



**CITY OF TEMPE
REQUEST FOR COUNCIL ACTION**

**Council Meeting Date: 12/03/2015
Agenda Item: 6C5**

ACTION: Hold the second and final public hearing to adopt an ordinance for an Amended Planned Area Development and Development Plan Review consisting of a new parking structure for OPERATIONS CENTER, located at 1305 West 23rd Street. The applicant is Mesfin Samuel of The Samuel Group. (Ordinance No. O2015.55)

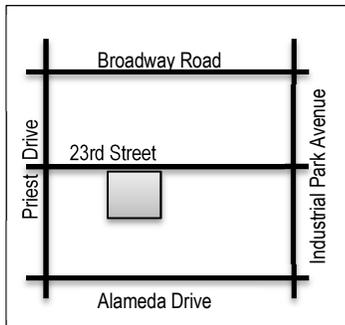
FISCAL IMPACT: While this ordinance change does not directly impact revenue, the planned development will result in collection of the standard development fees, calculated according to the approved fee structure at the time of permit issuance.

RECOMMENDATION: Adopt Ordinance No. O2015.55
Staff – Approval of Planned Area Development and Development Plan Review
Development Review Commission – Approval (7-0 vote), subject to conditions

BACKGROUND INFORMATION: OPERATIONS CENTER (PL150368) is an existing commercial facility located in an industrial zoned area. The site has an approved Planned Area Development which had a parking structure shown in a different location. That structure was never built, and a different building took that space. The site meets zoning code requirements for parking, but has a parking demand that is greater than the code required parking. The request is to amend the Planned Area Development for a proposed new garage location, and for the Development Plan Review design of the site plan, landscape plan and elevations for the new garage. The Development Review Commission heard this request on October 27, 2015 and recommended approval of the request.

The request includes the following:

- 1. Planned Area Development Overlay Amendment for the addition of a 989 space parking structure
- 2. Development Plan Review including site plan, building elevations, and landscape plan



Existing Property Owner	Wells Fargo Bank
Applicant	Mesfin Samuel of The Samuel Group
Zoning District	General Industrial District, GID
Net site area	23.4 acres
Parking Structure Building Area	62,381 s.f. 1st floor, 311,053 total s.f. all 5 floors.
Total Building Area	530,781 s.f.(existing)
Lot Coverage	461,179 s.f.(including garage) 45.2% of site
Building Height	67' (existing tallest structure) 85' (existing entitlement) 53' (proposed garage)
Building Setbacks	25' front, 10' side, 33' street side
Landscape area	112,384 s.f. 11.03%
Vehicle Parking	1,759 allowed 1,556 provided spaces (surface and garage)
Bicycle Parking	50

ATTACHMENTS: Ordinance, Development Project File

STAFF CONTACT(S): Ryan Levesque, Deputy Community Development Director, (480) 858-2393

Department Director: Dave Nakagawara, Community Development Director
Legal review by: Teresa Voss, Assistant City Attorney
Prepared by: Diana Kaminski, Senior Planner

COMMENTS:

This site is located north of Southern Avenue, south of Broadway Road, west of Mill Avenue and just east of Priest Drive, in an industrial employment area. The property has an existing approved Planned Area Development which established the standards for this site in 1994. The phased development of the site originally identified 1,250 surface parking spaces, which would later convert to 1,447 structured spaces and 312 parking spaces at the completion of phase three. A parking analysis was done at the time of this original PAD. As the project developed, other buildings were located where the parking structures were to be built in the center of the campus, leaving the north east parking lot facing 23rd Street for the parking. The proposed project would build a parking structure over the existing parking lot. The site currently has 803 parking spaces, including 352 surface spaces on the east lot being replaced by the parking structure; upon completion of the garage, the east lot would have 989 spaces and the campus would have a total of 1,556 parking spaces. A prior Traffic Impact Study was conducted and approved allowing up to 1,759 spaces for this development. Therefore a study was not required for this request.

This request includes the following:

1. Planned Area Development
2. Development Plan Review which includes: a 5 story 311,053 s.f. parking structure within an existing development on 23 net acres.

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

PRELIMINARY REVIEW

The following items were identified for clarification or correction during the preliminary review:

- Questions about security and gating were answered during a follow up meeting with the applicant.
- Requirements for dimensions on plans were addressed
- Path of travel requirements for building code were addressed by relocation of the stairwell exits.
- Request for more detail on materials, colors and design elements including lighting were provided on second submittal.
- Requirements to indicate percent opening calculation for ventilation were provided.
- Recommended building design changes to enhance the street front appearance and tie the building elevations more closely to the existing office entry adjacent to the structure were addressed in the second submittal.
- It was determined that a new traffic study was not necessary since they were completing phased development with prior studies and entitlements.
- It was determined that an updated Planned Area Development was necessary due to the site changes for the new parking structure.

PUBLIC INPUT

- A neighborhood meeting was required.
- The neighborhood meeting was held September 24, 2015 at Double Tree by Hilton at 2100 S Priest Drive.
- Community Development staff attended the meeting.
- No members of the public were in attendance.

PROJECT ANALYSIS

PLANNED AREA DEVELOPMENT

The proposed project will modify the standards for the garage building height and side yard setback. Below is a comparison of the General Industrial District zoning standards to the existing and proposed PAD standards.

OPERATIONS CENTER – PAD Overlay			
Standard	GID	GID PAD	Change
Building Height (feet)		67' (built) 85' (entitled)	
Building Height Maximum	35 ft.	48 ft (prior change) 53 ft (proposed garage height)	5 ft or 10% proposed change for garage height
Maximum Lot Coverage (% of net site area)	100%	45.2%	No Change
Minimum Landscape Area (% of net site area)	10%	10%	No Change
Setbacks (feet) (a) [Exceptions, see Section 4-205(B)]			
Front & Reverse Frontage (south & north Alameda Drive & 23rd Street)	25 ft	25 ft	No Change
Parking	20 ft	20 ft	No Change
Side	20 ft	10 ft (east side)	50% decrease
Street Side (west side Priest Drive)	0 ft	33 ft	No Change
Vehicle Parking	Based on use and SF	1,759 spaces after phase 3	No change Providing 1556 spaces
Bicycle Parking	Based on use and SF	50 spaces	No Change

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

DEVELOPMENT PLAN REVIEW

Site Plan

The property has been evolving since the late 1960s into a 23 acre campus of buildings and parking areas. The site fronts Alameda Drive on the south, Priest Drive on the west, and 23rd Street to the north. It has a shared property line with industrial uses to the east. The proposed garage would replace the existing 352 covered and open parking spaces at the north east corner of the property, retaining the perimeter parking at the street front, behind the existing landscape and screen wall. The lot would be entered from the existing drive to the north of the new structure, and vehicles would enter on the western side. The parking structure would be oriented north/south, with the short elevation, 124' wide, facing the street and the long elevation facing the remaining campus of buildings to the west. The building footprint is 62,381 s.f. and the total parking structure would be 311,053 s.f. The structure is open for ventilation on all sides, and is set back from the property line 10' on the east and south sides, and

approximately 110' from the north property line along 23rd Street. The building is oriented for maximum parking and circulation efficiency on the site.

Building Elevations

The campus architecture has been built over the past fifty plus years. This new building is designed for continuity with newer office building to the west. The garage is precast spandrel concrete panels colored to match the cream color of the primary office color. The columns interior to the open structure are colored a darker taupe tone that disappears in the shadows, accenting the horizontal linear planes of the exterior panel system. A glazed ribbon window system of the same blue-green tone as the office building is used to highlight the stairwells visible from the street. Split faced CMU is used at the base and elevator core to tie into the surrounding site walls. An open channel metal panel wall system is used for screening the stairwells and portions of the garage; the office building utilizes metal panels at the entryway. The proposed parking structure is articulated at the corners facing the street, and the functional core elements of the building are defined by changes in material, acting as visual cues to pedestrians orienting themselves within the garage to the stairwells and elevator. The building is set back from the street and landscaped around the base, minimizing the overall visual impact along the street front.

Landscape Plan

The site has existing mature perimeter landscape which will remain in place and be enhanced. A ten foot buffer to the east and south leaves a narrow planting area for narrow vertical formed trees and limited understory plantings that won't create hiding places to the open garage form. The existing mature trees along the east side will be removed as part of the construction and new trees and landscape installed. An underground utility line along the west side of the parking lot precludes trees being planted to the west of the surface parking spaces. The tree palette is Acacia Salicina and Mesquite; the shrub and ground covers consist of Eremophilas, Lantana, Ruellia and Wedilia. Accents include Agaves, Aloe, Hesperaloe and Ocotillo. Maintaining visual surveillance in and around the garage is important for employee safety, the plant species used do not exceed 3' in height. Additional street trees will be added for shade on the sidewalk along 23rd Street. The provided plan is missing required landscape island trees, which have been noted in the code required section of this report. The accessible surface spaces on the west side are in full sun. The existing canopies on the west side of the lot are remaining in place but were not shown on the plans; staff has conditioned that parking canopies be maintained over the western row of parking spaces

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 placement of the garage is set back away from the street and oriented to the narrowest portion of the structure.*
2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort; the parking structure provides shaded parking to employees.*
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings; proposed materials are appropriate for the industrial area and compatible with the existing campus architecture.*
4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings; the building is within the entitled building height for this site, is set back from the street and landscaped with plants appropriate to the area.*
5. *Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level; the building uses different materials and colors to highlight different forms within the structure, and ties the materials back to the existing architecture on the adjacent office building.*
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; stairwells to the garage have ribbon glazing and open metal panel elements that will reflect light and create shadows on the structure, the building has a strong rhythm by virtue of the scale and the form following the functional needs of the structure.*

7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;* the west side of the structure has limited shade due to underground utilities, making the walk from the garage to the buildings fairly exposed to the sun. Parking spaces to the west of the garage will remain covered, to maximize shade to vehicles. The addition of trees along the street front will provide a shaded sidewalk along 23rd street for transit riders or cyclists coming to the site.
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;* the pedestrian path from the garage is clearly delineated as it crosses the vehicle drive aisle.
9. *Plans appropriately integrate Crime Prevention through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance;* lighting and landscape material are designed to provide visual surveillance of the area in and around the parking structure; there are also on site security that circulate through the property and garage.
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways;* the Mesquite are used to provide shade in the parking islands and the acacia is used in the narrower areas along the structure elevations; ocotillos flank the garage pedestrian entrance and accent the western edge of the parking lot.
11. *Lighting is compatible with the proposed building and adjoining buildings and uses, and does not create negative effects.* Lighting will be code compliant and enhance the security of the area.

Conclusion

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

REASONS FOR APPROVAL:

The project meets the General Plan Projected Land Use and Projected Residential Density for this site.

1. The project will meet the development standards required under the Zoning and Development Code.
2. The PAD overlay process was specifically created to allow for greater flexibility.
3. The proposed project meets the approval criteria for a Planned Area Development and for a Development Plan Review.

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.

General

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 PAD approval shall be null and void.
3. The Planned Area Development Overlay 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.

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 September 30, 2015 and landscape plan dated September 2, 2015. 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. The site plan is approved as submitted October 6, 2015, minor modifications may be reviewed through the plan check process of construction documents; major modifications will require submittal of a Development Plan Review.
3. The existing parking canopies on the west side of the lot are remaining in place over the western side parking spaces that are not a part of the parking garage.

Floor Plans

4. 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.
5. Garage Security:
 - a. Minimize interior partitions or convert these to semi-opaque screens to inhibit hiding behind these features.
 - b. Paint interior wall and overhead surfaces in garage floor levels with a highly reflective white color, minimum LRV of 75 percent.
 - c. Maximize openness at the elevator entrances and stair landings to facilitate visual surveillance from these pedestrian circulation areas to the adjacent parking level.
 - d. Secure space underneath the first floor landing.
6. Parking Garage:
 - a. Minimum required parking dimensions shall be clear of any obstructions.
 - b. At the ends of dead-end drive aisles, provide a designated turn-around space, minimum 8'-6" clear in width (locate on left side if available), including 3'-0" vehicular maneuvering area for exiting. Turn-around area shall be clearly demarcated.
 - c. Provide a minimum 2'-0" of additional width for parking spaces when adjacent to a continuous wall.

Building Elevations

7. The materials and colors are approved as presented (dated September 30, 2015):
 - Primary Building – PC-1 - Precast Concrete Panels (spandrels and walls) Mitsubishi White (limestone color w/ white inclusions)
 - Secondary Building – PC-2 - Precast Concrete Columns to match CMU-2 (medium desert tan cmu color)
 - Stair Tower – CMU-1 – Superlite Charcoal Split Faced Concrete Masonry Unit (dark cool grey)
 - Building Accent Elevator and Electrical Room enclosure – CMU-2 – Superlite Tierra Brown Split Faced Concrete Masonry Unit (medium desert tan)
 - Metal Curtain Wall - AL1 – Aluminum Metal Curtain Wall Frame Clear Anodized
 - Perforated Metal Channel Panel System – MP-1 - Morin Matrix Series MX 1 ½" panel depth 40% open perforated metal panel 22 inch gauge bright silver with concealed fasteners, horizontally mounted.
 - Metal Curtain Wall - MP-2 – Morin Matrix Series MX 1.0 Metal Panel solid, 22 inch gauge bright silver to match shape of MP-1
 - Glazed Curtain Wall – GL-1– Pilkington Eclipse Advantage Blue-Green with clear anodized aluminum metal frame system
 - Metal Shade Canopies – MP-2 - Morin Matrix Series MX 1.0 metal panel 22 inch gauge bright silver to match shape of MP-1.

Provide primary building colors and materials with a light reflectance value of 75 percent or less. Specific colors and materials exhibited on the materials sample board are approved by planning staff. Additions or modifications may be submitted for review during building plan check process.

8. Minimize visible, external features, such as overflows, and where needed design these to enhance the architecture of the building.
9. 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.

Lighting

10. Illuminate building entrances and stair landings from dusk to dawn to assist with visual surveillance at these locations.
11. Utilize motion sensor fixtures within the parking garage to dim when not in use and illuminate when in use by vehicles or pedestrians.

Landscape

12. The plant palette is approved as proposed and specified on the landscape plan. With the addition of requisite trees at the end of parking islands to the north and west of the garage. Any additions or modifications may be submitted for review during building plan check process.
13. Irrigation notes:
 - a. 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.
 - b. Locate valve controller in a vandal resistant housing.
 - c. Hardwire power source to controller (a receptacle connection is not allowed).
 - d. Controller valve wire conduit may be exposed if the controller remains in the mechanical yard.
 - e. Provide temporary irrigation during construction, repair existing irrigation system (on site or in the adjacent public right of ways) where damaged by work of this project. Design irrigation so that existing plants on site or in frontages are irrigated as part of the reconfigured system at the conclusion of this construction.
14. 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.
15. 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.
16. 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.

Signage

17. Provide address signs on west and north elevations and conform to the following for building address signs:
 - 1) Provide street number only, not the street name
 - 2) Compose of 12" high, individual mount, metal reverse pan channel characters.
 - 3) Self-illuminated or dedicated light source.
 - 4) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.

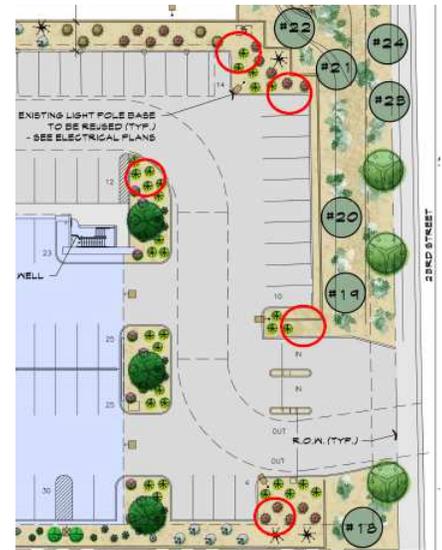
CODE/ORDINANCE REQUIREMENTS:

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.

- 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.
- Specific requirements of the **Zoning and Development Code (ZDC)** are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through www.tempe.gov/zoning or purchase from Community Development.
- **INTERNAL 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.
- **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 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.
- **COMMUNICATIONS:**
 - Provide emergency radio amplification for the combined building and garage area in excess of 50,000 sf. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Refer to this link: www.tempe.gov/index.aspx?page=949. Contact the Information Technology Division to discuss size and materials of the buildings and to verify radio amplification requirements.
 - For building height in excess of 50'-0", design top of building and parapet to allow cellular communications providers to incorporate antenna within the building architecture so future installations may be concealed with little or no building elevation modification.
- **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. 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.
- SECURITY REQUIREMENTS:
 - Design building entrance(s) to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage to opportunity for ambush opportunity. 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.
 - 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.
- 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.
- ENGINEERING:
 - 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.
- DRIVEWAYS:
 - Construct driveways in public right of way in conformance with Standard Detail T-320. Alternatively, the installation of driveways with return type curbs as indicated, similar to Standard Detail T-319, requires permission of Public Works, Traffic Engineering.
 - 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. 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.
- 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.

- **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 . Follow the link to “applications to move a native plant” to “notice of intent to clear land” .
- Add code required landscape island trees for surface parking rows as indicated in the plan to the right:
- **SIGNS:** Separate Development Plan Review process is required for signs in accordance with requirements of ZDC Part 4 Chapter 9 (Signs). Obtain sign permit for identification signs. Directional signs (if proposed) may not require a sign permit. Directional signs are subject to review by planning staff during plan check process.



HISTORY & FACTS:

1930-1960s	Maricopa County Flood Control Districts Historical Aerials indicate the site was used for agriculture until construction of a bank facility in the late 1960's.
September 2, 1969	Design Review Board approved a building addition for an existing bank operations center.
August 23, 1978	The Board of Adjustment approved a satellite dish at the site
September 23, 1983	Board of Adjustment approved a Use Permit valid for 3 years for First Interstate Bank to operate a heliport on the roof of Building A/B. No record exists of a request for renewal of this Use Permit.
June 26, 1991	Board of Adjustment approved a variance to waive a portion of the required mechanical screening for roof-mounted exhaust stacks above the central plant.
December 8, 1994	City Council approved a request for First Interstate Bank for an Amended Preliminary Planned Area Development for 700,000 s.f. of building area for the future expansion of the Operations Center.
May 13, 1999	City Council approved the request by Wells Fargo for An Amended Preliminary Planned Area Development for Wells Fargo Operations Center consisting of 439,16 s.f. and a Final Planned Area Development for Phase 2 consisting of 48,600 s.f., building area on 23.49 acres, including a Use Permit to allow parking by a parking by demand model.

September 14, 2004	Planning Commission approved a request by Wells Fargo for an Amended preliminary Planned Area Development consisting of 530,781 s.f. of total building area and a final PAD for Phase 3 consisting of 52,500 s.f. for a second story addition and 40,000 s.f. for a new two-story building on 23.49 acres.
September 30, 2004	City Council held the first public hearing for the above request.
October 21, 2004	City Council held a second public hearing for the above request and approved the Amended Planned Area Development.
September 24, 2015	Neighborhood meeting held for this project, no members of the public attended.
October 27, 2015	Development Review Commission heard a request for an Amended Planned Area Development and Development Plan Review consisting of a new parking structure. The Commission voted 7-0 to recommend approval of this request.
November 12, 2015	City Council introduction and first public hearing for this request is scheduled.
December 3, 2015	City Council final public hearing for this request is scheduled.

ZONING AND DEVELOPMENT CODE REFERENCE:

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