JOHN MAHONEY
A R C H I T E C T

PROJECT NARRATIVE
EARNHARDT KIA

Earnhardt Arizona Properties proposes to construct a new Kia sales and service facility at the Superstition Springs Auto Park in Mesa, Arizona. The dealership will be located on East Auto Park Drive, north of the existing Toyota and west of the existing Honda dealership.

The facility will consist of two buildings, the main sales and service facility and a 2-level parking structure that will house employee and inventory parking. Three new driveways are proposed from Auto Park Drive. A retention basin is proposed at the southwest portion of the site.

The existing landscaping along Auto Park Drive will be preserved, and additional landscape material will be added as dictated per the Superstition Springs Auto Park Development Guidelines.

The two-story main building features Kia's iconic building façade and materials which accentuate the entry and enhance unencumbered views of the showroom interior. Kia's material vocabulary consists of glass, white ACM metal panels and charcoal integral-colored concrete masonry units. Building parapets have been modulated horizontally and vertically to provide visual interest and articulation of building massing. A continuous eyebrow is provided over much of the ground level fenestrations. The eyebrow is silver ACM metal panels on the top and front with red ACM metal panels on the underside. Windows at the second floor and service bays in the rear of the building have dark grey painted steel awnings for solar shading and visual interest.

The second floor of the main building will house employee-only areas of offices and parts storage. The proposed approximate height of the main building is 30'-8".

Similar Kia dealership in Gilbert

The parking structure will be two levels, one covered level and a rooftop level. Detailing bays are proposed on the east side of the ground floor of the structure. No repair work will occur in this space. The proposed approximate height of the parking structure is 16'-8". Integrally colored concrete panels have been added to the center of each elevation. These panels are pulled 4" in front of the spandrels and columns. There is a limit to how much variation in plane can be achieved with precast pieces. On the north elevation of the garage (the most prominently viewed from the ROW and by neighbors) two 6'-0" site walls were added in the middle to provide some additional depth and layering to the building. Those walls as well as those screening the stairs and

850 west elliot road, suite 108 . tempe, az 85284.4311 tel. 480.345.8457 fax 480.345.1759

ramp consist of split face integrally colored CMU with smooth face integrally colored CMU accent banding. There are three precast concrete colors/textures on this structure. The columns and some of the spandrels consist of natural gray columns with a smooth as cast finish. The large panel walls and majority of spandrels are integrally colored charcoal gray with a light sandblast finish. There are accent bands on the precast that are set inward by ½" and have a smooth finish, which looks darker than the sandblasted finish. The south elevation acts as a 2-hour barrier due to its proximity to the property line. The CMU block that occurs in between columns and under the spandrels needs to be in the plane with those items to form an effective 2-hour rating. While not being able to vary the plane of these CMU and spandrel panels, we varied the CMU colors and added the same banding used on the other side of the building at the charcoal integrally colored CMU.

There will be no outdoor speakers on this property.

All loading and unloading will occur at the south portion of the site behind the screen walls in between the building and the parking structure, or possibly south of the building.

The front gates for the property will be opened at 7 AM and close at 9 PM on weekdays to allow access for loading and refuse pick-up.

1819 west drake drive, suite 101 . tempe, arizona 85283.4311 tel.480.345.8457 fax.480.345.1759

WELCH & SANDON DESIGN, LLC

The intent of this letter is to provide additional insight and technical data in relation to the proposed Earnhardt Kia in Mesa, AZ.

The existing PAD dated June 12, 1996 requires the use of old metal halide technology. Metal Halide has been the standard lamping used in Auto dealerships for years. There are many drawbacks to the use of metal halide lamps. They consume much more power than other fixtures now available, they have limitations on how they can be controlled, and as it is a bulb, they rely on a reflector to direct the lights. We have seen a shift in the automotive industry to LED to solve many of the issues metal halides have. LED fixtures are designed such that many individual LEDs placed in a fixture create a light pattern Each LED has its own reflector therefore casting light where it is needed eliminating much of the spill light. In addition, the LED wattage consumption is significantly less than that of metal halide. Using this project as an example, the metal halide fixtures would use 1080 watts per head while the LED uses between 400-500 watts, a savings of more than 50%.

The use of LED fixtures also allows us to use dimming controls to greatly reduce the light levels after hours. Each fixture (or group of fixtures) can be dimmed automatically after hours.

In addition, upon evaluation of the existing dealerships near this site, the spacing of the proposed LED fixtures at Kia is equivalent to that seen in neighboring dealerships. The surrounding dealerships (Mitsubishi, Honda, Dodge, Toyota, and GMC) all are using double or triple headed poles on the front line every 4-5 parking stalls. The proposed layout on Kia is using double headed poles along the front line with the same spacing.

The approved guidelines also require a 7-degree front cut-off and 1-degree rear cut-off. It is assumed that this is in reference to the horizontal cut-off. It should be noted that the proposed fixture is not only full cut-off but also has the micro-optics assembly recessed into the fixture housing to reduce surface brightness and glare.

We feel that with the reduced wattage, better control of the light, and dimming feature the proposed LED site lighting will far exceed the standards set forth in the PAD.

Please do not hesitate to call with any questions.

Thank You,

Brian Sandon

Vice President

Welch & Sandon Design, LLC