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Date: February 13, 2023

To: Planning Division / City of Mesa

Project Name: Sonoran Gateway Exchange

Ware Malcomb Project No. PHX22-0141-00

Zoning Case No. ZON23-00026

Subject: Project Narrative

From: Jill Inouye / Ware Malcomb

Introduction:

The Sonoran Gateway Exchange project is located at 7423 & 7507 South Sossaman Road, Mesa, Arizona 85212.

The site is located on the northeast corner of East Germann Road, and South Sossaman Road.

The project consists of a 34.60 acre site with two Light Industrial warehouse buildings. Both warehouse buildings have an 8,000 sf Office block component and a cross-dock component. Building 1 (North) is a total of 49,510 sf. Building 2 (South) is a total of 57,210 sf. Both buildings have the same material concept; the office block is conventionally framed, and the cross-dock utilizes a pre-engineered metal building system. The Office block has CMU with Hardie board and metal panel, incorporating a metal canopy element. The cross-dock component has an undulating standing seam metal roof, with a metal panel profile mix, and color articulation using a standard rhythmic pattern. The site is composed of trailer parking, PUP parking, and auto parking for employees. The perimeter site walls are 8'-0" h decorative CMU and decorative metal panels to screen the trailers and equipment, and on the northwest portion of the site, auto parking will be screened with 3'-0" h decorative CMU screen walls. Appropriate site lighting with minimum photometrics are provided, along with lush landscaping to compliment the site and surroundings. There is space on the site for a future potential fuel station island and weigh scale that will be located on the southeastern edge of the site.

Existing Site – Relationship to Neighboring Properties:

The property is located at the Northeast intersection of E. Germann Road and S. Sossaman Road. It is currently vacant farmland. The Sonoran Gateway Exchange is situated in an area where the adjacent properties are planned to be similar in character to the proposed land use and zoning district. North of the project site is an automotive career focused trade school that is zoned as LI (light industrial). The properties to the west are vacant or under construction and zoned GI (general industrial) for planned warehouse and distribution uses. The property to the east is vacant and zoned LI (light industrial). South of Germann Road is zoned per the Town of Queen Creek.

Existing General Plan and Zoning Designations:

The proposed development at the subject property is LI (light industrial). Warehousing and distribution activities that will take place within the enclosed buildings are permitted uses by right for this zoning district.

Pursuant to Zoning Ordinance Chapter 19 Airfield Overlay District, the Property is located in the Airport Overflight Area Three (AOA 3) for the Phoenix-Mesa Gateway Airport and will comply with the requirements for such. The proposed light industrial use is a development type that is compatible with and supportive of the continued operation of the airport and other approved aircraft operations.

Character and Image:

The two buildings on the site include predominant characteristics shared by each, and are indicative of being a part of a cohesive planned area. The rooflines have similar proportions of the same undulating elements and overhangs. The office block portion of the buildings have the same size, shape and use of differing materials, textures and colors. The site walls and front entry railing compliment and tie the site and buildings together. The design of the

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facilities provides for a strong relationship with the street frontage while purposeful screening and decorative walls shelter the dock doors and site operations visible to traffic on the street.

Site Amenities:

The site plan provides common open space and amenities for the useful enjoyment of employees and visitors to the site. The common open spaces are arranged for functionality and will be furnished with eating areas, site furniture and other amenities. The square footage of the common spaces complies with the zoning ordinance.

Massing and Scale:

Wall articulation: Exterior (public view) facades are subdivided and proportioned to human scale, using projections, overhangs and recesses in order to indicate architectural interest and variety. Refer to Alternative Compliance request for additional information and description for articulation.

Access, Circulation, and Parking:

Screening and Separation of Parking Areas.

Parking areas for the southern building (Building 2) are screened with a combination of an 8'-0" high decorative concrete masonry screenwall, and 8'-0" high decorative metal perforated panel screenwall that compliment the building facades. The northern building (Building 1) has truck parking areas screened with the same 8'-0" high decorative concrete masonry and decorative metal perforated panel screenwalls. The northern automobile parking is located to the north and west of the office block frontage, and is screened by a 3'-0" high decorative concrete masonry wall. The proposed development will provide half street improvements for frontage along S. Sossaman Rd. to accommodate a future four lane road with striped median. The site will have 4 driveway and associated deceleration lanes constructed per COM std. Dtl M-42. Please also refer to narrative under ***Quality Development Guidelines*** below, for additional narrative on parking layout and screening materials.

Landscaping:

Planting has been designed to provide focal points at vehicle and building entries, highlight gathering areas and building facades, and to screen employee parking lot and truck parking areas.

Interior parking lot landscaping is provided with landscape islands installed at each end of a row of parking stalls, and in between, for a maximum of 8 contiguous parking spaces. Landscape islands are minimum eight feet wide and 15 feet in length for single-row, and 30 feet in length for double-row parking. Radius curbing is provided along drive aisles with a minimum four-foot radius.

A foundation base includes plant materials such as trees, shrubs, ground covers, and/or accent plants and hardscape adjacent to exterior and site walls. Pedestrian areas and building entrance plazas are shaded with trees. The foundation base along exterior walls with public entrance is 15 feet wide, measured from face of the building to face of curb along the entire length of the exterior wall. A foundation base at the building entrance is provided to ensure an area equivalent to 900 square feet.

Retention basins are designed with irregular shapes, contoured and designed as an integral part of the landscaping theme. The depth of the retention basin does not exceed three feet six inches. Landscaping is provided in all areas of the retention basins (slope, top and bottom).

Alternative Compliance Request:

MZO Section 11-7-3.B.5 Materials and Colors and MZO Section 11-7-3.B.6 Alternative Compliance.

- To reduce the apparent massing and scale of buildings, facades shall incorporate at least three (3) different and distinct materials.
- No more than fifty percent (50%) of the total façade may be covered with one (1) single material

No more than 50% of the west, north and south facades are covered with any one color or texture, and each building in the multi-building complex shares similar characteristics and design for a cohesive property. A variety of colors and textures are used to elevate the conventionally framed and pre-engineered metal building structure/system, which includes a metal panel profile mix and rhythmic color application, along with three roof articulation types and overhangs. The color palette is modern and displays the Property Owner's branding colors. The glass windows emphasize the vertical metal panel pattern, and accent the entryway; there is also a light accent colored vertical design element at the entry of the building. The dark accent colored canopy frames the entryway, as the ramp and stair railings pick up the canopy color and provide a perforated design texture at the front of the building.

The cross-dock (north and south facades) and rear of the buildings are screened with 8'-0" high decorative solid and perforated walls. They will be seen internally to the site. The facades are articulated and have relief of texture, color and materials at approximately 50'-0" intervals. The metal panels have a varying mix of profiles and colors along the length of the cross-dock coiling door facades. The roofline undulates up and down with three symmetrical pitched roofs to break up the length of the truck traffic side of the buildings.

Planting is prohibited in the gas easement that runs along the southern edge of our property. As a result, the Sossaman streetscape planting ends at the north edge of the easement. The planting outside of the wall on the southern property line is also limited by the gas easement. We are including trees, shrubs and groundcover south of the wall in an area bounded by the future Germann Road right of way to the south and the gas easement to the west.

Quality Development Guidelines: Narrative for Building 1 (north) street frontage.

Building 1 (north) maintains a strong relationship to Sossaman Road, and conveys an entry visual focal point on the West façade. The entry is indicated by the light blue metal panel and Eider White painted vertical band over the door and building signage; along with a ramp and stair that lead an occupant or visitor to the entry door. The ramp and stair guardrail is a perforated metal panel painted to match the accent colors of the building façade. The City limited this site to a single driveway, as the adjacent north property deceleration lane prohibits a second drive for outbound cars and trucks. Shifting the building location slightly back from the street allows a Fire truck to loop around the building and site, without encountering a dead end at the north end of the site, improving building safety. The automobile parking is located in front and on the sides of the building and is screened with a 36" high concrete masonry wall with an abundance of plantings and landscaping the front of the site (refer to provided renderings). The first row of parking closest to the street allows for wider landscaped islands, and a large, landscaped area when first entering the site. The truck/trailer traffic and parking are separated from the auto parking with a decorative metal screen wall and gate; another safety measure as a result of a singular site access point. The decorative metal screen wall has a similar perforation pattern to the stair/ramp guardrail, and the corrugations on the panels complement the reveal pattern on the building façades. The screen wall and gates will ensure pedestrians are separated from the traffic flow for the site. There is a pedestrian-friendly walkway that takes a visitor from the public street up to the building entry. The west landscaped area of the site adjacent to

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Sossaman Road creates a comfortable shaded walkway and desert scape to complement the site and foundation base for the occupants and visitors of the building.