TENANT DEVELOPMENT BRIEF

East Mesa Crossroads

Express Oil Change Development Readiness Synopsis

SITE SWC Broadway Road & Ellsworth Road, East Mesa	**PROJECT** Vacant southern pad adjoining Jack in the Box
PARCEL APN 218-45-932 | East Mesa Crossroads, Lot 2	**PURPOSE** Initial diligence for a small-format express oil-change facility

Overall development assessment

A three-bay, roughly 1,500-to-2,000-square-foot pull-through express oil-change facility is consistent with current small-format chain prototypes. The site is not starting from raw-land conditions: it has a recorded two-pad plan, shared access and drainage rights, constructed utility infrastructure, historical civil/drainage plans and prior fireline/hydrant review. The working concept uses 22 marked parking spaces on Lot 2, with customer approach lanes and service-bay queues dimensioned separately.

1. Property and entitlement framework

- **Zoning and use.** The parcel is C-2 with the existing Z2016078 commercial overlay/Plan of Development framework. The current County use table appears to process automobile repair shops and garages through POD review in C-2, with repair operations inside a building and screened outside storage if any. Confirm that an express oil-change use is classified this way before design is finalized.
- **Current approval path.** Request a written County determination on the automotive-use classification, the required POD/POD-amendment route, and how the selected plan will be reconciled with Z2016078. No exterior vehicle-storage yard is assumed.
- **Addressing.** Use APN 218-45-932 and the recorded Lot 2 legal description for design and diligence. The final tenant/building address should be confirmed through County addressing during formal permit review.
- **Commercial interface.** The new tenant will share a two-pad development with the existing Jack in the Box and should preserve the recorded cross-access and drainage functions in the final plan.
- **Traffic baseline.** A Traffic Impact Study and MCDOT review were completed for the original two-tenant development, with later correspondence under TC201705392. Submit that file first so MCDOT can determine whether the express oil-change use needs an addendum or new analysis, with particular attention to short-duration service trips and queue spillback.

- **Historical neighborhood support.** The 2016 Apache Trails outreach package documented 39 neighboring signatures; together with the six owner-controlled parcels, the record reached 45 signatures against a 44-signature threshold for the commercial-conversion amendment. This is historical support for development of the assembled property, not a current endorsement of any particular tenant or operator.

2. Site-plan items to solve early

Topic	What is already available	Current tenant-specific action
Prototype / footprint	Current small-format chain references commonly use two or three pull-through service bays. Valvoline's 2025 standard plan shows a three-bay, 1,339-to-1,726-square-foot building; municipal Take 5 examples show two- and three-bay buildings of about 1,189-to-1,415 square feet.	Test a three-bay building of approximately 1,500-to-2,000 square feet, with an optional increase toward 2,200 square feet if the operator needs additional office, restroom, storage or fluid-system space.
Parking / queue	Use 22 marked parking spaces on Lot 2 as the planning baseline. Together with the owner's current count of 21 spaces at Jack in the Box, this preserves the 43-space combined-development total established by Z2016078.	Show the 22 stalls, accessible parking and service-bay approach lanes separately. As an operating test, provide room for approximately two queued vehicles per bay without blocking shared drives; do not count queue positions or occupied service bays as parking unless County staff confirms that treatment.
Bay system	Express oil-change formats may use shallow service pits/wells, lifts or other operator-specific equipment. Each affects slab depth, structure, utilities, ventilation, fire review and maintenance access.	Select the operator's actual bay system before civil and structural design. Confirm geotechnical conditions, underground utilities, pit/lift clearances, drainage isolation, equipment loads and safe employee access.
Circulation / service	The parcel benefits from shared access and the adjoining completed commercial pad. Pull-through bays can reduce reversing and customer dwell time when their entries and exits align with site circulation.	Separate customer approach, employee parking, waste-oil collection, packaged-fluid deliveries and refuse service. Preserve fire access and prevent queues or service trucks from blocking the shared access aisles.
Sight visibility	County generally protects 25-by-25-foot sight triangles at street and commercial driveway intersections; driveways, parking and trees cannot obstruct required triangles.	Keep the Ellsworth/Crescent corner and driveway triangle clear, and show the existing electrical equipment and all utility easements before fixing the curb line.
Lighting/signage/walls	Commercial development requires a POD, compliant lighting and signage, and screening next to residential zoning. Historical plans provide context but not a current tenant package.	Prepare photometric, landscape, wall/screening and sign plans with the tenant site plan. For the automotive concept, show all bay doors, equipment and any fluid storage as screened or indoor elements.

3. Utilities and public infrastructure

Topic	What is already available	Current tenant-specific action
Water and sewer	Mesa's 2016 will-serve letter found water/sewer capacity at that time, and historical plans show a Mesa water main, sewer main and site services. A 2018 City permit covered water-main, service-line and meter work.	Confirm as-built points, meter sizes and current domestic demand. Before designing floor or trench drains, submit the automotive operation to Mesa Industrial Pretreatment for a written determination of survey, zero-discharge or discharge-permit requirements.
Shop drainage	Mesa treats water that contacts materials, by-products or waste during processing as process wastewater and requires new commercial/industrial facilities to complete its survey so the City can determine whether a permit or zero-discharge approach applies.	Do not connect service-bay drains to stormwater or sanitary sewer by assumption. Have Mesa approve the floor-drain, trench-drain, oil/water-separation, holding-tank or zero-discharge strategy before plans are locked.
MCESD infrastructure	A 2017 MCESD exemption addressed the then-proposed approximately 100-foot waterline under its submitted scope and cost. It does not establish that every current modification is exempt.	Ask MCESD whether any new/modified public water or sewer work requires Approval to Construct/Approval of Construction, a current public-water-system signature, or a wastewater Capacity Assurance form.
Electric service	Prior development work established commercial power infrastructure, and the eastern side of the pad contains utility/electrical equipment that must be protected.	Survey the equipment and easements; verify service capacity for compressors, pumps, lifts or pit equipment, HVAC, lighting, signage and any fluid-management controls.
Fire service	Rural/Metro Fire Marshal approved the 2017 civil plan set for the site's fireline and hydrants. Utility plans depict the private fire-service infrastructure.	Use those plans as the baseline, then obtain current FAHJ review of fire flow, apparatus access, oil and fluid storage, bay/pit/lift configuration, egress, spill control, and sprinkler/alarm requirements.
Right-of-way/access	Historical MCDOT material supports a 55-foot future half-width concept on Ellsworth/Broadway, and the 2017 plat/civil plans show the coordinated corner development.	Obtain a current ALTA/title/survey reconciliation; identify what was actually dedicated; ask MCDOT whether the historical traffic/access file needs an addendum, and obtain permits for any new work in County right-of-way.

4. Drainage, wastewater, used oil and construction stormwater

- **Drainage baseline.** The owner file includes the 2017 final drainage report, civil/retention exhibits and a recorded reciprocal access and drainage easement. The historical design anticipated later development of Lot 2 and reconfiguration of temporary retention features.
- **Current grading and drainage.** A licensed Arizona civil engineer should verify as-built conditions and prepare a sealed delta analysis/current plan for the tenant layout, including 100-year, two-hour storage,

drainage within 36 hours, current runoff coefficients, the southeast scupper, offsite flows and any infiltration testing needed for the selected design.

- **County stormwater.** The earlier County stormwater case covered both pads as a 1.42-acre project and later inspections reported BMPs in place and no cited violations. No closure/Notice of Termination record has been located; MCESD should confirm the historical case status and the current common-plan analysis.
- **ADEQ.** Historical construction-stormwater authorizations are background only. The project engineer should determine whether the proposed disturbance/discharge is covered by Arizona's 2025 Construction General Permit, qualifies for a No Discharge Certificate, or requires no ADEQ coverage. If coverage is required, the SWPPP precedes the NOI and land disturbance.
- **Dust control.** Confirm Rule 310 applicability and obtain any current dust-control permit/plan required for grading and construction.
- **Used oil and service fluids.** The operator will be a regulated used-oil generator. Provide indoor or protected labeled tanks/containers in good condition, secondary containment and spill-response provisions, segregated handling for used filters/coolant/other wastes, and documented pickup by authorized service providers.
- **Operating discharges.** No shop-fluid, wash-water or spill discharge to the storm system is assumed. A car wash is not part of this concept; adding one would require a separate wastewater and site-capacity review.

5. Building and operating permits

- Planning/zoning clearance and approved POD or amendment before building-permit approval.
- Commercial building, civil/grading, plumbing, mechanical, electrical, sign and right-of-way permits using the code editions in effect at formal submittal.
- Current fire-authority review and approvals; current City of Mesa water/sewer confirmations; and MCESD infrastructure approvals if new/modified public work is proposed.
- City of Mesa Industrial/Commercial Survey and the resulting pretreatment, zero-discharge or discharge-permit determination for the final shop-drainage plan.
- Operator compliance package for used oil, oil filters, coolant, absorbents and other service wastes under applicable ADEQ/EPA requirements.

6. Historical package available for the automotive operator's consultants

The following can shorten diligence and reduce duplicate design work. They should be treated as documented historical inputs, not as current approval of a new tenant plan.

Package	Available content
Land use / title	Recorded East Mesa Crossroads replat (MCR 1316-02); Z2016078 approval and stipulations; recorded reciprocal access and drainage easement; 2016 Apache Trails signature/outreach package documenting historical neighborhood support; prior right-of-way correspondence.
Civil / drainage	2017–2018 civil improvement plans; final drainage report; retention, grading and utility sheets; historical infiltration/percolation materials; prior full-site engineering responses.
Utilities	2016 Mesa water/sewer will-serve letter; water/sewer report and utility plans; 2018 City utility permit records; MCESD waterline exemption materials.
Fire	Rural/Metro Fire Marshal-approved civil cover for fireline/hydrants and the matching utility/fireline plans.
Stormwater	Signed County stormwater application, MCESD review/acceptance materials and inspections under SW20170034; historical ADEQ construction-stormwater identifiers and SWPPP sheets.
Traffic / access	Historic Traffic Impact Study, MCDOT review and follow-up correspondence under TC201705392; prior site access/corner improvement plans.
Design precedents	The existing Jack in the Box plans, the historical 6,900-square-foot retail plan set and a later drive-through concept document the pad geometry, existing infrastructure and multiple workable circulation approaches. They are feasibility references; the automotive operator should control its own owner-authorized three-bay concept.

7. Recommended sequence for a tenant concept

1. Confirm the operator prototype: three bays; approximately 1,500-to-2,000 square feet; pit/lift system; hours and staffing; service mix; fluid storage and delivery; waste-oil pickup; expected peak queue; equipment loads; and whether any wash operation is proposed.
2. Overlay that program on a current ALTA/topographic survey showing easements, existing utilities/equipment, walls, drainage facilities, access points and right-of-way.
3. Prepare a coordinated three-bay concept showing 22 marked stalls, accessible parking, separate queue positions, pull-through bay entries/exits, delivery and waste-oil service, refuse, fire circulation, utilities, drainage and sight visibility.
4. Request written County confirmation of the automotive-use classification, POD/POD-amendment route, indoor-operation/screening standards and treatment of the 2017 stipulations. In parallel, submit the shop operation and drainage concept to Mesa Industrial Pretreatment.
5. Use the historical utility, fire, traffic, drainage and stormwater files to request only the current confirmations or delta work the agencies require.

6. After the route is confirmed, advance the owner-authorized civil, building, structural, plumbing, fire, industrial-pretreatment, utility, sign and right-of-way submittals as a coordinated package.

Most important early decision

The footprint is not the difficult question: current chain prototypes demonstrate that a three-bay building can remain under about 2,000 square feet. The decisive early work is to coordinate 22 marked stalls with a separate non-spillback service queue, select the pit/lift and fluid-management system, and obtain written County and Mesa wastewater determinations before architectural and civil plans are locked.

Current public-reference framework

- Maricopa County Zoning Ordinance (effective January 9, 2026)
- Maricopa County construction stormwater criteria
- ADEQ 2025 Construction General Permit
- MCDOT right-of-way permits
- City of Mesa utility service and will-serve requests
- Valvoline Instant Oil Change standard site plan
- City of Mesa industrial pretreatment and automotive guidance
- ADEQ used-oil generator requirements and common violations
- EPA used-oil management standards for businesses
- Municipal Take 5 example: 1,189 SF, two bays

Discussion draft. This synopsis organizes owner records and current public requirements for early tenant diligence. It is not an agency determination, legal opinion, engineering certification, representation of utility capacity, or approval to construct. Final requirements are controlled by the agencies and codes in effect when formal applications are filed.