

Project Narrative

Chandler Connection

Preliminary Development Plan
for a Planned Industrial/Employment Development

Location
Southeast Corner of Germann and Cooper Roads
Chandler, Arizona

Pre-tech # PRE20-0101

Description of Proposal

The owner of the Property, Chandler Airport Center CAC Inc., proposes to sell the parcel to Armie Management, LLC, DBA Comunale Properties (Developer) to allow entitlement and development of the property for industrial warehouse use.

The developer proposes construction of one, single-story industrial shell building of approximately 201,000 SF. The anticipated uses include light manufacturing and warehouse storage with supporting office components. Minimum clear height in the building will be 32', yielding top of wall heights in the 45' – 48' range, including required parapet roof top screening. Until the actual tenants have been preliminarily identified, the number of employees and hours of operation will be subject to review and approval under separate tenant improvement permits.

Property Location and Access

The subject property is approximately 16.9 acres parcel located within Phase 2 of the Chandler Airport Center Masterplan, southeast of the intersection of Cooper Road and Germann Road in Chandler, Arizona. The Property parcel number is APN 303-31-226B. The property is currently used for agricultural cultivation of field crops.

Property access is from Germann Road west to Cooper Road or east to Gilbert Road, both which extend north to full-diamond interchanges at the Loop 202 freeway. A Traffic Impact Analysis has been prepared by Southwest Traffic Engineering and is included with this submittal. As part of the project development, an east-bound deceleration lane and a west-bound left turn median pocket will be added on Germann at the middle auto entry.

Relationship of Property to Surrounding Area

The parcels to the north and west are zoned PAD and primarily office and industrial uses. The east parcel is AG-1 zoning and used for agricultural cultivation of field crops. The south property boundary is adjacent to the Chandler Airport airfield runway.

Vehicular Circulation

Parking shall be in conformance with City requirements. All auto parking will be located to the north and east of the building, following the arc of Germann Road, with a primary full-movement entry at the center South Piper Drive alignment. The proposed truck court is located on the south side of the building, adjacent to the airport runway, and is screened from Germann Road by the building itself and an eight-foot-high decorative masonry screen wall. Access for trucks will occur at the northwest corner, via an existing full-movement common private drive shared with the development to the west, and at a right in / right out only, 40' curb cut access at the northeast corner of the site, providing dedicated 36' wide truck drives and limited interaction with auto traffic.

Pedestrian Circulation

Though the tenant mix and configurations are unknown at this time, the building is set up to accommodate a flexible number of users of varying sizes and needs. 6 tenant entries will be provided in the shell construction with direct access to adjacent parking fields. Sidewalks

provide connections between tenant entries and to the public walk along Germann Road. Pedestrian seating nodes, consisting of tables and benches, are located near each entry to provide tree-shaded, outdoor work and break areas for tenants.

Architectural Character

The architectural character is contemporary industrial with subtle visual references to the adjacent airport that serves as a major economic enhancement to the airport master development. This project will be constructed of tilt-up concrete and painted in a rich, desert-based color palette of warm and cool greys combined with warm-tone neutrals. The steel entry canopies create signature entries for tenants and will be accented with a dark copper-colored finish. They will also provide shade, shadow and visual interest which further break down the building facades.

The function of the industrial building type demands a simple mass suitable for efficient interior racking for storage of tenant goods. However, along the Germann street side visible to the public, the building is stepped in several places to coincide with the curvature of the road. This articulation of the form provides for variation that will provide visual interest to the front of the project. A few of the architectural design elements proposed for this building include:

- varied parapet heights
- thoughtful and varied building color, pattern and textural cadence
- shade and shadow through creative use of materials and forms
- building accent lighting
- vertical and horizontal architectural movement along the visible facades
- clearly defined entrances with generous recessed glass lines
- projecting canopies with accent lighting
- enhanced landscaping
- creative paving, planters and pedestrian nodes at building entries
- prominent, thoughtful tenant and project signage opportunities

Building Height

The PAD zoning allows for building heights up to 60 feet. This project proposes a maximum building height of 48 feet. FAA Form 7460-1 was filed in early September of this year and a “Determination of No Hazard to Air Navigation” was issued by the FAA on November 6, 2020 (see attached).

Site Grading and Drainage

The subject site is generally level, with a gentle slope from northeast to southwest. The site plan includes appropriate surface retention basins to accommodate the on-site retention demands. In accordance with County requirements, onsite retention for the 100-year, 2-hour design storm event will be provided. Primary basins will be located along the south edge of the property with secondary basins located along the eastern and western boundaries. Storm water will primarily surface flow to the basins over pavement with some underground piping and catch basins provided as required. Half street flows from Germann, currently contained in temporary basins along the street, will be collected and distributed to onsite basins. An existing open SRP irrigation channel exists in the southwest corner of the parcel and will remain.

Landscape Design

The landscape palette has been selected with consideration given to low water use, visual enhancement and screening, air quality, shading and long-term maintenance. The list of plants proposed for this project have been selected from the most current version of the Arizona Department of Water Resources Low Water Use/Drought Tolerant Plants List. The existing street trees and turf along Germann will remain and be supplemented with additional trees, shrubs and ground covers in the 30' landscape setback. Generous landscape areas exist adjacent to the north building face as a result of the arced parking configuration, providing opportunities for outdoor amenity areas, shade and accent color to further complement the building design. The southeast and southwest corners of the project visible from Germann have been well-landscaped. The retention basin between the dock area's 8' masonry wall at the airport's chain link fence is not visible from the public right of way and will only contain decomposed granite in order to limit potential landscape or collected debris from interfering with airport operations, further conserving water by not irrigating unseen plant materials.

Signage

Site and building signage have been generally shown in context with the proposed design. A full sign plan will be submitted as required for design approvals and permitting.

Public Utilities

The following are the service providers for the Property with infrastructure in place along Germann to serve the project:

- Water and Wastewater: City of Chandler
- Refuse Collection: private contract
- Fire Department: City of Chandler
- Power: SRP

Project Start Date

The development schedule for the project anticipates the start of construction in mid-2021 as soon as entitlements and permits can be secured.



Chandler Connection

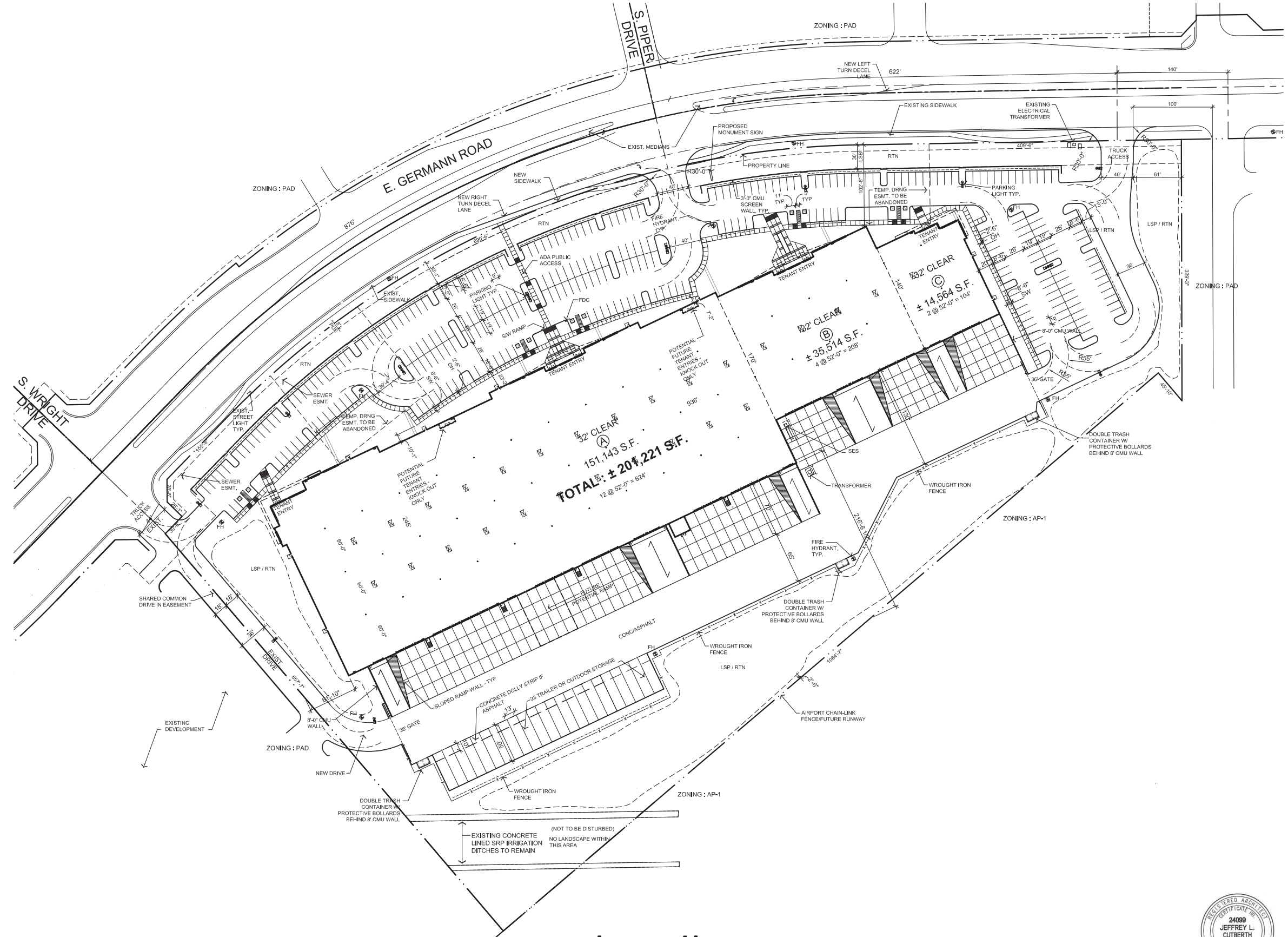
Germann Road and Cooper Road
Chandler, Arizona

Chandler Connection

Germann Road and Cooper Road
Chandler, Arizona

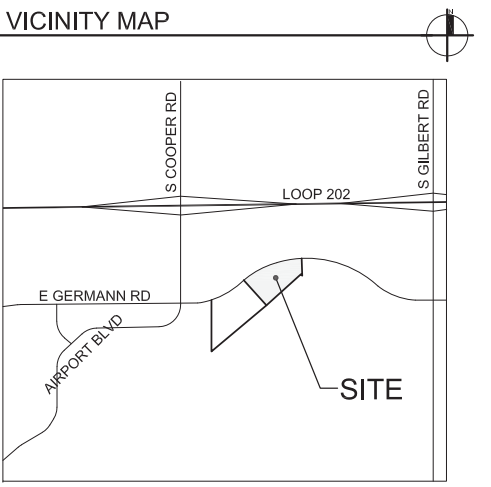


SP-1
SITE PLAN



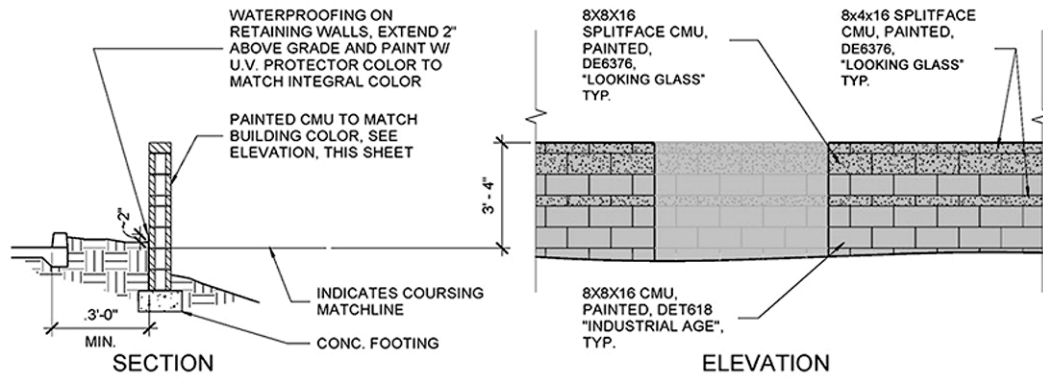
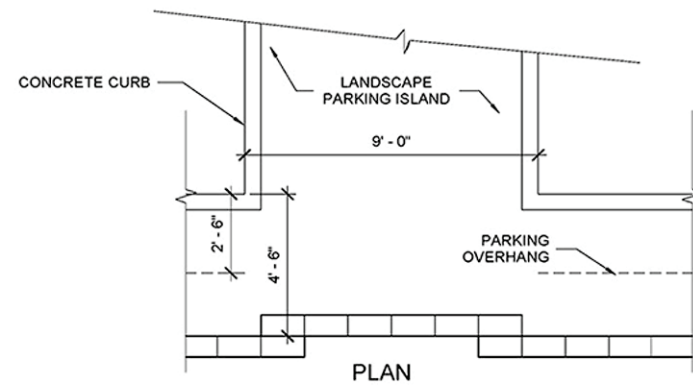
PROJECT DATA	
Zoning:	PAD
APN#:	303-31-226B
Gross Site Area:	832,882 S.F. (19.1 AC.)
Net Site Area:	737,103 S.F. (16.9 AC.)
Building Area:	201,221 S.F.
Coverage:	27.3%
Building A Parking Required :	
Office 25,260 S.F.:	102 Spaces
1 : 250 S.F.:	
Warehouse 175,961 S.F.:	54 Spaces
1 : 500 S.F. First 10,000	
1 : 5000 S.F. Remaining	
Total Parking Required:	156 Spaces
Total Parking Provided:	317 Spaces
ADA Parking Required:	8 Spaces
ADA Parking Provided:	10 Spaces
Parking Ratio:	1.60 / 1,000 S.F.
Proposed Building Wall Height:	45 Ft Max.
PROJECT TEAM	
Developer / Owner	Architect
Comunale Properties	Butler Design Group
1855 S. Pearl Street, Ste 20	5017 E. Washington St. Ste 107
Denver, Colorado 80210	Phoenix, Arizona 85034
Contact: Josh Heiney	Contact: Toby Rodgers
Ph: (720) 414-5210	Ph: (602) 957-1800 ext. 220
helney@comunaleproperties.com	trogers@butlerdesigngroup.com
Landscape Architect	Civil Engineer
Laskin and Associates Inc.	Hunter Engineering
67 E Weldon Avenue, Ste 230	10450 N 74th Street, Suite 200
Phoenix, Arizona 85012	Scottsdale, AZ 85258
Contact: Danell Dodson	Contact: Larry Talbott
Ph: (602) 840-7771	Ph: (480) 991-3985
daniel@laskindesign.com	ltalbott@hunterengineeringpc.com

PROJECT NARRATIVE
Chandler Connection is a single building, single-story industrial shell building located at the southwest corner of Germann RD and Cooper RD in Chandler, AZ. The anticipated uses include light manufacturing and warehouse storage with supporting office components. The contemporary industrial project will be constructed of tilt-up concrete painted in a rich desert-based color palette of warm and cool greys with warm-tone neutrals.

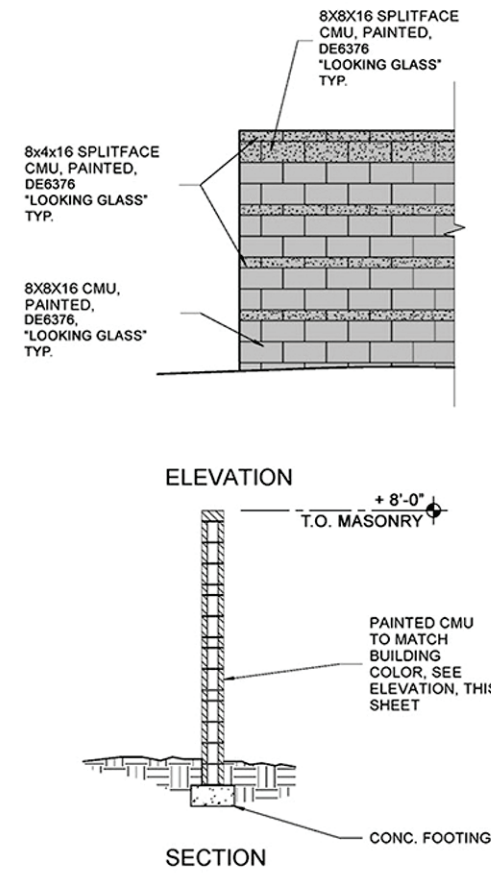


2021-03-15
20065-ST07

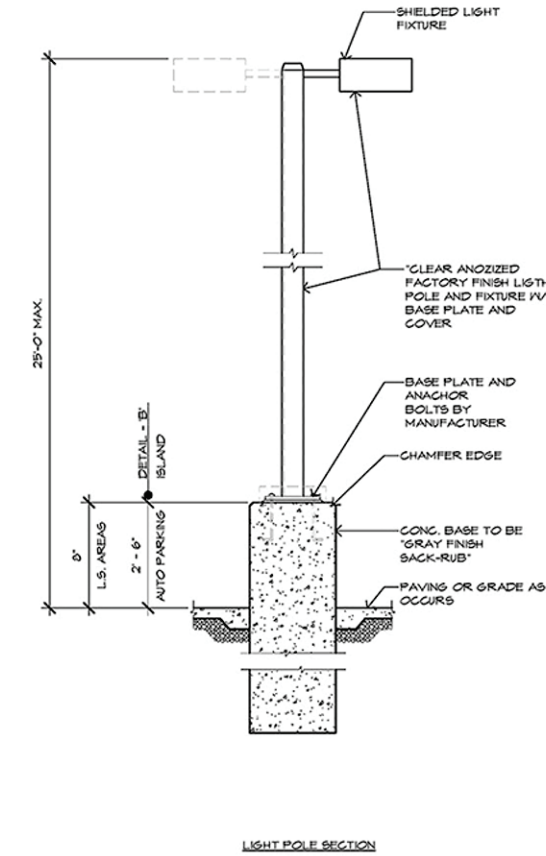
1. +0'-0" IS DETERMINED BY ADJACENT PARKING GRADE. MAINTAIN SCREEN WALL @ 3'-0" ABOVE ADJACENT GRADE.



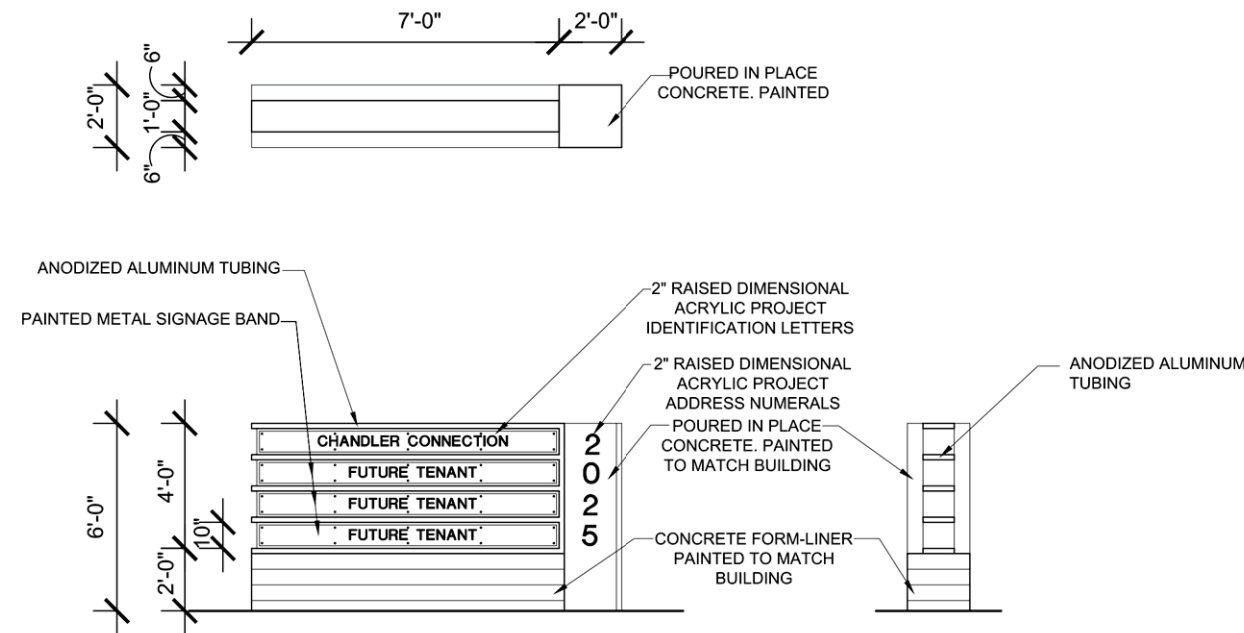
1 PARKING SCREEN WALL



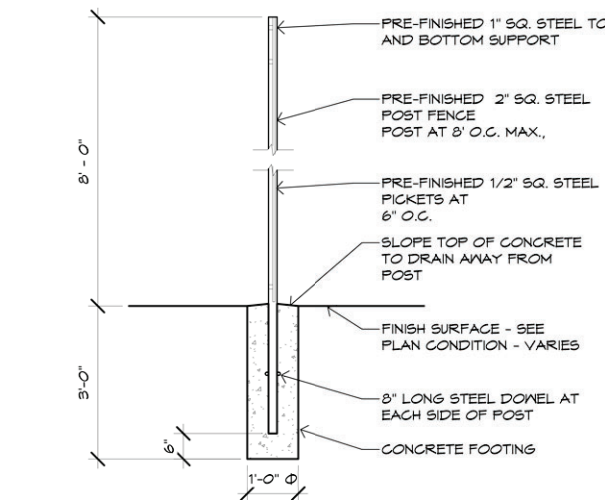
2 8' CMU WALL



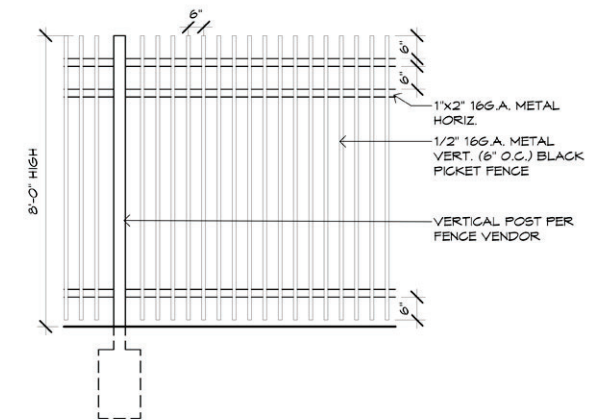
3 LIGHT POLE



4 MONUMENT SIGN



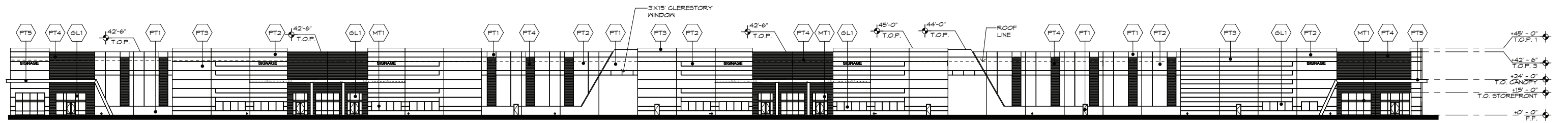
5 FENCE POST (PICKET)



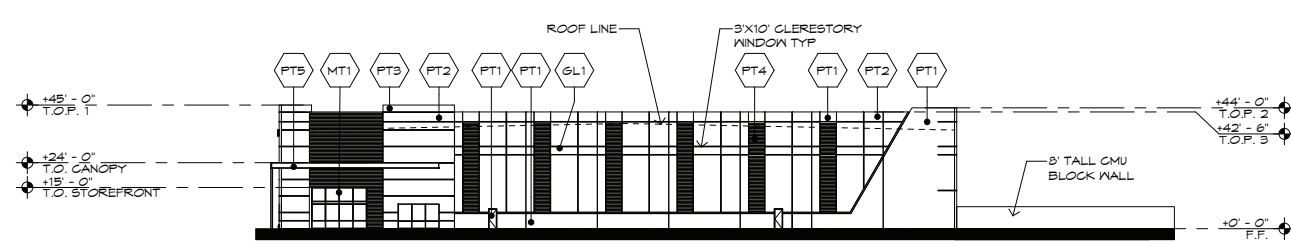
6 PERIMETER STEEL PICKET FENCE

Chandler Connection

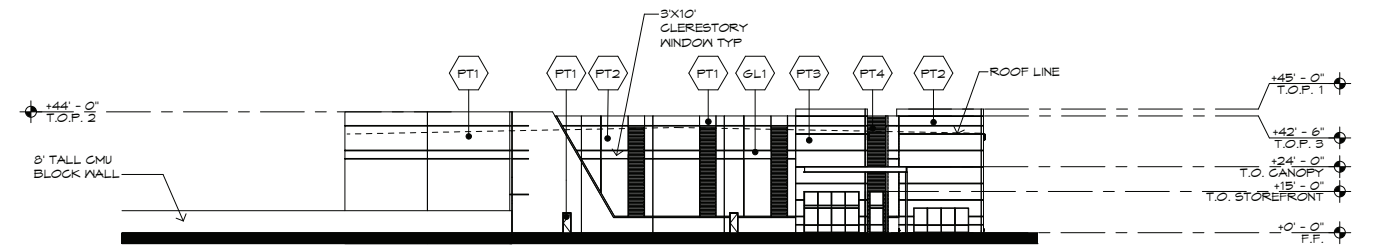
Germann Road and Cooper Road
Chandler, Arizona



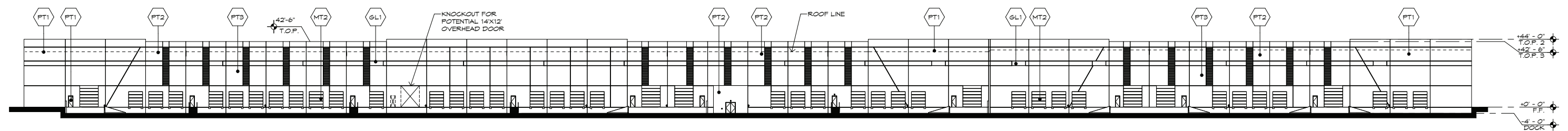
1 NORTH ELEVATION
SCALE: 1" = 30'-0"



3 WEST ELEVATION
SCALE: 1/32" = 1'-0"

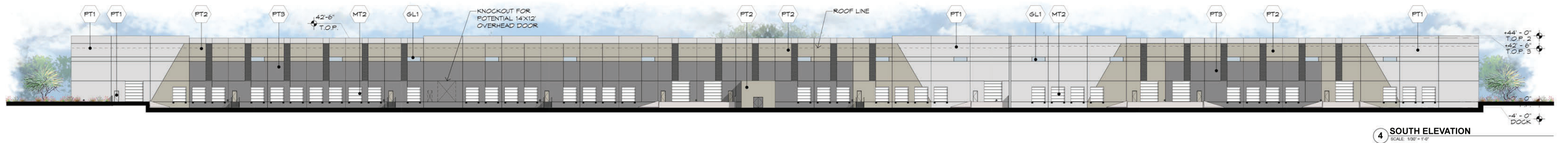
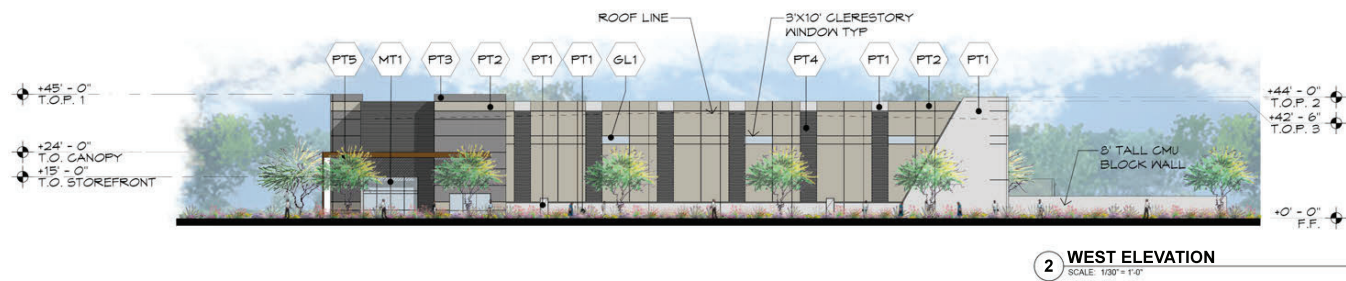


2 EAST ELEVATION
SCALE: 1/32" = 1'-0"



4 SOUTH ELEVATION
SCALE: 1" = 30'-0"

COLOR/ MATERIAL SCHEDULE		
MARK	DESCRIPTION	FINISH/COLOR
SL1	1" INSULATED GLASS	GREY BLUE TINT
MT1	ALUMINUM STOREFRONT SYSTEM	CLEAR ANODIZED
MT2	LOADING DOCK BAY DOOR	FACTORY FINISH WHITE
PT1	PAINTED CONCRETE	DE6373 - PURPOISE
PT2	PAINTED CONCRETE	DE6328 - PLAY ON GRAY
PT3	PAINTED CONCRETE	DE6376 - LOOKING GLASS
PT4	PAINTED CONCRETE	DE6377 - BOAT ANCHOR
PT5	PAINTED STEEL	DEA163 - RODEO



COLOR/ MATERIAL SCHEDULE		
MARK	DESCRIPTION	FINISH/COLOR
GL1	1" INSULATED GLASS	GREY BLUE TINT
MT1	ALUMINUM STOREFRONT SYSTEM	GLEAR ANODIZED
MT2	LOADING DOCK BAY DOOR	FACTORY FINISH WHITE
PT1	PAINTED CONCRETE	DE6313 - PURPOISE
PT2	PAINTED CONCRETE	DE6228 - PLAY ON GRAY
PT3	PAINTED CONCRETE	DE6316 - LOOKING GLASS
PT4	PAINTED CONCRETE	DE6311 - BOAT ANCHOR
PT5	PAINTED STEEL	DEA163 - RODEO

Chandler Connection

Germann Road and Cooper Road
Chandler, Arizona



ENLARGED ELEVATION AT NORTH MAIN ENTRY
SCALE: 1/10" = 1'-0"

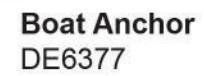
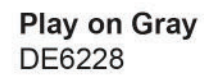


ENLARGED PLAN AT NORTH MAIN ENTRY
SCALE: 1/10" = 1'-0"

Chandler Connection

Germann Road and Cooper Road
Chandler, Arizona

by Dunn Edwards



PPG SOLAR BAN 70XL
SOLARBLUE LOW-E #2

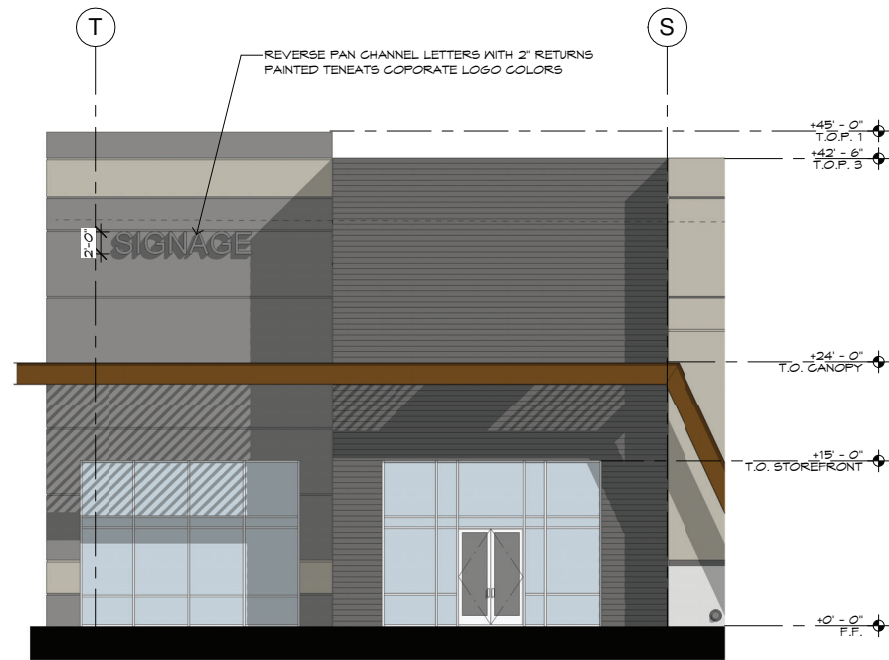
CLEAR ANNODIZED

11 FEBRUARY 2021
20065

2021-02-11
0065-ST06

Germann Road and Cooper Road
Chandler, Arizona

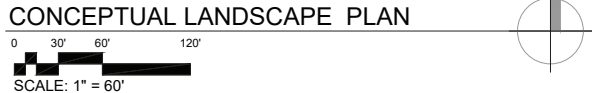


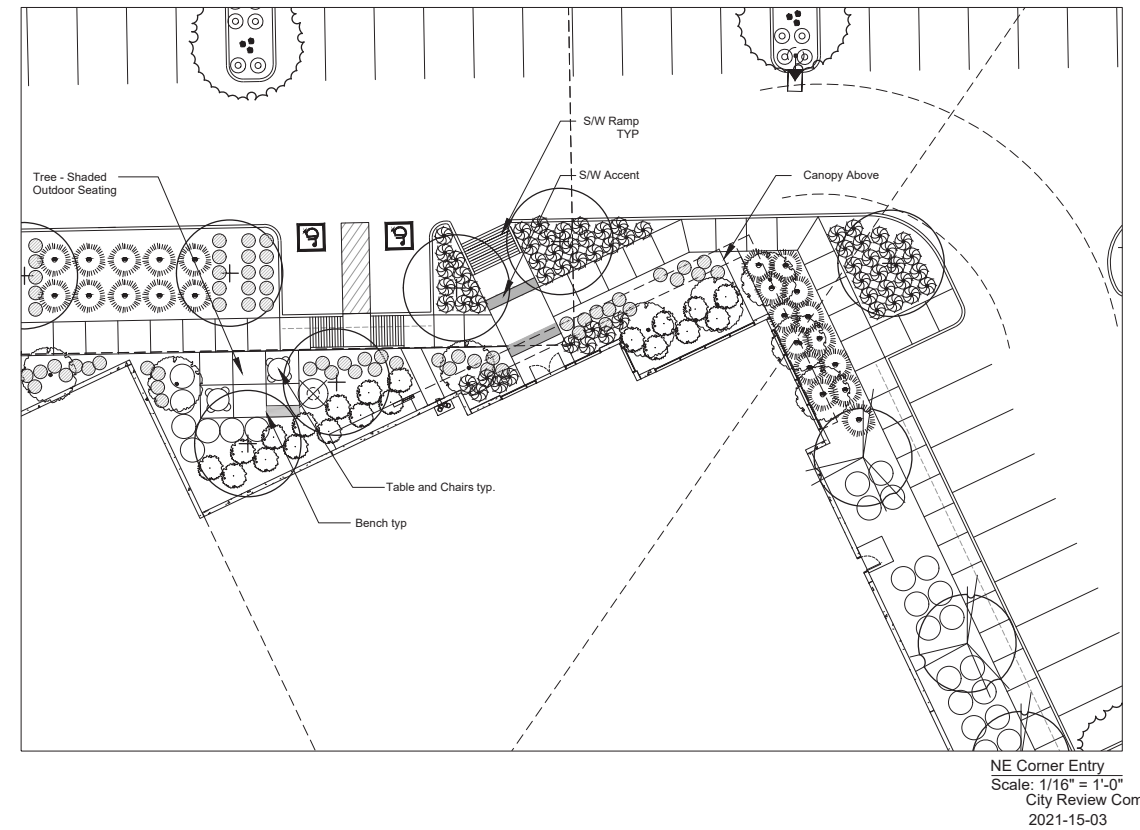
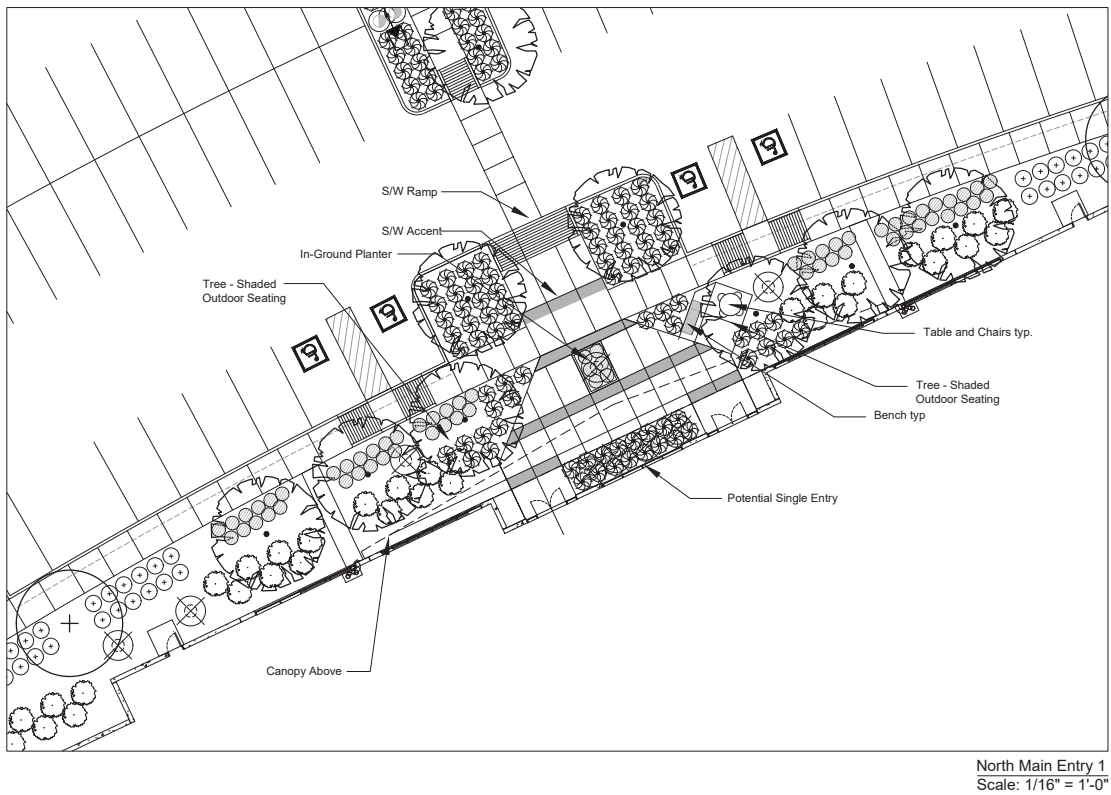
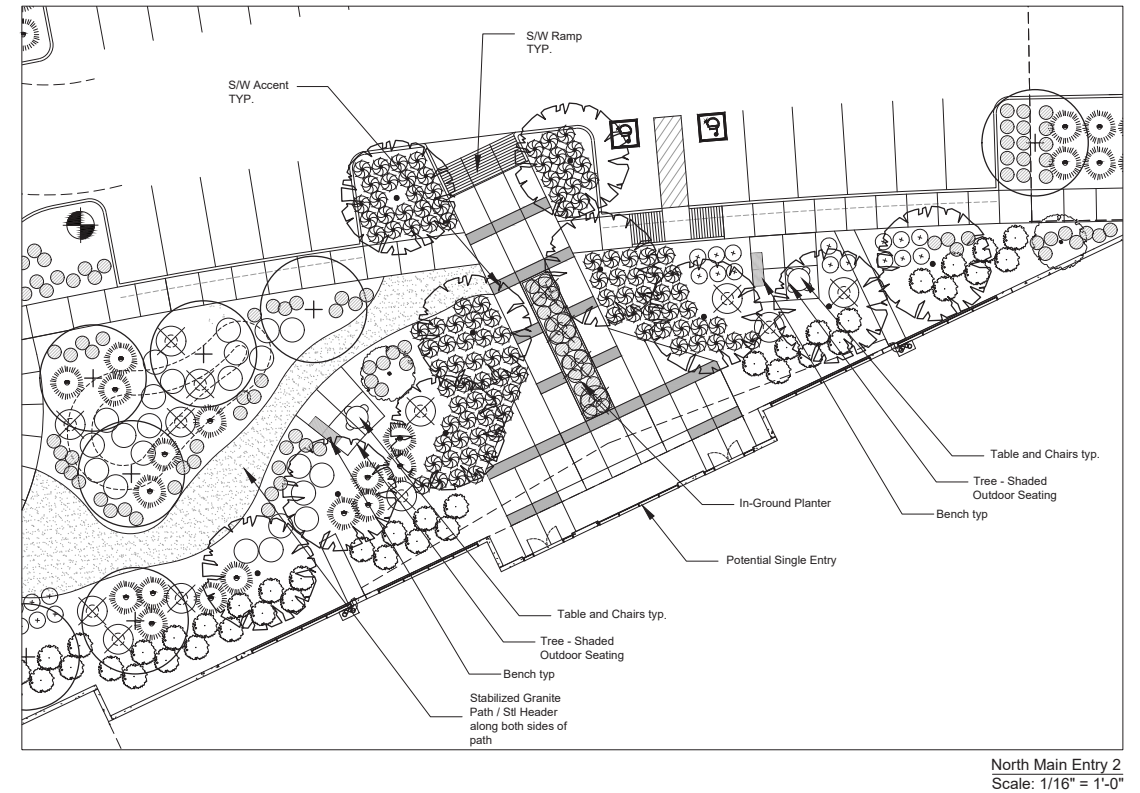
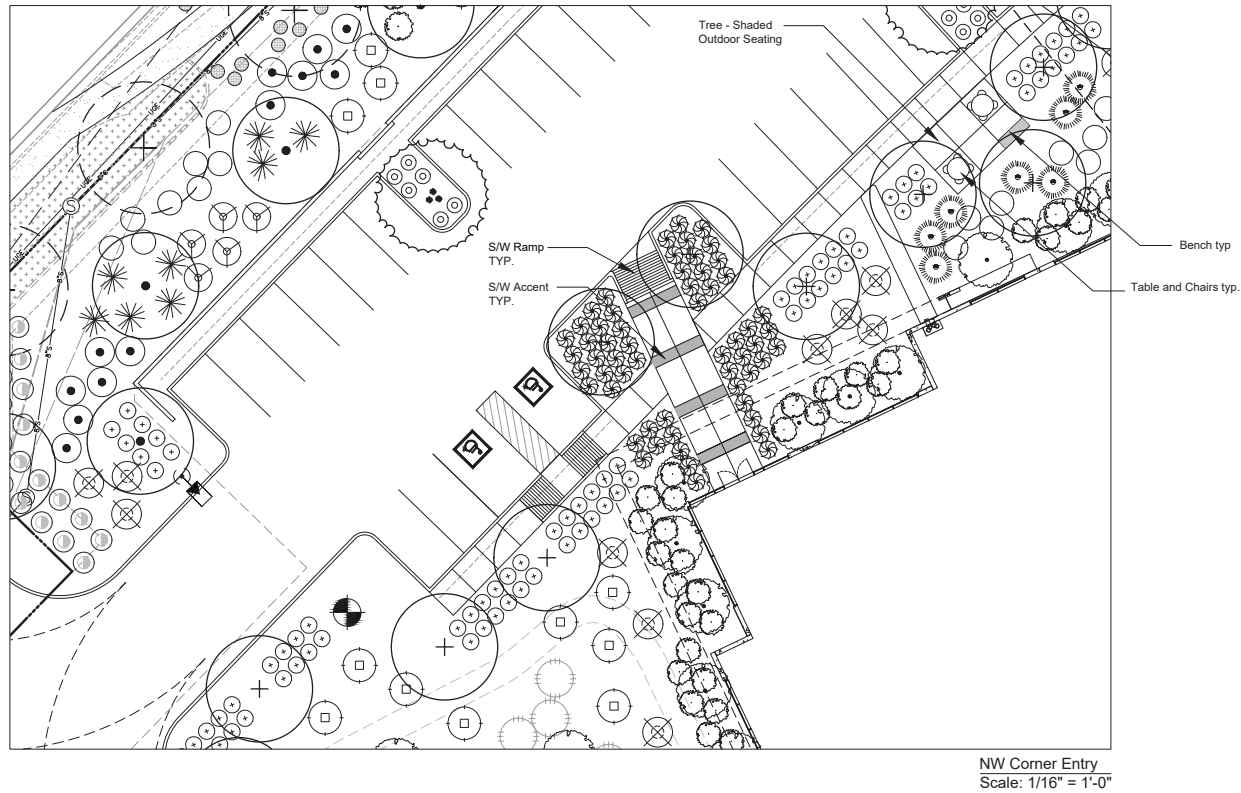


1 BUILDING SIGNAGE
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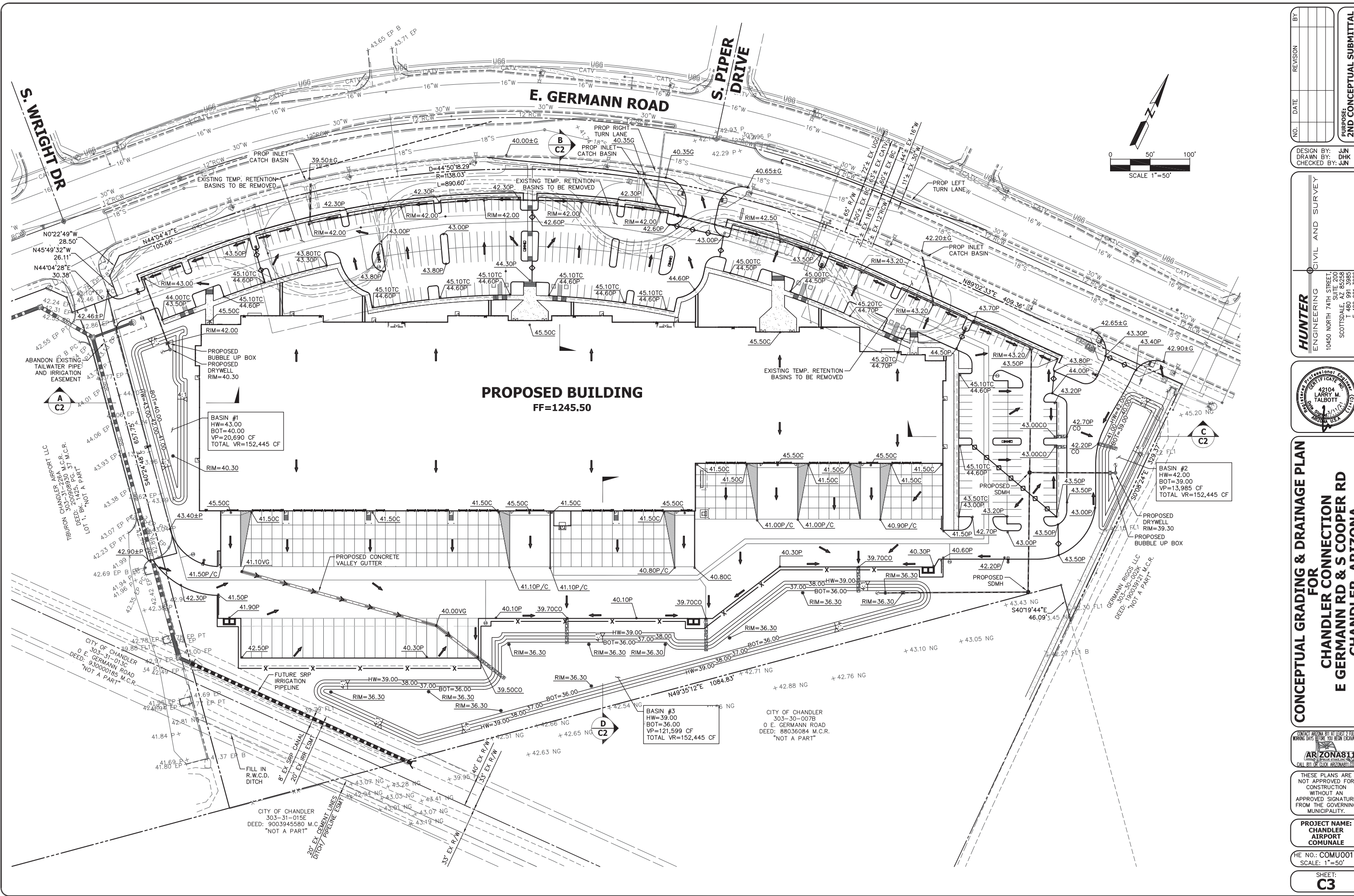


2 BUILDING SIGNAGE
SCALE: 1/8" = 1'-0"





2021-15-03
20065-ST06



NO. DATE REVISION BY

PURPOSE:
2ND CONCEPTUAL SUBMITTAL

DESIGN BY: JNN
DRAWN BY: DHK
CHECKED BY: JNN

CIVIL AND SURVEY
HUNTER
ENGINEERING
10450 NORTH 74TH STREET, SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3985
F 480 991 3986

42104
LARRY M. TALBOTT
REGISTERED PROFESSIONAL ENGINEER
NO. 42104
EXPIRATION DATE 12/31/2025
ARIZONA, U.S.A.

CONCEPTUAL GRADING & DRAINAGE PLAN
FOR
CHANDLER CONNECTION
E GERMANN RD & S COOPER RD
CHANDLER, ARIZONA

CONTACT ARIZONA AT AT LEAST 2 FULL
WORKING DAYS BEFORE YOU BEGIN EXCAVATION
AR ZONAS11
CALL 811 OR CLICK ARZONAS11.COM

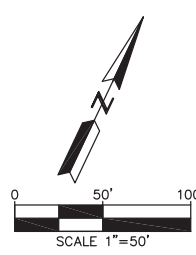
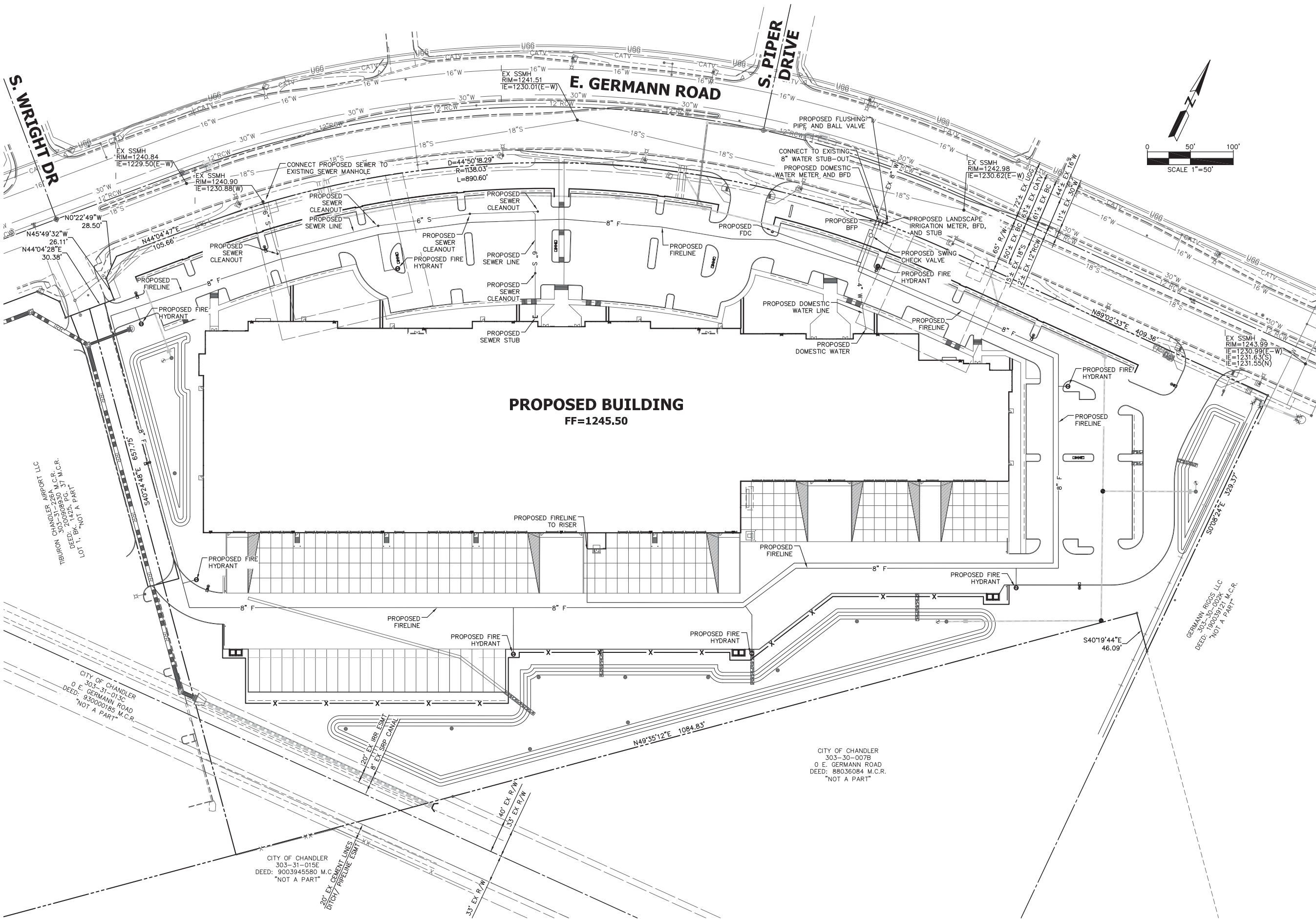
THESE PLANS ARE
NOT APPROVED FOR
CONSTRUCTION
WITHOUT AN
APPROVED SIGNATURE
FROM THE GOVERNING
MUNICIPALITY.

PROJECT NAME:
CHANDLER
AIRPORT
COMUNALE

HE NO.: COMU001
SCALE: 1"=50'

SHEET:
C3

3 OF 4



NO.	DATE	REVISION	BY

DESIGN BY: JNN
DRAWN BY: DHK
CHECKED BY: JNN

HUNTER
ENGINEERING
CIVIL AND SURVEY

10450 NORTH 74TH STREET, SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3985
F 480 991 3986



**CONCEPTUAL UTILITY PLAN
FOR
CHANDLER CONNECTION
E GERMANN RD & S COOPER RD
CHANDLER, ARIZONA**



THESE PLANS ARE
NOT APPROVED FOR
CONSTRUCTION
WITHOUT AN
APPROVED SIGNATURE
FROM THE GOVERNING
MUNICIPALITY.

PROJECT NAME:
CHANDLER
AIRPORT
COMUNALE

HE NO.: COMU001
SCALE: 1"=50'

SHEET:
C4



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AWP-11284-OE

Issued Date: 11/06/2020

Butler Design Group
Toby Rogers
5017 E. Washington St.
Suite 107
Phoenix, AZ 85034

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Chandler Connection
Location:	Chandler, AZ
Latitude:	33-16-43.00N NAD 83
Longitude:	111-48-00.00W
Heights:	1245 feet site elevation (SE) 48 feet above ground level (AGL) 1293 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☒ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 05/06/2022 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before December 06, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on December 16, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-11284-OE.

Signature Control No: 452628777-456032069

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - above ground level

AMSL - above mean sea level

RWY - runway

VFR - visual flight rules

IFR - instrument flight rules

NM - nautical mile

ASN- Aeronautical Study Number

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Proposed is a building near Chandler Municipal Airport (CHD), Chandler, AZ. The CHD airport elevation is 1243 AMSL. At its closest point, the proposed structure would be approximately 1655 feet north northeast of the RWY 22L threshold at CHD.

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.17.(a)(3): A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance. The proposed structure would penetrate the 40:1 departure slope in the CHD RWY 4R Initial Climb Area (ICA) by 14 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: None.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: The proposed structure would penetrate the 40:1 departure slope in the CHD RWY 4R Initial Climb Area (ICA) by 14 feet.

This would qualify as low close-in penetration with climb gradient termination altitude 200 feet or less above departure end of runway (DER) requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES NOTE:

RWY 4R, Building 1467 feet from departure end of runway, 769 feet left of centerline 48 AGL/ 1293 AMSL

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The CHD Airport Master Record can be viewed/downloaded <https://adip.faa.gov/agis/public/#/airportData/CHD>. It states there are 380 single-engine, 32 multi-engine, 8 jet, 23 helicopter, 0 military, 1 ultra- light and 1 glider aircraft based there with 200,931 operations for the 12 months ending 19April 2018 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public comment. Per FAA Obstruction Evaluation Group policy, proposed structures that exceed the ICA 40:1 slope which don't affect the minimum instrument departure climb gradient, do not require circularization if they have no other effects on aeronautical operations. The proposals meets those criteria, and therefore was not circularized. This does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

The FAA has determined the proposed construction would not have a substantial adverse effect on the safe and efficient use of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible VFR effect disclosed that the proposed structure would have no adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed structure would penetrate the CHD RWY 4R 40:1 instrument departure surface in the ICA by a maximum of 14 feet, requiring an advisory note in the TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. No increase to the minimum weather (ceiling or visibility) and no increase for IFR climb gradient is required. No other IFR effects were identified. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military. Marking and lighting was considered but deemed unnecessary.

7. CONDITIONS

Within ten days before the start of construction the proponent is required to file a FAA form 7460-2, Part 1, Actual Construction notification, at the OE/AAA website (<http://oeaaa.faa.gov>). This actual construction notification will be used to update airport instrument procedures.

Within five days after the structure reaches its greatest height, proponent is required to file a FAA form 7460-2, Actual Construction notification, at the OE/AAA website (<http://oeaaa.faa.gov>). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-11284-OE

