



Rezoning & Design Review Narrative

Sossaman 202 Industrial Park

1st Submittal: June 7, 2021
2nd Submittal: July 12, 2021
3rd Submittal: August 9, 2021

ZON21-00543
DRB21-00544

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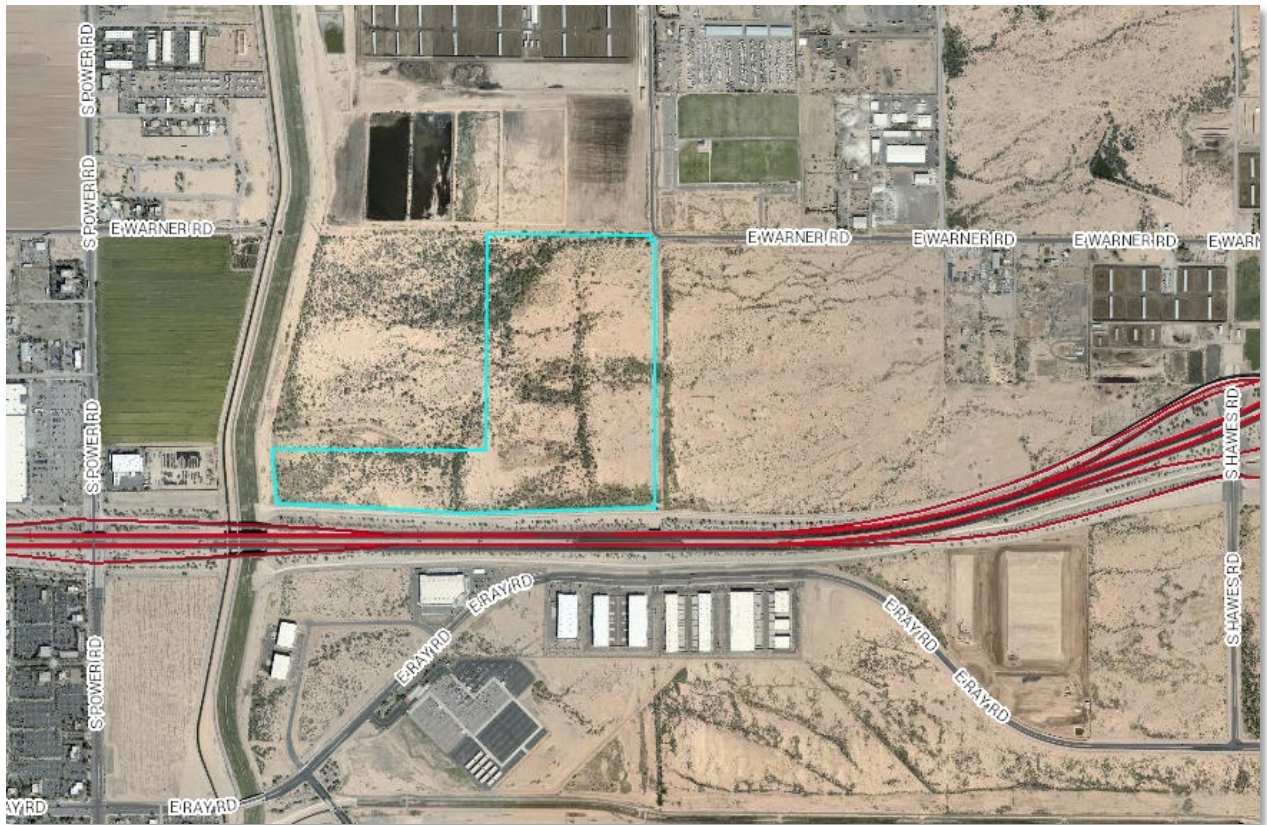
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A. INTRODUCTION

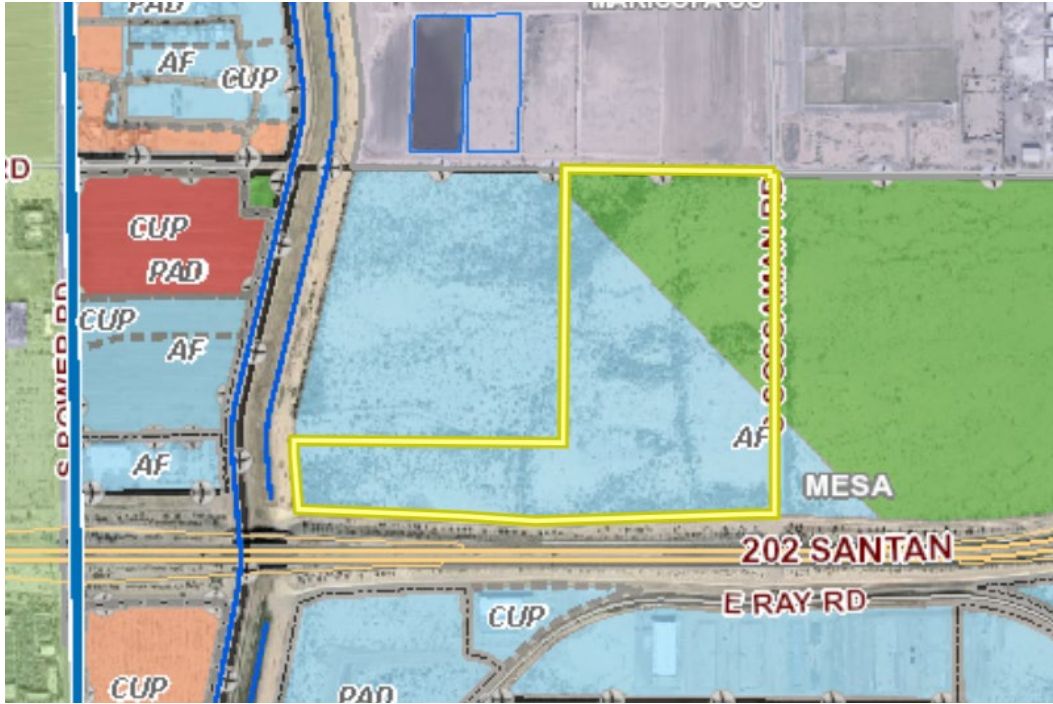
Contour is seeking to develop a master planned industrial business park development featuring nine (9) new industrial buildings located at the SWC Sossaman Road and Warner Road in Mesa to be known as the Sossaman 202 Industrial Park. The purpose of this request is to seek rezoning to Light Industrial with Planned Area Development and Airfield Overlays (“LI PAD AF”) and Design Review approval for this approximately 112-gross-acre site identified as APN 304-30-010E on the Maricopa County Assessor Map (the “Site”).

A context aerial for the Site is shown below with the Site outlined in light blue.

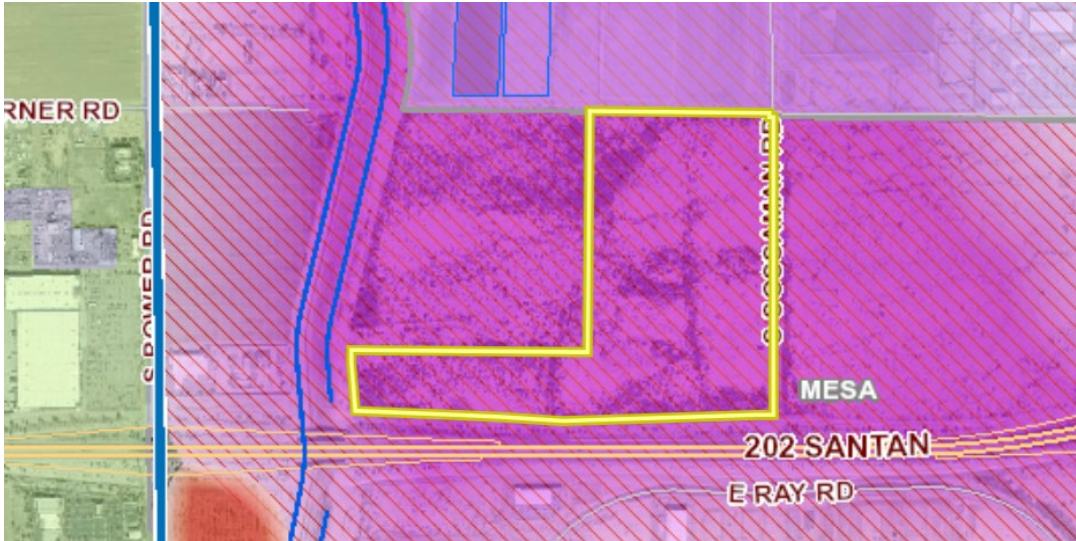


B. SITE OVERVIEW & CONTEXT

The Site is currently and predominantly zoned LI with a triangular portion being zoned AG in the northeast corner. An Airfield Overlay encompasses the entire parcel. The Mesa zoning map on the next page shows the site below outlined in yellow, and the surrounding zoning context.



The Mesa 2040 General Plan designates the Site as Mixed-Use Activity/Employment which supports uses that serve the community at large as well as industrial, office and warehousing. The General Plan land use character for the site and the surrounding area is in the figure below with the site outlined in yellow.



As shown in the aerials, the Site is currently vacant and surrounded by mostly vacant or underutilized agricultural and industrial properties. To the west (and north) of the Site is an approximately 59-acre parcel of land zoned LI in Mesa, directly north of the Site is the Warner Rd. alignment and then unincorporated county land. To the south is the Loop

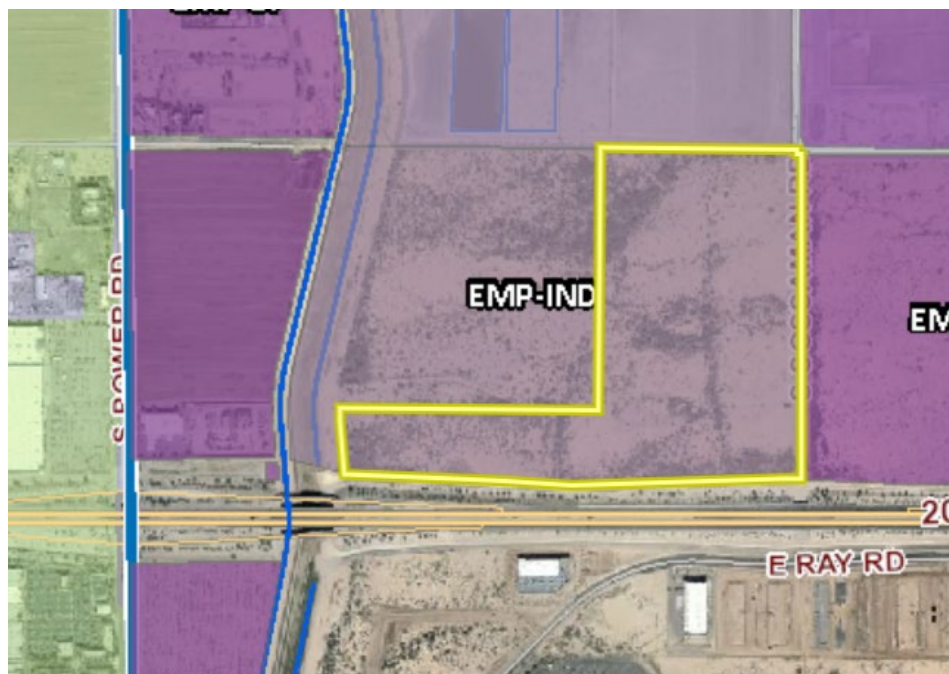
202 freeway. West of the Site is the Sossaman Road alignment and then planned industrial property.

It should be noted that all of the adjacent properties are designated Mixed Use Activity/ Employment on the Mesa 2040 General Plan.

C. GATEWAY STRATEGIC DEVELOPMENT PLAN & OVERFLIGHT ISSUES

Inner Loop

The Gateway Strategic Development Plan applies to the Mesa Gateway Area in southeast Mesa. The plan establishes a framework to guide future development to ensure compatibility, viability, and flexibility. Below is a discussion of goals that are reflected through this proposal. The Site is located in the Inner Loop District and designated as Employment – Industrial as shown on the picture below.



The intent of the Inner Loop District is to provide high quality development that is compatible with the overflight activity of the Phoenix-Mesa Gateway airport. The project is consistent with the following goal and objective:

Goal 2: Create a regional employment center with a mix of jobs, emphasizing the attraction of at least 100,000 high-wage, high value jobs.

Objectives 2.1.6: Evolve into a self-sustaining community that attracts residents and jobs with innovation and quality design.

Response: This proposal will bring a vibrant, innovative industrial business park to the Mesa Gateway Area. The combination of office, warehousing, manufacturing, and logistics operations creates a micro community of industrial uses that are self-sustaining and attractive to residents. The proximity of the Loop 202 freeway to the south also provides excellent accessibility which ensures viability.

General Development Guidelines 2.2.4: Freeway frontage should be devoted to employment and retail uses. Other uses may also be allowed when done in a manner that meets all of the City's goals and objectives for this area.

Response: As previously mentioned, the Site is designated Mixed Use Activity/Employment on the General Plan. The proposed development is an ideal use for the Site given its adjacency to the Loop 202 freeway to the south.

General Development Guidelines 2.2.5: High quality design of buildings and site plans will be required in order to set the standard for high-quality, high-wage jobs.

Response: This proposal employs high-quality design that is further supported by high-quality materials. Through the use of a cohesive design palette that incorporates a variety of textures and materials while maintaining functionality, the Sossaman 202 Industrial Park will set a standard for future surrounding developments.

Goal 4: Become a model of sustainable development practices.

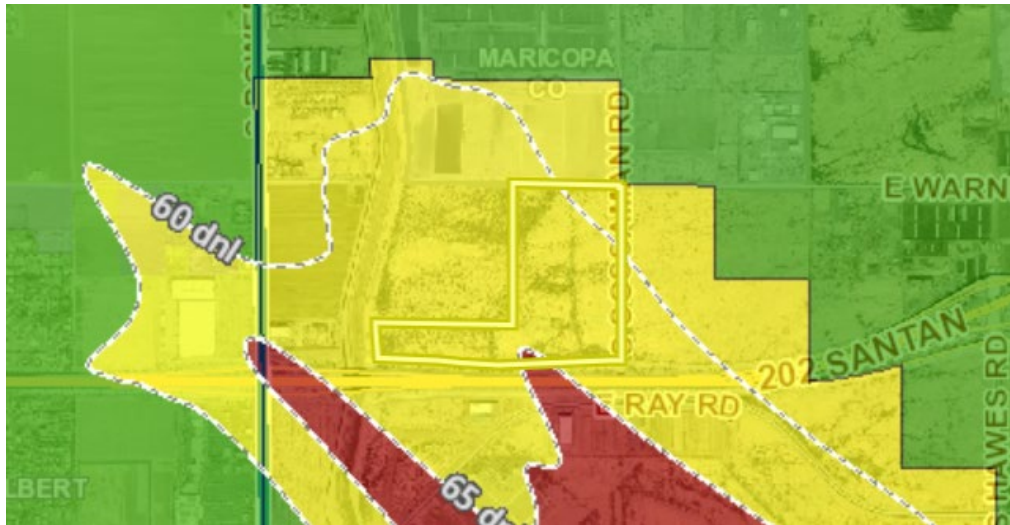
General Development Guidelines 4.2.2: Design and locate buildings to respond to the desert climate and promote energy and water conservation. Designs should provide for human safety and comfort through shade and cooling strategies, solar orientation, passive solar strategies, and the deliberate use of materials to reduce solar radiation and the heat island effect.

Response: The design of the industrial park is responsive to the desert climate and promotes conservation of natural resources. Buildings are oriented to shade truck dock locations from western solar exposure.

Airport Overflight Area 2 (AOA2)

The site is also subject to Airport Overflight Area 2 (AOA2) standards, as shown in the photo below. The proposed use is consistent with the allowed uses in the AOA2 Area

and will comply with all required noise mitigation requirements. See map below. Due to the site's significant distance from the runway, there are no concerns with the height of the buildings. While faint, the site is outlined in yellow in the photo below. We have contacted the Phoenix-Mesa Airport Authority who have no objections to this project. We anticipate receiving their standard conditions of approval and will comply.



D. SPECIFIC REQUESTS

Contour is seeking City of Mesa approval for the following requests:

1. Rezoning from Light Industrial (LI) and Agricultural (AG) to Light Industrial with a Planned Area Development (PAD) and Airfield (AOA2) Overlay on the full 112 acres;
2. Site Plan Review of the full 112 acres;
3. Preliminary Plat; and
4. Design Review of Buildings 1-3.

The proposed land uses will comply with the uses allowed in the Light Industrial District and the applicable overlays.

E. DEVELOPMENT PLAN

Sossaman 202 Industrial Park is located along the north side of the Loop 202 Santan Freeway and in close proximity to the Phoenix-Mesa Gateway Airport. The area in and around the Airport has experienced tremendous growth as of late but most of that growth is located along the south side of the Loop 202 Santan Freeway. This proposal is one of

the first major projects on the north side of the freeway. It is proposed as a master-planned business park development that will support industrial, warehousing, manufacturing, and logistics operations.

The site also enjoys being directly adjacent to the future Sossaman and Warner arterials, which will provide convenient access to the site and the various buildings. Thus, it is proposed that these roads will be extended adjacent to the Property in conjunction with each phase of the project, or as requested by the City at the time of development. The conceptual site plan for the project is shown on the next page.



The business park features nine (9) total buildings that maintain a cohesive and sophisticated look. There are four (4) entry drive aisle entries from the future Sossaman Road and two (2) more entries from Warner Road. Establishing these common drive aisles will appropriately separate vehicular traffic and allow each group of building(s) and/or phase to develop independent of others while still adhering to common design themes, safe traffic movements, and the underlying zoning. The layout of the access driveways further supports prominent signage and entries even where multi-tenant occupancy exists for both the single loaded and cross-dock buildings.

Buildings will utilize a similar and complimentary design theme to ensure a seamless development and cohesive business park image. Each building contemplates an attractive mix of glazing at entry points with prominent features intended to maximize visibility opportunities from the adjacent arterial roads and the Loop 202 Santan Freeway. The design character of the development envisions enhanced building aesthetics along the frontages and freeway sides of the property.

There are nine (9) buildings proposed with six (6) buildings featuring warehouse docking facilities. Building 4 maintains the most likely cross-docking ability with a square footage of 494,192 square feet. Buildings 7-9 at the rear of the site are proposed as “flex” buildings, which can be adapted to meet various user needs at the time of development. A variety of building square footages are provided with the range being between 88,224 square feet and 494,192 square feet, with the total square feet being 1,474,414 square feet of useable space. The chart below details the square footage (and anticipated phase) of each building. It should be noted that phasing may change with market demands, but in cases will be coordinated with the City of Mesa.

BUILDING – AREA & PHASE	SQUARE FOOTAGE
BUILDING 1 (PHASE 1)	163,078
BUILDING 2 (PHASE 1)	194,278
BUILDING 3 (PHASE 1)	130,318
BUILDING 4 (PHASE 2)	494,192
BUILDING 5 (PHASE 2)	108,478
BUILDING 6 (PHASE 2)	119,398
BUILDING 7 (PHASE 3)	88,224
BUILDING 8 (PHASE 3)	88,224
BUILDING 9 (PHASE 3)	88,224
TOTAL BUILDING AREA:	1,474,414

Truck courts are intentionally located away from arterial and freeway viewpoints to keep a more pleasing appearance and curbside appeal. The landscape and site plans show how the site utilizes varying site screen walls, landscape masses, entries, and natural planting locations throughout to further promote enhanced design character.

Building masses will include variation in rooflines or parapets, varied or stepped wall planes along with utilization of high texture, high-quality materials providing visual enhancement to the public way and primary visible areas of the buildings. Quality materials will consist of site-cast concrete panels, neutral colors, texture panel patterns

for shadows and reveals, accent metals, multi-story glass entry elements, and decorative metal elements. The business park design will enhance the aesthetic character of the area.

F. DESIGN INTENT

The Sossaman 202 Industrial Park seeks to establish a project identity is visually appealing to employers, employees and passers-by alike. The City of Mesa has established the Quality Development and Design Guidelines guide high-quality development.

Site Design

The proposed development seeks to establish an innovative business park that is both functional and visually appealing. Buildings are oriented in a way that maximizes visibility from existing and future Warner Road to the north and Sossaman Road to the east. Building placement within the development ensures distinct entrances and smooth traffic flows.

Each building within the development will be on its own lot, which will allow for dedicated entries from each of the access driveways. This will create smooth traffic flows that keep vehicular and logistic traffic separate. Truck courts will be located on less immediately visible frontages and fully screened to enhance visual appeal.

Landscaping will be appropriate within the desert context and utilized within the site development to enhance the design palette and ground-level experience. Landscaping and shading elements together establish a comfortable pedestrian environment.

Exterior lighting will consist of wall-mounted fixtures around the perimeter of the building, and pole mounted fixtures throughout the parking field. Please reference the electrical plans for site plan and fixture cut sheets.

Architectural Design

The proposed development seeks to establish a high-quality design theme that features enhanced building aesthetics along with a sophisticated yet cohesive business park image.

Each building within the development will be on its own lot and have dedicated entries from each access driveway. In doing so, logistics traffic will be separated from vehicular traffic.

Building masses include variation in rooflines and parapets, varied and/or stepped wall planes. The building design will differentiate on all four sides of the building and remain consistent in composition and appropriate to scale.

The building facade is articulated through use of texture, scale and varied materiality. Concrete tilt panel form liner will provide a fluted, vertical texture on the concrete at the entries to the anticipated offices. A large, wrap-around metal canopy outlines large expanses of offset glazing. Ribbed, galvanized metal decking provides an accent metal at regular intervals across the elevations, while a variety of reveals and paint colors break up the facades along the dock areas of each building.

High-quality materials will be utilized throughout the design and enhance the character of the area. Quality materials will consist of site-cast concrete panels, earth tone colors, texture panel patterns for shadows and reveals, accent metals, expansive shade canopies, multi-story glass entry elements, stone masses and decorative metal elements.

Site signage will feature consistent a custom themed signage package to provide on-site wayfinding and themed labeling of all non-code dictated sign opportunities.

Service areas to each building (electrical room, fire riser rooms) will be accessed from the truck dock area of each building, with bollards or screening provided as required for exterior-mounted transformers and equipment.

G. DEVELOPMENT STANDARDS

The development standards within the Sossaman 202 Industrial Park shall comply with the standards of the LI Zoning District of the City of Mesa Zoning Ordinance (“MZO”), except as modified below. If this section is silent on a development standard, the requirements of the MZO prevail.

DEVELOPMENT STANDARDS		
Standard	LI Requirement	Requested PAD Standard
Lot & Density Standards		
Minimum Site Area (acre)	1.0	4,893,645 sq. ft. 112 acres (gross) 4,634,784 sq. ft. 106.4 acres (net)
Minimum Lot Width (ft.)	100	100
Minimum Lot Depth (ft)	100	100
Maximum Building Coverage (% of Lot)	No Max Req.	31.8%

DEVELOPMENT STANDARDS		
Standard	LI Requirement	Requested PAD Standard
Maximum Lot Coverage (% of Lot)	90%	74.4%
Building Form and Location		
Maximum Height (ft.)	40 feet	50 feet
Minimum Setback along Property Lines or Building and Parking Areas		
Front and Street Facing Side	Arterial Street: 15 ft. Freeways: 30 ft. for buildings; 15 ft. for parking structures.	Arterial: 15 ft. Freeway: 30 ft.
Interior Side and Rear: Adjacent to LI, GI, or HI Districts:	Plan Specific 0 for building setback	0 feet
Minimum Separation between Buildings on Same Lot (ft.)	Plan Specific 0 (none)	0 feet
Landscape Setback (Buildings 4-6)	Plan Specific 0 (none)	0 feet
Supplemental Standards		
Off-Street Parking and Loading	Shell Industrial Buildings 75% at 1 space per 500 sq. ft. plus 25% at 1 space per 375 sq. ft. = 3,195 (total)	Warehousing & Storage Standard: 1 Space Per 900 sq. ft. = 1,638 parking spaces Actual: 1,877(standard spaces) 194 (trailer spaces)
Bicycle Parking	1 bike / 10 vehicle = 50 (cap) 1 bike / 20 vehicle = 58 TOTAL = 108	90 (10 spaces per building)
Truck Bay Doors	Shall not be visible from public view or public right-of ways	Standard met.
Foundation Base (per 11-33-5.A.1)	15 ft. (min)	15 ft. averaging (12 ft. in some instances to allow for fire access. See site plans.)

H. PAD OVERLAY

The PAD overlay district is to be used in conjunction with one or more underlying zoning districts, thereby permitting the same uses and activities as the underlying base zoning

district(s). In this instance, the PAD overlay is not being used to limit any uses on the Property. Rather, the PAD overlay is being requested to permit minor flexibility in the application of zoning standards and requirements.

As set forth in this narrative and the associated plans for the project, we have demonstrated that the proposed development provides equivalent or superior standards in a creative way to meet the intent of the underlying zoning district and the General Plan. In fact, the proposed development is wholly consistent with the General Plan and all applicable area and sub-area plans.

The proposed development is well over the minimum size limit and will be used here to help establish a development as a cohesive unit even though it will be developed in phases; subject to market demand.

The proposed project incorporates innovative design with integrated open space that will be managed by a property owners association and/or property management company with recorded covenants, conditions, and restrictions. The proposed building designs create a unique and more sustainable alternative to conventional development. We fully anticipate that within this project, there will be multiple land use activities consistent with the underlying zoning, which will be organized in a comprehensive manner, and designed to work together in common and in a synergistic manner to the benefit of both the project and the neighboring area.

For these reasons, we believe that a few minor deviations from base zoning district development standards are of equal or superior quality and are consistent with the intent and purposes of the Zoning Code and the General Plan. As we have noted, the project will be built in three (3) phases. To set the stage now, we propose to use the PAD overlay to also establish design themes and character for the landscaping and architecture of the project. There also some unique land uses and circulation requirements that require a few de minimis changes to the development standards as shown in the table above.

Justification for Development Standard Deviations

Sossaman 202 Industrial Park will provide a high-quality industrial development in an underdeveloped area with proximity to the Phoenix-Mesa Gateway Airport. As illustrated within the Mesa 2040 General Plan and the Mesa Gateway Strategic Plan, this area is developing as an industrial corridor along the Loop 202 Santan Freeway. There are certain site development standards that pose a logistical challenge to industrial operations proposed on the Site. The requested variations will allow the project to be on the forefront of the continually evolving industrial development standards.

Building Height

We are proposing building height of 50 feet to provide the necessary interior clear-span needed by today's modern industrial users that demand additional interior storage capacity. Given the desired interior clear-span, then the width of the roof truss system, when added to the parapets to hide the roof mounted equipment for HVAC, etc., we believe that 50 feet is a reasonable building height requested to accommodate the tallest of these buildings. We have already confirmed with officials at Phx-Mesa Airport and they are not concerned about this requested height.

Parking Reduction

As proposed, the total building area is just under 1.5 million square feet. As of today, there is not a known user, so the parking code would require that 75% of the building area be parked at 1 space per 500 sq. ft. and 25% of the building area be parked at 1 space per 375 sq. ft. using this rate, the required amount of parking for this site is 3,195 parking spaces, which is almost twice more than what this type of project would require.

Despite this, we know that this will be a large warehousing project with numerous tractor-trailers and large amounts of storage. So, the more appropriate parking ratio is 1 space per 900 sq. ft., which is proposed and allowed for these types of uses. Therefore, because there will be a variety of industrial users between all the buildings with a range of warehousing distributed through the Site and to ensure there is not a surplus of unused parking, we are proposing a parking standard which meets the Warehousing standard under the City of Mesa Zoning Ordinance. Notably, the 1:900 parking ratio is below the Airpark 202 project (Case No. ZON21-00394) directly east of the site which is approved for 1 space per 1,100.

Foundation Base

The proposed deviation for the foundation base will apply to the majority of the Site. City of Mesa Amended Fire Code Section 503.8.3 requires that the building access routes shall be no less than 15 feet and no more than 30 feet from the front of a building. Given that the parking spaces adjacent to the building are a minimum of 18 feet in depth, in order to comply with this requirement, a minimum of 12 feet shall be provided for foundation bases in some areas. Typical public corner entrances are planned to have a minimum foundation base width and depth of 20 feet and a minimum area of 900 square feet. In addition, landscaping islands adjacent to the east side of Building 4 are wider and provided in a more frequent pattern than every eight (8) parking stalls which provides enhanced landscaping along these areas. Similar approaches are taken to the public street facing elevations of the remaining buildings with a much larger area on the north side of Building 3. When averaged, the provided foundation base equals or

exceeds the required amount of 15 feet multiplied times the distance of the applicable building(s). Further, as this is not a typical office complex, it is unlikely that public entrances will be located along these exterior walls of the buildings; thus the required foundation base is not needed for the public.

I. QUALITY DEVELOPMENT DESIGN GUIDELINES

The Sossaman 202 Industrial Park will maintain a cohesive architectural design with common material and color palettes. These design themes are contained in the elevations, renderings and color & material boards that accompany this submittal and which will form the basis for all future design review submittals.

Alternative Compliance

The design guidelines incorporate alternative compliance to the Mesa design standards. The design is a contemporary design that utilizes strategic use of form liner, architectural fins, shade canopies and glass. The standard structural system and building envelope for industrial buildings was considered while taking care to provide a modern, class-leading design for industrial buildings of this size.

Materials: A variety of colors and textures are used to elevate the concrete tilt panel structure, including extensive use of formliners and reveals. The color palette is modern and sleek, with large expanses of glass evoking a Class-A feel. The elevation sheets provide a precise breakdown of each color/texture as well as a material blocking plan to better visualize the mix of materials. While the concrete material pervades on the elevations, the architect's attention to building articulation and façade breaks creates a design which does not appear to rely on any one material. As such, alternative compliance is being requested for the number of materials and percentage of building coverage.

Massing: The proposed design aesthetic is a cleaner, higher sophistication look. Excess cornices date the building in an adverse manner. As proposed, there will be adequate massing. The proposed elevations illustrate that building masses include variation in roofline or parapet, varied or stepped wall plan with variation of high-quality building material. Given the location of the site within an identified Industrial area as indicated on the City of Mesa General Plan Land Use Map, this is a condition that will be consistent with surrounding industrial development.

For these reasons, the proposed alternative is aesthetically more complementary to the site, better fits into the context of the area, improves the overall architectural appeal of the area and meets or exceeds the design objectives as described in the City's General Plan.

J. PHASING

The project is intended to be entitled for the full, nine (9) building industrial park, but will be constructed in three (3) phases, subject to market demand, which may change. Construction of Phase 1 is anticipated to consist of Buildings 1, 2, and 3, while construction of Phase 2 will likely consist of Buildings 4, 5, and 6 and construction of Phase 3 will include Buildings 7, 8, and 9. With each stage, it is proposed to construct the adjacent landscaping and street frontages. Nonetheless, the owner is happy to dedicate all necessary rights-of-way with the first phase of construction. It is expected that Sossaman Road will be fully improved in conjunction with Phase 1.

On-going coordination with adjacent properties and the City of Mesa will continue as utility connections are contemplated in all adjacent roadways and perhaps even crossing over the parcel. This development is not anticipated to need Warner Road sewer or water connections in Phase 1.

K. CONCLUSION

This request is to rezone an approximate 112-gross-acre site from the LI and AG zoning districts to LI-PAD-AF to allow for the development of an innovative industrial office park, consistent with the underlying, long range planning documents. Specifically, and as identified throughout this narrative, the proposed development is consistent with and reflects the goals of the City of Mesa that are outlined in the General Plan, Gateway Strategic Development Plan and the Design Guidelines. This proposal will bring a high-quality development to the area that is compatible with the surrounding context in terms of land use, scale and character. This development will bring numerous positive benefits to the community including synergy with the surrounding area, the addition of quality jobs, and contributing to the advancement of local infrastructure. We look forward to working with the City of Mesa to bring this exciting project to fruition.