



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-SP-1-20-1
June 2, 2020

Deer Valley Village Planning Committee Meeting Date: June 18, 2020

Planning Commission Hearing Date: August 6, 2020

Request From: C-2 (9.08 acres)
R-5 (Pending C-2) (2.15 acres)

Request To: C-2 SP (11.23 acres)

Proposed Use: Auto sales and all underlying C-2 uses

Location: Northeast corner of 21st Avenue and Bell Road

Owner: Howard A Keyes Trust/Kevin Hochman

Applicant / Representative: Withey Morris, PLC/William F. Allison

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>	21st Avenue	Minor Collector	40-foot east half street
	Bell Road	Major Arterial	65-foot north half street
<p><i>CELEBRATE OUR DIVERSE COMMUNITIES AND NEIGHBORHOODS CORE VALUE; CLEAN NEIGHBORHOODS; LAND USE PRINCIPLE: Facilitate the acquisition of vacant, underutilized and blighted parcels for appropriate redevelopment, compatible with the adjacent neighborhood character and adopted area plans.</i></p> <p>The subject site has been developed with a plant nursery. The proposed development, as stipulated, would contribute to a clean and vibrant neighborhood through enhanced landscape and architectural enhancements.</p>			

STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; ENTREPRENEURS & EMERGING ENTERPRISES; LAND USE PRINCIPLE: Encourage land uses that promote the growth of entrepreneurs or new businesses in Phoenix in appropriate locations.

The development proposes auto sales and all underlying C-2 uses on an underutilized site. The development, as stipulated, will provide a site for a car dealership which has the potential to benefit both residents and small businesses.

CONNECT PEOPLE AND PLACES CORE VALUE; OPPORTUNITY SITES; LAND USE PRINCIPLE: Support reasonable levels of increased intensity, respectful of local conditions and surrounding neighborhoods.

The development, as stipulated, provides a reasonable level of intensity that is respectful to local conditions and surrounding neighborhoods. The proposal includes treatments to mitigate potential impacts on the nearby single-family residential neighborhood including enhanced landscape setbacks, plantings, and a pedestrian pathway to provide convenient access between the neighborhood to the north and west and the bus stop on Bell Road.

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 development, as stipulated, provides enhanced levels of trees and shade which will reduce the urban heat island effect while also improving thermal comfort to site users and the surrounding neighborhood.

Applicable Plans, Overlays, and Initiatives

[Tree and Shade Master Plan](#): See Background Item No. 6.

[Complete Streets Guidelines](#): See Background Item No. 7.

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

[Reimagine Phoenix](#): See Background Item No. 9.

Surrounding Land Uses and Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Plant nursery	C-2 and R-5 (Pending C-2)
North	Single-family residences	R1-8
West (Across 21st Avenue)	Single-family residences and auto dealership	R1-6 and C-2 SP
East	Auto dealership	C-2 SP
South (across Bell Road)	Auto dealership	C-2 SP PCD

C-2 (Intermediate Commercial)		
<u>Standards</u>	<u>Requirements of C-2 District</u>	<u>Provisions on the Proposed Site Plan</u>
<i>Building Setbacks</i>		
South (Bell Road)	Minimum 20 feet, Average 25 feet	Minimum 180 feet (Met)
West (21st Avenue)	Minimum 20 feet, Average 25 feet	Minimum 50 feet (Met)
East (Adjacent to C-2)	0 feet	Minimum 60 feet (Met)
North (Adjacent to R1-8; Proposed is 30 feet in height)	50 feet	Minimum 200 feet (Met)
<i>Landscaped Setbacks</i>		
South (Bell Road)	Minimum 20 feet, Average 25 feet	Minimum 40 feet (Met)
West (21st Avenue)	Minimum 20 feet, Average 25 feet	Minimum 25 feet (Met)
East (Adjacent to C-2)	0 feet	0 feet (Met)
North (Adjacent to R1-8)	Minimum 10 feet	Minimum 10 feet (Met)
Lot Coverage	Not to exceed 50%	Approximately 15% (Met)
Building Height	Maximum 2 stories, 30 feet	1 story, 30 feet (Met)

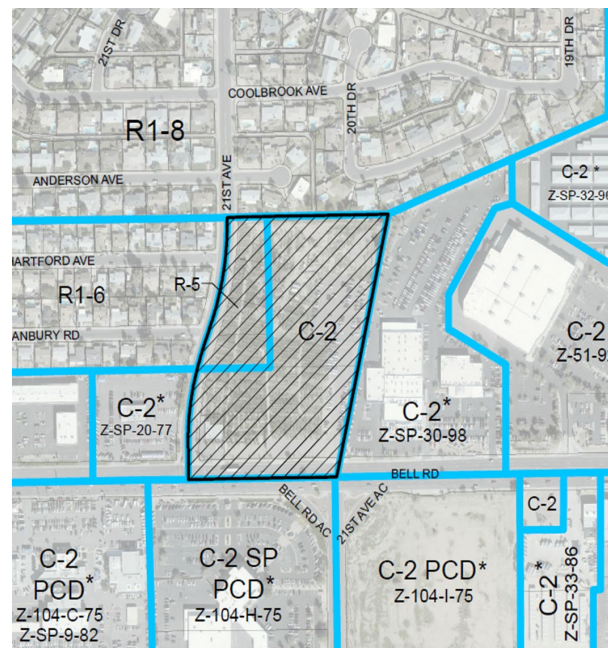
Background/Issues/Analysis

SUBJECT SITE

1. This is a request to rezone a site from C-2 (Intermediate Commercial) and R-5 (Pending C-2) (Multifamily Residential District, Pending Intermediate Commercial) to C-2 SP (Intermediate Commercial, Special Permit) to allow auto sales and all underlying C-2 uses. The subject site is a total of 11.23 acres located on the northeast corner of 21st Avenue and Bell Road. The subject site is currently zoned C-2 (Intermediate Commercial) and R-5 (Pending C-2) (Multifamily Residential District, Pending Intermediate Commercial). A request to rezone the R-5 portion of the site to C-2 is being considered under companion case No. Z-10-20-1.

SURROUNDING LAND USES AND ZONING

2. The request for C-2 SP (Intermediate Commercial, Special Permit) is generally consistent and compatible with the surrounding entitlements and land uses to the southwest, east and to the south. The land uses and zoning entitlements to the north and northwest are single-family. The proposed stipulations will apply to the proposed car dealership and to the underlying C-2 uses; several stipulations are intended to buffer the commercial development from adjacent residential.

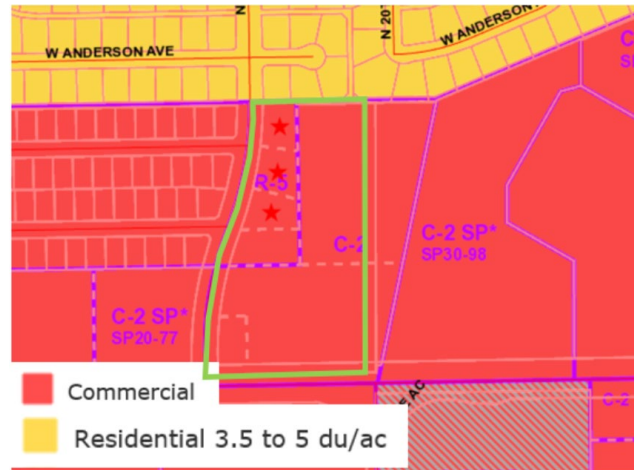


Source: Planning and Development Department

GENERAL PLAN LAND USE MAP DESIGNATIONS

3. The General Plan Land Use Map designation for the subject site and those to both the south, east and west along Bell Road are Commercial. The proposed use is consistent with the designation.

The properties to the north are designated Residential 3.5 to 5 dwelling units per acre.



Source: Planning and Development Department

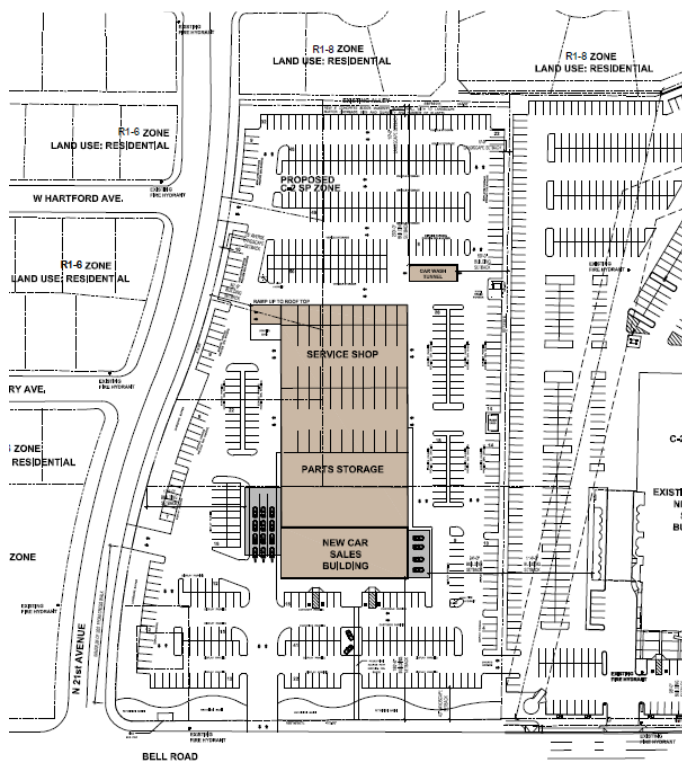
PROPOSAL

4. Site Plan

The proposed zoning would allow auto sales and underlying C-2 uses. The proposed development is 29 feet 6 inches in height; will be accessed from 21st Avenue as well as Bell Road; and proposes enhanced streetscape and pedestrian treatments. Stipulation No. 1, a general conformance stipulation, has been added to ensure these features are incorporated.

The proposed site plan also depicts a new car sales building, parts storage, service shop and a car wash tunnel. The site plan includes ingress/egress points on Bell Road and 21st Avenue. As stipulated, there will be enhanced landscaping along the northern property boundary to act as a buffer to the single-family residential homes to the north. This is addressed in

Figure C. Conceptual Site Plan



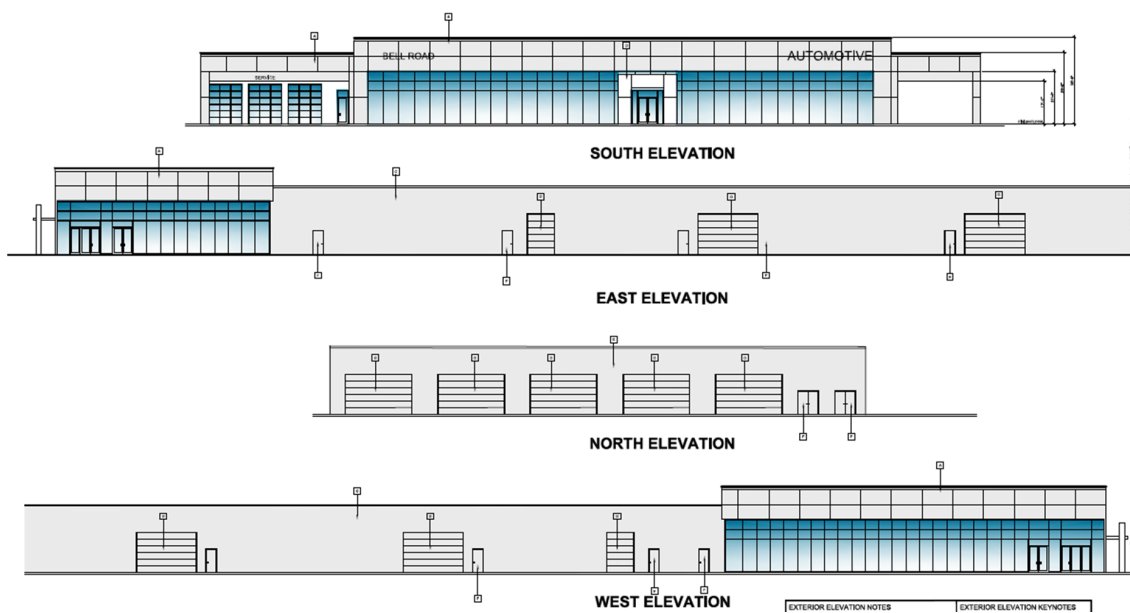
Source: DFA, Dennis J. Flynn Architects, Inc.

Stipulation No. 3.

5. **Conceptual Elevations**

The applicant has provided conceptual elevations which include a variety of materials including masonry, corrugated metal panels, aluminum composite metal panels, and roll-up garage doors. Stipulation No. 2 is recommended to ensure architectural embellishments and a mix of materials is provided.

Figure D. Conceptual Elevations



Source: Dennis J. Flynn Architects, Inc.

STUDIES AND POLICIES

6. **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. Staff is recommending several stipulations designed to provide trees and enhance shade within the development.

Staff is recommending stipulations for shaded and detached sidewalks along 21st Avenue and Bell Road in addition to enhanced tree and landscape areas

and planting standards along the north, west and south property lines, see Stipulation Nos. 3, 4 and 6.

7. **Complete Streets Guidelines**

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 proposal includes detached and shaded sidewalks and a pedestrian pathway which will increase the thermal comfort for those walking to and from nearby transit and those patronizing local businesses. Further, the proposal includes several bicycle racks for visitors and employees to encourage and accommodate for multimodal transportation. These are addressed in Stipulation Nos. 4, 5, and 7.

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. Staff is recommending Stipulation No. 7 to require bicycle parking on site.

9. **Reimagine Phoenix**

As part of the Reimagine Phoenix Initiative, the City of Phoenix is committed to increasing the waste diversion rate to 40 percent by 2020 and to better manage its solid waste resources. The provision of recycling containers was not addressed in the applicant's submittals.

COMMUNITY INPUT SUMMARY

10. As of the writing of this report, staff has not received any correspondence regarding this proposed rezoning application.

INTERDEPARTMENTAL COMMENTS

11. The Floodplain Division of the Public Works Department determined the site is not in a Special Flood Hazard Area (SFHA), but located in a Shaded Zone X, on panel 1290 L of the Flood Insurance Rate Maps (FIRM) dated June 17, 2017.
12. The Fire Department indicated there are no problems anticipated with the case and that the site and/or buildings shall comply with the Phoenix Fire Code. Further, the Department commented that they do not know the water supply at this site and noted that additional water supply may be required to meet the required fire flow per the Phoenix Fire Code.

13. The Street Transportation Department has requested roadway improvements on streets abutting the site, requires the dedication of a vehicular non-access easement, is restricting driveways within 100 feet east or west of 21st Avenue and is restricting median modifications on Bell Road. These are addressed in Stipulation Nos. 8 through 13.
14. The Street Transportation Department's Pedestrian Safety Coordinator commented on the importance of detached sidewalks with tree plantings and vertical ground cover to reduce mid-block crossings and of providing pedestrian connections between the adjacent commercial buildings. The detached sidewalks and landscaping are addressed in Stipulation No. 4.
15. The Public Transit Department has requested clearly defined pedestrian pathways connecting building entries and exits to the public sidewalks and bus stops and one stipulation pertaining to the construction of a bus stop pad. These are addressed in Stipulation Nos. 5, 14 and 15.

OTHER

16. The site has not been identified as being archaeologically sensitive. However, in the event archaeological materials are encountered during construction, all ground disturbing activities must cease within 33-feet of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulation No. 16.
17. The site is within Deer Valley Airport traffic pattern airspace and the proposed use is commercial. Therefore, the Aviation Department has provided stipulations requiring the developer to record a Notice to Prospective Purchasers of the proximity to the airport to disclose the operational characteristics of the airport and to require that documentation be filed with the FAA. These are addressed in Stipulation Nos. 17 and 18.
18. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonments may be required.

Findings

1. The development is consistent with the Phoenix General Plan Land Use Map designation of Commercial.
2. The development, as stipulated, is appropriate at this location due to its compatibility with the surrounding land uses and the site is designed with respect to the local conditions and needs of the nearby neighborhoods.
3. The development, as stipulated, advances the purpose and intent of several core values from the Phoenix General Plan including policy documents such as the Tree and Shade Master Plan and the Complete Streets Guidelines. Further, the development, as stipulated, will be compatible with the adjacent land uses by applying enhanced landscaped buffers and enhanced plantings along to north and west boundaries of the site.

Stipulations

1. The development shall be in general conformance to the site plan date stamped May 19, 2020, as modified by the following stipulations and approved by the Planning and Development Department.
2. All building elevations shall contain three of the following architectural embellishments and detailing: textural changes, pilasters, offsets, recesses, variation in window size and location, or overhang canopies, as approved by the Planning and Development Department.
3. The developer shall provide a minimum 10-foot landscape setback along the northern site boundary where adjacent to residential zoning. The landscape setback shall be planted with two rows of minimum 60 percent 2-inch caliper trees and minimum 40 percent 3-inch caliper trees planted 20-feet on center or in equivalent groupings, as approved by the Planning and Development Department.
4. All sidewalks shall be detached with a minimum 5-foot-wide landscape area located between the sidewalk and back of curb and planted to the following standards, as approved by the Planning and Development Department. Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions with a pedestrian environment.
 - a. Minimum 3-inch caliper large canopy, single-trunk, shade trees placed a minimum of 25 feet on center or equivalent groupings to provide a minimum of 75 percent shade on adjacent sidewalks.

- b. Drought tolerant shrubs and vegetative groundcovers with a maximum mature height of 24 inches to provide a minimum of 75% live coverage at maturity.
 - c. Trees shall be placed to provide 50 percent shade coverage to the bus stop pad at full maturity.
5. Clearly defined, accessible pedestrian pathways constructed of decorative pavers, stamped or colored concrete or another material, other than those used to pave the parking surfaces and drive aisles shall be provided connecting all building entrances and exits, the bus stop pad, and all public sidewalks utilizing the minimum possible distance and providing the most direct route, as approved by the Planning and Development Department. Trees shall be placed to provide 75 percent shade coverage at full maturity on all pedestrian pathways and sidewalks.
6. All uncovered surface parking lot areas for customer parking and employee parking, as noted on the site plan, shall be landscaped with a minimum 2-inch caliper shade trees. Landscaping shall be dispersed throughout the parking area and achieve 35 percent shade at maturity, as approved by Planning and Development Department.
7. A minimum of two inverted-U bicycle racks for guests or employees shall be provided on site and installed per the requirements of Section 1307.H of the Zoning Ordinance, as approved by the Planning and Development Department.
8. Right-of-way totaling 40 feet shall be dedicated for the east half of 21st Avenue, as approved by the Planning and Development Department.
9. The developer shall not be permitted to modify the median on Bell Road for change in access, unless approved by the Street Transportation Department.
10. Right-of-way totaling 6 feet shall be dedicated for the south half of the alley along the northern property line, east of 21st Avenue, as approved by the Planning and Development Department.
11. As measured from the north extension of the monument line of 21st Avenue (the 21st Avenue that is located south of Bell Road), no driveway shall be permitted along Bell Road within 100 feet east or west (east portion half of the application boundary).
12. The developer shall provide a recorded a vehicular cross access easement for

parcels Nos. 208-07-001W, 208-07-082A and 208-07-351 to allow the proposed sites to function cohesively. The agreement is to be reviewed and approved by the Planning and Development Department prior to recordation with Maricopa County.

13. The developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
14. The developer shall provide clearly defined, accessible pathways, constructed of decorative pavers, stamped or colored concrete, or other pavement treatment that visually contrasts with the adjacent parking and drive aisle surfaces. Pathways shall connect all building entrances and exits and all nearby sidewalks using the most direct route including those to the adjacent property to the west. Trees shall be placed in landscape areas to maximize shade coverage for pedestrian pathways, public sidewalks, and bus stops. The above described pathways shall be approved by the Planning and Development Department.
15. The developer shall reconstruct the bus stop pad and dedicate right of way along westbound Bell Road. The bus stop pad shall be compliant with City of Phoenix Standard Detail P1262 with a minimum depth of 10-feet. The final location of the bus stop pad shall require approval from the Public Transit Department and be constructed according to City of Phoenix Standard Detail P1258, as approved by the Planning and Development Department.
16. 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.
17. The developer shall record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence and operational characteristics of Phoenix Deer Valley Airport (DVT) to future owners or tenants of the property as approved by the Aviation Department.
18. The developer shall provide documentation to the City prior to final site plan approval that Form 7460-1 has been filed for the development and that the development received a "No Hazard Determination" from the FAA. If temporary equipment used during construction exceeds the height of the FAA and a "NO Hazard Determination" obtained prior to the construction start date.

Staff Report: Z-SP-1-20-1

June 2, 2020

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Writer

David Simmons

June 2, 2020

Team Leader

Samantha Keating

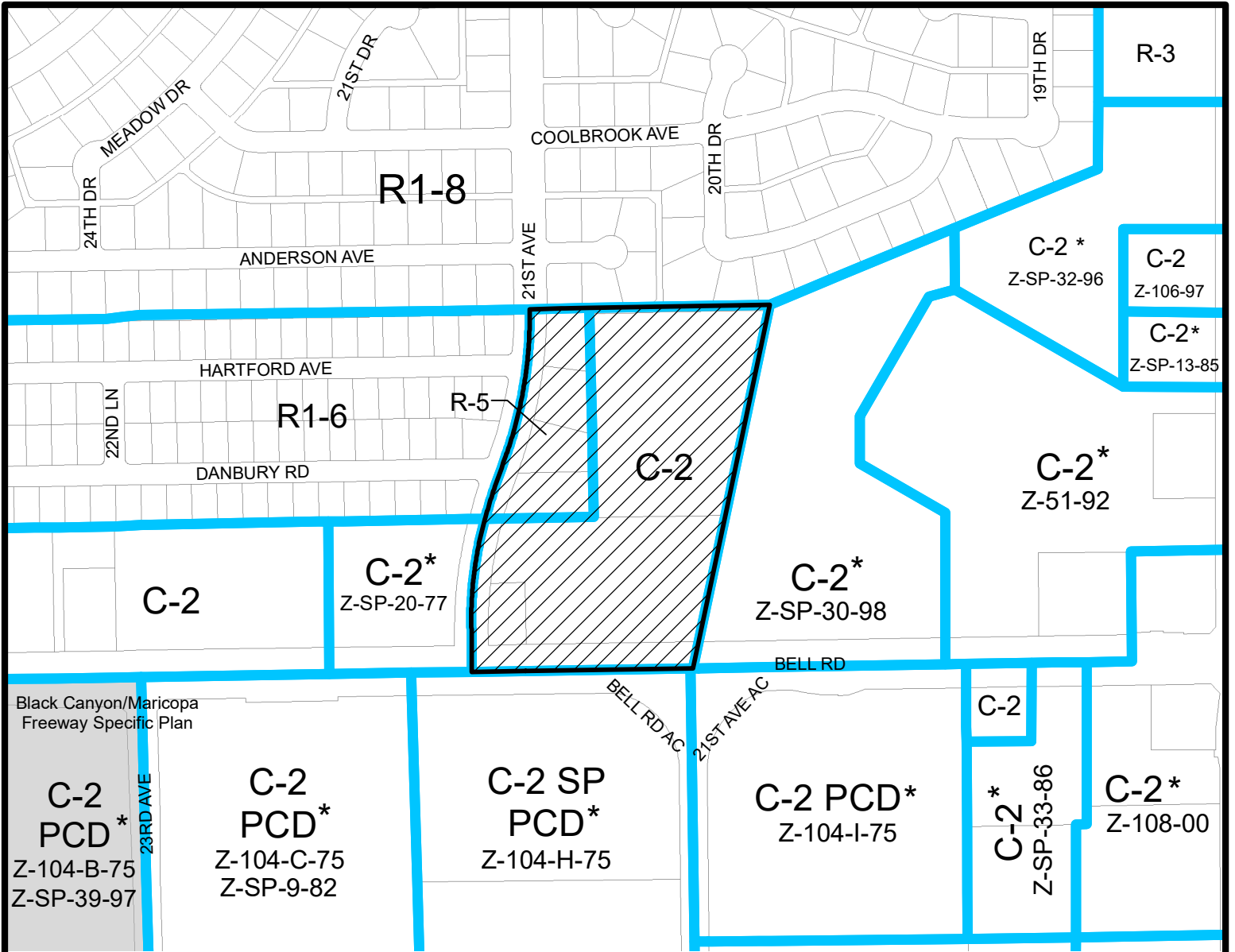
Exhibits

Zoning sketch map

Aerial sketch map

Conceptual Site Plan date stamped June 3, 2020

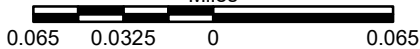
Conceptual Elevations date stamped February 19, 2020



Black Canyon/Maricopa Freeway Specific Plan

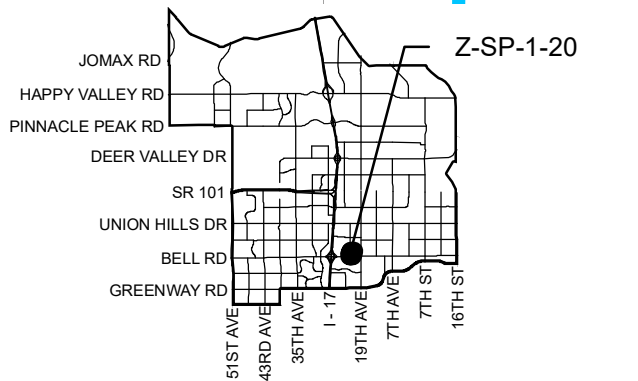


Miles



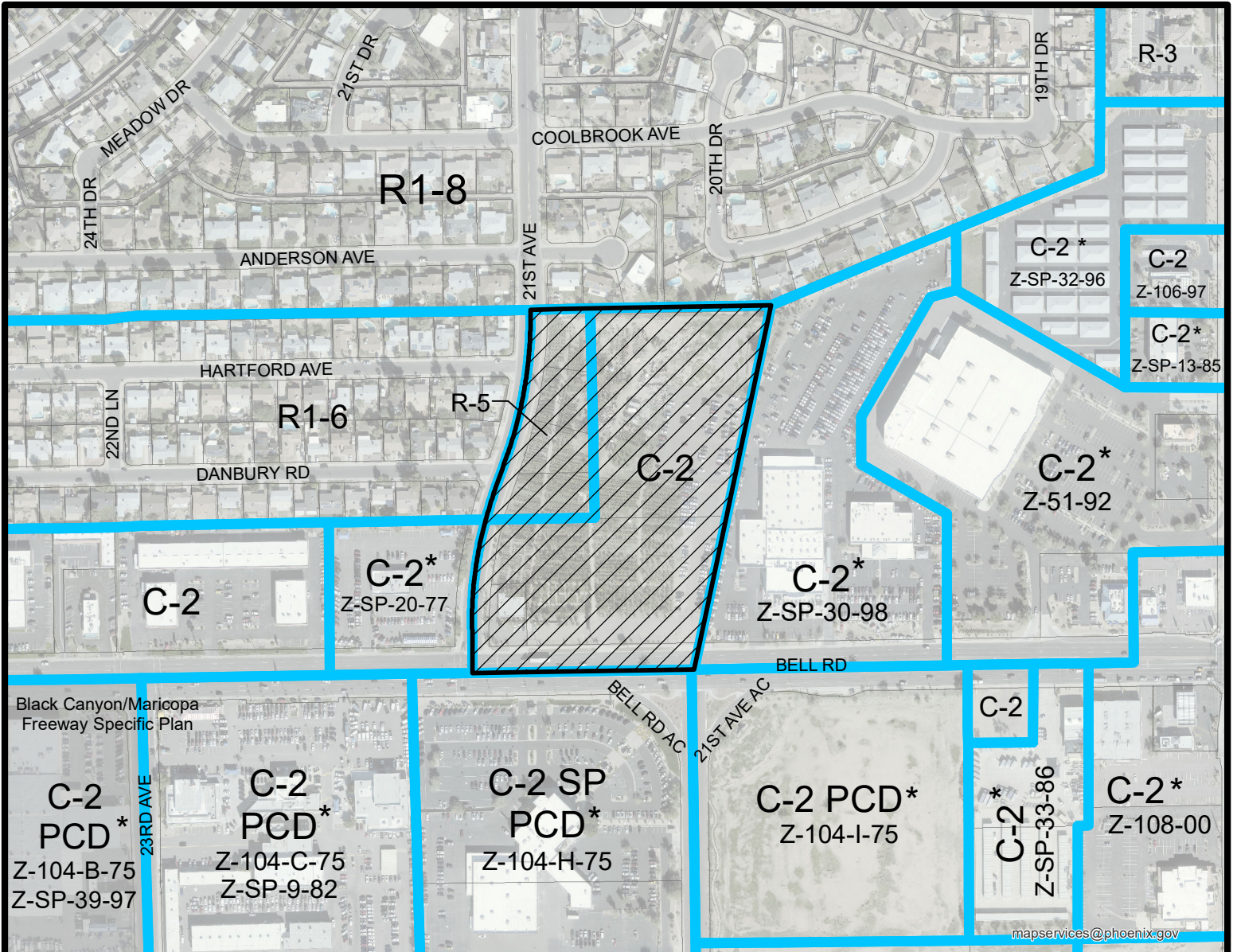
DEER VALLEY VILLAGE

CITY COUNCIL DISTRICT: 1

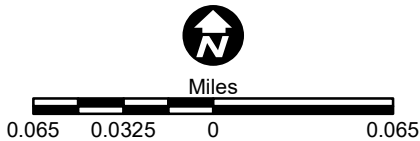


APPLICANT'S NAME: Withey Morris, PLC/William F. Allison		REQUESTED CHANGE:	
APPLICATION NO. Z-SP-1-20		FROM: R-5 (Pending C-2) (2.15 a.c.) C-2 (9.08 a.c.)	
<small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small> 11.23 Acres		<small>DATE:</small> 3/09/2020 <small>REVISION DATES:</small>	
<small>AERIAL PHOTO & QUARTER SEC. NO.</small> QS 37-24		<small>ZONING MAP</small> M-7	
MULTIPLES PERMITTED R-5 (Pending C-2), C-2 C-2 SP		TO: C-2 SP (11.23 a.c.)	
CONVENTIONAL OPTION 93 (31), 131 163		* UNITS P.R.D. OPTION 112 (37), 158 195	

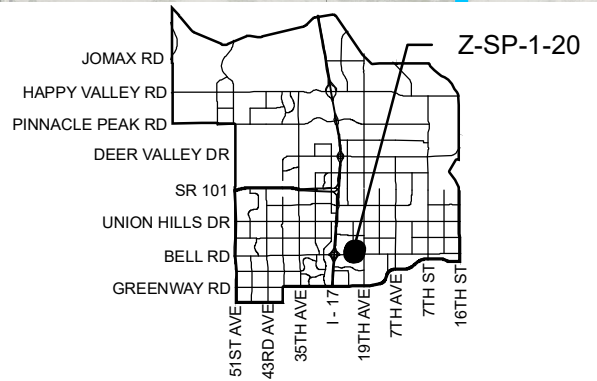
* Maximum Units Allowed with P.R.D. Bonus



mapservices@phoenix.gov

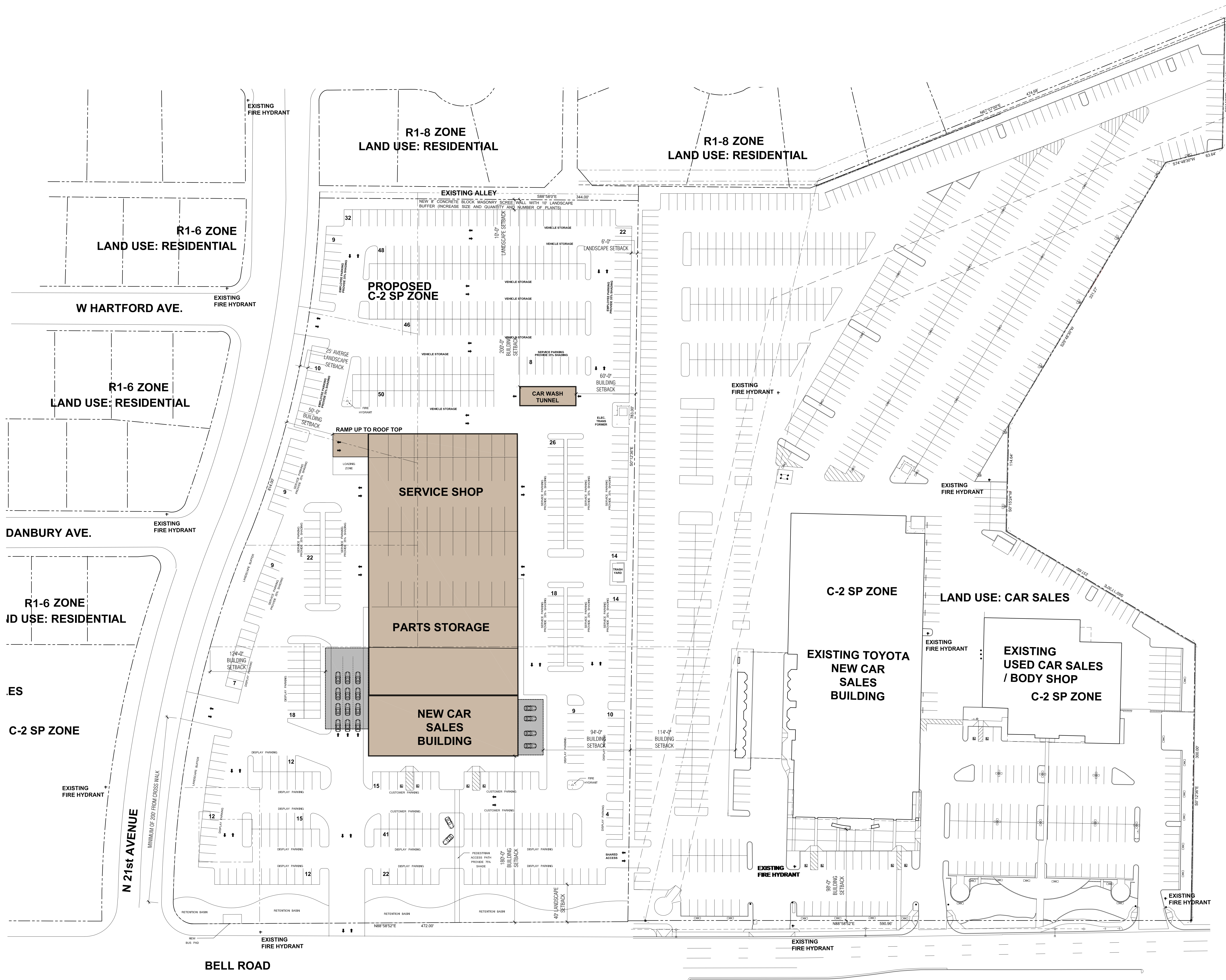


DEER VALLEY VILLAGE
CITY COUNCIL DISTRICT: 1



APPLICANT'S NAME: Withey Morris, PLC/William F. Allison		REQUESTED CHANGE:	
APPLICATION NO. Z-SP-1-20		FROM: R-5 (Pending C-2) (2.15 a.c.) C-2 (9.08 a.c.)	
DATE: 3/09/2020 REVISION DATES:		TO: C-2 SP (11.23 a.c.)	
GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX. 11.23 Acres		AERIAL PHOTO & QUARTER SEC. NO. QS 37-24	
MULTIPLES PERMITTED R-5 (Pending C-2), C-2 C-2 SP		ZONING MAP M-7	
CONVENTIONAL OPTION 93 (31), 131 163		* UNITS P.R.D. OPTION 112 (37), 158 195	

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



PROJECT INFO

OWNER: HOWARD A. KEYES
5855 VAN NUYS BOULEVARD
VAN NUYS, CALIFORNIA 91401

ARCHITECT: DENNIS J. FLYNN ARCHITECTS
190 S. GLASSL STREET, #200
ORANGE, CALIFORNIA 92666

PROJECT ADDRESS: WEST BELL ROAD AND 21ST AVENUE
PHOENIX, ARIZONA

EXISTING ZONING: R-6, C-2 AND C-2 SP (SP-30-98-2)
PROPOSED ZONING: C-2 SP

BELL ROAD TOYOTA
GROSS SITE AREA:
EXISTING: 370,000 SQ. FT. (8.5 ACRES)
PROPOSED: 484,216 SQ. FT. (11.03 ACRES)
PROPOSED LOT COVERAGE: 15.4%

PROPOSED NEW DEALERSHIP:
SITE AREA:
EXISTING (GROSS): 481,338 SQ. FT. (11.05 ACRES)
EXISTING (NET): 421,996 SQ. FT. (9.69 ACRES)
PROPOSED (NET): 337,810 SQ. FT. (7.75 ACRES)
PROPOSED LOT COVERAGE: 14%

PROPOSED BUILDING HEIGHT: 29'-0"

EXISTING BUILDING AREA:
TO BE DEMOLISHED: 2,800 SQ. FT.

NEW CAR SALES BUILDING:
PROPOSED ON THE 7 LOTS TO THE WEST OF BELL ROAD TOYOTA:
GROSS PROPOSED BUILDING AREA:
GROSS (INCLUDES EXT. CANOPIES): 63,500 S.F.

PARKING CALCULATIONS

NEW CAR SALES BUILDING:	
PARKING REQUIRED:	
OFFICE & COVERED SALES AREA:	14,737 / 300 = 50
1 PER 3 EMPLOYEES:	553 = 19
1 PER SERVICE BAY:	44 = 44
2 PER 1ST 10,000 S.F. OUTDOOR DISPLAY +	
1 PER 10,000 S.F. ADDITIONAL:	14,959 S.F. = 3
TOTAL PARKING REQUIRED:	= 116
TOTAL PARKING PROVIDED:	= 700
(INCLUDING PARKING ON ROOF TOP)	
ACCESSIBLE PARKING REQUIRED:	= 6
ACCESSIBLE PARKING PROVIDED:	= 6

VICINITY MAP

DENNIS J. FLYNN
ARCHITECTS, INC.

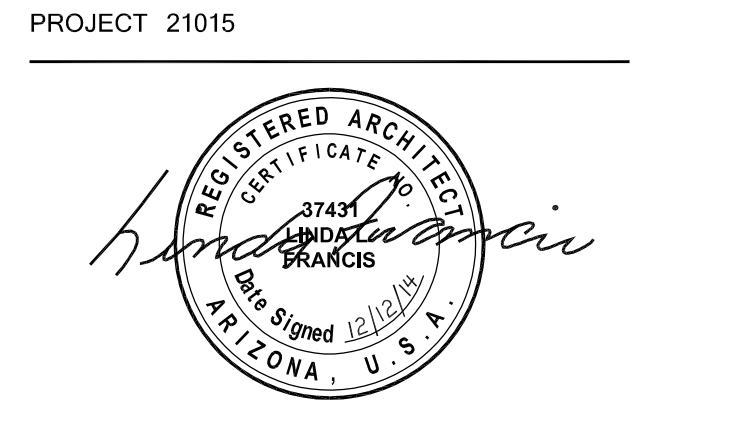
9312 TRITT CIRLCE
VILLA PARK, CALIFORNIA 92661
(714) 602-9300 FAX(714) 602-9309

10/04/2019 ZONE CHANGE SUBMITTAL
1/8/20 RESUBMITTAL ZONE CHANGE
1/23/20 RESUBMITTAL ZONE CHANGE
5/19/20 RESUBMITTAL ZONE CHANGE

KEYES AUTOMOTIVE 21ST AND BELL ROAD
AUTOMOTIVE DEALERSHIP
NEW DEALERSHIP-PHOENIX, ARIZONA
PROPOSED SITE PLAN

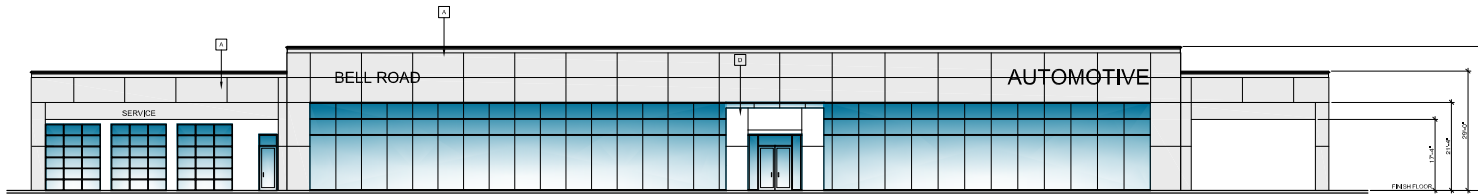
VAN NUYS BOULEVARD
Van Nuys, California 91401

CITY OF PHOENIX
JUN 03 2020
Planning & Development
Department

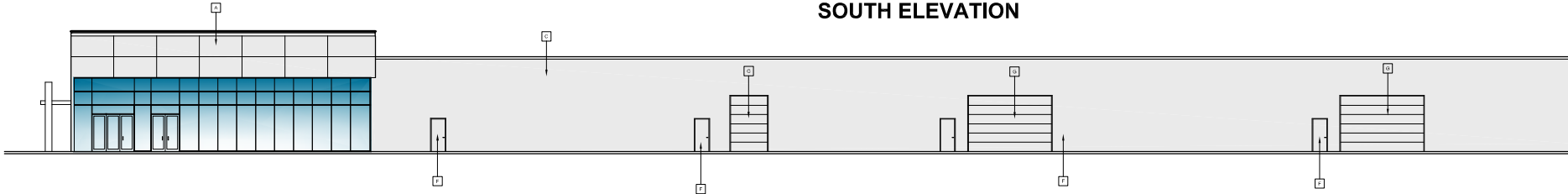


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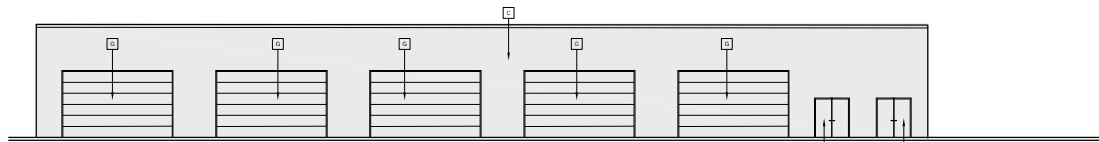
SITE PLAN
SCALE: 1" = 40'-0"



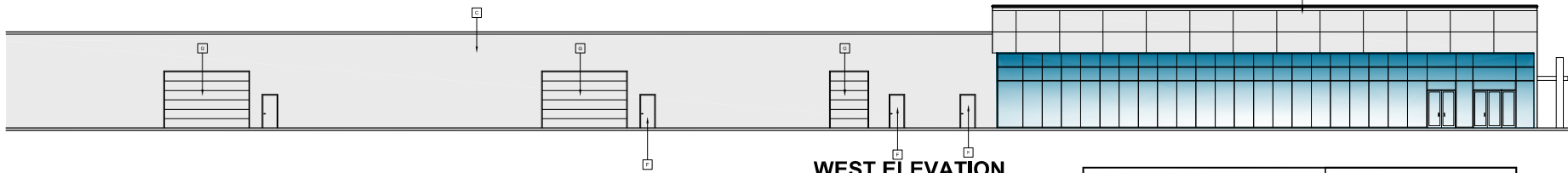
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



CITY OF PHOENIX
 FEB 19 2020
 Planning & Development
 Department

EXTERIOR ELEVATION NOTES

GENERAL

1. THESE KEYNOTES REFER TO THE EXTERIOR ELEVATIONS ONLY.
2. GENERAL CONTRACTOR TO FACILITATE COORDINATION OF BRANDING ENTRY ELEMENT WITH THEIR SELECTED VENDOR / SUB-CONTRACTOR. VENDOR / SUB-CONTRACTOR TO PROVIDE SHOP DRAWINGS, SECURED ATTACHMENT AND WATERPROOFING DETAILS TO THE MAIN STRUCTURE OF THIS PROPOSED FACILITY. ALL SHOP DRAWINGS AND DETAILS TO MEET MANUFACTURER'S BEST STANDARDS. VENDOR / SUB-CONTRACTOR IS RESPONSIBLE TO PROCESS AND GET APPROVAL FROM ALL REQUIRED GOVERNMENTAL AGENCIES.
3. GENERAL CONTRACTOR TO FACILITATE COORDINATION OF ALL ALUMINUM COMPOSITE METAL PANELS (ACMP) AND STOREFRONT WITH THEIR SELECTED FABRICATOR / INSTALLATION SUB-CONTRACTOR. FABRICATOR / INSTALLATION SUB-CONTRACTOR TO PROVIDE SHOP DRAWINGS AND DETAILS TO MEET ACCEPTED INDUSTRY DESIGN STANDARDS, THE MANUFACTURER'S SPECIFICATIONS, AND THE MANUFACTURER'S BEST STANDARDS. ALL SHOP DRAWINGS AND SPECIFICATIONS TO BE FORWARDED TO ARCHITECT FOR REVIEW AND COMMENT. FABRICATOR / INSTALLATION SUB-CONTRACTOR IS RESPONSIBLE TO GET APPROVAL(S) THROUGH NECESSARY GOVERNMENTAL AGENCIES.

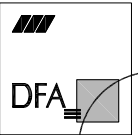
IT IS THE SOLE RESPONSIBILITY OF THE ALUMINUM COMPOSITE PANEL MANUFACTURER AND SUB-CONTRACTOR/INSTALLER OF ACMP PANELS TO PROVIDE ALL REQUIRED WATERPROOFING MATERIALS AND LABOR TO INSURE A WATER-TIGHT SYSTEM. A.C.M.P. PANELS SUB-CONTRACTOR TO WATER TEST ALL A.C.M.P. PANELS TO VERIFY THE SYSTEM AND INSTALLED CORNERS AND PER MANUFACTURER SPECIFICATIONS. SUB-CONTRACTOR TO PROVIDE ARCHITECT AND GENERAL CONTRACTOR WITH SHOP DRAWINGS PRIOR TO INSTALLING A.C.M.P. PANELS AND STOREFRONT.

ALL ALUMINUM COMPOSITE METAL PANELS TO BE MANUFACTURED BY ALCOA RETROFITTING OR THROUGH APOLOX. ONLY CORRY RAIN SCREEN SYSTEM WITH 3/4\"/>

EXTERIOR ELEVATION KEYNOTES

WATERPROOFING

1. ALUMINUM COMPOSITE METAL PANELS
 COLOR: MANUFACTURER SILVER
2. P-2, PAINTED CORRUGATED METAL MECHANICAL ENCLOSURE. PAINT TO MATCH MANUFACTURER SILVER
3. P-1, PAINTED SPLIT-FACE CONCRETE BLOCK (SATIN FINISH) SHERWIN WILLIAMS MOONLIGHT WHITE. CUSTOM FORMULA, EXTRA WHITE, A-100 AR2M151 REFER TO 29/A/ALUM FOR NUMBER & SIZE OF COURSE(S)
4. P-1, PAINTED CONCRETE, (SATIN FINISH) SHERWIN WILLIAMS MOONLIGHT WHITE. CUSTOM FORMULA, EXTRA WHITE, A-100 AR2M151
5. P-1, PAINTED STUCCO, (SATIN FINISH) SHERWIN WILLIAMS MOONLIGHT WHITE. CUSTOM FORMULA, EXTRA WHITE, A-100 AR2M151
6. P-1, PAINTED HOLLOW METAL DOOR, (GLOSS FINISH) SHERWIN WILLIAMS MOONLIGHT WHITE. CUSTOM FORMULA, EXTRA WHITE, A-100 AR2M151
7. P-1, PAINTED STEEL ROLL-UP DOOR, (GLOSS FINISH) SHERWIN WILLIAMS MOONLIGHT WHITE. CUSTOM FORMULA, EXTRA WHITE, A-100 AR2M151



DENNIS J. FLYNN ARCHITECTS, INC.

24691 DEL PHAZO, SUITE 201
 DANA POINT, CALIFORNIA 92629
 (714) 802-9300 FAX(714) 802-9309

10/04/2019 ZONE CHANGE SUBMITTAL
 1/8/20 RESUBMITTAL ZONE CHANGE
 1/23/20 RESUBMITTAL ZONE CHANGE

10/04/2019 ZONE CHANGE SUBMITTAL	---
1/8/20 RESUBMITTAL ZONE CHANGE	---
1/23/20 RESUBMITTAL ZONE CHANGE	---

KEYES AUTOMOTIVE
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 Van Nuys, California 91411

PROJECT 2105



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