

PECOS & McQUEEN STORAGE

17217 S. McQUEEN ROAD
CHANDLER, ARIZONA 85286
PROJECT NUMBER: 23024
DATE: 09.12.24

PROJECT DATA

PROJECT ADDRESS: 17217 S. McQUEEN ROAD
CHANDLER, ARIZONA 85286

ASSESSORS PARCEL NO.: 303-29-019P

ZONING DISTRICT: C-2

SURROUNDING ZONING DISTRICTS:
NORTH: PAD SOUTH: PAD
EAST: PAD WEST: AG-1

BUILDING SETBACKS:
NORTH: 50' REQUIRED, 50' MIN. PROVIDED
SOUTH: 56' REQUIRED, 56' MIN. PROVIDED
EAST: 56' REQUIRED, 56' MIN. PROVIDED
WEST: 50' REQUIRED, 50' MIN. PROVIDED

SITE AREA:
GROSS: 123,858 SQ. FT. = 2.84 ACRES
FRONTAGE: 36,443 SQ. FT.

BUILDING USE: INTERNALIZED SELF-STORAGE

BUILDING AREA:
BASEMENT LEVEL: 38,635 SQ. FT.
FIRST LEVEL: 41,635 SQ. FT. (900 SQ. FT. RENTAL OFFICE)
SECOND LEVEL: 37,735 SQ. FT.
TOTAL (GROSS): 118,005 SQ. FT.

BUILDING HEIGHT:
45'-0" MAX. ALLOWED
31'-0" MAX. PROVIDED

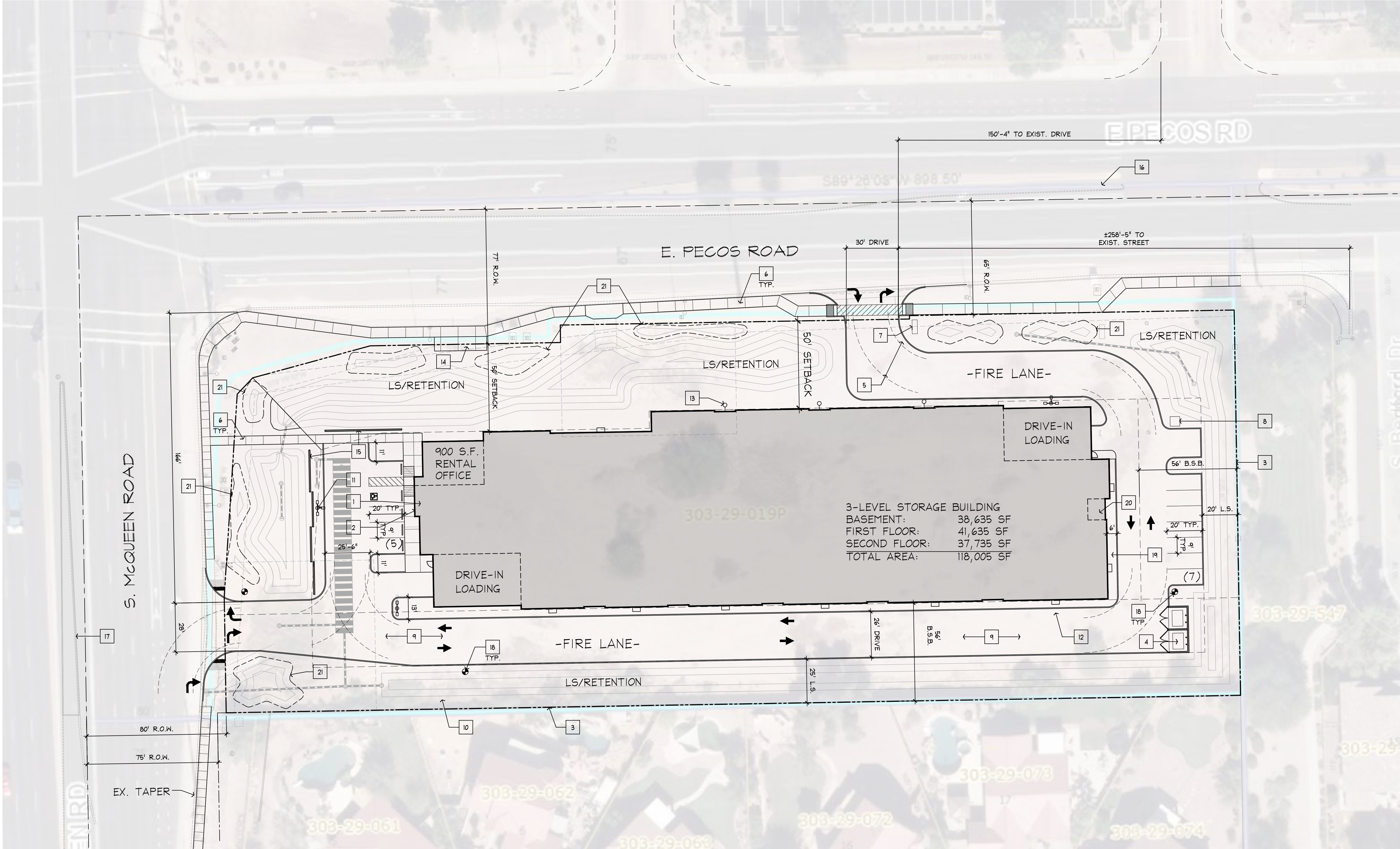
LOT COVERAGE: 41,635 SQ. FT. / 123,858 SQ. FT. = 33.6%

PARKING REQUIREMENTS:
REQUIRED: 4 (OFFICE @ 1/250 SQ. FT.)
PROVIDED: 12 SPACES (PLUS 2 LOADING SPACES)

RETENTION:
REQUIRED: MAX. 50% OF FRONTAGE AREA (36,443 SQ. FT. * .5 = 18,221 SQ. FT.)
PROVIDED: 13,020 SQ. FT. / 36,443 SQ. FT. = 35.7%

KEYNOTES

1. FIRE SPRINKLER RISER ROOM
2. FIRE DEPARTMENT CONNECTION
3. EXISTING 6' HIGH CMU SCREEN WALL
4. DOUBLE TRASH ENCLOSURE
5. FIRE DEPARTMENT TURNING RADII - 35' INSIDE, 55' OUTSIDE
6. NEW SIDEWALK, 5' WIDTH MIN.
7. PROPOSED MONUMENT SIGN LOCATION
8. PROPOSED ELECTRICAL TRANSFORMER LOCATION
9. PAVED ASPHALT DRIVE
10. RETAINING WALL
11. LED POLE LIGHT, TYP.
12. LED WALL-PAK, TYP.
13. LED SCONCE, TYP.
14. NEW BUS SHELTER PAD PER C.O.C. DETAIL C-230
15. 3' PARKING SCREEN WALL
16. EXISTING RAISED MEDIAN
17. PROPOSED RAISED MEDIAN
18. PROPOSED FIRE HYDRANT, TYP. - SEE CIVIL
19. BASE LANDSCAPE AREA W/ 6" RAISED CURB
20. S.E.S. ROOM
21. BERM OUTLINE, TYP.



Pecos & McQueen Storage

Southeast Corner of Pecos and McQueen
Chandler, Arizona, APN No. 303-29-019P

Request & Background

The Applicant is requesting a Use Permit to allow for the development of this long-vacant parcel with a new, Class-A, internalized self-storage facility with associated improvements.

For years, the Property has been owned by the Circle K Corporation, who envisioned developing a convenience market on site. Their plans have since changed, providing the opportunity for this more compatible development. The project provides an ideal transition between two (2) heavily traversed arterials and the adjacent residential neighborhood. The proposed use will act as a buffer from these arterials, while also providing a low-intensity commercial use with predictable hours of operations without the negative aspects many other “by-right,” commercial uses contain (noise, odor, late night deliveries, etc.).

Property & Background

The site in question is roughly 2.8-acres of vacant land located at the southeast corner of Pecos Road and McQueen Road. See aerials attached at **TAB A**. The Property has a General Plan designation of “*Neighborhoods*” and is zoned Community Commercial (C-2). See General Plan and Zoning Maps attached at **TAB B**. The C-2 district specifically permits “self-storage, mini-warehousing” with the acquisition of a Use Permit.

Adjacent Zoning & Uses

As noted above, the Property is zoned C-2 and undeveloped. The Property is at the intersection of two (2) major arterials (Pecos and McQueen), but also abuts single-family residential to the east and south. The proposed use creates a perfect buffer from the major roadways to the adjacent residential. Self-storage has predictable hours of operation, minimal traffic generation, and lacks most of the negative aspects produced by many other commercial uses (noise, odors, traffic, off-hour deliveries, etc.). The adjacent zoning and land uses include:

- North: Pecos Road. PAD with a developed commercial center
- East: PAD for single family residential.
- South: PAD for single family residential.
- West: McQueen Road. AG-1 undeveloped corner parcel, followed by SF-33 zoned single family residential.

Project Details

Site Design & Summary

The project consists of roughly 118,000 square feet of new, Class-A, internalized self-storage and associated improvements. A copy of the preliminary site plan is attached at **TAB C**. The project is custom designed for this unique site, providing large, landscaped setbacks along the south and east property lines. No outdoor storage is permitted, and the building is specifically designed with only interior accessed units (no exterior roll-up door units).

The building features one (1) basement level and two (2) above grad levels, topping out at 33'-4" in height, well below the permitted height. The site is accessed from either Pecos or McQueen with the office located closest to the intersection. Visitor parking is provided at two locations, but no parking occurs along the south property line. The internal drive aisle is positioned along the south portion of the site (along with a large landscape setback), providing additional buffer to the adjacent residential. The project will also complete the long lacking sidewalks along Pecos while also making significant pedestrian and landscaping improvements along both road frontages.

The project is in complete conformance with the required development standards of the C-2 zoning district. Preliminary development standards for the project include:

Standard	Provided
Building Setback • North – 50'-0" • South – 56'-0" • East – 56'-0" • West – 50'-0"	• 50'-0" minimum • 56'-0" minimum • 56'-0" minimum • 50'-0" minimum
Landscape Setback • North – 50'-0" • South – 25'-0" • East – 20'-0" • West – 50'-0"	• 50'-0" minimum • 25'-0" minimum • 20'-0" minimum • 50'-0" minimum
Building Height – 45'-0" max.	33'-4" feet (2 story)
Lot Coverage	33.6% (41,635/123,858)
Parking	12 spaces plus 2 loading spaces

Site Access

Access is provided from both McQueen Road and from Pecos Road. Both access points are limited to right-in / right-out only.

The proposed Pecos Road access driveway is located over 258' west of the existing Bedford Drive – exceeding the minimum separation requirement of 150'. This placement does not align with the existing median cut in Pecos Road, resulting in the limited right-in / right-out maneuvers as well as avoiding any conflicts with traffic maneuvers on the north side of Pecos Road.

The proposed McQueen Road access driveway is located just over 165' south of the intersection with Pecos Road. This driveway location is within an existing right turn lane on McQueen Road. We propose to extend the existing right turn lane to provide adequate space for vehicle stacking south of the new driveway into the storage site. The existing taper will be adjusted as needed to accommodate lengthening of the turn lane. What we propose is the maximum vehicle stacking we can provide south of the driveway, while maintaining the ability to reconstruct the lane taper with sidewalk and remain clear of the existing power poles in this area.

Building Architecture

Aesthetically, the proposal focuses on two interconnected ideas: connection to the surrounding environment and sense of motion. Situated on a narrow corner parcel immediately adjacent to residential on the south and east sides, it was important for the proposal to achieve program goals while respecting the privacy of the residents. As such, the southern and eastern façades have very few glazing locations, mostly limited to clerestory windows for natural lighting. Site lighting is also limited on these façades.

The palette of materials utilized includes a variety of concrete block, stucco and metal panels, which at the core feature a light and dark desert gray to anchor the building to its surroundings. Split-face charcoal gray concrete block and metal paneling add a distinct contrast and tie the main building mass to colorful perforated metal panel accents, starting the idea of motion on the northern façade. The color of these metal panels fluctuates, creating a sense of randomized motion.

At the rental office, a rust-colored roof element picks up this motion and transfers it to the southern façade where the metal panel accents continue. This time, however, the randomized colors are balanced by the steady growth of the surrounding concrete block bump-outs, which increase in width at each iteration while the metal panel accents maintain their size. This “inchworm” pattern furthers the sense of motion and creates a neighborhood-friendly scale without the use of windows. The idea of motion

creates variety at each façade, creating a bridge between visual interest and respect for our neighbors.

Landscape Design

Proposed landscaping consists of a variety of desert compatible trees, shrubs, accents, cacti with decomposed granite topping for dust control. Tree, shrub and accent placement along the north and west street frontages follows a random/natural arrangement following the contoured retention basins in these areas. The south and east landscape areas have a more linear arrangement to provide a uniform landscape buffer at all areas where this property abuts residential property. Tree and shrub selections were made to be compatible with established landscaping in the surrounding neighborhood.

Parking

The primary customer parking area is located on the west side of the building directly adjacent to the rental office entry. Five (5) regular parking spaces along with one (1) accessible space are provided at this location. An additional seven (7) regular parking spaces are provided at the east side of the site near the east drive-in loading area. These additional spaces are provided for customer use while visiting the facility. Additionally, two interior loading areas are being provided – one at the northeast corner and one at the southwest corner. These loading areas will provide a climate-controlled environment as well as buffer all loading activities from adjacent properties.

Hours of Operation

Office hours are typically 9am to 6pm with extended access for existing customers with security access from 7am to 10pm.

Contact Information

Should adjacent resident wish to contact a development representative, they may do so at:

David M. Brown
Wentworth Property Company
802 N. 3rd Avenue, Phoenix, AZ 85003
602.875.5014
dbrown@wentprop.com

Use Permit Criteria

Ordinance Section 35-305 discusses the review and approval criteria for Use Permits. To grant approval, two (2) conditions must be met:

1. *The request is in conformance with the general plan and its policies.*

Response:

The request is in conformance with and promotes numerous policies outlined in the Chandler General Plan. A sampling includes:

1.1.1 Land Use & Development

(f) Encourage compatible infill projects.

- The project fills a long-vacant infill site with an appropriate, low-intensity use which will help to buffer the adjacent residential from these two (2) arterial roads.

(h) Emphasize pedestrian and bicycle connectivity to transit facilities.

- The project will complete a long missing segment of sidewalk along Pecos Road, while vastly improving the pedestrian comfort along both road frontages. New sidewalks, street lighting, and landscaping will be incorporated on both frontages. A new bus bay will also be constructed with this project.

(l) Ensure compatible transition between residential areas and incompatible land uses as well as between intensity of land uses (e.g., between employment and residential).

- The project provides an ideal transition between two (2) heavily traversed arterials and the adjacent residential neighborhood. The proposed use will act as a buffer from these arterials, while also providing a low-intensity commercial use with predictable hours of operations and void of the negative aspects many other commercial uses contain (noise, odor, late night deliveries, etc.).

1.1.3 Design & Aesthetics

(b) Consider a more diverse building façade and color palette for the built environment.

(f) Continue to promote excellence in building and site design.

- The project provides a diverse and interesting façade for the built environment. As noted above, the palette of materials includes a variety of concrete block, stucco and metal panels. Split-face charcoal gray concrete block and metal paneling add a distinct contrast and tie the main building

mass to colorful perforated metal panel accents, starting the idea of motion on the northern façade. The color of these metal panels fluctuates, creating a sense of randomized motion.

1.1.4 Streets

(e) Discourage through-traffic in neighborhoods.

- No cut-through traffic will occur with this development. The site is fully contained with access provided directly onto Pecos Road and McQueen Road. The use is also renowned for its lack of traffic generation.
2. *The request will not be detrimental to persons residing or working in the vicinity, to adjacent property, to the neighborhood or to the public welfare in general, and that the use will be in full conformity with the conditions, requirements or standards prescribed by this Code or higher as may be deemed necessary by City Council in any one (1) situation.*

Response:

This criterion is at the heart of this request. This is a commercial zoned site and, as such, could permit a variety of uses that could be viewed as detrimental to the adjacent neighborhood. In fact, the site was previously planned for a convenience store. Many other commercial uses (permitted by right) with their associated noise, traffic, deliveries, and back of house activity would not be appropriate given the close proximity to residential. This proposal recognizes the existing conditions and provides a low-impact, non-invasive use that can help to buffer the adjacent residential from the arterial roads. The use is ideal and appropriate for the location.

In considering the application, the ordinance provides several factors for examination including, but not limited to:

1. *Consistency with general plan.*

Response:

As noted above, the project is in conformance with the General Plan “Neighborhood” designation and advances the stated goals of the General Plan.

2. *Ingress and egress to property and proposed structures, pedestrian and vehicular circulation with particular reference to fire protection.*

Response:

Access is provided from both McQueen Road and from Pecos Road. Both access points are limited to right-in / right-out only and designed to accommodate access for customers, emergency vehicles and refuse vehicles. Turn templates are shown

on the site plan to demonstrate maneuvering clearance is provided. A 31' wide drive lane along the south face of building provides a through site connection of the two access driveways. No gated access control is proposed on this site.

3. *Off-street parking and loading.*

Response:

The project is in complete compliance with parking requirements. All parking is provided on site. Parking and loading areas are located in convenient and functional locations and are screened appropriately

4. *General compatibility of use with adjacent property and property in the district.*

Response:

Self-storage is an ideal use for this location. It creates a perfect buffer from the major roadways to the adjacent residential. Self-storage has predictable hours of operation, minimal traffic generation, and lacks most of the negative aspects produced by many other commercial uses (noise, odors, traffic, off-hour deliveries, etc.).

5. *Impact on public services, including schools, recreation and utilities.*

Response:

The project will have minimal, if any, impact on public services. Self-storage is a low intensity use requiring minimal water, sewer or utilities. No additional burden is placed upon the school system as a result of the use.

6. *Screening and buffering of uses.*

Response:

Customer activity at this facility will be concentrated around the two loading areas provided – one at the northeast corner of the building and one at the southwest corner of the building. Due to the proximity of single-family residential properties to the east and south of the Property, it was deemed best to internalize all loading activities within the building – eliminating any impact to these neighborhoods. Additionally, all vehicle circulation, parking areas and refuse enclosure are buffered from the residential properties with a minimum 20' (east) and 25' (south) landscape area with densely spaced trees. The building is even further away from these property lines as the drive-aisle creates additional separation. Lastly, there is an existing 6' tall masonry screen wall separating this property from the residential neighborhoods at both the east and south boundaries.

7. *Signage.*

Response:

A proposed monument sign and building signage will be a separate submittal.

8. *Exterior lighting with reference to adjacent properties.*

Response:

Exterior lighting will be provided with a combination of fully shielded pole mounted fixtures and building mounted fixtures. Pole mounted fixtures will be limited to a maximum height of 15' and be utilized exclusively at the parking areas and driveways near the public streets. Building mounted fixtures will be provided on the north, east and south sides. Lights will be mounted at a maximum height of 14'. All fixtures will be placed and specified to achieve zero-foot candle readings at the east and south property boundaries adjacent to residential.

9. *Stormwater retention and landscaping.*

Response:

Storm water from the building, parking and driveways will surface flow to a series of connected surface retention basins located around the perimeter of the site. Retention basins within the street front setbacks are sized to utilize no more than 50% of that setback area and are nicely contoured to a natural appearance.

Proposed landscaping consists of a variety of desert compatible trees, shrubs, accents, cacti with decomposed granite topping for dust control. Tree, shrub and accent placement along the north and west street frontages follows a random/natural arrangement following the contoured retention basins in these areas. The south and east landscape areas have a more linear arrangement to provide a uniform landscape buffer at all areas where this property abuts residential property.

Tree and shrub selections were made to be compatible with established landscaping in the surrounding neighborhood.

10. *Site and building design for conformance with the general plan and policies and City standards.*

Response:

As noted in the Use Permit Criteria above, the project adheres to the design recommendations of the General Plan. The project provides a diverse building façade and color palette. This includes a variety of concrete block, stucco and

metal panels. Split-face charcoal gray concrete block and metal paneling add a distinct contrast and tie the main building mass to colorful perforated metal panel accents, starting the idea of motion on the northern façade. The color of these metal panels fluctuates, creating a sense of randomized motion.

We look forward to working further with the City to complete this exciting project.

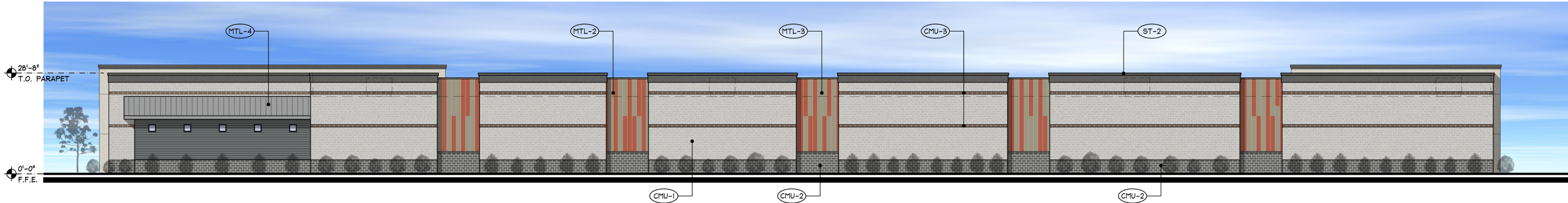
Thank you

PECOS & McQUEEN
STORAGE

17217 S. McQUEEN ROAD
CHANDLER, ARIZONA 85286
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COLORS & MATERIALS

MARK	FINISH / COLOR	MARK	FINISH / COLOR
CMU-1	8"x8"x16" SPLIT-FACE CONC. BLOCK - FIELD MFR: OLDCASTLE SUPERLITE - COLOR: 'HUNTINGTON GRAY'	MTL-1	METAL PANEL SYSTEM - HR-16 (HORIZONTAL) MFR: BERRIDGE - COLOR: 'CHARCOAL GRAY'
CMU-2	8"x8"x16" SPLIT-FACE CONC. BLOCK - FIELD/ACCENT MFR: OLDCASTLE SUPERLITE - COLOR: 'OPAL'	MTL-2	METAL PANEL SYSTEM - RIGID WALL II (VERTICAL) MFR: ATAS - COLOR: 'MISSION RED'
CMU-3	8"x8"x16" SMOOTH CONC. BLOCK - ACCENT MFR: OLDCASTLE SUPERLITE - COLOR: 'HOPI SANDSTONE'	MTL-3	METAL PANEL SYSTEM - RIGID WALL II (VERTICAL) MFR: ATAS - COLOR: 'CHAMPAGNE'
ST-1	SYNTHETIC STUCCO SYSTEM- FIELD MFR: DUNN-EDWARDS - COLOR: DE6227 'MUSLIN'	MTL-4	STANDING SEAM METAL ROOFING & TRIM MFR: ATAS - COLOR: 'SILVERSMITH'
ST-2	SYNTHETIC STUCCO SYSTEM- ACCENT MFR: DUNN-EDWARDS - COLOR: DET628 'CHARCOAL SKETCH'	MCM-1	METAL COMPOSITE PANEL SYSTEM - STERRACORE MFR: ATAS - COLOR: 'MISSION RED'
PT-1	PAINT - ACCENT MFR: DUNN-EDWARDS - COLOR: DET628 'CHARCOAL SKETCH'	ALM-1	ANODIZED ALUMINUM STOREFRONT COLOR: CLASSIC BRONZE ANODIZED W/ 1" LOW-E GLAZING



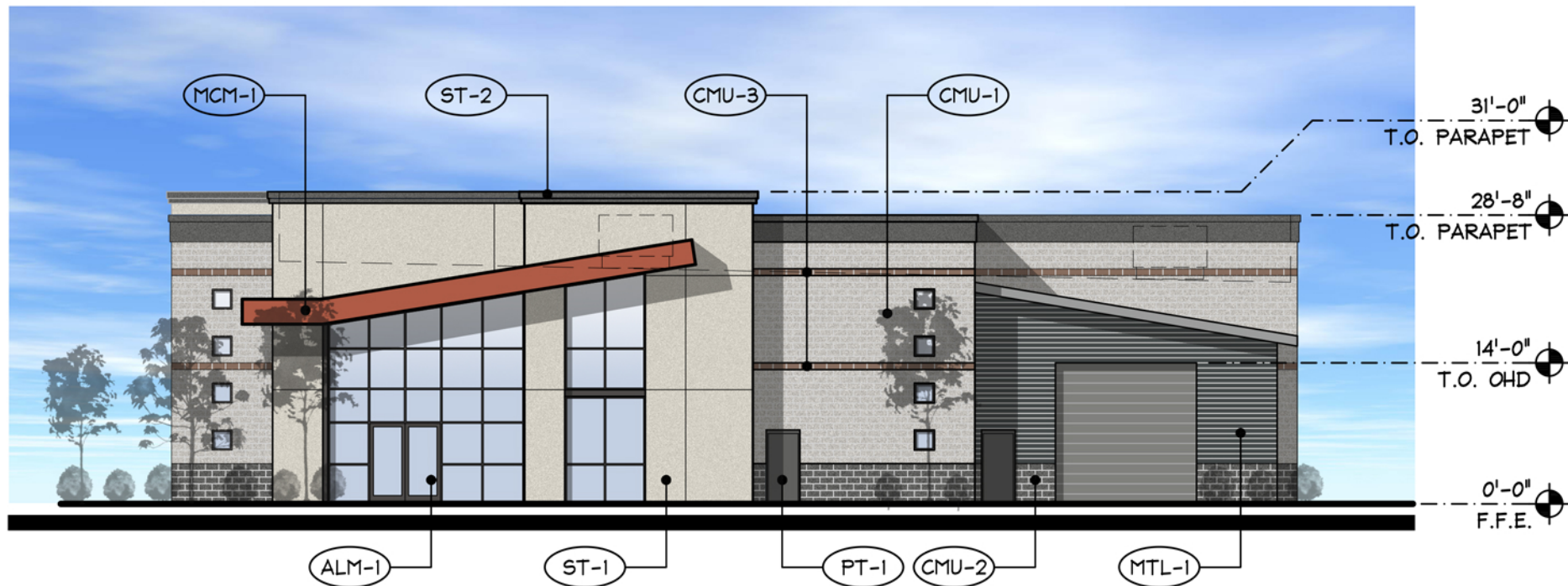
SOUTH ELEVATION

SCALE: 1/16"=1'-0"



NORTH ELEVATION

SCALE: 1/16"=1'-0"



WEST ELEVATION

SCALE: 1/16"=1'-0"



EAST ELEVATION

SCALE: 1/16"=1'-0"



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