

To: City of Mesa
Development Services

From: Paul Devers
Cawley Architects, Inc.

Subject: Design Review and Planning and
Zoning for SuperStar Car Wash
ZON18-01001 - DRB18-00988
7252 S Ellsworth

Date: March 21, 2019

REVISED NARRATIVE

An application for Design Review and Planning and Zoning Approval has been made for a new +/-5,208 square foot 'SuperStar Express Car Wash' located south of the southwest corner of Pecos Road and Ellsworth Road. An express wash is basically a self service operation with automated pay stations. Customers have the option to ride in the vehicle during the wash process. Exterior drying and interior vacuuming is typically done by the customer. During peak times the facility can be operated with 2-3 people. The operational hours will be 7:30 am to 7:00 pm.

Zoning, Use and Conformance:

This site is zoned LI-AF(Light Industrial-Airfield) with no proposed zoning change.

The site is located within the Phoenix-Mesa Gateway Airport Overlay, Airport Overflight Area One (AOA 1). This project, by its nature is a very compatible use for the over-flight activities associated with the Phoenix-Mesa Gateway Airport.

According to City of Mesa Zoning Ordinance Table 11-7-2, Automobile / Vehicle Washing is classified as a permitted use in this zoning, no special use permit will be required.

The City of Mesa Zoning Ordinance requires specific land use regulations for Automobile/Vehicle Automatic Washing per MZO Section 11-31-7. This development is in conformance with the following standards.

- Location: The car wash facility has at least one frontage on an arterial street; S. Ellsworth Road
- Setbacks: There are no residential properties adjacent to the site therefore the interior building setbacks for residential do not apply.

- Queuing: The site has been designed with 3 self-service pay stations with queuing for 5 vehicles per station for a total of 15 vehicles. The queuing width of the drive is 33' which equals 11' width per queuing aisle.
- Landscaping: The minimum 10% landscaping has been provided
- Litter: At each vacuum bay there is a trash receptacle.
- Noise: Sound attenuation measures will be incorporated into the building design and equipment. The building is constructed with concrete block and the exit from the tunnel will have a restricted opening size to limit the noise from the tunnel. The vacuum turbine will be in an enclosed area.

Site Description

The site is approximately 56,700 S.F. (+/-1.30 acres) The lot is a part of the overall +/- 3,124,227 S.F. lot (APN #304-62-784A) and a (MLD) Minor Land Division is currently being processed with a designation of Lot 2. The project will provide complete site and building improvements, and will be parceled into the lot size as noted above.

Setbacks per Table 11-7-3A: Developments are proposed as follows;

- Front and Street Side setback – 15'-0" required | 75'-0" proposed
- Interior Side and Rear setback – 0 (none) required for a building setback

Vehicular Access and Parking:

The project will utilize shared drives with shared cross access easements with the adjoining properties to the north and south. The project meets the required setbacks for coverage, parking and access.

The number of parking spaces are provided to meet both ordinance and operational requirements for this use and employee parking is allowed in the Vacuum Bays. Fire Truck and Refuse maneuvering and access are provided per City of Mesa standards.

Screening: Traffic cueing will be directed away from public streets. The entire frontage along Ellsworth will have a 40" high masonry screen wall to match the building design

A request to allow a single refuse enclosure is included in this Design Review submittal.

Landscape, R.O.W. and Offsite Improvements, Easements:

The landscape is a cohesive layout based on the Design Guidelines titled; "Mesa Gateway Logistics Center". The submitted landscape plan has been approved by the Master Developer's landscape architect, Laskin & Associates, Inc. All screen walls and site walls will be consistent and compatible with the Design Guidelines.

All R.O.W. dedications and offsite improvements are being provided and constructed by the Master Developer with no additional dedications proposed.

Architecture and Building Design:

The Master Developer has prepared Design Guidelines titled; "Mesa Gateway Logistics Center" which describe the requirements for Site Development Standards, Architecture and Landscape Architecture. The design goal is to promote clean and contemporary forms, materials without appearing like a traditional retail center.

The SuperStar design model has been developed as a contemporary building that can be easily adapted to specific design requirements by interchanging building materials and colors.

The building forms are articulated with varying parapet heights with material and color changes to break up the longer facades. The tunnel exit, which faces the street, is pronounced with a masonry fin that is extruded from the building form. The additional height establishes the hierarchy of the building mass.

The exterior elevations will be comprised of a variety of materials and colors that have been selected from the Design Guidelines and include; glazing, concrete masonry units both smooth and textured, metal sunscreens and fabric covered canopies at the vacuum bays. Additional building articulation and pedestrian scale is provided through varied horizontal and vertical building elements.

The building will have a flat roof with roof top mechanical units that will be fully screened by parapet walls of varying height that will complement the building design. The allowable building height per ordinance is 40'-0" and this building will comply.

The vacuum canopies are pre-engineered structures constructed with steel pipe frames and a knitted fabric shade cloth.

The initial design that was submitted for Design Review has been modified due to the Master Developer's request to provide a more compatible appearance with the proposed neighboring buildings, specifically the Burger King located to the south of the car wash. Design elements such as corrugated metal wall panels and metal shade screens were added to the design along with additional building articulation using thickened masonry walls and horizontal banding. This modified version was presented in study session to the Design Review Board February 12, 2019. The board expressed their acceptance of the modified design and subsequently the Master Developer's architect, Butler Design Group, has accepted the design.

As always, we look forward to a successful development that will bring another valued project to both the City and the surrounding neighborhood.

Sincerely,



Paul Devers
Cawley Architects, Inc.