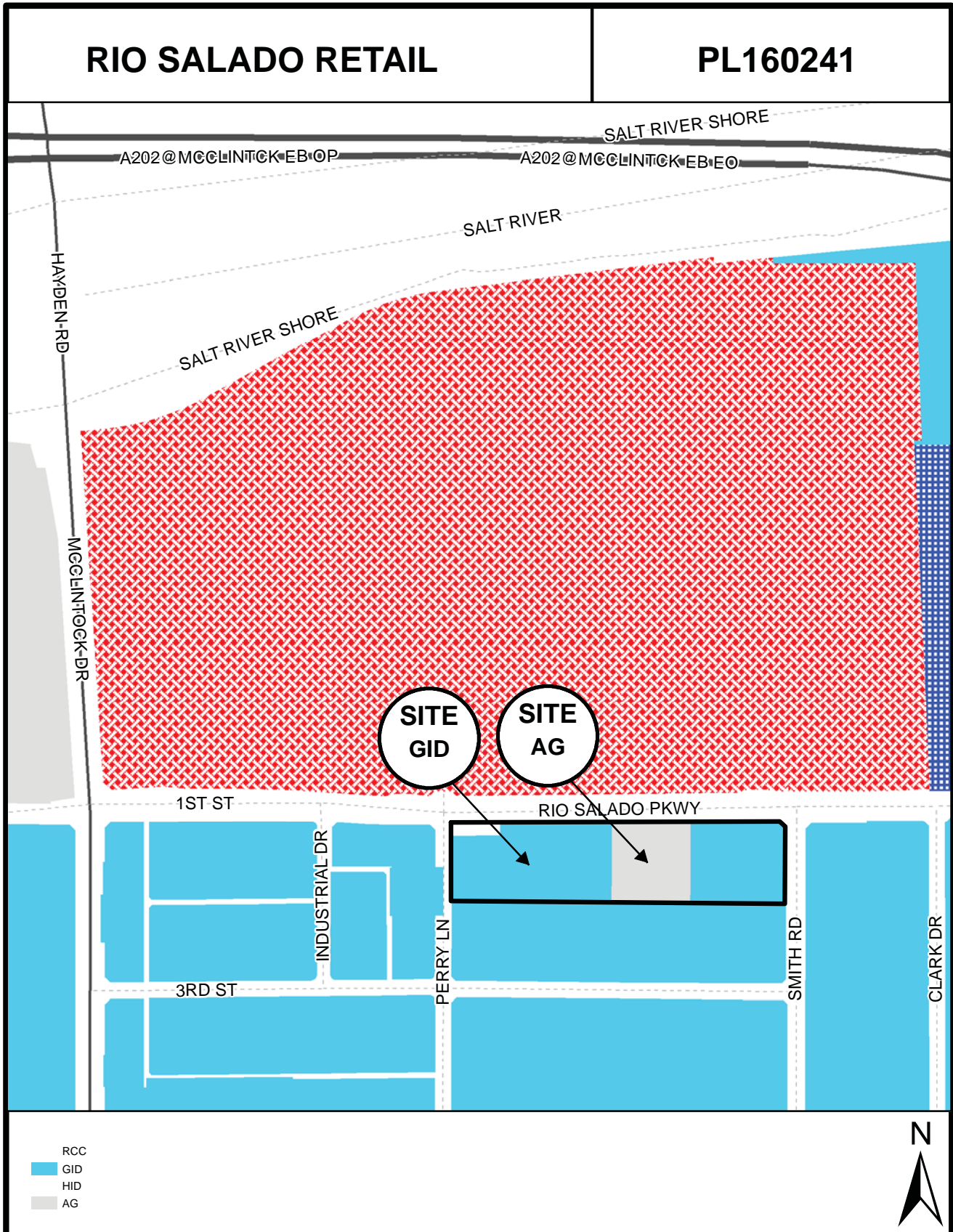


**DEVELOPMENT PROJECT FILE**  
for  
**RIO SALADO RETAIL**  
**(PL160241)**

**ATTACHMENTS:**

1. Location Map
2. Aerial
- 3-15. Letter of Explanation
16. Planned Area Development Cover Sheet
17. Site Plan – Sheet PAD-2
- 18-20. Landscape Plans – Sheets PL.01-PL.03
- 21-22. Floor Plans – Sheets A21 & A22
- 23-24. Elevations (Blackline)– Sheets A3.1 & A3.2
25. Building Sections – Sheet A41
- 26-28. Building Elevations (Color)
- 29-31. Renderings
- 32-33. Design Elements and Materials
- 34-46. Site Context Photos





**Location Map**

**RIO SALADO RETAIL**

**PL160241**



**Aerial Map**

# **SJJ Development Project Narrative**

## **Rio Salado Retail**

Location: SWC Rio Salado Parkway & Smith Road

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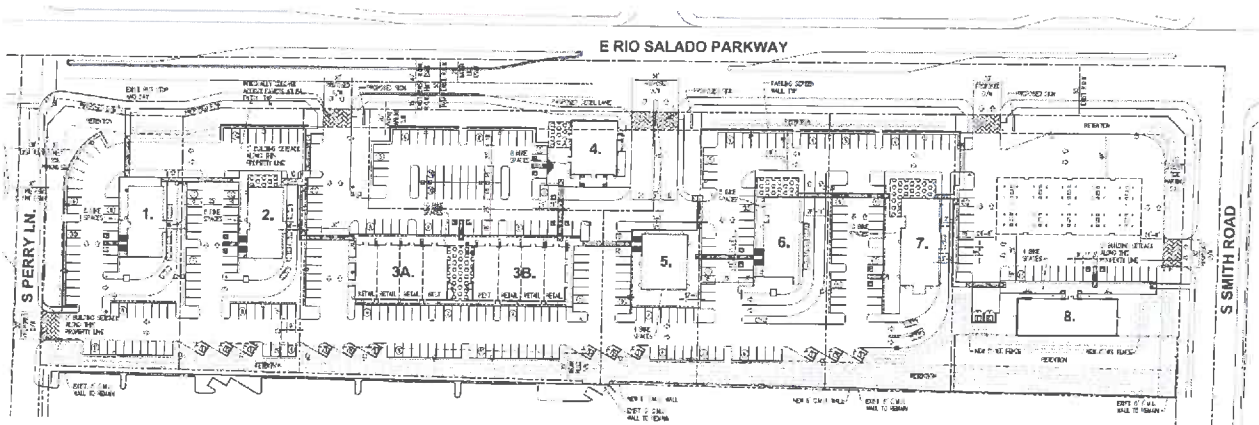
## I. Purpose of Request

This request is for a Zoning Map Amendment from AG (Agricultural) and GID (General Industrial) to PCC-2 (Planned Commercial Center General) with a Planned Area Development overlay (PAD) on an approximate 8.43 +/- acre property located at the southwest corner of E Rio Salado Parkway and S Smith Road (the "Site"). The request also includes a Development Plan Review and a Use Permit for fuel sales. Approval of these entitlements will allow for redevelopment of the Site into an 8 lot commercial and retail center by SJJ Development. The Site is designated as Commercial on the 2040 General Plan land use map. The property location is shown in the aerial below.



## II. About the Development

The Site is located adjacent to Tempe Marketplace, and within close proximity to the Highway 101-202 interchange. This new commercial center infuses the existing commercial and industrial to establish an activity center that offers convenient goods and services to the surrounding developments. Pictured below, lots 1, 2, 6 and 7 are proposed locations for drive-thru restaurants, lot 4 is planned for a sit-down restaurant, lots 3 and 5 will contain a mix of retail, commercial and restaurants and lot 8 is the future site of a convenience store and fuel station. Because fuel sales are proposed here, a Use Permit is required.



### III. Context & Circulation

The long street frontage of the Site and the spacious orientation of the buildings lend to efficient circulation. Vehicular circulation is further enhanced by Rio Salado, which is a four-lane, principle arterial with two protected center left-hand turn lanes serving the Site. Special attention has been given to improving this Site's circulation pattern. A 51 foot wide driveway with a center island aligns with the existing entrance to Tempe Marketplace, to provide a convenient connection between the two commercial centers. Two additional driveways and a deceleration lane along Rio Salado Parkway further enhance vehicular circulation.

Additionally, the Site's convenient location near supportive uses, such as residential, industrial and other commercial land uses makes this development an ideal choice within the existing context. The appropriateness of this use at this location will reduce trips, promote sustainability and reinforce the importance of land use and transportation relationships.

The proposal is consistent with the land use plan articulated in the 2040 Tempe General Plan that stresses connectivity, higher-density mixed-use retail development within hubs and land use patterns that encourage long-term sustainability.

The project site is surrounded by the following uses and zoning:

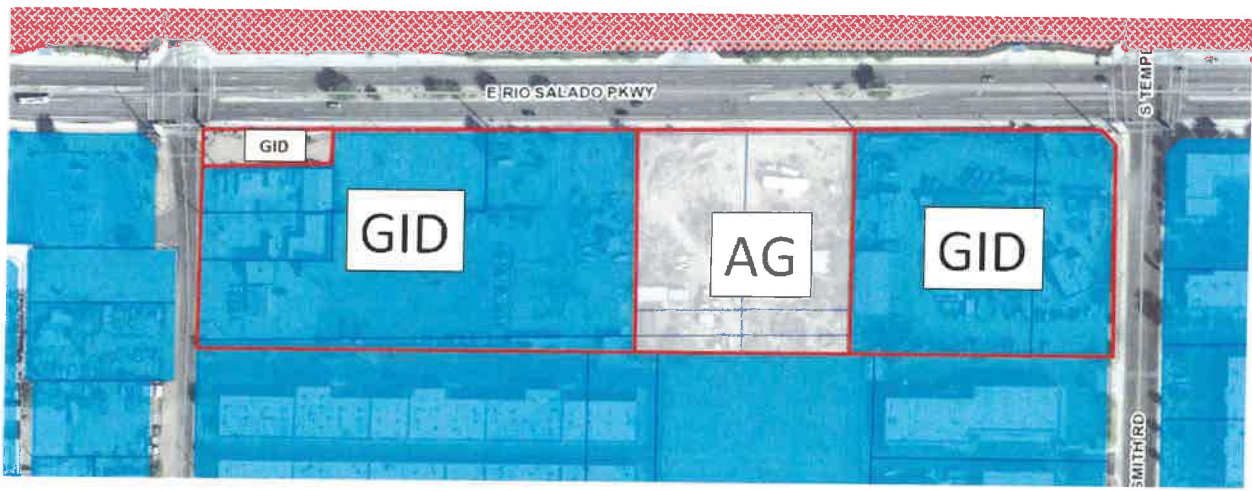
**North:** Tempe Marketplace. RCC Zoning.

**East:** Mixed commercial and light industrial uses including Caliber Collision, Spinato's Pizzeria and Xtreme Motorsports. GID Zoning.

**South:** Office, retail, restaurant and light industrial uses including Lost Dutchman Coffee Roasters, Arizona Bread wholesale bakery, and Dos Gringos corporate offices. GID Zoning.

**West:** Light industrial, office and commercial uses such as Firebird Fuel, District Tire Town and Arizona Collision Center. GID Zoning.

The distribution of zoning districts on site is shown in the graphic below.



As evidenced in the site aerial below, this property is cluttered and has fallen into disarray, while high-quality developments have flourished around it over the years. Given the close proximity to Tempe Marketplace and other mixed-use, commercial and light industrial uses, the development proposed for this Site will revitalize an underutilized location while serving the neighboring uses and nearby residential development in a way that is harmonious with Tempe's General Plan goals.

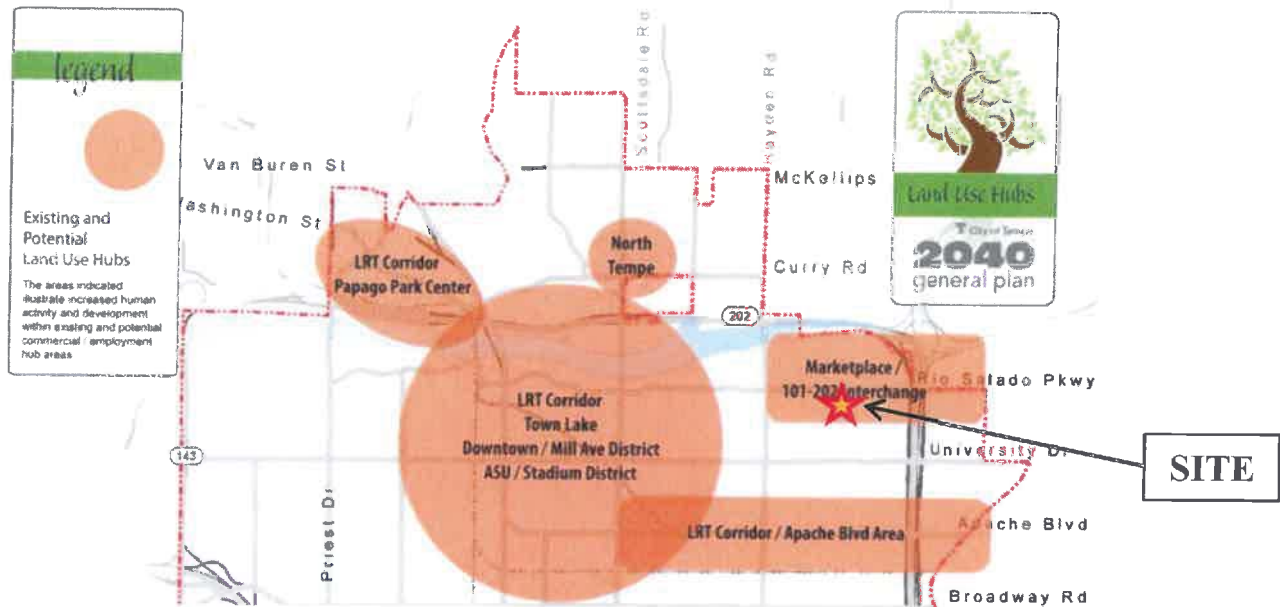


#### **IV. General Plan**

Completed in 2013, the 2040 Tempe General Plan establishes a framework for future development that, through its implementation, will help the city achieve its long range planning goals. The vision defined by the city includes central themes such as designing distinctive communities that are safe, vibrant and pedestrian-friendly. Guiding Principles such as increased economic vitality, greater accessibility, balanced land use and sustainability were indicated in the plan in order to accomplish a city structure that is efficient and desirable. Designated as Commercial on the General Plan land use map, this Site is intended to promote the full range of commercial, including retail, service and light industrial. This category contains many types of buildings, such as offices, restaurants and regional and neighborhood retail. This proposal conforms to the overall vision established by the Tempe General Plan and provides for the achievement of a number of specific goals and principles of the plan, as discussed below.

***Land Use Objective #1:*** Establish development of multiple hubs with higher density cores serving neighborhoods as its mixed-use urban activity center.

***Strategy #2:*** Promote development within the hubs to provide housing, access to open space, goods, services and activities that reflect the neighboring areas served and support the 20-minute city.



**Response:** As shown in the graphic above, this Site is located within an existing land use hub. The Marketplace/101-202 Interchange is designated as a first-tier hub. These hubs experience increased human activity and development here needs to cater to the needs of the surrounding residential neighborhoods. This Site is located within a ten-minute walk from several high-density multi-family developments and the proposed uses within this development respond to the needs of these communities. The ease of access to this Site from vehicles and alternative modes of transportation accentuates Tempe as a 20-minute city. The proposed development will activate this commercial and employment activity center as a mixed-use hub supplying daily needs, supportive services and social gathering places. Additionally, the General Plan identifies Rio Salado Parkway, from east of the 101 Freeway to Mill Avenue and further, as a future potential Streetcar route, further adding to the available modes of transportation to visitors of this development.

**Land Use Objective #3:** *Seek balance and compatibility of new land use development with established residential neighborhoods.*

**Strategy #4:** *Support a variety of uses such as food, retail, community-serving retail, services and civic/community facilities within walking distance of nearby residences.*

**Response:** This proposal emphasizes land use balance and the development is compatible with the established residential neighborhoods to the south as well as the existing commercial and light industrial uses that currently surround the Site. The development is buffered from the nearby multi-family residential communities, while still being located near enough to allow for alternative modes of transportation.

**Land Use Objective #4:** *Encourage a balanced community with a diversity of uses and employment opportunities.*

**Strategy #3:** *Identify vacant or underdeveloped commercial and industrial land to target for employment-related development.*

**Response:** Redevelopment of this underdeveloped and deteriorating Site as Commercial will build on the City's goal of strengthening community balance while further enhancing the economic stability of Tempe by providing employment opportunities near abundant supportive uses such as entertainment, retail, light industrial and commercial.

**Land Use Objective #6:** *Promote compact, efficient infill development.*

**Strategy #3:** *Encourage appropriate mix of land uses, building orientation, parking supply and location and access to transit to increase pedestrian travel in and around neighborhoods.*

**Response:** A critical consideration in the architectural design is human scale which provides for a higher-quality pedestrian environment created by a variety of small-scale buildings elements rather than a single large unarticulated building. Additionally, this location in relation to the surrounding context is ideal for pedestrians utilizing a variety of transportation methods.

Vehicular circulation has also been given special attention. In total, among the 8 lots, 366 parking spaces have been provided. This represents 109% of the total requirement of 335 spaces. This nearly 10% abundance from the requirement is provided here in order to create a more pleasant experience for visitors and mitigate any potential overflow into the surrounding developments. Access to public transit is encouraged here and a bus stop along Rio Salado Parkway will provide a convenient transportation link between this Site and the broader community.

**Land Use Objective #9:** *Promote neighborhood enhancement and livability.*

**Strategy #3:** *Support placement of new commercial and commercial revitalization that enhances vitality and livability at neighborhood and community hubs.*

**Response:** The existing context encourages further commercial development at this Site and revitalization of this underutilized space will enhance the vitality and livability of this community. New commercial development here will balance the existing mix of land uses.

**Community Design Objective #4:** *Encourage and enhance pedestrian movement.*



**Strategy #1:** Provide pedestrian facilities that encourage people to walk to provide residents the opportunity to be more physically active and lead a healthy lifestyle.

**Response:** The Site is located within a six-minute bike ride from the nearest light rail stop, connecting this site to the greater Phoenix metropolitan area through alternative modes of transportation. Walkability is encouraged here as well, given that several multi-family residential developments are located within a ten-minute walk of the Site.

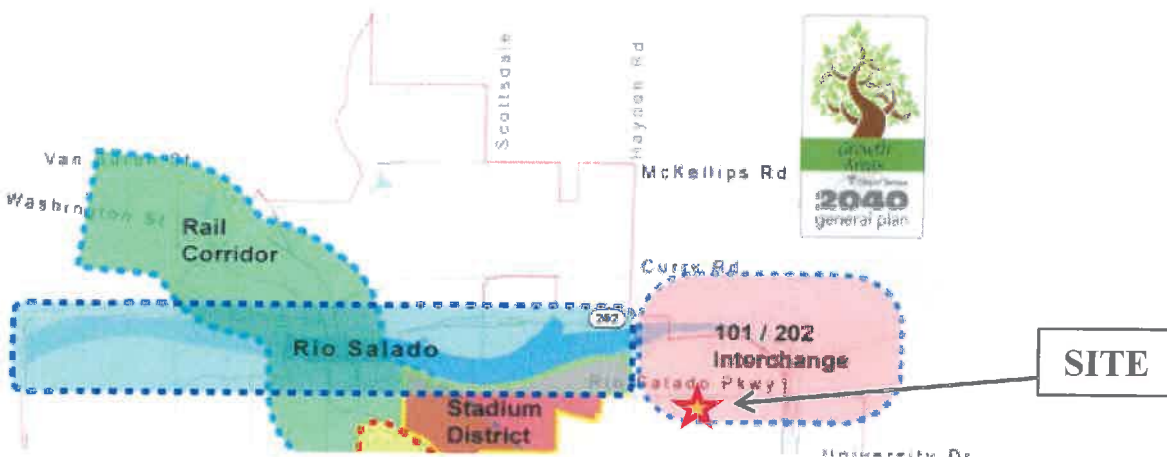
**Redevelopment Goal:** Sustain or maximize the efficiency of land uses within areas of stagnation or decline by promoting the greatest economic, social and cultural potential.

**Objective #1:** Encourage reinvestment, rehabilitation, redevelopment or reuse.

**Response:** This Site is in a declining state and the ideal location for redevelopment for several reasons. This project exemplifies this redevelopment goal by turning an underutilized property into a thriving commercial and retail center that will provide supportive goods and services to the community.

**101/202 Interchange Growth Area Goal:** Remove blighted conditions and reclaim the area for reuse and redevelopment with mixed use and regional business.

**Objective #4:** Encourage employment and mixed-use development.



**Response:** As shown in the graphic above, this Site lies within the 101/202 Interchange, a growth area identified as an opportunity for reuse of underutilized property into employment and mixed-use developments. This proposal responds to this objective and the redevelopment of this Site will enliven the area and promote further economic growth.

**Circulation Objective #1:** Develop a functional relationship between the diverse land uses in Tempe and the transportation system that serves them.

**Strategy #1:** Enhance circulation connecting activity centers and their high-density hubs and develop land uses that support the ability to provide multi-modal circulation options.

**Response:** The proposed development is located adjacent to Rio Salado Road, within close proximity to McClintock Road and within one-mile of the nearest light rail stop. Additionally, the proposed development includes a bus stop with direct access to the local and regional transportation systems. The site is located within an established commercial, retail and light industrial core and promotes the land use balance.

**Air Quality Improvement Strategy #2:** Reduce the number of vehicle miles traveled locally and regionally.

**Strategy #1:** Encourage transit oriented and mixed-use development that reduces vehicle miles traveled.

**Response:** Given this site’s appropriateness with the surrounding uses, and the availability of multiple modes of transportation, this proposal perfectly embodies this strategy. Providing a more diverse range of commercial and retail services will encourage fewer trips and help create a highly functional mixed-use center.

## V. Planned Area Development (PAD)

The purpose of the Planned Area Development overlay here is to seek a variation in the Side Building Wall setback. The long and narrow layout of this Site makes developing an attractive, functional development with logical separate parcels difficult. The developer is requesting a reduction in the Side Building Wall setback from 30 feet to 3 feet, in order to create a development with efficient circulation and site design.

RIO SALADO RETAIL PLANNED AREA DEVELOPMENT				
STANDARD	EXISTING AG	EXISTING GID	PCC-2	PROPOSED PAD
DENSITY (DU/ACRE)	1	N/A	25 (U)	25 (U)
MINIMUM NET SITE AREA (SQUARE FEET) PER DWELLING	43,560 SF	N/A	N/A	N/A
MINIMUM LOT WIDTH (FEET)	115 FT	N/A	N/A	N/A
MINIMUM LOT LENGTH (FEET)	150 FT	N/A	N/A	N/A
MAXIMUM HEIGHT (FEET)	30 FT	35 FT	40 FT	40 FT
MAXIMUM LOT COVERAGE (% OF NET SITE AREA)	25%	NS	50%	50%
MINIMUM LANDSCAPE AREA (% OF NET SITE AREA)	N/A	10%	15%	15%
SETBACKS (FEET) (C): [EXCEPTIONS, SEE SECTION 4-205(B)]				
FRONT BUILDING	40 FT	25 FT	0 FT	10 FT
FRONT PARKING	N/A	20 FT	20 FT	20 FT
SIDE BUILDING WALL	20 FT	0 FT	30 FT	3 FT
SIDE COMMON WALL	N/A	N/A	0 FT	0 FT
REAR BUILDING WALL	35 FT	0 FT	30 FT	30 FT
STREET SIDE BUILDING	25 FT	25 FT	0 FT	0 FT
STREET SIDE PARKING	N/A	20 FT	20 FT	20 FT

Although a reduction in the Side Building Wall setback is requested here, the developer is also proposing a voluntary 10 foot Front Building setback, where none is required. This is done to accomplish a building layout that is attractive and functional, while enhancing the circulation of the site.

Pursuant to Zoning and Development Code Section 6-305 D, several criteria must be met in order for a PAD to be approved. The proposal satisfies the three requirements, as demonstrated below.

1. *The development fulfills certain goals and objectives in the General Plan, and the principles and guidelines of other area policy plans. Performance considerations are established to fulfill those objectives.*

**Response:** As outlined in Section IV of this narrative, this proposal is compatible with the General Plan and provides for the achievement of a number of specific goals and principles of the plan. The proposal most strongly responds to the goals of economic vitality, land use compatibility and the promotion of walkability and healthy lifestyles.

2. *Standards requested through the PAD Overlay District shall take into consideration the location and context for the site for which project is proposed.*

**Response:** When creating these standards, special consideration was given to achieving compatibility with the surrounding context. The sole request here is appropriate, given the long and narrow layout of the property. By requesting this deviation, a more functional layout will be achieved.

3. *The development appropriately mitigates transitional impacts on the immediate surroundings.*

**Response:** The development appropriately mitigates transitional impacts on the immediate surroundings. As demonstrated in Section III of this narrative, the proposal is an improvement over current conditions and will better serve the surrounding residential and commercial developments. No deviation is requested from the perimeter setbacks, and though there will be individual parcels, the overall development will nonetheless appear seamless.

## **VI. Use Permit**

Here, a Use Permit is requested to allow for fuel sales. In order for a Use Permit to be deemed appropriate, five criteria must be met, pursuant to Section 3-608 E of the Zoning and Development Code. This proposal meets all five criteria for the approval of a Use Permit, as demonstrated below.

- a. *The proposed use does not cause any significant vehicular or pedestrian traffic in adjacent areas.*

**Response:** In many ways, the proposal reduces congestion and improves the vehicular and pedestrian traffic. The site plan is a drastic improvement over current conditions. An abundance of parking has been provided in every area, in order to further mitigate any potential vehicular traffic through adjacent areas. As shown in the table below, the total site parking exceeds the requirements. The proposed use, fuel sales, does not cause any levels of traffic that are higher than normal for this high-density area. Additionally, given that two fuel stations exist within one block of this proposed development, this use is appropriate for the existing context.

Parking required	335 spaces
Parking provided	<b>366 spaces (109%)</b>
Accessible parking required	8 spaces
Accessible parking provided	<b>19 spaces (237%)</b>
Bicycle parking required	50 spaces
Bicycle parking provided	<b>60 spaces (120%)</b>

- b. *The proposed use does not cause any nuisance (odor, dust, gas, noise, vibration, smoke, heat or glare, etc.) exceeding that of ambient conditions.*

**Response:** The proposed use does not cause any nuisance beyond that of ambient conditions. Surrounding the Site, in addition to two existing fuel stations, is a mixture of light-industrial and commercial development. With that in mind, a fuel station is not out of character from the current conditions.

- c. *The proposed use does not contribute to the deterioration of the neighborhood or be in conflict with the goals, objectives and policies of the City.*

**Response:** Redevelopment of this deteriorating Site would be a vast improvement over current conditions. As outlined previously, this proposal helps the City achieve the goals, objectives and policies laid out in the General Plan. This specific use, fuel sales, will provide a needed service to the surrounding community in a location that is appropriate in scale.

- d. *The proposed use is compatible with existing surrounding structures.*

**Response:** The proposed use is compatible with the existing commercial, mixed-use retail and industrial development that exists today. Redevelopment of this Site, which is currently in need of repair, will add value to the surrounding structures.

- e. *The proposed use does not result in any disruptive behavior which may create a nuisance to the surrounding area or general public.*

**Response:** The proposed use is in character with the surrounding context and is not disruptive to the area or general public. Fuel sales is an existing use within the close proximity to this Site and is compatible with the General Industrial and Regional Commercial Center zoning districts that border the property.

## VII. Development Plan Review

New development should conform to a set of guidelines and standards, pursuant to Section 6-306.D of the Zoning and Development Code. This proposal responds to these standards, where applicable, and in many ways exceeds the requirements.

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

**Response:** The overall site organization is based on the big idea of an urban streetscape concept that provides the user with a convenient shopping experience. Rio Salado Parkway is the major traffic access point for the Site. A majority of the structures are positioned to take advantage of excellent visual exposure to motorists passing the Site. The articulation of individual buildings and varying architectural features among units provides variety and interest to the visual scope.

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

**Response:** Most of the main exterior facades face north minimizing heat gain and providing shade and comfort for pedestrians. Outdoor patios will be shaded by intentional building orientation in addition to shade covers as well as landscaping and trees.

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

**Response:** Durability, sustainability and aesthetic treatment will be incorporated on the building exteriors. High-quality Eldorado Stone accents will be added to add interest and variation to the building façade. The nature of the existing context is commercial, which sets the tone for the exterior design. Provided in the submittal materials are the materials board as well as photocopies of the board. While the materials board includes samples of the materials and is accurate in color tone, the photocopies do not accurately portray the exact colors and quality of the materials.

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

**Response:** The site is located in a predominantly low-rise neighborhood. The project design concept elevations reflect the neighboring structural scale as well as providing a pleasant visual texture and friendly feel.

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.*

**Response:** Careful consideration is given to building placement with proximity to Rio Salado Parkway. The exterior design represents ordered variety offering a playful rhythm of color and materials.

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.*

**Response:** Comfortable pedestrian scale is balanced with elevated upper façades that offer visibility for merchant and business signage.

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

**Response:** The site layout incorporates convenient access and the promotion of pleasant patronage through utilization of available multi-modal transportation options. Careful consideration of vehicular circulation is reflected in the site plan layout. On-site circulation as well as site ingress-egress is organized to facilitate smooth and safe pedestrian and vehicular movement.

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

**Response:** Visibility and safety considerations are incorporated in the layout as well as environmental design considerations such as lighting, activity support, maintenance etc.

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

**Response:** Crime prevention is an important component to the site design and deterrent measures have been incorporated, including maintenance, surveillance and lighting patterns.

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

**Response:** Foliage and landscape elements that are climate appropriate and pedestrian friendly will be incorporated in the project design. These elements will facilitate delineation of parking, building, driveways, and paths.

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.*

**Response:** Merchant / Business as well as directional signage and graphics will be scaled and color coordinated with the overall project design character and consistent with neighborhood context.

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

**Response:** Consideration has been given to lighting design that is compatible with the neighboring buildings and compatible with safety and aesthetic concerns. The lighting is in-scale with the surrounding developments and does not create negative effects.

## **VIII. Conclusion**

Support of this development, through the approval of a Zoning Map Amendment from AG (Agricultural) and GID (General Industrial) to PCC-2 (Planned Commercial Center General) with a Planned Area Development overlay (PAD) with Development Plan Review and a Use Permit for fuel sales will create an abundance of benefits for the City. Some of these benefits include increased pedestrian activity, the creation of additional employment opportunities, diversification of the available commercial and retail services and compatible design. The proposal is compatible with the surrounding context and the General Plan land use designation of Commercial. With ground level activity, human-scale architecture, abundant parking and connectivity around and through the project, this development increases the functional land use relationships on a currently underdeveloped site while strengthening the economic stability of the City and enhancing its critical infrastructure.

# PLANNED AREA DEVELOPMENT OVERLAY FOR RIO SALADO RETAIL

A PORTION OF THE NORTHWEST QUARTER, SECTION 13, TOWNSHIP 1N, RANGE 4E, GILA AND SALT RIVER BASE AND MERIDIAN,  
MARICOPA COUNTY ARIZONA

## ACKNOWLEDGEMENT

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, BEFORE  
ME, THE UNDERSIGNED, PERSONALLY APPEARED JEFF SCANLON,  
MANAGER, WHO ACKNOWLEDGED HIMSELF TO BE THE PERSON  
WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT WITHIN, AND  
WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE  
PURPOSES THEREIN CONTAINED.

IN WITNESS WHEREOF, I HEREUNTO SET MY HAND AND OFFICIAL  
SEAL

BY: \_\_\_\_\_ NOTARY PUBLIC MY COMMISSION EXPIRES \_\_\_\_\_

SJ DEVELOPMENT \_\_\_\_\_

BY: \_\_\_\_\_ MANAGER \_\_\_\_\_ DATE \_\_\_\_\_

## APPROVAL

APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF  
TEMPE ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_

(List any minor modification approval, with date, below the city council  
approval date if a minor modification occurs. (ref. ZDC, Section 6-312))

## OWNER/DEVELOPER

SJ DEVELOPMENT  
JEFF SCANLON  
17929 N. 99TH STREET  
SCOTTSDALE, ARIZONA 85255

## LEGAL DESCRIPTION

PROPOSED LOTS TOTAL NET BOUNDARY  
THAT PORTION OF NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 1N, RANGE 4E EAST  
OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
COMMENCING AT THE SOUTH QUARTER CORNER, MARICOPA COUNTY, ARIZONA, IN A WHOLE STATED, CITY OF TEMPE, FROM WHICH THE  
CENTER OF SAID SECTION 13, MARKED BY A BRASS CAP IN A WHOLE STATED, CITY OF TEMPE, BEARS NORTH 01°00'00" EAST, AS RECORDED  
IN MARICOPA COUNTY RECORDS, A DISTANCE OF 341.44 FEET TO THE POINT OF BEGINNING, BEING THE POINT OF BEGINNING OF SAID SECTION 13,  
THENCE NORTH 01°00'00" EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 13, FOR A DISTANCE OF 204.11 FEET;  
THENCE NORTH 89°49'50" WEST, FOR A DISTANCE OF 40.00 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SOUTH ROAD, AS RECORDED  
IN THE FINAL PLAT OF "FISHER TOOLS AND HANDLES" IN BOOK 10.5 OF MAPS, PAGE 21, OF OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA,  
SAID POINT BEING THE POINT OF BEGINNING;  
THENCE NORTH 88°40'00" WEST, FOR A DISTANCE OF 503.00 FEET;  
THENCE NORTH 88°53'00" WEST, FOR A DISTANCE OF 142.00 FEET;  
THENCE NORTH 01°10'00" EAST, FOR A DISTANCE OF 2.78 FEET, TO A POINT ON THE SOUTH LINE OF A PARCEL AS DEFINED IN A GENERAL  
WARRANTY DEED AS RECORDED IN DOCUMENT NO. 1986-0226263, OF OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;  
THENCE NORTH 89°36'30" WEST, ALONG SAID SOUTH LINE, FOR A DISTANCE OF 394.36 FEET, TO A POINT 30.00 FEET EAST OF THE WEST LINE OF  
SAID PARCEL AS DEFINED IN A GENERAL WARRANTY DEED AS RECORDED IN DOCUMENT NO. 1986-0226263, OF OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;  
THENCE NORTH 01°07'00" EAST, PARALLEL, WITHIN 30.00 FEET EAST OF SAID WEST LINE, FOR A DISTANCE OF 28.08 FEET TO A POINT ON THE  
SOUTH RIGHT-OF-WAY LINE OF RIO SALADO PARKWAY AS DEPICTED IN ROADWAY CONDEMNATION DOCUMENT NO. 1984-050107A, OF OFFICIAL  
RECORDS OF MARICOPA COUNTY, ARIZONA;  
THE FOLLOWING FIVE COURSES ARE ALONG SAID SOUTH RIGHT-OF-WAY LINE:  
THENCE NORTH 41°08'30" EAST, FOR A DISTANCE OF 28.49 FEET;  
THENCE SOUTH 61°39'30" EAST, FOR A DISTANCE OF 65.49 FEET;  
THENCE NORTH 19°40'00" EAST, FOR A DISTANCE OF 65.49 FEET;  
THENCE NORTH 07°00'00" EAST, FOR A DISTANCE OF 2.88 FEET, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE AS DEFINED IN ROADWAY  
CONDEMNATION DOCUMENT NO. 1984-050107A, OF OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA, SAID POINT BEING 53.00 FEET SOUTH  
OF THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 13;  
THENCE SOUTH 89°42'46" EAST, PARALLEL, WITHIN 65.00 FEET SOUTH OF SAID NORTH LINE, FOR A DISTANCE OF 1044.88 FEET;  
THENCE SOUTH 44°17'00" EAST, FOR A DISTANCE OF 28.88 FEET, TO A POINT THAT IS 40.00 FEET WEST OF THE EAST LINE OF THE SOUTHWEST  
QUARTER OF SAID SECTION 13;  
THENCE SOUTH 01°10'00" WEST, PARALLEL, WITHIN 40.00 FEET WEST OF SAID EAST LINE, FOR A DISTANCE OF 287.71 FEET TO THE POINT OF  
BEGINNING.  
SAID PARCEL CONTAINS 397,029 SQ. FT., OR 9.429 ACRES, MORE OR LESS.

## PROJECT DATA

RIO SALADO RETAIL	
STANDARD	PAD
MAXIMUM HEIGHT (FEET)	40 FT
MINIMUM LOT COVERAGE (% OF NET SITE AREA)	50%
MINIMUM LANDSCAPE AREA (% OF NET SITE AREA)	15%
FRONT BUILDING	10 FT
FRONT PARKING	20 FT
SIDE COMMON WALL	0 FT
REAR BUILDING WALL	30 FT
STREET SIDE BUILDING	0 FT
STREET SIDE PARKING	20 FT

RIO SALADO RETAIL	SITE DATA FOR INDIVIDUAL LOTS							
	LOT 1	LOT 2	LOT 3	LOT 4	LOT 5	LOT 6	LOT 7	LOT 8
USE	DRIVE THRU RESTAURANT	DRIVE THRU RESTAURANT	COMMERCIAL / RESTAURANT	RESTAURANT	COMMERCIAL / RESTAURANT	DRIVE THRU RESTAURANT	DRIVE THRU RESTAURANT	CONVENIENCE STORE
SITE AREA (S.F. (AC))	141,798 S.F. (3.23 AC)	137,819 S.F. (3.13 AC)	140,966 S.F. (3.23 AC)	140,966 S.F. (3.23 AC)	140,966 S.F. (3.23 AC)	140,966 S.F. (3.23 AC)	140,966 S.F. (3.23 AC)	140,966 S.F. (3.23 AC)
BUILDING AREA (S.F.)	83,046 S.F.	83,046 S.F.	83,046 S.F.	83,046 S.F.	83,046 S.F.	83,046 S.F.	83,046 S.F.	83,046 S.F.
BUILDING COVERAGE %	58.59%	58.59%	58.59%	58.59%	58.59%	58.59%	58.59%	58.59%
PATIO AREA (S.F.)	1,400 S.F.	1,400 S.F.	1,400 S.F.	1,400 S.F.	1,400 S.F.	1,400 S.F.	1,400 S.F.	1,400 S.F.
LANDSCAPE AREA (S.F.)	1,400 S.F.	1,400 S.F.	1,400 S.F.	1,400 S.F.	1,400 S.F.	1,400 S.F.	1,400 S.F.	1,400 S.F.
BUILDING HEIGHT (FT)	28 FT	28 FT	28 FT	28 FT	28 FT	28 FT	28 FT	28 FT
NET TALENT PER 300 S.F.	NA	NA	301	NA	10	NA	NA	NA
RESTAURANT (L PER 75 S.F.)	40.6	40.6	43.7	41.9	NA	46.1	54.5	NA
RESTAURANT PATIO (L PER 50 S.F.)	1.2	0.4	3.6	1.3	NA	2.2	3.4	NA
CONVENIENCE STORE (L PER 1,000 S.F.)	NA	NA	NA	NA	NA	NA	NA	15
ADDITIONAL PARKING (INCLUDED IN THE ABOVE TOTAL)	2	2	4	3	2	2	2	2
BICYCLE PARKING PER USE	NA	NA	NA	NA	NA	NA	NA	NA
RETAIL (L PER 750 S.F. - 4 SPACES MIN)	NA	NA	1.2	NA	4	NA	NA	NA
RESTAURANT (L PER 1,000 S.F.)	0.2	0.2	0.7	0.3	NA	0.5	0.7	NA
CONVENIENCE STORE (4 SPACES)	NA	NA	NA	NA	NA	NA	NA	4
TOTAL PARKING PROVIDED PER LOT	42	41	78	43	10	48	56	15
TOTAL PARKING REQUIRED AND PROVIDED IN DEVELOPMENT - REQUIRED: 336 SPACES; PROVIDED: 361 SPACES	42	41	78	43	10	48	56	15
TOTAL BICYCLE PARKING REQUIRED AND PROVIDED IN DEVELOPMENT - REQUIRED: 50 SPACES; PROVIDED: 60 SPACES	42	41	78	43	10	48	56	15
SHARED PARKING TO BE PROVIDED BY AFFILIATED DEVELOPERS	0	0	0	0	0	0	0	0
LOT 8 USE PERMIT FOR FUEL CANNOPY IN COMMERCIAL DISTRICT	0	0	0	0	0	0	0	0

DS160579 PL160241 REC16150

PAD-1  
PLANNED AREA DEVELOPMENT OVERLAY

DATE: 08/08/2016  
PROJ.#: 154818  
DESIGN: -  
DRAWN: BG  
CHECK: NO SCALE  
SCALE: NO SCALE

REVISONS

RIO SALADO RETAIL - RETAIL DEVELOPMENT - S.W.C. OFF R10 SALADO PKWY & S SMITH ROAD - TEMPE, ARIZONA 85281

RETAIL PER 75 S.F.  
RESTAURANT PATIO (L PER 50 S.F.)  
CONVENIENCE STORE (L PER 1,000 S.F.)  
ADDITIONAL PARKING (INCLUDED IN THE ABOVE TOTAL)  
BICYCLE PARKING PER USE  
RETAIL (L PER 750 S.F. - 4 SPACES MIN)  
RESTAURANT (L PER 1,000 S.F.)  
CONVENIENCE STORE (4 SPACES)  
TOTAL PARKING PROVIDED PER LOT  
TOTAL PARKING REQUIRED AND PROVIDED IN DEVELOPMENT - REQUIRED: 336 SPACES; PROVIDED: 361 SPACES  
TOTAL BICYCLE PARKING REQUIRED AND PROVIDED IN DEVELOPMENT - REQUIRED: 50 SPACES; PROVIDED: 60 SPACES  
SHARED PARKING TO BE PROVIDED BY AFFILIATED DEVELOPERS  
LOT 8 USE PERMIT FOR FUEL CANNOPY IN COMMERCIAL DISTRICT

GENERAL NOTES  
(List general notes that are related to planned area development - delete if no notes that pertain to current or previous pad, continuation of notes on second sheet is acceptable.)

CONDITIONS OF APPROVAL: PL000000  
(List PAD conditions only)

SITE VICINITY MAP

PL160241  
DS160579  
REC16150



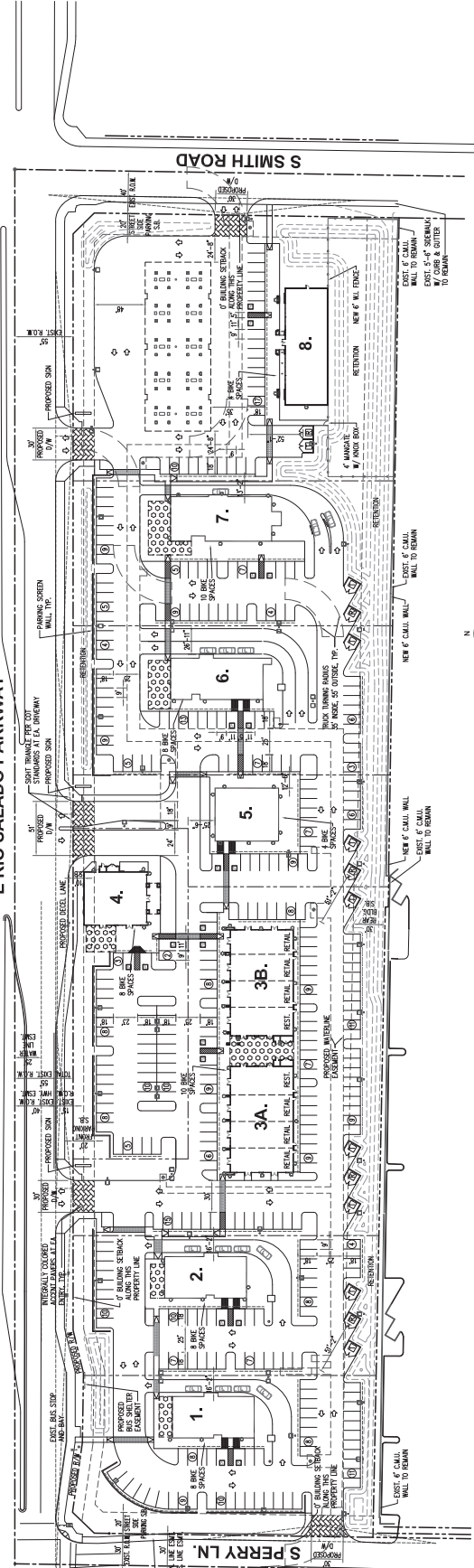
# PLANNED AREA DEVELOPMENT OVERLAY FOR RIO SALADO RETAIL SITE PLAN

REC16150  
PL160241  
DS160579

E RIO SALADO PARKWAY

S PERRY LN.

S SMITH ROAD



### PARKING CALCULATION

\*PARKING REQUIRED WAS CALCULATED AS FOLLOWS:

RESTAURANT (INDOOR) - 1 SPACE PER 75 SF.  
 RESTAURANT (OUTDOOR PATIO) - 1 SPACE PER 500 SF.  
 RESTAURANT (OUTDOOR PATIO) - 1 SPACE PER 2,000 SF.  
 1 SPACE PER 500 SF. FOLLOWING THE FIRST 300 SF.  
 4,875 SF. = 5 X 300 = 3,375 SF. / 200 SF = 12 SPACES REQUIRED  
 RETAIL (INDOOR) - 1 SPACE PER 300 SF.  
 RETAIL (OUTDOOR PATIO) - 1 SPACE PER 2,000 SF.  
 1,400 SF. = 1,400 SF. / 200 SF = 7 SPACES REQUIRED  
 TOTAL PARKING SPACE REQUIRED: 335

\*BICYCLE PARKING REQUIRED WAS CALCULATED AS FOLLOWS:

RESTAURANT (INDOOR) - 1 SPACE PER 500 SF.  
 10,073 SF. / 500 SF = 20 SPACES REQUIRED  
 RESTAURANT (OUTDOOR PATIO) - 1 SPACE PER 2,000 SF.  
 3,225 SF. / 2,000 SF = 2 SPACES REQUIRED  
 TOTAL BICYCLE PARKING SPACE REQUIRED: 22

NOTES:

- 1) MAXIMUM BUILDING HEIGHT NOT TO EXCEED THIRY FIVE (35) FEET SHALL
- 2) PROPOSED NUMBER OF STORIES FOR THIS DEVELOPMENT: 1
- 3) ALL BUILDINGS SHALL BE FULLY SPRINKLERED WITH WET PIPE SYSTEM
- 4) RETAIL AND RESTAURANT BUILDINGS: 4-8 FEET FULLY SPRINKLERED
- 5) PARKING SCREEN WALLS TO BE COORDINATED WITH FINAL SITE PLAN
- 6) BICYCLE PARKING SPACES TO BE COORDINATED WITH FINAL SITE PLAN
- 7) ALL QUANTITIES AND DIMENSIONS ARE APPROXIMATE
- 8) ALL QUANTITIES AND DIMENSIONS ARE APPROXIMATE
- 9) \*BICYCLE PARKING PERMITTED ON WALKWAY LOT LINES

### BUILDING USES & AREAS

1. DRIVE THRU RESTAURANT: 14,000 SF
  2. OUTDOOR PATIO: 2,400 SF
  3. RESTAURANT: 14,000 SF
  4. RESTAURANT / RETAIL: 14,000 SF
  5. RESTAURANT / RETAIL: 14,000 SF
  6. RESTAURANT / RETAIL: 14,000 SF
  7. DRIVE THRU RESTAURANT: 14,000 SF
  8. FUEL / CONVENIENCE STORE: 14,000 SF
- TOTAL BUILDING AREA: 83,000 SF  
 TOTAL SITE AREA: 100,000 SF  
 INCLUDE PATIOS OF FUEL CANYON

### PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF THE REDESIGN AND CONSTRUCTION OF THE EXISTING BUILDING AND THE ADDITION OF A DRIVE THRU RESTAURANT, A CONVENIENCE STORE, AND A FUEL STATION.

### SITE DATA (COMBINED)

EXISTING ZONING: PD (GENERAL INDUSTRIAL DEVELOPMENT) (APPROXIMATE)  
 EXISTING ZONING: PD (GENERAL INDUSTRIAL DEVELOPMENT) (APPROXIMATE)  
 EXISTING ZONING: PD (GENERAL INDUSTRIAL DEVELOPMENT) (APPROXIMATE)  
 EXISTING ZONING: PD (GENERAL INDUSTRIAL DEVELOPMENT) (APPROXIMATE)  
 EXISTING ZONING: PD (GENERAL INDUSTRIAL DEVELOPMENT) (APPROXIMATE)  
 EXISTING ZONING: PD (GENERAL INDUSTRIAL DEVELOPMENT) (APPROXIMATE)  
 EXISTING ZONING: PD (GENERAL INDUSTRIAL DEVELOPMENT) (APPROXIMATE)

### SITE PLAN

SCALE: 1"=40'-0"

PLANNED AREA DEVELOPMENT STANDARD	EXISTING	EXISTING	EXISTING	PROPOSED
DENSITY (D.U./ACRE)	1	N/A	N/A	25 (U)
MINIMUM SITE AREA (SQUARE FEET)	43,500 SF	N/A	N/A	N/A
MINIMUM LOT WIDTH (FEET)	150 FT	N/A	N/A	N/A
MINIMUM LOT LENGTH (FEET)	150 FT	N/A	N/A	N/A
MINIMUM LOT COVERAGE (% OF NET SITE AREA)	25%	15	50%	50%
SETBACKS (FEET) (O) (EXCEPTIONS: SEE SECTION 4.205(B))	N/A	N/A	10%	15%
SIDE BUILDING	50 FT	50 FT	50 FT	50 FT
FRONT BUILDING	50 FT	50 FT	50 FT	50 FT
REAR BUILDING	50 FT	50 FT	50 FT	50 FT
STREET SIDE BUILDING	50 FT	50 FT	50 FT	50 FT
STREET SIDE BUILDING	50 FT	50 FT	50 FT	50 FT
STREET SIDE BUILDING	50 FT	50 FT	50 FT	50 FT
STREET SIDE BUILDING	50 FT	50 FT	50 FT	50 FT

REC16150  
PL160241  
DS160579

REC16150

PL160241

DS160579

ATTACHMENT F

**RIO SALADO RETAIL - RETAIL DEVELOPMENT**  
 S.W.C. OF E RIO SALADO PKW & S SMITH ROAD  
 TEMPE, ARIZONA 85281

PROJ.#	154818
DESIGN:	BO
DRAWN:	BO
CHECK:	KB
SCALE:	1" = 50'-0"

**PAD-2**  
 PLANNED AREA DEVELOPMENT OVERLAY

# preliminary landscape plan

## project consultants

3R GENERRC  
2929 E CAMELBACK RD, SUITE # 116  
PHOENIX, ARIZONA 85018  
PROJECT CONTACT: DAN G. MANN  
PHONE: 602.334.3387  
EMAIL: dan@3rdesigninc.com

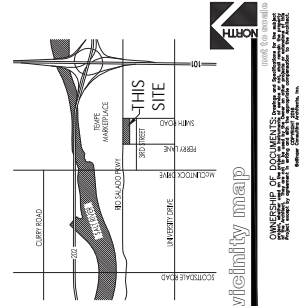
architects  
BOLLINGER CONSULTING ARCHITECTS, INC.  
3428 E INDIAN SCHOOL RD.  
PHOENIX, ARIZONA 85018  
PROJECT CONTACT: WENDY R. HOLLINGER  
PHONE: 602.957.9205  
EMAIL: wbh@bcarch.com

landscape architects  
DESIGN ETHIC, LLC  
7207 EAST CAMELBACK #250  
SCOTTSDALE, ARIZONA 85251  
PHONE: 480.725.7037  
EMAIL: t.pape@designethic.net

supply vendors  
BERRY BROTHERS, LLC  
1000 N. GAVEL RD., SUITE 100  
SCOTTSDALE, ARIZONA 85251  
CONTACT: WENDY R. RIDDELL, ESQ.  
PHONE: 480.682.3802  
EMAIL: wendy@brybro.com

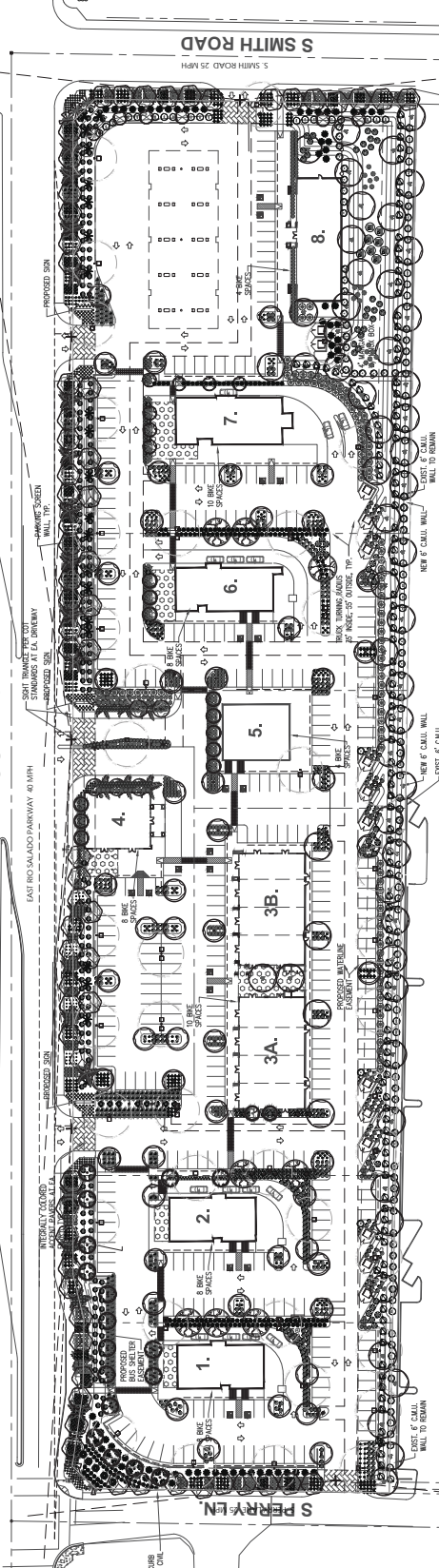
## city of tempe notes

1. DECOMPACT SOIL AND FILL ASPHALT AND CONCRETE IN ALL AREAS PRIOR TO LANDSCAPE INSTALLATION.
2. DECOMPOSED GRANITE IS TO BE USED THROUGHOUT ADJACENT OFF-SITE PUBLIC LANDSCAPE AREAS. PRE-EMERGENT HERBICIDE WILL BE USED ON ALL DECOMPOSED GRANITE. PLASTIC UNDERLAY IS NOT TO BE USED AT ALL.
3. IF RIVER ROCK, STONES OR SIMILAR MATERIALS ARE USED AS A GROUND TOP-DRESSING, EMBED ROCK IN ROCKS EXPOSED ABOVE GROUND TO PREVENT ITS REMOVAL BY HAND AND USE FOR VANDALISM OR URINALITY.



UNIVERSITY OF ARIZONA  
SCHOOL OF ARCHITECTURE  
1615 N. UNIVERSITY AVENUE, SUITE 200  
TAMPA, FLORIDA 33606  
PHONE: 813.274.2261

## ERIO SALADO PARKWAY



## proposed plant palette

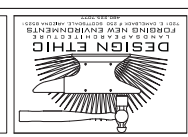
PLANT	QUANTITY	SIZE	QTY	PLANT	QUANTITY	SIZE	QTY
ACACIA ANBERA	24" BOX	17	5 GAL	71	DAZILIRON WHEELER	5 GAL	27
MILGA	24" BOX	14	5 GAL	134	DESERT SPOON	5 GAL	43
CASAPALMA CACALACO	24" BOX	14	5 GAL	80	GRASSOMI	5 GAL	403
HORNLESS CACALOTE	24" BOX	58	5 GAL	81	EUPHORBIA ANTISPIRULICA	5 GAL	339
DALBERGIA SISSOO	24" BOX	7	5 GAL	8	CANDELLA	5 GAL	21
SOYBEAN	24" BOX	7	5 GAL	8	COCOLLO	5 GAL	448
PARKINSONIA HIBRIDO LAT	24" BOX	57	5 GAL	29	MULLENBERGIA CAPULANS	5 GAL	448
PALM BREA	36" BOX	68	5 GAL	78	ORNIATA SANIA BIFA	5 GAL	29
PROGROSSEUS	24" BOX	9	5 GAL	17	INDIANA FOGUS INDIANA	5 GAL	8
HYBRID ATIT	24" BOX	13	5 GAL	295	PACIFIC BIRDS MARGINALIS	5 GAL	9
TEXAS YUCCA LAUREL	24" BOX	13	5 GAL	42	PHOENIXIA SAGITTALIS	5 GAL	253
DATE PALM	20" MIN.	25	5 GAL	53	ELPHANTIS FOOD	5 GAL	5
WASHINGTON BOBUSTA	20" MIN.	6	5 GAL	379	YUCCA ROBERTIA	5 GAL	5
MERCANTIAN PALM	15 GAL	4	5 GAL	20	BAKED YUCCA	5 GAL	347
BIMBARVA NORBIS	15 GAL	4	5 GAL	28	PALLEAF YUCCA	5 GAL	172
BIMBARVA PALM	15 GAL	4	5 GAL	28	YUCCA RUPICOLA	5 GAL	172
					TWISTED LEAF YUCCA	5 GAL	172

118,974 SF MINUS



BCA COMPANIES  
BOLLINGER CONSULTING ARCHITECTS, INC.  
PHOENIX, ARIZONA 85018  
PROJECT CONTACT: WENDY R. HOLLINGER  
PHONE: 602.957.9205  
EMAIL: wbh@bcarch.com

DESIGN ETHIC  
1615 N. UNIVERSITY AVENUE, SUITE 200  
TAMPA, FLORIDA 33606  
PHONE: 813.274.2261



DATE:	06/28/2016
PROJ.#:	16-029
DESIGN:	BTP
DRAWN:	BP
CHECK:	BP
SCALE:	

REVISIONS

NO.	DATE	DESCRIPTION

PLOT OF PLO3

RIO SALADO RETAIL - RETAIL DEVELOPMENT -  
S.W.C. OF E RIO SALADO PKWY & S SMITH ROAD  
TEMPE, ARIZONA 85281





**bcac**  
companies

**BSLINSER  
CO  
CONSULTING  
ARCHITECTS, INC.**  
1000 N. CENTRAL AVENUE  
SUITE 1000  
PHOENIX, ARIZONA 85004  
PH: 602.955.0008  
FAX: 602.955.8077

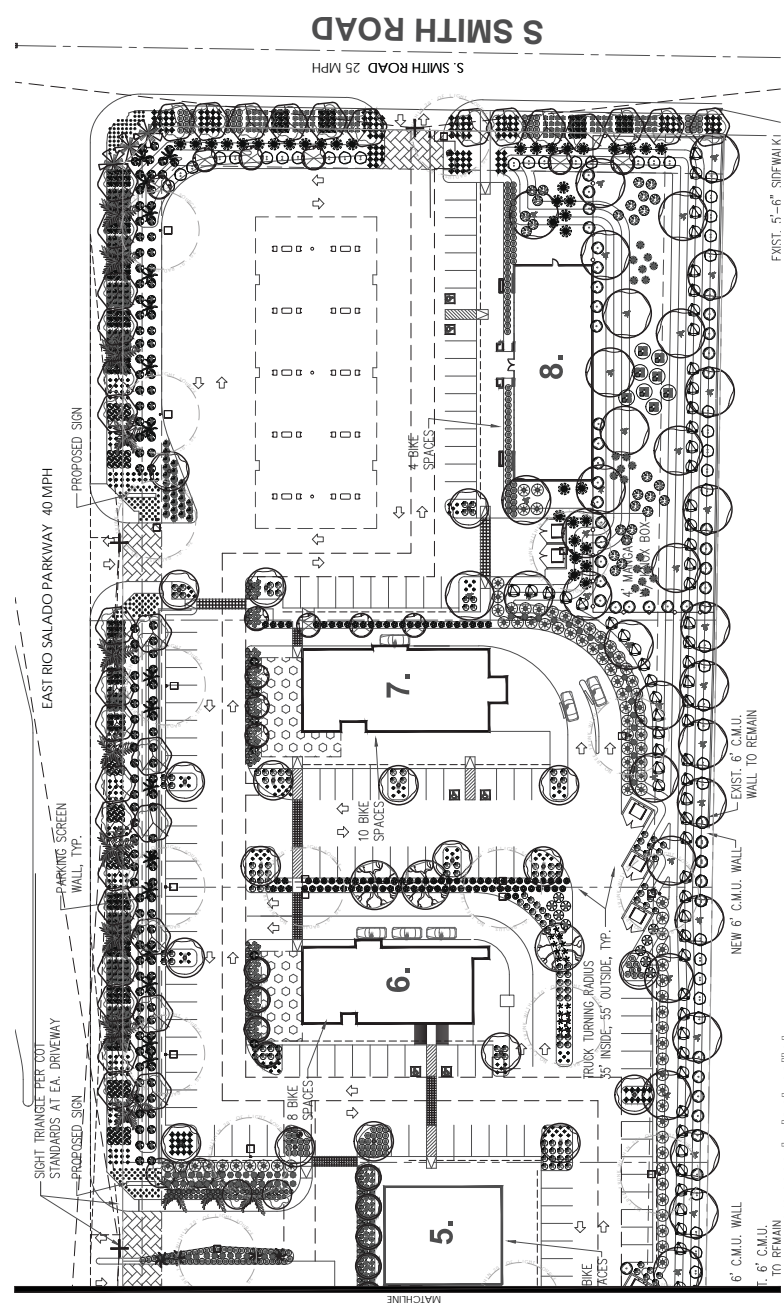
**RIO SALADO RETAIL -  
RETAIL DEVELOPMENT -**  
S.W.C. OF E RIO SALADO PKWY & S SMITH ROAD  
TEMPE, ARIZONA 85281



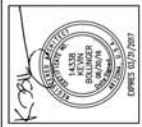
NO.	DATE	REVISIONS

DATE: 06/28/2016  
PROJ.# 16-029  
DESIGN: BTP  
DRAWN: BTP  
CHECK: BP  
SCALE:  

PL03 OF PL03



BASES	DO NOT EXIST	DO EXIST	DO NOT EXIST	DO EXIST	DO NOT EXIST	DO EXIST
ACACIA ANERA MILGA	24" BOX 17	5 GAL 11	ROYAL PURPLE BOUGAINVILLEA	5 GAL 27		
CASAPALMA CACALACO	24" BOX 14	5 GAL 134	ERCAEBA/LABRICOLOA	5 GAL 433		
HOORNLESS CASCALOTE	24" BOX 58	5 GAL 80	COBON ANAQUA	5 GAL 339		
DABERGIA SSSOO	24" BOX 7	5 GAL 81	LITTELEAF CORDIA	5 GAL 21		
PIRICELEBUM/EDICALE	24" BOX 57	5 GAL 8	LEUCOPHYLLUM TEGORIYUILLUM	5 GAL 448		
TEXAS BONY	24" BOX 68	5 GAL 76	CHAMISSON SAGE	5 GAL 229		
PARKINSON HYBRID/ATZ	36" BOX 9	5 GAL 17	TECCOMA ALATA	5 GAL 8		
PALO BREA	24" BOX 9	5 GAL 126	CHANGE JUBILEE	5 GAL 76		
PROSPERS SEELISS	24" BOX 13	5 GAL 295	AGAVE AMERICANA/MEDIA/RICHA	5 GAL 53		
ATZ/THORLESS PALO VERDE	20 MIN. 25	5 GAL 319	MEDIA/RICHA/PALM	5 GAL 219		
HYBRID/MESQUITE	20 MIN. 6	5 GAL 20	AGAVE IDENTITIANA/VARIEGATA	5 GAL 9		
			AGAVE GIBBEROSA	5 GAL 253		
			TWIN FLOWERED AGAVE	5 GAL 5		
			AGAVE VANDORIMIANA	5 GAL 347		
			COCCINIA AGAVE	5 GAL 172		
			AGAVE VICTORAE RECIAMAE			
			PARVY AGAVE			
			AGAVE VICTORAE RECIAMAE			
			CHAMISSON SAGE			
			ALOE VERA			
			ALOE X BLUE ELF			
			ALOE X BLUE ELF			
			BLUE ELF ALOE			
			WASHINGTONIA ROBURATA			
			MERCANTANT PALM			
			BIZARRIA NORBIS			
			BIZARRIA PALM			
			MEXICAN GRASS TREE			



**BOLLINGER CONSULTING ARCHITECTS, INC.**  
 1000 West McDowell Blvd., Suite 200  
 Tempe, Arizona 85281  
 Phone: 480.337.8000  
 Fax: 480.337.8077

**RIO SALADO RETAIL - RETAIL DEVELOPMENT**  
 S.W.C. OF E RIO SALADO PKWY & S SMITH ROAD  
 TEMPE, ARIZONA 85281

NO.	REVISIONS

DATE: 06/30/2016  
 PROJ.# 1548816  
 DESIGN: -  
 DRAWN: BG  
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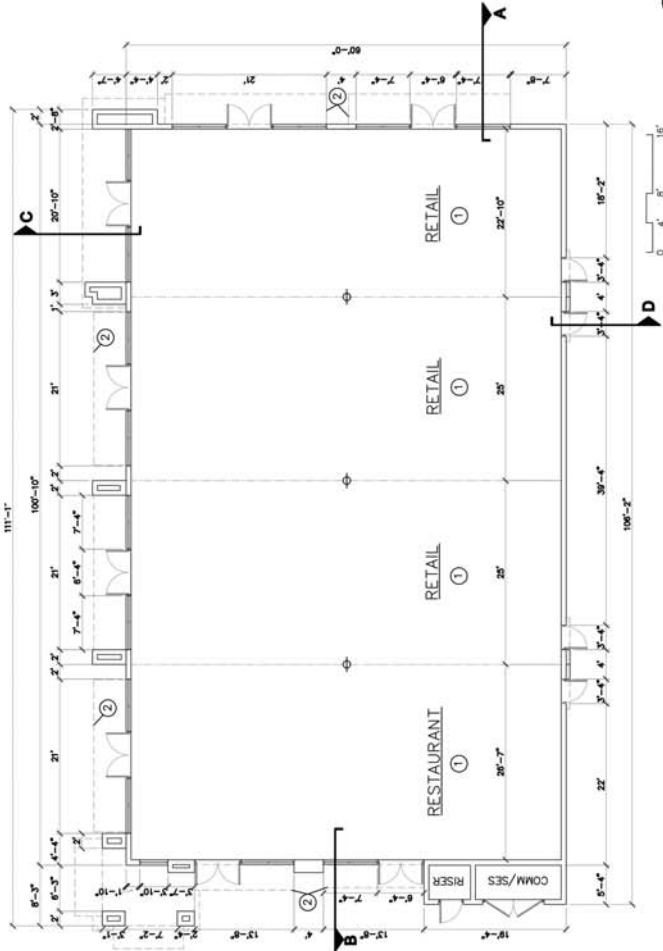
FLOOR PLANS  
 BLDG. 3A & 3B

**A2.1**

- GENERAL PLAN NOTES**
- ① INTERIOR DESIGN AND IMPROVEMENTS BY OTHERS UNDER SEPARATE PERMIT.
  - ② SUNSHADE ABOVE



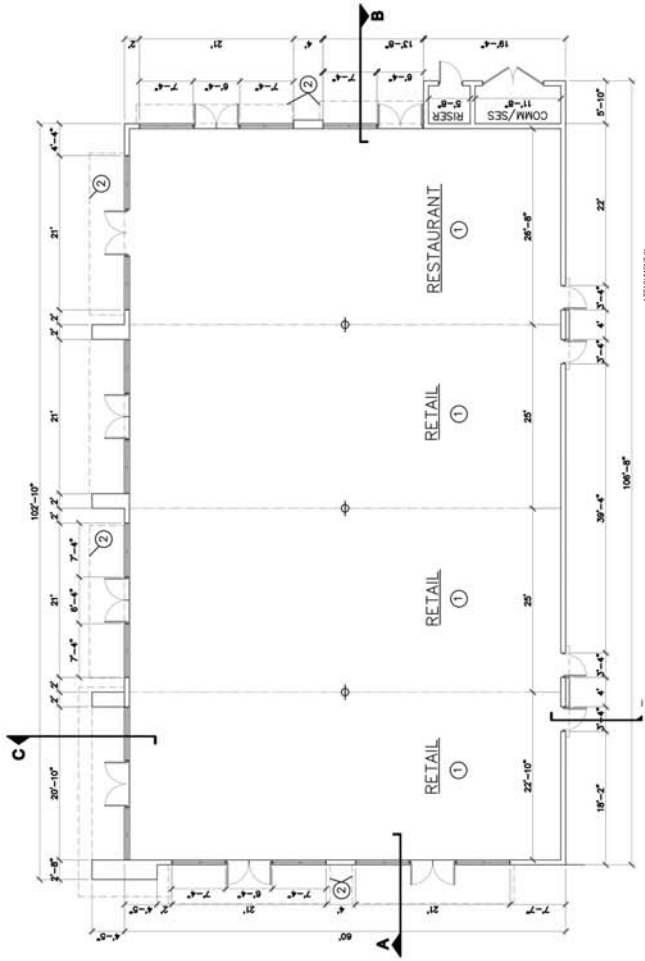
**B BUILDING 3B FLOOR PLAN**  
 SCALE: 1/4"=1'-0"



- GENERAL PLAN NOTES**
- ① INTERIOR DESIGN AND IMPROVEMENTS BY OTHERS UNDER SEPARATE PERMIT.
  - ② SUNSHADE ABOVE



**A BUILDING 3A FLOOR PLAN**  
 SCALE: 1/4"=1'-0"

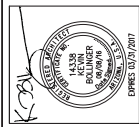


ATTACHMENT 2

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**BOLLINGER ARCHITECTS, INC.**  
 14338 N. CENTRAL AVENUE  
 PHOENIX, ARIZONA 85020  
 PHONE: (602) 955-6000  
 FAX: (602) 955-6277

**RIO SALADO RETAIL - RETAIL DEVELOPMENT -**  
 E RIO SALADO PKWY & S SMITH ROAD  
 TEMPE, ARIZONA 85281

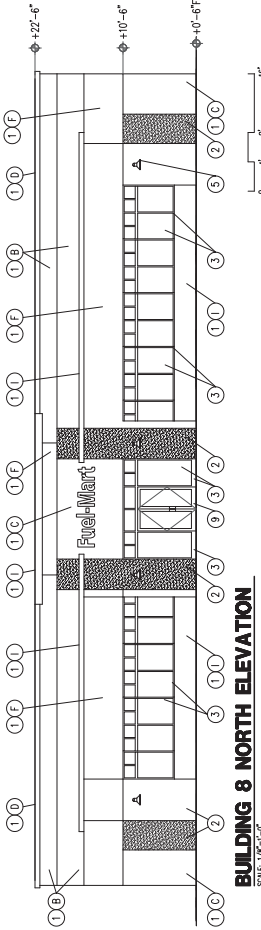
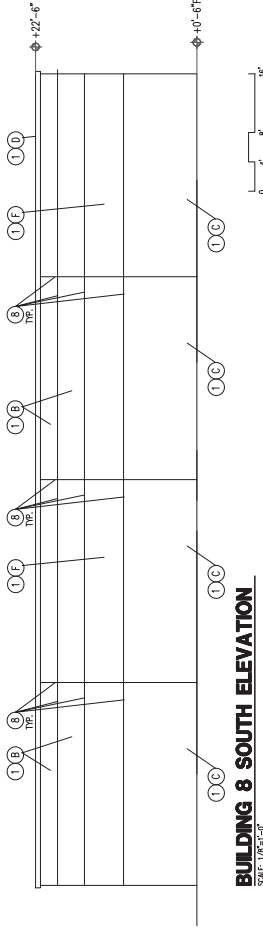
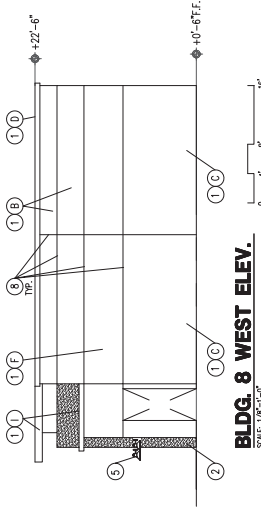
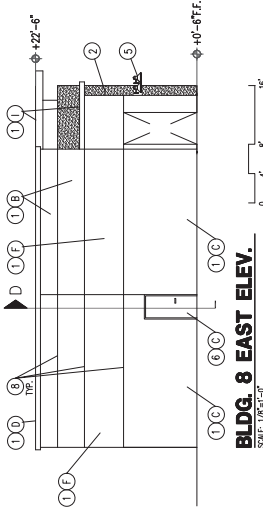
NO.	DATE	DESCRIPTION

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CHECK:	KB
SCALE:	AS NOTED

**ELEVATIONS BLDG. 8**  
**A3.2**

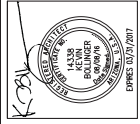
**COLOR & MATERIAL SCHEDULE**

- TEXTURED SURFACE STUCCO VENEER, PAINTED FINISH OVER EXTERIOR MULL
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-786 (EV 43) "MERCURY SILVER"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-786 (EV 44) "SILVERADO BIRCH"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-544 (EV 23) "SHAMU SMOKE"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-588 (EV 23) "FALLON ROCK"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-588 (EV 43) "WEATHERED SANDSET"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-524 (EV 37) "COYOTE"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-729 (EV 38) "MIDLAND"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-705 (EV 10) "NUMBER FORTY"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EA-147 (EV 7) "VANET EVENING"
- TEXTURED SURFACE STUCCO VENEER, PAINTED FINISH OVER EXTERIOR MULL
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-786 (EV 43) "MERCURY SILVER"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-786 (EV 44) "SILVERADO BIRCH"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-544 (EV 23) "SHAMU SMOKE"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-588 (EV 23) "FALLON ROCK"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-588 (EV 43) "WEATHERED SANDSET"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-524 (EV 37) "COYOTE"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-729 (EV 38) "MIDLAND"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EC-705 (EV 10) "NUMBER FORTY"
- PAINT, FINISH TO MATCH MFR. DAWN EDWARDS EA-147 (EV 7) "VANET EVENING"



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**BOLLINGER CONSULTING ARCHITECTS, INC.**  
 14338 BOLLINGER  
 MECHANICAL  
 03/27/2011

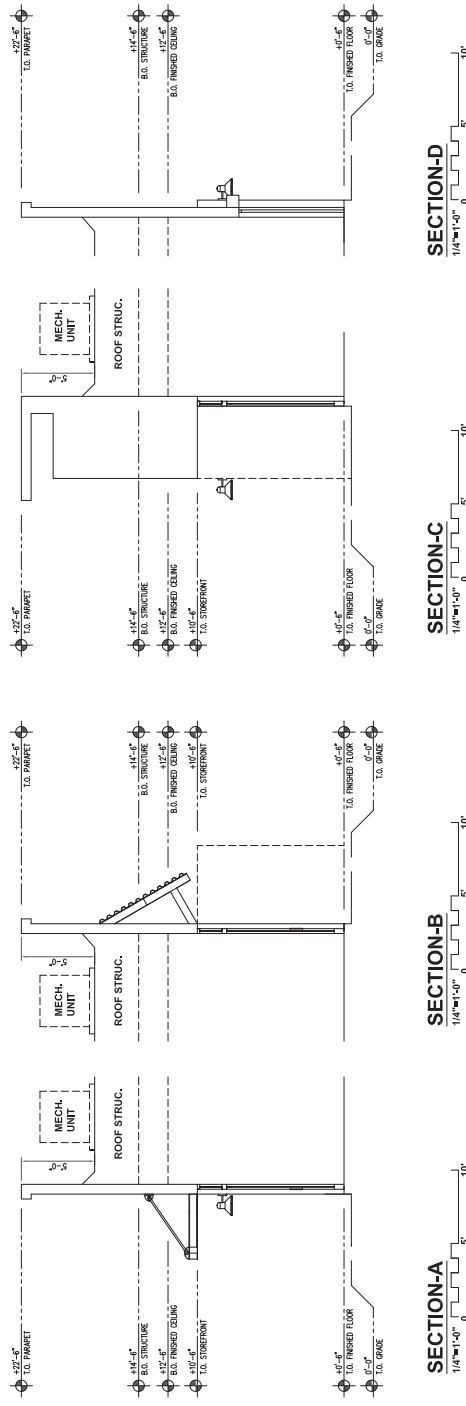
Management 2025 E. Rio Salado Rd  
 Phoenix, Arizona 85024  
 Tel: (602) 957-8000  
 Fax: (602) 954-2277

**RIO SALADO RETAIL - RETAIL DEVELOPMENT -**  
 S.W.C. OF E RIO SALADO PKWY & S SMITH ROAD  
 TEMPE, ARIZONA 85281

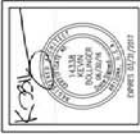
NO.	REVISIONS

DATE: 09/09/2016  
 PROJ.# 156816  
 DESIGN: -  
 DRAWN: BG  
 CHECK: KB  
 SCALE: AS NOTED

**SECTIONS**  
**A4.1**



CONSTRUCTION OF THIS PROJECT IS TO BE ACCORDING TO THE PERMITS AND REGULATIONS OF THE CITY OF PHOENIX. THE DESIGNER HAS CONDUCTED VISUAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS FOUND THEM TO BE AS SHOWN ON THESE PLANS. THE DESIGNER HAS NOT CONDUCTED A FIELD SURVEY OF THE EXISTING CONDITIONS.



**BOLLINGER CONSULTING ARCHITECTS, INC.**  
 1000 N. CENTRAL AVENUE, SUITE 200  
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**RIO SALADO RETAIL - RETAIL DEVELOPMENT -**  
 S.W.C. OF E RIO SALADO PKWY & S SMITH ROAD  
 TEMPE, ARIZONA 85281

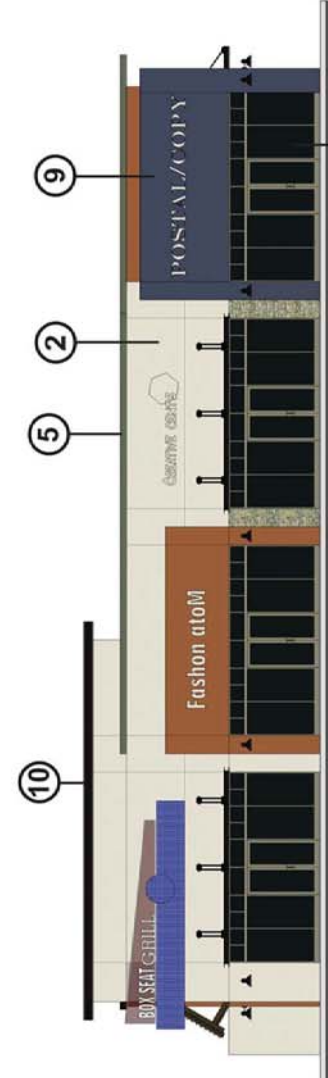
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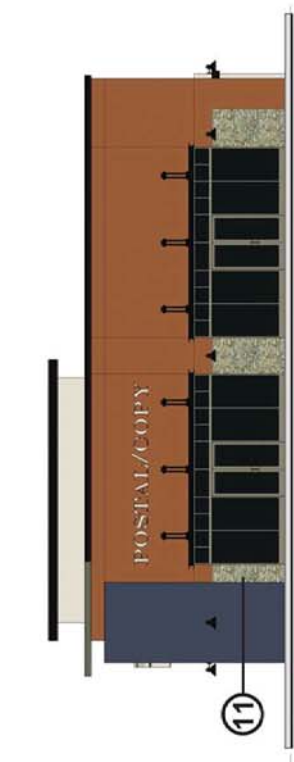
**A5.1**  
 COLOR ELEVATIONS  
 BLDG. 3A



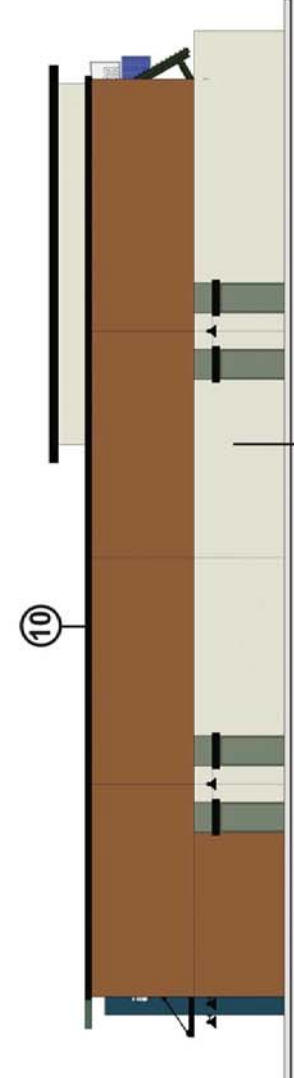
**BUILDING 3-A NORTH ELEVATION**



**BUILDING 3-A EAST ELEVATION**



**BUILDING 3-A WEST ELEVATION**



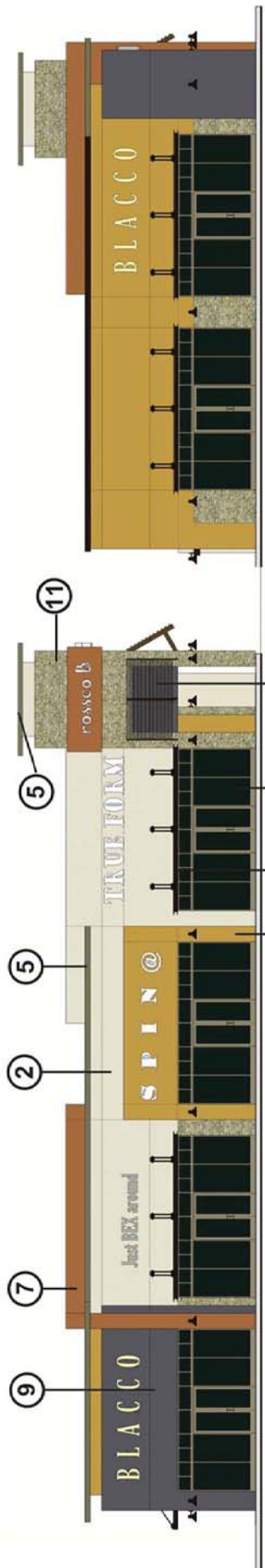
**BUILDING 3-A SOUTH ELEVATION**



**EXTERIOR COLOR AND MATERIAL LEGEND**  
 COLOR AND MATERIAL INDICATION MAY VARY FROM  
 PHYSICAL SAMPLES DUE TO GRAPHIC LIMITATIONS AND VARIABLE PRINT  
 AND PRINT MEDIA OUTPUT

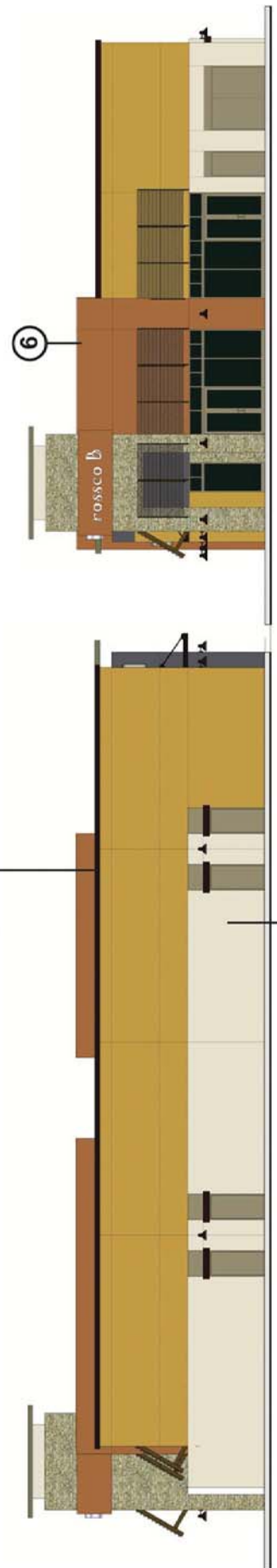
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|----------|--|----------|---|----------|--|----------|--|-----------|---|-----------|--|
| <b>1</b> | ALUMINUM STORE-FRONT<br>"HICKORY"<br>DEC-759-LRV35<br>KYNAR MATCH TO<br>DUNN-EDWARDS | <b>2</b> | TEXTURED STUCCO<br>"MINERS DUST"<br>DEC-786 LRV58<br>DUNN-EDWARDS | <b>3</b> | TEXTURED STUCCO<br>"STEVEARENO BEIGE"<br>DEC-766 LRV44<br>DUNN-EDWARDS | <b>4</b> | TEXTURED STUCCO<br>"GRAHAM CRACKER"<br>DE-6144 LRV37<br>DUNN-EDWARDS | <b>5</b>  | TEXTURED STUCCO<br>"FALLEN ROCK"<br>DE-6389 LRV23<br>DUNN-EDWARDS | <b>11</b> | CULTURED STONE VENEER<br>"ALDERWOOD"<br>DRYSTACKED<br>ELDORADO STONE CO. |
| <b>6</b> | TEXTURED STUCCO<br>"WEATHERED SADDLE"<br>DE-5187 LRV44<br>DUNN-EDWARDS               | <b>7</b> | TEXTURED STUCCO<br>"COYOTE"<br>DE-5244 LRV37<br>DUNN-EDWARDS      | <b>8</b> | TEXTURED STUCCO<br>"MEDALLION"<br>DEC-729L RV38<br>DUNN-EDWARDS        | <b>9</b> | TEXTURED STUCCO<br>"NEWBURY PORT"<br>DEC-705-LRV10<br>DUNN-EDWARDS   | <b>10</b> | PAINTED METAL<br>"GARNET EVENING"<br>DEA-147 LRV7<br>DUNN-EDWARDS |           |  |

CONSTRUCTION OF COLOR AND MATERIAL INDICATION MAY VARY FROM PHYSICAL SAMPLES DUE TO GRAPHIC LIMITATIONS AND VARIABLE PRINT AND PRINT MEDIA OUTPUT



BUILDING 3-B NORTH ELEVATION

BUILDING 3-B EAST ELEVATION



BUILDING 3-B SOUTH ELEVATION

BUILDING 3-B WEST ELEVATION



**EXTERIOR COLOR AND MATERIAL LEGEND**  
ACTUAL COLOR AND MATERIAL SAMPLES DUE TO GRAPHIC LIMITATIONS AND VARIABLE PRINT AND PRINT MEDIA OUTPUT

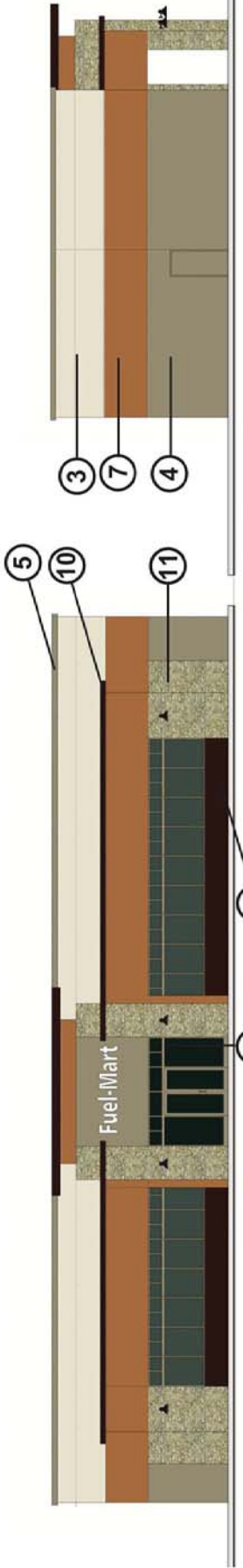
- ① ALUMINUM STORE-FRONT "HICKORY" DEC-759-LRV35 KYNAR MATCH TO DUNN-EDWARDS
- ② TEXTURED STUCCO "MINERS DUST" DEC-786 LRV58 DUNN-EDWARDS
- ③ TEXTURED STUCCO "GRAHAM CRACKER" DE-6144 LRV37 DUNN-EDWARDS
- ④ TEXTURED STUCCO "STEVEARENO BEIGE" DEC-766 LRV44 DUNN-EDWARDS
- ⑤ TEXTURED STUCCO "FALLEN ROCK" DE-6389 LRV23 DUNN-EDWARDS
- ⑥ TEXTURED STUCCO "WEATHERED SADDLE" DE-5187 LRV44 DUNN-EDWARDS
- ⑦ TEXTURED STUCCO "COYOTE" DE-5244 LRV37 DUNN-EDWARDS
- ⑧ TEXTURED STUCCO "MEDALLION" DEC-729LRV38 DUNN-EDWARDS
- ⑨ TEXTURED STUCCO "NEWBURY PORT" DEC-705-LRV10 DUNN-EDWARDS
- ⑩ PAINTED METAL "GARNET EVENING" DE-147 LRV7 DUNN-EDWARDS
- ⑪ TEXTURED STUCCO "ALDERWOOD" DRY-STACKED ELDOREADO STONE CO.

**bcda** companies  
**BOLANDER CONSULTING ARCHITECTS, INC.**  
 10000 N. CENTRAL EXPRESSWAY, SUITE 1000  
 PHOENIX, ARIZONA 85018  
 PHONE: 602.955.8000  
 FAX: 602.955.8007

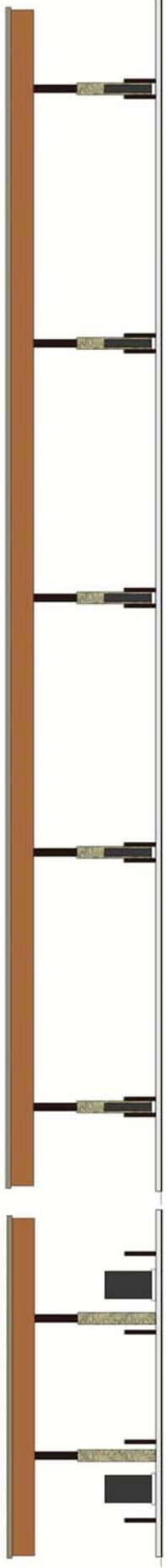
**RIO SALADO RETAIL - RETAIL DEVELOPMENT**  
 S.W.C. OF E RIO SALADO PKWY & S SMITH ROAD  
 TEMPE, ARIZONA 85281

REVISIONS

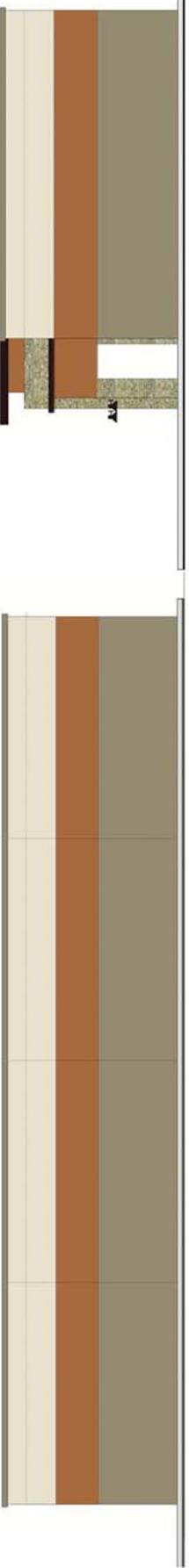

DATE: 06/20/2018  
 PROJ.# 155615  
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 DRAWING: 08  
 CHECK: JEB  
 SCALE: AS NOTED  
 COLOR ELEVATIONS BLDG. 8  
**A5.3**



**BUILDING 8 NORTH ELEVATION**



**BUILDING 8 EAST ELEVATION**



**BUILDING 8 WEST ELEVATION**

**EXTERIOR COLOR AND MATERIAL LEGEND**  
 COLOR AND MATERIAL INDICATION MAY VARY FROM ACTUAL COLOR AND MATERIAL SAMPLES DUE TO GRAPHIC LIMITATIONS AND VARIABLE PRINT AND PRINT MEDIA OUTPUT

**BUILDING 8 SOUTH ELEVATION**

SCALE 0 5' 10' 20' 30'

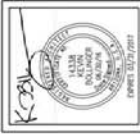
- ① ALUMINUM STORE-FRONT "HICKORY" DEC-759-LRV35 KYNAR MATCH TO DUNN-EDWARDS
- ② TEXTURED STUCCO "MINERS DUST" DEC-786 LRV58 DUNN-EDWARDS
- ③ TEXTURED STUCCO "STEVEARENO BEIGE" DEC-766 LRV44 DUNN-EDWARDS
- ④ TEXTURED STUCCO "GRAHAM CRACKER" DE-6144 LRV37 DUNN-EDWARDS
- ⑤ TEXTURED STUCCO "FALLEN ROCK" DE-6389 LRV23 DUNN-EDWARDS
- ⑥ TEXTURED STUCCO "WEATHERED SADDLE" DE-5187 LRV44 DUNN-EDWARDS
- ⑦ TEXTURED STUCCO "COYOTE" DE-5244 LRV37 DUNN-EDWARDS
- ⑧ TEXTURED STUCCO "MEDALLION" DEC-729LRV38 DUNN-EDWARDS
- ⑨ TEXTURED STUCCO "NEWBURY PORT" DEC-705-LRV10 DUNN-EDWARDS
- ⑩ PAINTED METAL "GARNET EVENING" DEA-147 LRV7 DUNN-EDWARDS
- ⑪ CULTURED STONE VENEER "ALDERWOOD" DRYSTACKED ELDORADO STONE CO.

**BUILDING 8 WEST ELEVATION**

SCALE 0 5' 10' 20' 30'

- ⑤ TEXTURED STUCCO "FALLEN ROCK" DE-6389 LRV23 DUNN-EDWARDS
- ⑩ PAINTED METAL "GARNET EVENING" DEA-147 LRV7 DUNN-EDWARDS
- ⑪ CULTURED STONE VENEER "ALDERWOOD" DRYSTACKED ELDORADO STONE CO.

CONSTRUCTION OF COLOR MATCHES: COLOR MATCHES WERE OBTAINED FROM THE MANUFACTURER'S COLOR MATCH GUIDE. COLOR MATCHES WERE OBTAINED FROM THE MANUFACTURER'S COLOR MATCH GUIDE. COLOR MATCHES WERE OBTAINED FROM THE MANUFACTURER'S COLOR MATCH GUIDE.



**bca**  
companies

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CONSULTING  
ARCHITECTS, INC.**  
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SUITE 1000  
DOWNEY, CALIFORNIA 90241  
TEL: 562.799.8888  
FAX: 562.799.8877

**RIO SALADO RETAIL  
- RETAIL DEVELOPMENT -**  
S.W.C. OF E RIO SALADO PKWY & S SMITH ROAD  
TEMPE, ARIZONA 85281

REVISIONS	

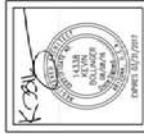
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PROJ.# 155615  
DCON: -  
DRAWN: BF  
CHECK: KB  
SCALE: AS NOTED

**A6.1**  
RENDERINGS  
BLDG. 3A & 3B



ATTACHMENT 29

CONCEPTUAL ARCHITECTURE  
THIS DRAWING IS PRELIMINARY AND SUBJECT TO CHANGE WITHOUT NOTICE. THE ARCHITECT ASSUMES NO LIABILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE BUILDING AS SHOWN ON THESE DRAWINGS. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN OF THE BUILDING AS SHOWN ON THESE DRAWINGS. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF THE INFORMATION PROVIDED HEREON.



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**RIO SALADO RETAIL - RETAIL DEVELOPMENT -**  
 S.W.C. OF E RIO SALADO PKWY & S SMITH ROAD  
 TEMPE, ARIZONA 85281

NO.	REVISIONS

DATE: 08/08/2018  
 PROJ.# 1554515  
 DESIGNER: -  
 DRAWN: BF  
 CHECKED: JBE  
 SCALE: AS NOTED

**A6.2**  
 RENEWINGS BLDG. 8



ATTACHMENT 30

CONSULTING ARCHITECTS, INC. is a registered professional engineering firm in the State of Arizona. The design of this project was prepared by a duly licensed professional engineer in the State of Arizona. The design of this project was prepared by a duly licensed professional engineer in the State of Arizona.

**bca**  
companies

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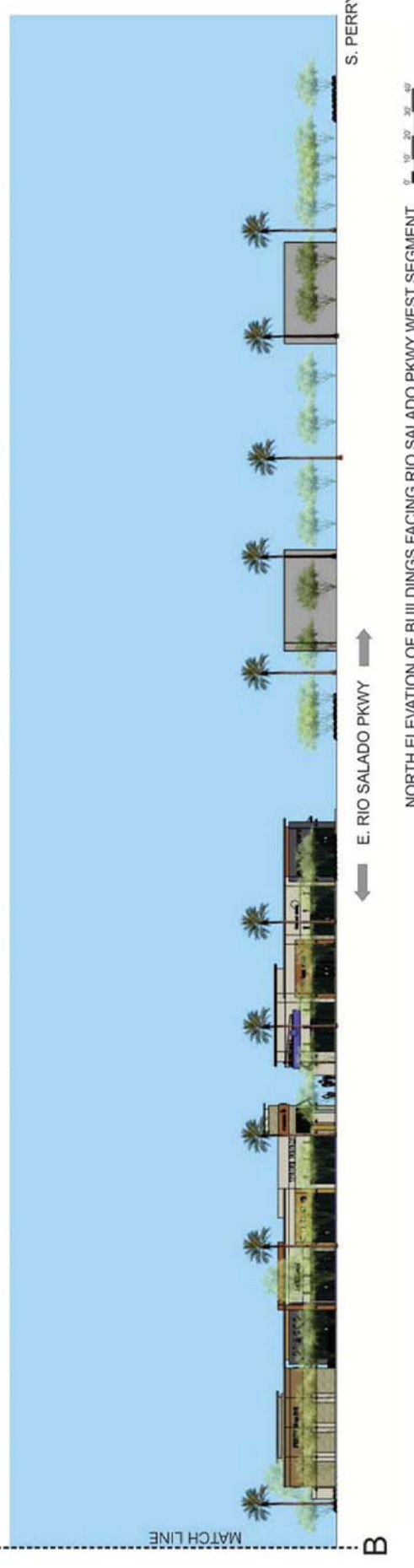
**RIO SALADO RETAIL - RETAIL DEVELOPMENT -**  
S.W.C. OF E RIO SALADO PKWY & S SMITH ROAD  
TEMPE, ARIZONA 85281

REVISIONS

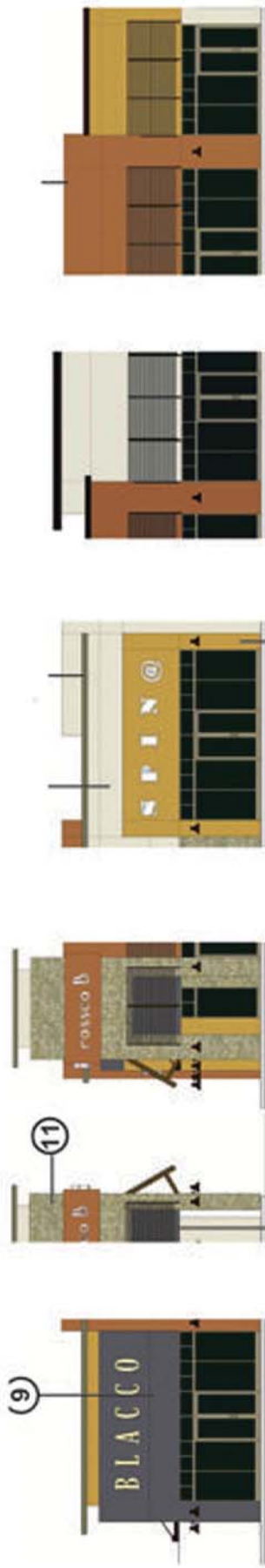
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5		

DATE: 06/02/2016  
PROJ.#: 155515  
DESIGNER:  
DRAWN: BF  
CHECKED: JCB  
SCALE: AS NOTED

**STREET ELEVATIONS**  
**A6.3**



CONSULTANT OF RECORD: BOLINDER CONSULTING ARCHITECTS, INC. 1000 N. GILBERT AVENUE, SUITE 100, MESA, ARIZONA 85203. PROJECT NO. 155515. DATE: 06/02/2016. THIS DRAWING IS THE PROPERTY OF BOLINDER CONSULTING ARCHITECTS, INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF BOLINDER CONSULTING ARCHITECTS, INC.



Design Element-1      Design Element-2      Design Element-3      Design Element-4      Design Element-5      Design Element-6



Design Element-7      Design Element-8      Design Element-9      Design Element-10      Design Element-11      Design Element-12

SCALE 0 5' 10' 20' 30'

**Design Theme Elements for Rio Salado Retail Development**

**EXTERIOR COLOR AND MATERIAL LEGEND**  
COLOR AND MATERIAL INDICATION MAY VARY FROM AVAILABLE TO MATERIAL SAMPLES DUE TO MANUFACTURING LEADINGS AND VISIBLE FINISH AND PRINT MEDIA OUTPUT

- |   |  |   |   |   |  |   |  |   |   |   |   |   |  |   |  |   |  |   |   |   |  |
|---|--|---|---|---|--|---|--|---|---|---|---|---|--|---|--|---|--|---|---|---|--|
| ① | ALUMINUM STORE-FRONT<br>"HICKORY"<br>DEC-759-LRV35<br>KYNAR MATCH TO<br>DUNN-EDWARDS | ② | TEXTURED STUCCO<br>"MINERS DUST"<br>DEC-786 LRV58<br>DUNN-EDWARDS | ③ | TEXTURED STUCCO<br>"STEVEARENO BEIGE"<br>DEC-766 LRV44<br>DUNN-EDWARDS | ④ | TEXTURED STUCCO<br>"GRAHAM CRACKER"<br>DE-6144 LRV37<br>DUNN-EDWARDS | ⑤ | TEXTURED STUCCO<br>"FALLEN ROCK"<br>DE-6389 LRV23<br>DUNN-EDWARDS | ⑥ | TEXTURED STUCCO<br>"WETHERED SADDLE"<br>DE-5187 LRV44<br>DUNN-EDWARDS | ⑦ | TEXTURED STUCCO<br>"COYOTE"<br>DE-5244 LRV37<br>DUNN-EDWARDS | ⑧ | TEXTURED STUCCO<br>"MEDALLION"<br>DEC-729LRV38<br>DUNN-EDWARDS | ⑨ | TEXTURED STUCCO<br>"NEWBURY PORT"<br>DEC-705-LRV10<br>DUNN-EDWARDS | ⑩ | PAINTED METAL<br>"GARNET EVENING"<br>DEA-147 LRV7<br>DUNN-EDWARDS | ⑪ | CULTURED STONE VENEER<br>"ALDERWOOD"<br>DRYSTACKED<br>ELDORADO STONE CO. |
|---|--|---|---|---|--|---|--|---|---|---|---|---|--|---|--|---|--|---|---|---|--|



# MATERIAL SAMPLE BOARD

RIO SALADO RETAIL

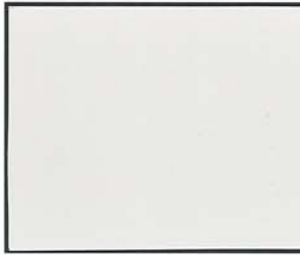
RETAIL DEVELOPMENT

S.W.C. OF E. RIO SALADO PKWY. & S. SMITH ROAD

TEMPE, AZ 85281



1) Kynar Finished Aluminum  
Dunn Edwards  
DEC759 'Hickory'



2) Stucco  
Dunn Edwards  
DEC786 'Miners Dust'



3) Stucco  
Dunn Edwards  
DEC766 'Steveareno Beige'



4) Stucco  
Dunn Edwards  
DE6144 'Graham Cracker'



5) Stucco  
Dunn Edwards  
DE6389 'Fallen Rock'



6) Stucco  
Dunn Edwards  
DE5187 'Weathered Saddle'



7) Stucco  
Dunn Edwards  
DE5249 'Coyote'



8) Stucco  
Dunn Edwards  
DEC729 'Medallion'



9) Stucco  
Dunn Edwards  
DE5881 'Newbury Port'



10) Painted Metal  
Dunn Edwards  
DEA147 'Garnet Evening'



11) Stone  
Eldorado Stone  
Alderwood



Stucco Finish

# COLOR PHOTOGRAPHS OF SITE

## **Project**

Rio Salado Retail - Retail Center  
S.W.C. Of E Rio Salado Pkwy & S Smith Road  
Tempe, Arizona 85281

## **Applicant**

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## **Architect**

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Fax: (602) 954-9577  
Email: info@bcaarch.com

Date: 06/30/2016



01. Northwest corner of subject site, looking North



02. Northwest corner of subject site, looking East



03. Northwest corner of subject site, looking South



04. Northwest corner of subject site, looking West



05. Midway between Northwest and Northeast corners of subject site, looking North



06. Midway between Northwest and Northeast corners of subject site, looking East



07. Midway between Northwest and Northeast corners of subject site, looking South



08. Midway between Northwest and Northeast corners of subject site, looking West



09. Northeast corner of subject site, looking North



10. Northeast corner of subject site, looking East



11. Northeast corner of subject site, looking South



12. Northeast corner of subject site, looking West





13. Southeast corner of subject site, looking North



14. Southeast corner of subject site, looking East



15. Southeast corner of subject site, looking South



16. Southeast corner of subject site, looking West



17. Midway between Southeast and Southwest corners of subject site, looking North



18. Midway between Southeast and Southwest corners of subject site, looking East



19. Midway between Southeast and Southwest corners of subject site, looking South



20. Midway between Southeast and Southwest corners of subject site, looking West



21. Southwest corner of subject site, looking North



22. Southwest corner of subject site, looking East



23. Southwest corner of subject site, looking South



24. Southwest corner of subject site, looking West