

**METRO**  
**EAST VALLEY**  
**COMMERCE CENTER III**

PLANNED AREA DEVELOPMENT

Case No. ZON19-00932

Located at the northwest corner of  
Baseline Road and Horne Street

Initial Submittal: November 27, 2019  
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# METRO EAST VALLEY COMMERCE CENTER III

## PLANNED AREA DEVELOPMENT

### Development Team

<b>Developer:</b>	<b>METRO COMMERCIAL PROPERTIES</b> Ryan Foley 1230 W. Washington, Suite 203 Tempe, AZ 85281 Phone 602.452.2570 Facsimile 602.452.2571 Email rfoley@mcpaz.com
<b>Property Owner:</b>	<b>Puppyfeathers Limited Partnership</b> Mr. Scott Ellsworth P.O. Box 4008 Mesa, Arizona 85211 Phone: 480-535-9632 Email: sellsworth@db11properties.com
<b>Architect / Land Planning:</b>	<b>McCall &amp; Associates Architects</b> Jeff McCall, AZ Architect License #29137 4307 N Civic Center Plaza Scottsdale, Arizona 85251 Phone 480.946.0066 Facsimile 480.946.2082 Email mail@mcaarch.com
<b>Civil Engineer:</b>	<b>CEG Applied Sciences</b> Nathan Cottrell, P.E. 12409 West Indian School Road #C-303 Avondale, AZ 85392 Phone: 623.536.1993 ext. 101 Facsimile: 623.748.9008 Email nate@cottrellengineering.com
<b>Applicant / Legal Representative:</b>	<b>Withey Morris PLC</b> 2525 East Arizona Biltmore Circle, Suite A212 Phoenix, Arizona 85016 Phone. 602.230.0600 Facsimile. 602.212.1787 Email m@witheymorris.com

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## I. Project Overview

This application represents the third phase of the Metro East Valley Commerce Center (MEVCC) development. This PAD overlay involves approximately 24 acres of vacant property located near the northwest corner of Baseline Road and Horne Street. The application encompasses roughly 4 acres of land on the north side of the site, west of Hobson Street, Assessor Parcel No. 139-12-008A, 139-12-029B and 139-12-041 (the "North property") and roughly 20 acres of property on the south side of the site, along Baseline Road, Assessor Parcel No. 139-12-002C and 139-12-001E, (the "South property"), collectively the "Property". See aerial maps at **Tab 1** and legal descriptions at **Tab 2**. The Property is currently zoned Light Industrial (L-I) and Light Industrial, Planned Area Development (L-I, PAD). See zoning map at **Tab 3**. This application requests a new PAD overlay to address development standards on the entire Property, and Site Plan Review. There is no plan to change the Light-Industrial (LI) base zoning. A Site Plan Review and Preliminary Plat will also be processed. This PAD overlay is similar to the previously approved PAD overlay and development standards for the MEVCC-1 and MEVCC-2 phases of the overall business park.

The first phase of this commerce center (MEVCC-1) was constructed in 2015, and since its completion, it has served as the standard for premium industrial park development in the east Valley. Following the success of MEVCC-1, in 2018, the City Council approved the Metro East Valley Commerce Center II ("MEVCC-2") per Case ZON18-00310, located immediately north and east of the Property subject to this new application ("MEVCC-3").

The project is located within the City of Mesa along the US 60 corridor and Baseline Road immediately adjacent to MEVCC-1 and MEVCC-2 and is positioned to create many new additional employment opportunities. The site is ideally situated to provide commerce/manufacturing related employment uses adjacent to the US 60. The project has been designed to provide larger uninterrupted warehouse space to help fill a need for larger industrial tenants lacking opportunities in Mesa.

The design of the proposed MEVCC-3 will be consistent with the architectural character and quality of MEVCC-1 and MEVCC-2. The site plan for MEVCC-3 consists of five (5) buildings totaling roughly 406,000 square feet between the two sites. The maximum building height for any building is fifty-six (56) feet.

### **The South Property**

The layout for the South property is designed with four (4) buildings totaling approximately 348,000 square feet. The conceptual site plan orients Buildings A and B to the north with connectivity to the existing MEVCC-2. (Please note: the property line in this area between MEVCC-2 and

MEVCC-3 will be modified through a separate plat process). Buildings C and D on the south of the property are oriented towards Baseline Road to take advantage of that primary road frontage.

Building A and Building B will likely serve as larger spaces for industrial and manufacturing tenants. Building C and D will appeal to similar tenants but may also utilize their Baseline frontage for more retail-based, commerce tenants. The south buildings will utilize alternating and complementary color palate (see elevation exhibits) and include more fenestration and alternative treillage.

Access to the South property is proposed from Horne Street, Hobson Street and Baseline Road. There are shared driveways proposed between MEVCC-2 and MEVCC-3 that align with Javelina Avenue to the east and Juanita Avenue to the west. The proposed driveways and internal circulation plan provide appropriate site access to users, employees and customers. Large landscape buffers are also provided on this north side of the site to break up the employee parking area. Landscaping will also provide buffers from each street.

Developer will re-plot of both the North and South properties. In order for the South property to function properly with the adjacent Phase II project, new easements will be recorded along with the re-plot to address cross drainage, cross access and where required easements for utility lines that cross property boundaries.

The truck loading and maneuvering areas has been strategically located between the buildings so that it is screened from adjacent streets. Screen walls, 8-feet in height, will be constructed east and west of all buildings to buffer views of the loading dock and roll-up doors from Horne and Hobson Streets. All screen walls throughout the development have been designed with materials, textures and colors compatible with the building architecture.

The project will be served by eight (8) double bin refuse enclosures, which will be located between the four buildings in the loading area. The enclosures will be screened from the street by the buildings and the 8-foot tall masonry screen walls at each end of the loading area. The number of refuse bins are more than adequate given the type of uses proposed for the site and are consistent with the MEVCC-1 and MEVCC-2, which has proven to be more than sufficient for the project.

### **The North Property**

The layout for the North property, Building E, consists of one (1) building totaling approximately 58,000 square feet. The conceptual site plan utilizes the awkward site by pushing the building towards Auto Center Drive and placing the loading area behind the building. Parking is

provided on three (3) sides of the building with a large retention basin provided at the far south end of the site.

Access to the Property is via one (1) drive aisle on Auto Center Drive and two (2) drive aisles on Hobson Street. The drive aisle on Auto Center Drive and the southernmost drive on Hobson are both designed at 40-foot width for ease truck egress/ingress. The north drive aisle on Hobson Street is at the standard 30-foot width. The proposed drive aisle on Auto Center Drive aligns with the existing drive aisle on the north side of that street and the median break in Auto Center Drive. The 40-foot wide Hobson Street drive aisle also aligns with the drive aisle for the adjacent MEVCC-2.

The project provides more than sufficient screening of parking areas and the truck court. The truck court is screened from Auto Center Drive by the building. Additional masonry screen walls are provided along the landscape perimeters on Auto Center Drive and on Hobson. An 8-foot screen wall is provided off the southeast corner of the building to further screen the truck court. All screen walls throughout the development have been designed with materials, textures and colors compatible with the building architecture. Large landscape buffers are also provided along both street frontages.

The project will be served by two (2) double bin refuse enclosures, which will be located behind the building near the loading area. The enclosures will be screened from the street by the buildings and the masonry screen walls. The number of refuse bins is less than the city's standard but will be adequate given the type of uses proposed for the site. This reduction in refuse containers is consistent with the approvals for MEVCC-1 and MEVCC-2, which has proven to be more than sufficient for the project.

### **Overall Project Considerations**

The proposed building design for MEVCC-3 is consistent with the overall design theme for MEVCC-1 and MEVCC-2, however some design elements have changed to provide some added features. This includes items such as the color palette, trellises and fenestration due to the importance of the Baseline frontage.

The Applicant proposes to retain the overhead power lines along Baseline Road but will need to shift some utility poles to enable the new Baseline turn lane and driveway location. The plan proposes catch basins on Horne Street, if necessary, for drainage requirements, which is consistent with drainage solutions for adjoining properties along Baseline.

The project will provide an additional ten (10) foot dedication along Baseline Road for a total sixty-five (65) feet half-street right-of-way. An eight (8) foot wide public utility and facilities easement (PUFE) will also be provided. In providing this dedication and easement, the parking screen walls along this frontage will need to be located to avoid encroachment

into the PUFFE. To do so, the screen wall will be pushed close to the parking area, but will remain a minimum of one (1) foot from the parking overhang instead of the typical five (5) feet standard. A new driveway entrance is proposed on Horne Street north of the existing southern Metro Phase II driveway on Horne Street, which will remain where it is currently located. The existing fire hydrants on Baseline Road are proposed for use as part of the fire protection system, in lieu of a redundant fire line loop on the south side of the southern buildings. The existing hydrants will be extended, and access modified per City of Mesa Standards.

Given the relatively low traffic associated with the office and light industrial uses to the east, and the fewer than 6,000 north and south bound total trips per day for this section of Horne Street, which is a two-lane collector, it is anticipated there will be very few vehicular turning conflicts between Metro III and the adjacent properties.

The Metro East Valley Commerce Center III (MEVCC-3) establishes a complementary mix of uses and employment opportunities that are in conformance with the underlying zoning and compatible with other surrounding uses.

## **II. Relationship to Adjacent Properties**

The Property is generally bound by Auto Center Drive to the north, Horne Street to the east and Baseline Road to the south. The existing MEVCC-1 and MEVCC-2 are the major and immediate adjacent uses. They are both zoned L-I, PAD and have existing or planned light industrial uses. The adjacent use and zoning to the west is L-I PAD and L-I which includes light industrial and office uses; L-I to the south, within the Town of Gilbert, which includes light industrial, storage and warehouse uses; and L-I to the east which includes light industrial, office, and commercial uses.

The project is consistent with the City's General Plan designation of Employment Business Park and compatible with the surrounding uses.

## **III. Zoning History**

The Property, as part of 765 acres, was annexed into the City of Mesa on April 21, 1975 and approved for Agricultural (AG) zoning. The property was eventually zoned Industrial (previously denoted as M-1, but since updated to L-I) and remains zoned Light Industrial (L-I) today. A portion of the North property was rezoned to Light-Industrial, Planned Area Development (L-I, PAD). This PAD application will supersede the existing PAD.

#### **IV. PAD**

The purpose of this request is to apply a new PAD overlay to the Property. The new PAD overlay is requested to provide reasonable and appropriate development of the Property for commerce/industrial/manufacturing uses. The Metro East Valley Commerce Center III development is designed to provide a variety of employment and light industrial uses, which can be adjusted to meet each future tenant's needs.

##### **A. Permitted Uses:**

All uses allowed under the current City of Mesa Light Industrial (LI) zoning district are permitted within this PAD.

##### **B. Amendment to Design L-I Standards:**

Below is a summary of the development standard deviations being requested with this application along with a justification for each deviation. A comparative Development Standards Table follows in Section C.

1. Building Height Deviation. Maximum building height shall not exceed fifty-six (56) feet unless specifically approved in writing by the City of Mesa. Building height shall be measured in accordance with the current City of Mesa Zoning Ordinance Definitions. This requested height is in keeping with the area, the freeway proximity, and the previously approved height for MEVCC-1 and MEVCC-2.
2. Setback Adjacent to MEVCC-2. The South property abuts the south property line of MEVCC-2. Both projects use this area for vehicular maneuvering and shared parking. To create the most efficient use of the sites, 0-foot setback is proposed between these two (2) sites, but a series of landscaped parking islands will be created on the MEVCC-3 site. The west property line along Hobson Street and the east property line along Horne Street will maintain the required 20-foot landscape setback.
3. Screen Wall Adjacent to MEVCC-2. No screen walls shall be provided along the north property line of the South property, adjacent to the private drive. Screen walls shall be provided along all other streets as required by the Mesa Zoning Ordinance. As noted in item No. 2 above, the placement of a screen wall between the existing MEVCC-2 and the new development would be incredibly inefficient and, in essence, locate a screen wall in the middle of a parking lot.

4. Setback Along Baseline Road. A ten (10) foot landscape setback will be provided along Baseline Road in lieu of the standard twenty (20) feet. This request is primarily related to the 10-foot dedication the property owner will be making to the City along Baseline Road, as well as the required eight (8) foot PUFÉ in this area.
5. Screen Wall Along Baseline Road. When using a screen wall for parking, a landscaped setback of at least 5 feet between the screen wall and the parking area is typically required. This application will provide this landscape setback throughout, except along Baseline Road where the setback may be reduced to one (1) foot between the screen wall and the parking area. This request is primarily related to the 10-foot dedication the property owner will be making to the City along Baseline Road, as well as the required eight (8) foot PUFÉ in this area. Additionally, since landscaping is still provided on the south side of the screen wall, the four (4) foot setback difference behind the screen wall will be undecipherable from the passerby. The screening standards have also been updated to clarify that screening is not required for private drives.
6. Landscaping Within the Truck Court. Parking lot landscaping is required for parking lots containing 10 or more parking spaces. The proposal meets this requirement for the typical parking lot areas provided for the public near building front entrances. The proposal does not provide landscaping within or around the truck loading courts. The provision of such landscaping (including trees) is potentially dangerous for vehicle maneuverability and driver visibility. Such landscaping would be unseen from the general public and would also be difficult (and dangerous) to maintain given the activities which occur in a truck court. It should further be noted that enhanced landscaping has been provided along the perimeter of the project.
7. Landscaping Foundation Base on Exterior Walls with Public Entrance. A 15-foot-wide foundation base is required from the face of building to face of curb along the entire length of the exterior wall. A deviation is requested to reduce this measurement to 14-feet. This minor, 1-foot request enables adequately sized drive-aisles, parking spaces and parking landscape islands on the north side of Building A and Building B, while maintaining the preferred building layout. The foundation base required along exterior walls without a public entrance will still meet the ordinance requirements. The Developer agrees that enhanced landscaping in the foundation base will be provided around the North side of Buildings A and B, which will include larger specimen trees in some areas as well as additional planting material.

8. Outdoor Storage. Some form of outdoor storage is often a requirement for the high-quality employers that will likely look to located within this project. Outdoor storage shall be permitted within the truck court areas. For the South property, this is located south of Building A and B and north of Building C and D within the screened truck loading area. For the North property, Building E, this is located south of the building. These areas are already screened by a combination of building and screen walls. Such storage use and location has not been a problem in the previous phases of MEVCC-1 and MEVCC-2.
9. Overhead Loading Doors. Internal facing and non-street facing overhead loading doors are permitted on both sites. At the South site, one (1) 14-foot overhead door per building may face the street frontages of Horne and Hobson Streets. At the North site, one (1) 14-foot overhead door may face Hobson Street. A 6-foot masonry wall and enhanced landscaping shall be provided for any street-facing overhead doors to provide screening from the streetscape as previously approved for MEVCC-2. Internal facing 14-foot overhead doors (between Building A and B and between Building C and D) shall not require screening.
10. Parking Deviation – Parking Ratio. Mesa Code states that “Group Industrial Buildings” require the following parking: 75% at 1 space per 500 square feet plus 25% at 1 space per 375 square feet. Using this computation, 756 parking spaces would be required for the South property and 127 parking spaces for the North property. The applicant proposes a parking ratio of 1 space per 600 square feet. This is more than adequate to serve the project since ownership anticipates a good portion of the project will be sold or leased to users that are “Industrial” (1 space per 600 square feet) or “warehousing” (1 space per 900 square feet). This parking ratio is consistent with the employment centers totaling approximately 3,000,000 square feet that the applicant owns and successfully operates in the Phoenix metro area. MEVCC-1 and MEVCC-2 also provided similar parking ratios (roughly 1/545 sqft and 1/727 sqft respectively). The parking provided for previous phases has proven to be more than adequate and given the similarity between the two developments and anticipated uses for the parking provided will be more than sufficient.
11. Drywells will be permitted on the North Property.
12. The overhead powerlines will remain in place, and several poles may be relocated to allow for the installation of the new driveway on Baseline Rd.

13. The traffic signal pole at the northwest corner of Baseline Road and Horne Street will be able to remain with minor deviations from the standard for the adjacent street improvements as long as the project can maintain ADA access and public safety.

**C. Development Standards Table**

Standard	Zoning Ordinance Standards	Proposed PAD Overlay Standards
<b>Employment District – LI (Table 11-7-3)</b>		
<b>Lot and Density Standards</b>		
<b>Minimum Site Area (acre)</b>	<b>1.0</b>	<b>1.0</b>
<b>Minimum Lot Width (ft)</b>	<b>100</b>	<b>100</b>
<b>Minimum Lot Depth (ft)</b>	<b>100</b>	<b>100</b>
<b>Building Form and Location</b>		
<b>Maximum Height (ft)</b>	<b>40</b>	<b>56</b>
<b>Minimum Setback along Property Lines or Building and Parking Areas (11-7-3)</b>		
<b>Front and Street-Facing Side</b>	<b>Major or Midsection Collector:</b> 20 ft  <b>Industrial/Commercial Collector:</b> 20 ft  <b>Local Street:</b> 20 ft  <b>Rear:</b> 0 ft	<b>Major Collector (Baseline Road):</b> minimum 10 ft landscape setback  <b>Collector (Horne Street):</b> minimum 20 ft landscape setback  <b>Local (Hobson Street):</b> Minimum 20 ft landscape setback  <b>Local (Auto Center Dr.):</b> Minimum 20 ft landscape setback  <b>Rear (shared property line):</b> 0 ft

<b>Supplemental Standards</b>		
<b>On-site Parking, Loading and Circulation (11-32)</b>		
<b>Parking Spaces Required</b>	<p><b>Table 11-32-3.A: Group Industrial Buildings and Uses:</b> 75% at 1 space per 500 sqft plus 25% at 1 space per 375 sqft</p> <p>South property = 756 spaces required</p> <p>North property = 127 spaces required</p>	<p><b>Table 11-32-3.A: Group Industrial Buildings and Uses:</b></p> <p>1 space per 600 sqft</p> <p>South property = 633 req'd / 654 provided</p> <p>North property = 97 req'd / 102 provided</p>
<b>General Site Development Standards (11-30) / (11-15-5(B))</b>		
<b>Screening:</b>	<p><b>Parking Areas:</b> <b>11-30-9(H):</b> Parking Areas and drive aisles shall be screened from street(s) with masonry wall, berm or combination of walls/berms</p> <p><b>11-30-9(H).7:</b> When using a screen wall there shall be a landscaped setback of at least 5 feet between the screen wall and the parking area.</p>	<p><b>Parking Areas:</b> <b>11-30-9(H):</b> Parking area and drive aisle adjacent to private drives shall not be screened. All other parking areas shall be screened from adjacent streets as required by the Mesa Zoning Ordinance or as otherwise modified by this PAD.</p> <p><b>11-30-9(H).7:</b> When using a screen wall there shall be a landscaped setback of at least 5 feet between the screen wall and the parking area. This landscaped area may be reduced to 1 foot along Baseline Road.</p>
<b>Truck Docks, Loading and Service Areas:</b>	<p><b>Screening:</b> <b>11-30-13(C):</b> Docks, loading and service areas in any</p>	<p><b>Screening:</b> <b>11-30-13(C):</b> Docks, loading and service areas shall be</p>

	<p>district except the GI and HI districts shall be screened from public view. Screening shall consist of a solid masonry wall at least 8 feet in height or opaque automated gates.</p>	<p>screened with an 8-foot solid masonry wall.</p> <p>For any street-facing overhead doors, a 6-foot masonry wall and enhanced landscaping shall be provided to screen from the streetscape.</p> <p>Internal facing overhead doors (for the South property: between Building A and B and between Building C and D; for the North property, Building E: on the west or south facade) shall not require screening.</p>
<b>Outdoor Storage:</b>	<p><b>Table 11-30-7:</b> Not permitted in front or street-facing side yards. Permitted in interior side and rear yards, or outside of required yards, subject to the standards of this Section</p>	<p><b>Table 11-30-7:</b> Outdoor storage shall be permitted in the Truck Court areas found on the South property south of Building A and B and north of Building C and D, and on the North property, Building E, south of the building if screened from Hobson Street.</p>
<b>Landscaping (11-33) / (11-15-5(B))</b>		
<b>Interior Parking Lot Landscaping</b>	<p><b>11-33-4 (A) Applicability.</b> The interior parking lot landscaping standards of this Section apply to all off-street parking lots containing 10 or more parking spaces. They do not apply to vehicle / equipment storage lots or vehicle and</p>	<p><b>11-33-4 (A) Applicability.</b> The interior parking lot landscaping standards of this Section apply to all off-street parking lots containing 10 or more parking spaces. They do not apply to vehicle / equipment storage lots, vehicle and equipment</p>

	equipment sales lots. In addition, refer to Chapter 32 for additional parking lot standards	sales lots, or truck loading areas or the parking spaces provided in such truck loading areas. In addition, refer to Chapter 32 for additional parking lot standards
<b>Foundation Base along Exterior Walls. (North side of Buildings "A" and "B" only).</b>	<b>11-33-5 (A).1. Exterior Walls with Public Entrances.</b> A 15-foot-wide foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall. For buildings with corner entries, both adjacent walls require a 15-foot-wide foundation base.	<b>11-33-5 (A).1. Exterior Walls with Public Entrances.</b> A 14-foot-wide foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall. For buildings with corner entries, both adjacent walls require a 14-foot-wide foundation base.

## V. Quality Development Design

Although this application was submitted and has been in process prior to the adoption of the new design guidelines, the applicant team has reviewed the guidelines and incorporated various elements to meet the guideline intents.

### Site Design:

The property organization for the Phases III sites, in both placement and orientation, are consistent with the recently completed prior phases of the Project (MEVCC-1 and MEVCC-2).

Emphasis on public street frontages has been accomplished with a variety of site design elements including enhanced quantity, size and density of landscaping materials. A palette of plant materials is used for identifying different uses such as of palms to identify vehicular entries and property corners. Hardscape enhancement materials include site screen walls with a combination of textures, integral, and painted colors.

Vehicular parking has been provided and located for convenience of public and employees use, typically with double loaded parking drive aisles along building frontages and sides. A larger joint parking area has been created between the recent Phase II development and the proposed Phase III development to accommodate current demand in the market for employee intensive manufacturing uses associated with the larger buildings in the Project. This parking area has been augmented by a large internal landscape shade buffer reducing the scale of the parking lot, providing visual relief, and opportunities for employee uses.

The service entrances for trucking operations are segregated, confined to the areas between the buildings, and designed with minimal vehicular cross traffic for safety and security. All storage, services yards, and utilities are screened from public view via decorative architectural masonry screen walls. Street utilities are screened as permitted by the governing utility providers.

The individual buildings have emphasized public entry frontages to Baseline Road and Auto Center, respectively, with clear site visibility for both vehicular and pedestrian access. Entries are clearly and hierarchically defined for all buildings at each building corner and multiple mid -building locations. The facades have significant offsets, both vertically and horizontally, at a scale appropriate for the large size of the buildings, and for viewing by regional vehicular traffic. The length of the individual buildings has been broken up and segregated by wide, vertical, textured, "recessed" wall panels which are painted a dark, contrasting color, to visually make the lighter colored wall surfaces project forward.

Public and employee accommodation has been provided with seating bench's and enhanced paving at primary building corners, bicycle parking and locking facilities. Shade trellis have been provided for employee gathering areas near the entries and landscape shading for connecting paths between buildings. Drought tolerant and low water use plant materials have been selected throughout the project. LED Lighting has been designed for defining entries, to provide high illumination at select areas for public safety, while minimizing energy usage. Decorative lighting has been provided to emphasize public entries by illuminating the architectural facade and ornamental design elements.

### **Building Design:**

Phase III is consistent with prior approved Phases of the Project and have been designed with expected market demand for large multi-tenant industrial and employment tenants requiring flexible, high volume space, with extensive supporting trucking and service needs. Tall clear height storage and large footprint requirements have set the scale for the development. The site and buildings are designed to be flexible to

accommodate a broad range of types of tenants with disparate but shared common needs and facilities.

The facades have been modeled and designed with emphasis for primary street frontages in comparison to simpler, more functionally driven, supporting facades for the truck courts and internal side yards. The significant vertical and horizontal offsets contribute to breaking down the overall visual massing and provide large and varying building base landscaping in excess of required standards.

The street facades utilize a combination of horizontal and vertical design elements to accommodate the dual need for entry recognition at vehicular design speed and pedestrian access after arrival. The vertical and horizontal offsets are provided on all street sides and are most readily apparent at pedestrian areas.

The building wall panels use a combination of glazing, form liner, a variety of decorative scoring, and color patterns designed to be visible for both vehicular and pedestrian experiences. Mechanical shading has been provided by five different types of shade trellis's mounted to the building facade. A consistent major Project identifier, the painted steel corner "Crowns" are repeated throughout all buildings in the Project. Glazing elements at the typical entries extend vertically from 18' to 24', above finished floor. General day lighting needs for internal office and display use are more extensive along the pedestrian sidewalks, are limited to 10' above finished floor, and installed horizontally. Glazing is high efficiency, low mirror reflectance, semi-transparent, dual glazing, allowing views into the proposed tenant areas and enhancing the pedestrian experience. These elements are designed and selected to allow for tenant flexibility as well as durability and low maintenance for the life of the building. The wall panels and parapets are designed to screen all mechanical and service equipment from public views.

## **VI. Phasing**

The Property may be developed in multiple phases as market conditions warrant. Plans for each phase will be submitted to the City of Mesa to ensure proper and orderly development.

## **VII. Summary**

The Property is zoned Light Industrial (LI). The minor deviations from standards through the proposed PAD overlay and site plan are consistent with the previous phases and will allow development of The Metro East Valley Commerce Center III. The development will complement the surrounding area and provide substantial benefits and

commerce/industrial related employment opportunities to the City of Mesa.