

ATTACHMENT B



City of Phoenix PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report: Z-57-23-7
December 8, 2023

**South Mountain Village Planning
Committee Hearing Date:**

December 12, 2023

Planning Commission Hearing Date:

January 4, 2023

Request From:

R-5 SPVTABDO (Multifamily Residential District, South Phoenix Village and Target Area B Design Overlay) (0.90 acres) and C-3 SPVTABDO (General Commercial, South Phoenix Village and Target Area B Design Overlay) (1.76 acres)

Request To:

WU Code T5:2 SPVTABDO (Walkable Urban Code, Transect T5:2 District, South Phoenix Village and Target Area B Design Overlay) (2.66 acres)

Proposal:

Automobile parts and supplies retail

Location:

Approximately 520 feet south of the southwest corner of Central Avenue and Tamarisk Avenue

Owner:

AutoZone Parts Inc. c/o Michael Caylor

Applicant/Representative:

Ed Bull, Burch & Cracchiolo, P.A.

Staff Recommendation:

Approval, subject to stipulations

<u>General Plan Conformity</u>			
<u>General Plan Land Use Map Designation</u>		Commercial	
<u>Street Map Classification</u>	Central Avenue	Arterial, light rail under construction	46+ foot west half street
<u>General Plan Conformity</u>			
<i>CONNECT PEOPLE AND PLACES CORE VALUE; TRANSIT ORIENTED DEVELOPMENT; LAND USE PRINCIPLE: Encourage high-density housing and high intensity employment uses to locate adjacent or close to transit stations per adopted transit district plans.</i> The site is located within the South Central Transit Oriented Development (TOD) Community Plan Area and is less than a quarter mile from the Roeser Road / Central Avenue light rail station and less than a half mile from the Broadway Road / Central Avenue light rail station. The proposed Walkable Urban Code zoning district will			

ensure future development will be appropriate at this location given that the site is near a high-capacity transit corridor.

CONNECT PEOPLE AND PLACES CORE VALUE; BICYCLES; DESIGN PRINCIPLE: Development should include convenient bicycle parking.

The proposal, as stipulated, will incorporate bicycle parking and a bicycle repair station to provide convenient opportunities for employees and customers to secure and fix their bicycles while visiting the site. The bicycle parking will also encourage utilization of the Sonoran Bikeway along Central Avenue and the nearby light rail stations.

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

The proposal, as stipulated, will provide trees and shade on Central Avenue, over a pedestrian pathway connecting the building to the sidewalk on Central Avenue, over the bicycle parking area, and within the parking area which will reduce the urban heat island effect while also improving thermal comfort to site users and the surrounding area.

Applicable Plans, Overlays and Initiatives

[Transit Oriented Development Strategic Policy Framework](#) – See Background Item No. 4.

[South Central Transit Oriented Development Community Plan](#) – See Background Item No. 5.

[Rio Montaña Area Plan](#): Background Item No. 7.

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

[Complete Streets Guiding Principles](#) – See Background Item No. 9.

[Tree and Shade Master Plan](#) – See Background Item No. 10.

[Zero Waste PHX](#) – See Background Item No. 11.

[Transportation Electrification Action Plan](#) – See Background Item No. 12.

[South Phoenix Village and Target Area B Design Overlay](#) – See Background Item No. 13.

[Phoenix Climate Action Plan](#) – See Background Item No. 14.

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Automobile parts and supplies retail, and vacant land	C-3 SPVTABDO and R-5 SPVTABDO
North	Appliance sales and repair	C-3 SPVTABDO and P-1 SPVTABDO
South	Retail	C-3 SPVTABDO and R-5 SPVTABDO
East	Mobile home development	R-5 SP SPVTABDO
West (across Central Avenue)	Automobile parts and supplies retail, and religious organization	C-3 SPVTABDO and R-5 SPVTABDO

Walkable Urban Code T5:2		
<u>Standards</u>	<u>Requirements</u>	<u>Provisions on the Proposed Site Plan</u>
Gross Acreage	N/A	2.66
Maximum Building Height	30 feet	18 feet 10 inches (Met)
Minimum Parking <ul style="list-style-type: none"> 1 space per 375 square feet 	75 spaces	82 spaces (Met)
Minimum Bicycle Parking – Per Section 1307.H.6.a	4 spaces	Not specified
<i>Minimum Streetscape Standards (Section 1312.A)</i>		
Arterial Street (Central Avenue)	6-foot-wide sidewalk 10-foot-wide landscape Per Stipulation No. 14	6-foot sidewalk 5-foot landscape (Not Met)
<i>Main Building Setbacks (Section 1303)</i>		
Central Avenue	12-foot maximum	105 feet (Not met)
Side (North)	0-foot minimum	25 feet 2 inches (Met)
Side (South)	0-foot minimum	Not specified
Rear (West)	0-foot minimum	37 feet 1 inch (Met)
<i>Minimum Parking Setbacks</i>		
Central Avenue	30-foot minimum or behind building	40 feet, per stipulation No. 1 (Met)
Side (North)	0-foot	Not specified
Side (South)	0-foot	Not specified
Rear (West)	0-foot	Not specified

<i>Lot Requirements</i>		
Lot Coverage	80 percent maximum	27 percent (Met)
Primary Building Frontage (Central Avenue)	70 percent minimum	0 percent (Not met)**
<i>Frontage Types Allowed</i>		
Primary Building Frontage (Central Avenue)	All frontages or alternative frontages per Section 1305.B.1.c	None (Not Met)**

**Existing condition

Background/Issues/Analysis

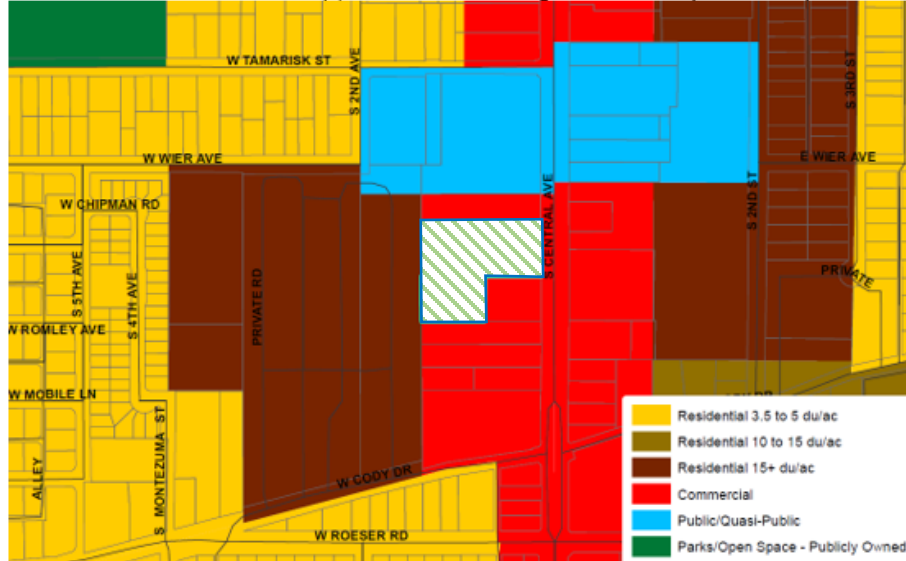
SUBJECT SITE

1. This request is to rezone a 2.66 acre site located approximately 520 feet south of the southwest corner of Central Avenue and Tamarisk Avenue from 0.90-acres of R-5 SPVTABDO (Multifamily Residence District, South Phoenix Village and Target Area B Design Overlay) and 1.76 acres of C-3 SPVTABDO (General Commercial, South Phoenix Village and Target Area B Design Overlay) to WU Code T5:2 SPVTABDO (Walkable Urban Code, Transect 5:2 District, South Phoenix Village and Target Area B Design Overlay) for an automobile parts and supplies retailer. The purpose of this request is to allow for an expansion of existing AutoZone automobile parts.

The subject site is within the South Central TOD Community Plan area, is located on the Phoenix Sonoran Bikeway, and is less than a quarter mile from the Roeser Road / Central Avenue light rail station and less than a half mile from the Broadway Road / Central Avenue light rail station.

2. The General Plan Land Use Map designation for this site is Commercial. The proposal is consistent with the General Plan Land Use Map designation. The General Plan Land Use designations to the north, south, and east are Commercial. To the west is designated as Residential 15+ dwelling units per acre.

General Plan Land Use Map, Source: Planning and Development Department



EXISTING CONDITIONS AND SURROUNDING ZONING

3. The subject site is zoned C-3 SPVTABDO along the east portion of the site and R-5 SPVTABDO along the west portion and contains an existing automobile parts and supplies retailer. To the north is an appliance sales and repair establishment zoned C-3 SPVTABDO and P-1 SPVTABDO. To the south is a retail establishment zoned C-3 SPVTABDO and R-5 SPVTABDO. To the east is an mobile home development zoned R-5 SPVTABDO, and west, across Central Avenue, is an automobile parts and supplies retail and a religious organization zoned C-3 SPVTABDO and R-5 SPVTABDO. The area is also within the South Phoenix Village and Target Area B Design Overlay. See Background Item No. 12 for additional detail.
4. [Transit Oriented Development Strategic Policy Framework:](#)
The Transit Oriented Development Strategic Policy Framework is part of the city's General Plan which identified planning typologies to describe urban environments.

The subject site is within a quarter mile of the Roeser Road / Central Avenue light rail station and within a half mile of the Broadway Road / Central Avenue light rail station. The identified environment for the Roeser Road / Central Avenue station is Neighborhood Center. Neighborhood Center is a Place Type characterized by low intensity with building heights typically from two to four

stories with incentive heights of up to five stories. Land uses may include balanced residential, neighborhood serving retail, and limited employment.

The identified environment for the Broadway Road / Central Avenue station is Minor Urban Center. Minor Urban Center is a Place Type characterized by medium to low intensity with building heights typically from two to five stories with incentive heights of up to seven stories. Land uses may include balanced commercial, mid-rise living and low-rise office employment.

The proposal, upon redevelopment will be subject to the Walkable Urban Code T5:2 regulations and will be consistent with the Neighborhood Center Place Type.



*TOD Strategic Policy Framework Place Types,
Source: Planning and Development Department*

5. **South Central Transit Oriented Development Community Plan**

The site is located within the South Central Transit Oriented Development (TOD) Community Plan area, the area of focus for which between 7th Avenue and 7th Street from Jefferson to South Mountain Avenue.

The South Central TOD Community Plan provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner. Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, encourage active, healthy lifestyles, ensure Phoenix increases its competitive advantage in the global marketplace, and improve prosperity by growing the economy in locations with existing infrastructure and public services. In order to realize the implementation of the Vision and Master Plan for the South Central TOD Community Plan area, one key recommendation is the implementation of a form-based zoning code. The proposal to Walkable Urban Code furthers that vision.

The South Central TOD policy plan identifies the subject site with the “enhance” and “mixed-use” labels on the Prioritizing Growth and Land Use 2045 maps, highlighting the need for contextual development that is sensitive the surrounding neighborhoods. The proposal to rezone to the WU Code T5:2 transect is consistent with these designations. The proposed development will include shaded bicycle parking, EV bike parking spaces, and a bike fix-it station

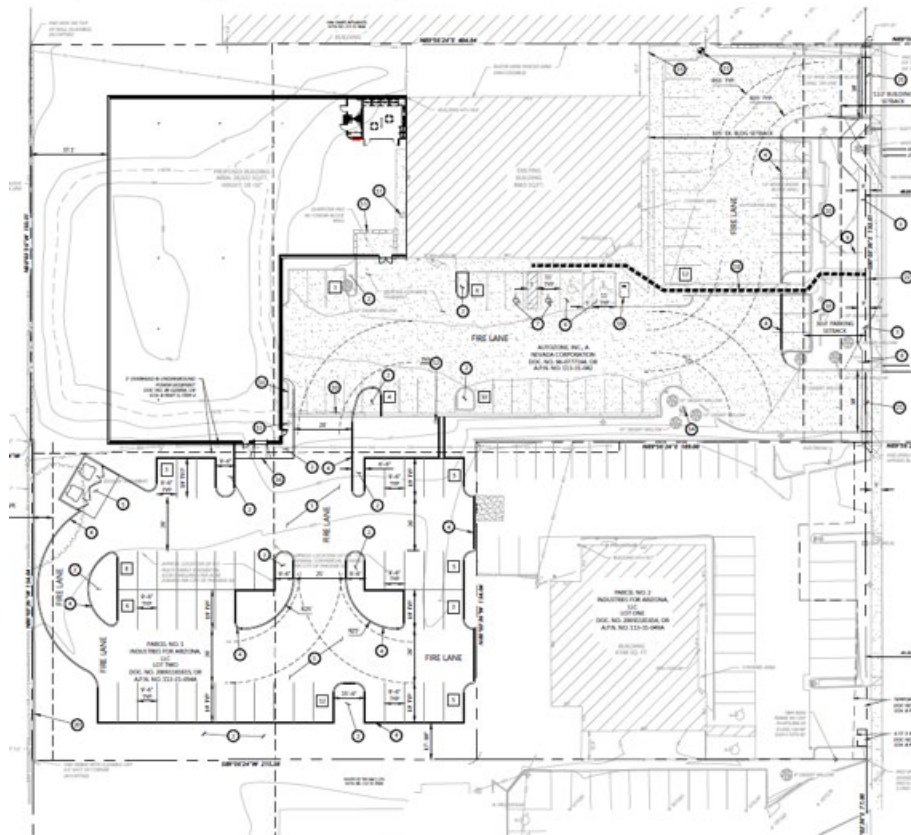
to encourage the use of alternative transportation options. This addressed in Walkable Urban Code and Stipulation Nos. 8 through 10.

PROPOSAL

6. As shown on the conceptual site plan attached as an exhibit, the proposal is to expand an existing automobile parts and supplies retailer. The eastern portion of the building is existing, and the western “L” shaped portion of the building is a proposed expansion. The parking location is proposed to be in the front of the building and

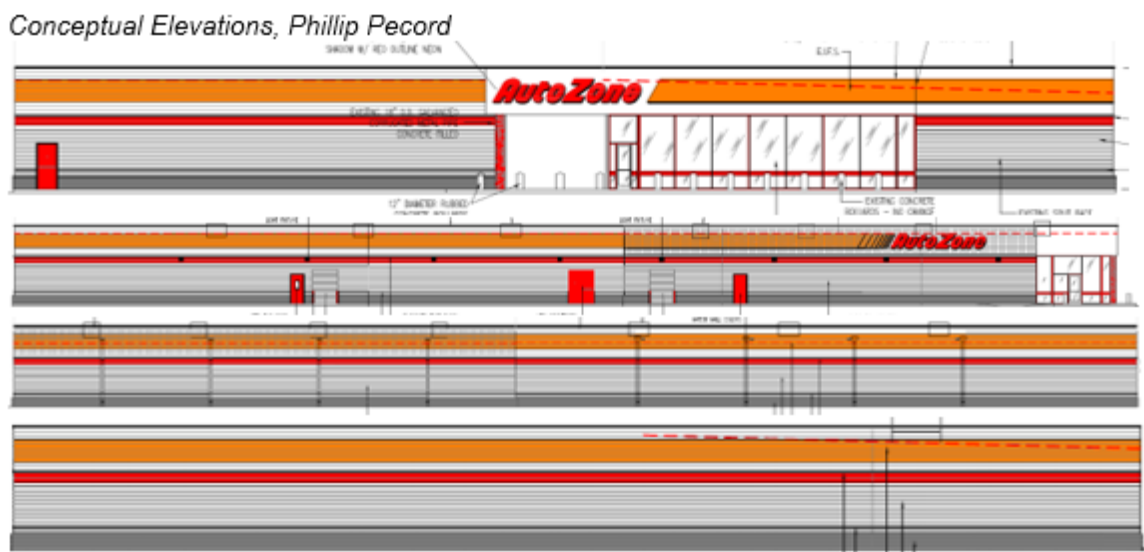
along the south perimeter of the site. The parking area will be setback a minimum of 30 feet from the eastern street side property line, per the Walkable Urban Code. A landscape area will be provided along the eastern street side with a pedestrian pathway

Conceptual Site Plan, Michael James Gaylor



connecting the detached sidewalk to the build frontage. Two points of ingress and egress will be provided on Central Avenue. The development does not propose a require frontage type and exceeds the 12-foot maximum building setback with a proposed setback of 105 feet. This rezoning does not grant approval nor support any variances.

The conceptual elevations, attached as an exhibit, demonstrate the existing and proposed portions of the building. The proposed addition is consistent with the existing building design.



The proposal will provide enhanced pedestrian and cyclist safety, convenience, and connectivity, per the Walkable Urban Code and Stipulation Nos. 1, 2, 6, 8, 9, 10, and 14. Additionally, these requirements will connect the development to the nearby light rail stations and Sonoran Bikeway along Central Avenue. Staff recommends Stipulation No. 1 to require pavement treatments that visually contrasts parking and drive aisles where pedestrian walkways cross a vehicular path. Stipulation No. 2 requires a shaded pedestrian walkway to connect the sidewalk and building entrance in the most direct route for pedestrians.

AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

7. [Rio Montaña Area Plan:](#)

The Rio Montaña Area Plan encourages preservation of the rural character of the area and incorporates transition zones to protect desert and open space areas. The plan also encourages pedestrian and equestrian activities through a network of trails and aspires to develop a sense of community while encouraging investment in the community.

The Rio Montaña Area Plan intended to accomplish this vision through seven goals that include: promoting balanced, high quality development; protecting and improving neighborhoods through maintenance, rehabilitation and infill projects; keeping a distinctive character that reflects the diversity in its equestrian heritage, culture, history and architecture; protecting the rural character, the Sonoran Desert and the riparian potential of the Rio Salado Habitat Restoration

Figure 3
SOUTH MOUNTAIN VILLAGE PLANS

Legend:

- Rio Montaña Growth Study
- Village Core
- South Phoenix Village Redevelopment Area
- Target Area B Redevelopment Area
- Mountain Park Neighborhood Special Planning District
- South Central Avenue Corridor Study
- Southwest Growth Study Laveen
- Baseline Area Master Plan

Map Labels:

Streets: 67TH AVE., 59TH AVE., 51ST AVE., 43RD AVE., 35TH AVE., 27TH AVE., 19TH AVE., 7TH AVE., 3RD AVE., 27TH ST., 16TH ST., 24TH ST., 32ND ST., 40TH ST., 48TH ST., SUPERSTITION PKY.

Roads: SOUTHERN AVE., BASELINE RD., DOBBINS RD., ELLIOT RD., ESTRELLA DR.

Landmarks: South Mountain Park

Scale: 1 mile (approx. scale)

Prepared by the
City of Phoenix
Planning Department
May 17, 2000

Source: Planning and Development Department

8. Comprehensive Bicycle Master Plan:

The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its Bikeway System and supportive infrastructure. The Comprehensive Bicycle Master Plan supports short-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. To create a bike-supportive environment for customers, bicycle infrastructure is incorporated into the proposed project.

The Walkable Urban Code requires the development to provide a minimum of four bicycle parking spaces per Section 1307.H.6.a of the Phoenix Zoning Ordinance. Staff recommends Stipulation No. 8 to require a minimum of two required bicycle parking spaces include electrical receptacles for electric bicycle charging. Additionally, Stipulation No. 10 requires a minimum 75 percent shading of bicycle parking and Stipulation No. 9 requires that a publicly accessible bike fix-it station be provided.

9. Complete Streets Guiding Principles:

In 2014, the City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. The Walkable Urban Code requires the development to provide a minimum of four bicycle parking spaces per Section 1307.H.6.a of the Phoenix Zoning Ordinance. Staff recommends

Stipulation No. 12 to require the removal of the northernmost access point on Central Avenue upon complete redevelopment of the site. Additionally, Stipulation No. 14 requires detached sidewalks along Central Avenue and Stipulation No. 16 that requires streets be constructed with the required improvements and comply with current ADA standards.

10. **Tree and Shade Master Plan:**

The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City's planning and development process. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide thermal comfort for pedestrians and to reduce the urban heat island effect. The Walkable Urban Code T5:2 district requires detached sidewalks and that all sidewalk and pedestrian walkways be shaded a minimum of 75 percent. Additionally, Stipulation No. 11 requires parking areas to be landscaped by one tree per eight vehicular spaces.

11. **Zero Waste Phoenix PHX:**

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs.

Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial, and mixed-use developments meeting certain criteria. The provision of recycling containers was not addressed in the applicant's submittals.

12. **Transportation Electrification Action Plan:**

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. This is addressed in Stipulation No. 7 which requires a minimum ten percent of the required parking spaces to be EV

installed and Stipulation No. 8 which requires a minimum of two required bicycle parking spaces include electric receptacles for electric bike charging.

13. **South Phoenix Village and Target Area B Design Overlay**

The overlay district seeks to stabilize existing neighborhoods in the area by eliminating blight, encouraging reinvestment by the private sector in infill housing, and supporting commercial development attuned to the community's needs. The expansion of the proposed use will support the development of other commercial uses along Central Avenue and increase the ability of proposed use to serve the larger community in alignment with the Target Area B – Land Use Map's designation of "Community Commercial".

14. **Phoenix Climate Action Plan**

In October 2021, the Phoenix City Council approved the Climate Action Plan. The Climate Action Plan will serve as a long-term plan to achieve greenhouse gas emissions reductions and resiliency goals from local operations and community activities as well as prepare for the impacts of climate change. This plan contains policy and initiatives regarding stationary energy, transportation, waste management, air quality, local food systems, heat, and water. Goal W2 (Water), Action W2.4, pertains to the implementation of the [Greater Phoenix Metro Green Infrastructure \(GI\) and Low Impact Development Details for Alternative Stormwater Management](#) to benefit the environment, promote water conservation, reduce urban heat, improve the public health, and create additional green spaces. This goal is addressed in Stipulation No. 3, which requires a minimum of two GI techniques for stormwater management to be implemented in this development.

COMMUNITY INPUT SUMMARY

15. As of the writing of this report, no community correspondence has been received for the request.

INTERDEPARTMENTAL COMMENTS

16. The Street Transportation Department requested that, the northern driveway be removed upon complete redevelopment of the site, the west 55 feet of Central Avenue be dedicated, a detached sidewalk with a 10-foot landscape area and a six foot sidewalk be provided, all utilities be undergrounded, and that streets be constructed with the required improvements and comply with current ADA standards. These are addressed in Stipulation Nos. 12 through 16.

OTHER

17. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and immediate area to be archaeologically sensitive, and if no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be

conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulations Nos. 17 through 19.

18. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to preliminary site plan approval. This is addressed in Stipulation No. 20.
19. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Zoning adjustments, abandonments or other formal actions may also be required.

Findings

1. The proposed Walkable Urban Code Transect 5:2 District is consistent with Transit Oriented Strategic Policy Framework, the South Central Transit Oriented Community Plan, and with the character of the surrounding area.
2. The proposal will support pedestrian and bicycle mobility by providing shade standards and bicycle standards consistent with the TOD Strategic Policy Framework and other policy plans.
3. As stipulated, the proposal provides bicycle parking that is consistent with the Comprehensive Bicycle Master Plan and the Complete Streets Guiding Principles.

Stipulations

1. Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped or colored concrete, or other pavement treatments that visually contrasts parking and drive aisle surfaces, as approved by the Planning and Development Department.
2. A minimum of one pedestrian pathway shall be provided to connect the building entrance and public sidewalk using the most direct route for pedestrians and shall be shaded by a structure, minimum 2-inch caliper trees, or a combination

thereof, to achieve 75% shade as approved by the Planning and Development Department.

3. A minimum of two green infrastructure (GI) techniques for stormwater management shall be implemented per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management, as approved or modified by the Planning and Development Department.
4. A minimum five-foot-wide landscape setback shall be provided along the west side of the site and shall be planted to the following standards, as approved by the Planning and Development Department.
 - a. Minimum 2-inch caliper single-trunk, large canopy, drought-tolerant shade trees planted 20 feet on center or equivalent groupings.
 - b. Native cacti or similar plants to achieve a minimum of 75% live coverage.

Where fire lane conflicts exist, the developer shall work with the Planning and Development Department on an alternative design solution.

5. A minimum four-foot-wide landscape setback shall be provided on the north portion of the site and shall be planted with native cacti or similar plants, as approved by the Planning and Development Department.
6. Site lighting shall be provided at building entrances/exits, parking areas, and refuse areas, as approved by the Planning and Development Department.
7. A minimum of 10% of the required parking spaces shall be EV installed.
8. A minimum of two of the required bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities, as approved by the Planning and Development Department.
9. A publicly accessible bicycle repair station ("fix it station") shall be provided and maintained on site near a primary site entrance. The bicycle repair station ("fix it station") shall be provided in an area of high visibility and separated from vehicular maneuvering areas, where applicable. The repair station shall include, but not be limited to:
 - a. Standard repair tools affixed to the station;
 - b. A tire gauge and pump affixed to the based of the station or the ground;

- c. A bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike.
10. Bicycle parking spaces shall be shaded by a structure, landscaping, or a combination thereof to provide a minimum of 75% shade, as approved by the Planning and Development Department.
11. All uncovered surface parking lot areas shall be landscaped with drought tolerant shade trees with one tree provided for every eight vehicular parking spaces, as approved by Planning and Development Department.
12. The existing northernmost access point on Central Avenue shall be removed, if the site is completely redeveloped in the future, as approved by the Planning and Development Department.
13. A minimum of 55 feet of right-of-way shall be dedicated for the west half of Central Avenue, adjacent to the development.
14. A minimum 10-foot-wide landscape strip located between the back of curb and sidewalk and minimum 6-foot wide sidewalk shall be constructed, as approved by the Planning and Development Department.
15. All existing electrical utilities within the public right-of-way shall be undergrounded, adjacent to the development. The developer shall coordinate with the affected utility companies for their review and permitting.
16. All streets within and adjacent to the development shall be constructed with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
17. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.
18. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.
19. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot

radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

20. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Writer

Samuel Rogers

December 8, 2023

Team Leader

Racelle Escolar

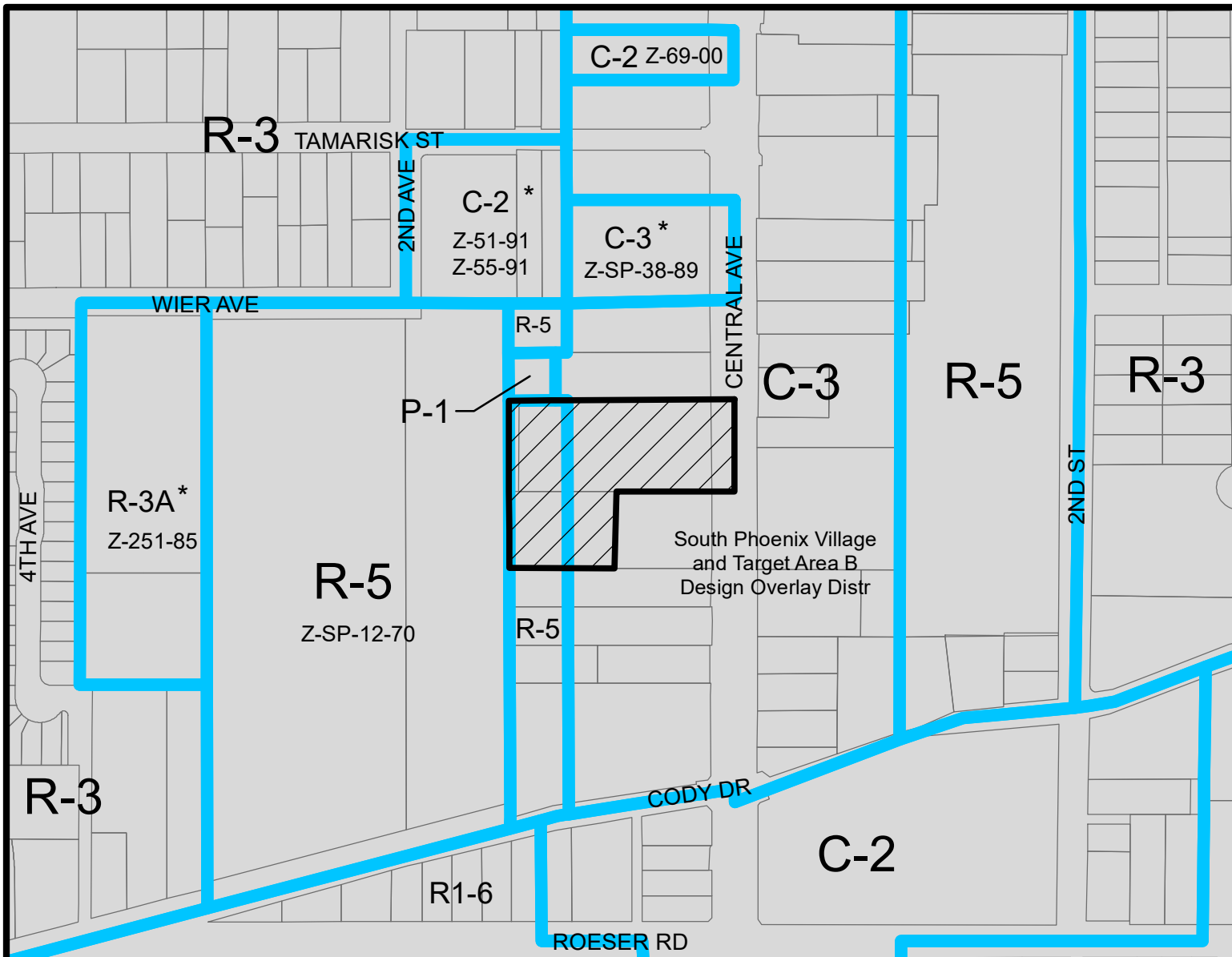
Exhibits

Sketch Map

Aerial Map

Conceptual Site Plan Date Stamped August 31, 2023

Conceptual Elevations Date Stamped August 31, 2023



Miles

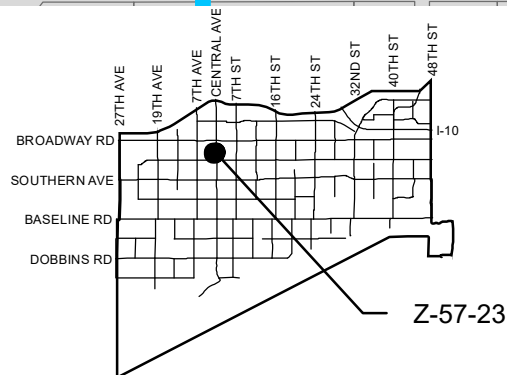
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SOUTH MOUNTAIN VILLAGE

CITY COUNCIL DISTRICT: 7



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT



APPLICANT'S NAME:

Ed Bull, Burch & Cracchiolo, P.A.

APPLICATION NO.

Z-57-23

DATE:

9/08/2023

REVISION DATES:

12/05/2023

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

2.66 Acres

AERIAL PHOTO &
QUARTER SEC. NO.
QS 4-27

ZONING MAP
E-8

REQUESTED CHANGE:

FROM: R-5 SPVTABDO (0.90 a.c.)
C-3 SPVTABDO (1.76 a.c.)

TO: WU Code T5:2 SPVTABDO (2.66 a.c.)

MULTIPLES PERMITTED

R-5 SPVTABDO, C-3 SPVTABDO
WU Code T5:2 SPVTABDO

CONVENTIONAL OPTION

39, 25

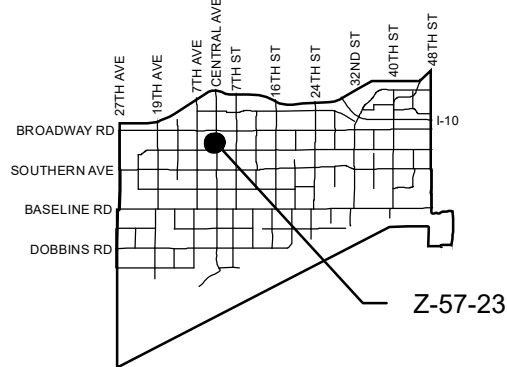
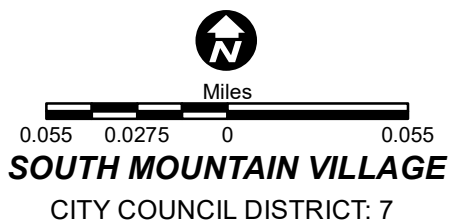
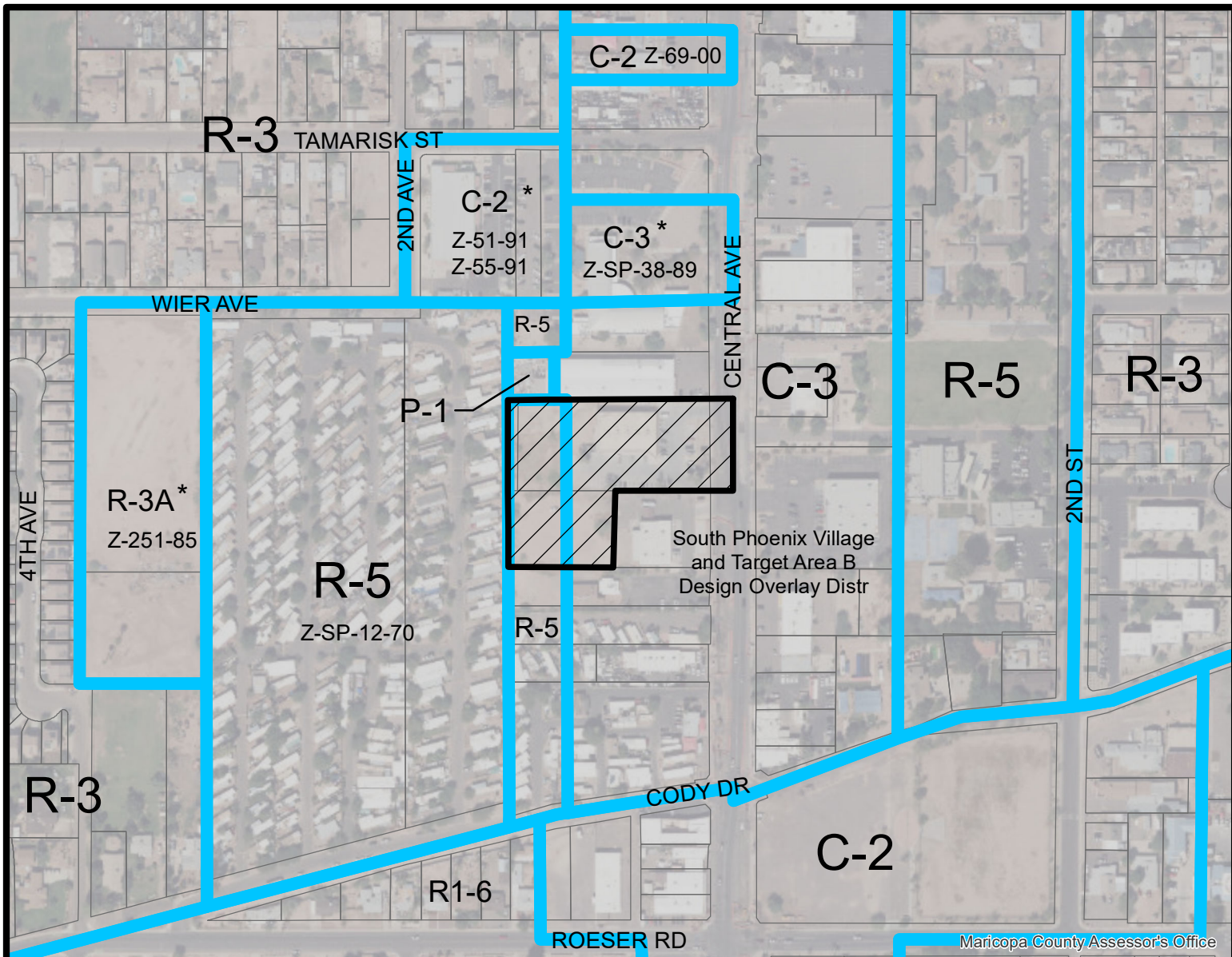
No Maximum

* UNITS P.R.D. OPTION

47, 30

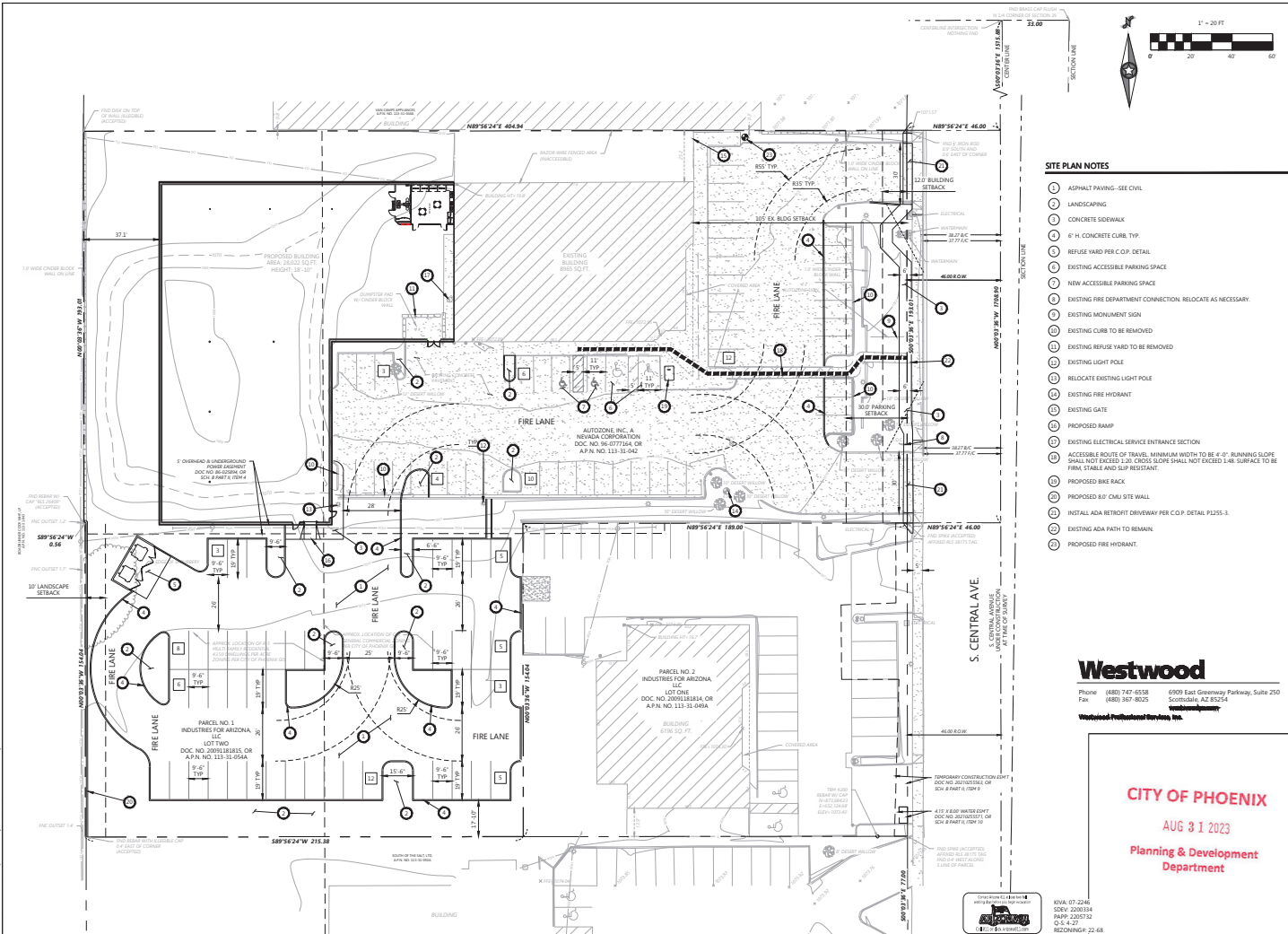
N/A

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



APPLICANT'S NAME: Ed Bull, Burch & Cracchiolo, P.A.		REQUESTED CHANGE:	
APPLICATION NO. Z-57-23	DATE: 9/08/2023 REVISION DATES:	FROM: R-5 SPVTABDO (0.90 a.c.) C-3 SPVTABDO (1.76 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 2.66 Acres	12/05/2023		
	AERIAL PHOTO & QUARTER SEC. NO. QS 4-27	ZONING MAP E-8	TO: WU Code T5:2 SPVTABDO (2.66 a.c.)
MULTIPLES PERMITTED R-5 SPVTABDO, C-3 SPVTABDO WU Code T5:2 SPVTABDO	CONVENTIONAL OPTION 39, 25 No Maximum		* UNITS P.R.D. OPTION 47, 30 N/A
* Maximum Units Allowed with P.R.D. Bonus			

File: N:\VOLUME 001 - Project: AutoZone Store Development.dwg Plot Date: 8/18/2023



SITE PLAN NOTES

- 1 ASPHALT PAVING - SEE CIVIL
- 2 LANDSCAPING
- 3 CONCRETE SIDEWALK
- 4 6" H CONCRETE CURB, TYP.
- 5 REFUSE YARD PER C.O.P. DETAIL
- 6 EXISTING ACCESSIBLE PARKING SPACE
- 7 NEW ACCESSIBLE PARKING SPACE
- 8 EXISTING FIRE DEPARTMENT CONNECTION; RELOCATE AS NECESSARY.
- 9 EXISTING MONUMENT SIGN
- 10 EXISTING CURB TO BE REMOVED
- 11 EXISTING REFUSE YARD TO BE REMOVED
- 12 EXISTING LIGHT POLE
- 13 RELOCATE EXISTING LIGHT POLE
- 14 EXISTING FIRE HYDRANT
- 15 EXISTING GATE
- 16 PROPOSED RAMP
- 17 EXISTING ELECTRICAL SERVICE ENTRANCE SECTION
- 18 ACCESSIBLE ROUTE OF TRAVEL; MINIMUM WIDTH TO BE 4'-0"; RUNNING SLOPE SHALL NOT EXCEED 1.2%; CROSS SLOPE SHALL NOT EXCEED 1/48. SURFACE TO BE FIRM, STABLE AND SLIP RESISTANT.
- 19 PROPOSED BAKE RACK
- 20 PROPOSED 8'x10' CMU SITE WALL
- 21 INSTALL ADA RETROFIT DRIVEWAY PER C.O.P. DETAIL P255-1.
- 22 EXISTING ADA PATH TO REMAIN
- 23 PROPOSED FIRE HYDRANT

Westwood

Phone: (888) 747-6558 6909 East Greenway Parkway, Suite 250
Fax: (888) 367-8025 Scottsdale, AZ 85254
WestwoodProfessionalServices.com

CITY OF PHOENIX

AUG 31 2023

Planning & Development
Department

OWNER:
AutoZone, Inc.
123 S. FRONT STREET, 3rd FLOOR
MEMPHIS, TENNESSEE 38103



PROJECT: **AutoZone STORE DEVELOPMENT**

Store No.: 2762

4832 S. CENTRAL AVE
PHOENIX, ARIZONA 85040

PRELIMINARY SITE PLAN

SCALE: 1"=20'

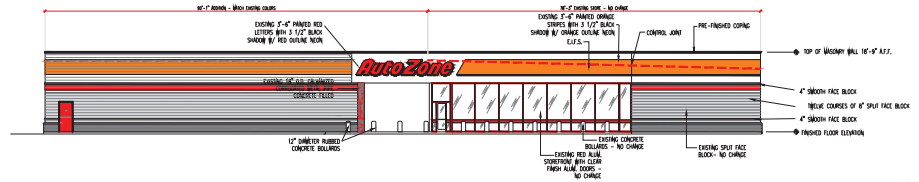
REVISIONS

NO.	DESCRIPTION
1.	
2.	
3.	
4.	
5.	
6.	
7.	

ARCHITECT: ARD
DRAFTSMAN: J.O.
CHECKED BY: M.C.
DATE: 8-18-2023
PROJECT NO. 23-01

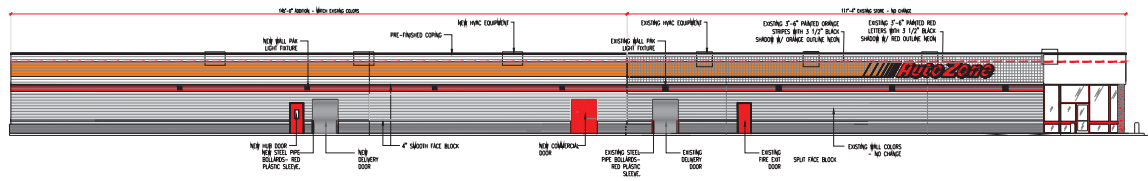


SP2.0



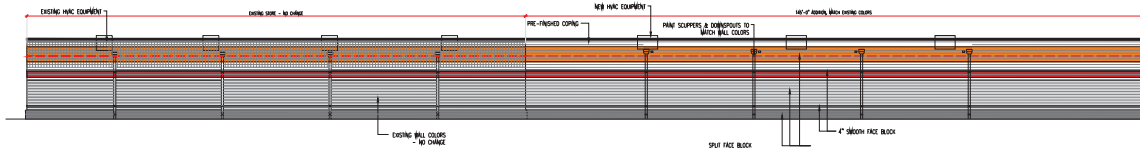
EAST ELEVATION
SCALE: 3/8" = 1'-0"

EXTERIOR ELEVATION - FRONT 1



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

EXTERIOR ELEVATION - LEFT SIDE 2



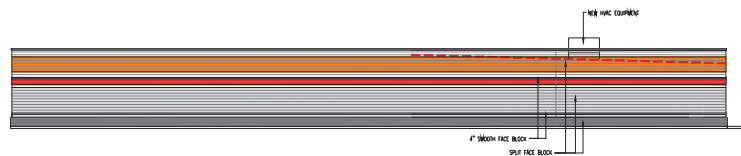
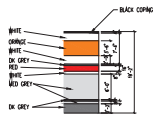
NORTH ELEVATION
SCALE: 3/8" = 1'-0"

EXTERIOR ELEVATION - RIGHT SIDE 3

CITY OF PHOENIX

AUG 31 2023

Planning & Development
Department



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

EXTERIOR ELEVATION - LEFT SIDE 4

REVISIONS					
1	2	3	4	5	6
AutoZone Store No. 2762 4832 S CENTRAL AVE PHOENIX, AZ 85040					
Architect: PHILLIP RECORD 1225 South Front Street TEL: 301-495-8706 FAX: (601) 495-8969 For Bidding & Contractor Information Contact Design Data & Analytics, Tel. 413-530-4215 Clarity-seaury@comcast.net					

2/15/22
HUB
CE-1