Rezoning & Design Review Narrative

Gateway Park

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A.REQUEST

The purpose of this request is to seek rezoning of four parcels and Site Plan and Design Review approval on two of those four parcels for a light industrial development known as Gateway Park. The Gateway Park project is located on the northwest corner and the southwest corner of Ray and Hawes Roads in the vicinity of the Phoenix-Mesa Gateway Airport. Gateway Park is comprised of four parcels totaling approximately 33.6 acres; APN's 304-30-022F, 304-30-022G, 304-30-022H & 304-30-022J (the "Site"). The current

zoning of Gateway Park is Limited Commercial with Planned Area Development and Airfield Overlays (LC-PAD-AF) pursuant to Ordinance No. 5265 (Zoning Case Z14-053). This is a resubmittal of file number ZON22-00890.

B. SITE OVERVIEW & CONTEXT

The proposed project is bordered on the north and east by several large, vacant parcels, all under common ownership and zoned as a planned employment park (PEP-BIZ). To the south of the proposed project is the Phoenix-Mesa Gateway Airport (LI), and the future eastern terminal expansion.

The portion of the airport property adjacent to the proposed project is the 263 acres Gateway East project, recently rezoned to Light Industrial PAD (LI-PAD) by the Airport Authority and The Boyer Company. The Gateway East mixed-use development includes industrial, office, manufacturing, retail, and hospitality land uses. To the west of the proposed project the zoning is Light Industrial PAD (LI-PAD) with existing large-scale Class A industrial space. To the northwest of the proposed project is the Dexcom large-scale industrial warehouse.

The area surrounding Ray Road, just west of Gateway Park, features several large-scale "big-box" industrial warehouse buildings. These structures range in height and are designed for heavy distribution, accommodating user needs ranging from 75,000 to 200,000 square feet.

Zoning & Context Aerial

C. DEVELOPMENT PLAN

The proposed project proposes specialized industrial buildings that offer greater flexibility in space and configuration, with smaller bays. Additionally, there is a need for a meaningful transition from the large-scale uses to more dense commercial development. Given this, the current zoning for strictly commercial use is not practical on the entire Site.

Smaller, flexible buildings would offer opportunities for specialization accommodating a variety of space needs within a single facility. This would provide a comprehensive, enterprise-wide solution, bringing together different space requirements for front and back office, research and development, light manufacturing or assembly, storage, and shipping and receiving under one roof.

The proposed building type would feature 45 to 50-foot building heights, adaptable layouts to meet tenant needs, and flexible space options ranging from 25,000 to 60,000 square feet. Additionally, the building would include an expandable power capacity to support potential manufacturing tenants.

Based on previous discussions with City Staff, it is understood that a Development Agreement must be entered into, and adhered to, as a condition for the rezone approval.

Rezone Request Detail

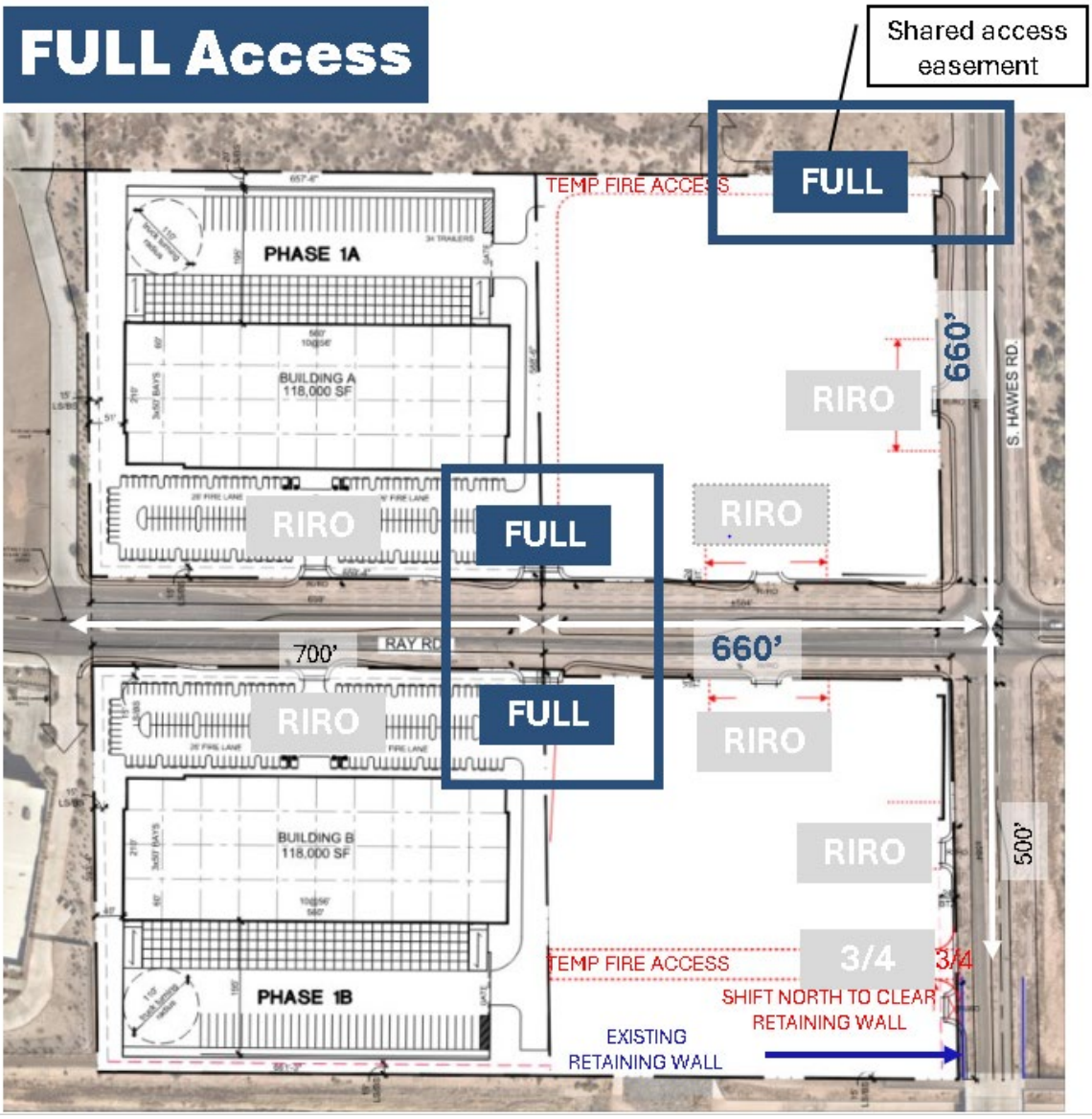
To address the need for a transition and meet market demand, a rezoning is proposed on the two western parcels (APNs 304-30-022F and 304-30-022G) to Light Industrial with PAD and Airfield Overlays (LI-PAD-AF). This rezoning would establish a crucial transition between the large-scale distribution and warehouse developments to the west and the new, smaller-scale flex-tech, employment-focused buildings and developments.

The two eastern parcels of Gateway Park (304-30-022H and 304-30-022J) would retain their current Limited Commercial (LC) zoning, but the rezoning seeks to remove the PAD Overlay from a previous development. The proposed PAD overlay is not applicable to the LC portion of Gateway Park. This area is intended for high-quality commercial and retail mixed-use development, including a diverse mix of lodging, restaurants, and specialty retail and services.

Proposed Zone District Detail

Access

The ingress and egress of the Site are designed to facilitate efficient traffic flow while accommodating both standard vehicles and larger delivery trucks. Along Ray Road, the sites will be accessed through a combination of full-movement and right-in-right-out driveways. The two primary full-movement access points align midblock between the four properties. Each property will also be accessed by an additional right-in-right-out driveway to Ray Road. Along Hawes Road, the two properties with frontage will also have access to a right-in-right-out driveway. Additionally, the southeastern parcel will have ¾ movement with a northbound left in and right-in/right-out for the parcel onto Hawes. Lastly, the northeastern parcel proposes an additional full-movement intersection along the northern property line to provide a shared access to serve the property and future developments to the north of the site.



Both light industrial lots contain internal drive aisles that allow vehicles to circulate between parking areas, building entrances, and loading docks. Drive aisles provide clear pathways for standard vehicles to access front parking areas and larger trucks to navigate to rear docking bays. Larger vehicles and trucks are directed to the rear of the buildings, where dedicated truck docks are located. This rear circulation area minimizes truck traffic within the main parking areas and keeps heavy vehicle activity separate from general passenger traffic. The site also includes provisions for bicycle parking (20 spaces per building), with accessible pathways leading to entrances, facilitating pedestrian movement within the site.

Overall, the site plan ensures smooth ingress and egress with clearly defined access points along major roadways and internal circulation that separates truck traffic from passenger vehicle activity. The use of multiple access points on Ray Road and the planned access along South Hawes Road optimizes traffic flow and accessibility for visitors and deliveries.

PAD Overlay Criteria

Per Mesa Zoning Ordinance Section 11-22-1, the intent of the PAD overlay is to provide for creative, high-quality development incorporating:

Well-designed and integrated open space and/or recreational facilities:
While the primary use is light industrial, the project's site plan emphasizes high-quality aesthetics, landscaping, and amenity space for employees. Along Ray Road, the landscape design integrates green buffers and pedestrian-scale improvements, serving not only to improve the development's appearance from the street but also to contribute usable passive open space along the street edge. Additionally, the development is providing 2% open space per building—double what is required in the Mesa Zoning Ordinance.

Options for the design and use of private or public streets:
The Gateway Park development, through its Site Plan and Design Review process, allows for flexible circulation. The use of internal circulation aisles, driveways, and shared access points supports efficient vehicular movement, especially for industrial traffic. Additionally, the developers of Gateway Park have committed to completing full-street improvements for Ray Road to Hawes Road with the first phase of this development. This includes curb, gutter, sidewalk, and landscaping.

Preservation of significant aspects of the natural character of the land:
While the site itself is located in an urbanizing area with existing infrastructure and nearby industrial development, the project aims to preserve the visual openness and desert character through thoughtful landscaping that uses native and drought-tolerant plant

species. Furthermore, the relatively low building coverage ratio and wide setbacks along public roads help retain a sense of openness and natural scale consistent with the surrounding desert environment and regional planning near the airport.

Building design, site design, and amenities that create a unique and more sustainable alternative to conventional development:
Gateway Park represents a more refined and adaptable approach to light industrial development. Unlike the surrounding "big-box" structures, Gateway Park proposes smaller, more flexible industrial buildings that can accommodate a mix of light manufacturing, office, and logistics uses in one location. The modern architectural style with high-quality materials and clean lines, along with consideration for future technology and manufacturing users, demonstrates a forward-thinking and sustainable development strategy.

Sustainable property owners' associations & maintenance of property held in common ownership:
The Gateway Park development will establish a Property Owners' Association (POA), or similar management entity, to ensure the long-term stewardship, maintenance, and operational integrity of all shared elements within the project. This includes the maintenance of internal private drives, shared landscape buffers, retention basins, signage, lighting, and common architectural features, all of which are essential for preserving the high-quality character of the development over time.

Land use activities organized in a comprehensive manner and designed to work together:
The Gateway Park project is located adjacent to a mix of industrial, employment, and other airport-related uses. Its design fills a gap between large-scale distribution centers and denser commercial or airport-related development by introducing a mid-scale industrial product. This allows for a complementary mix of uses that support the overall vision for the Phoenix-Mesa Gateway Airport area. The project creates a logical transition from large industrial to future commercial areas, forming a cohesive employment hub.

Design Review Detail

The proposed light industrial development will feature enhanced aesthetic quality and design. This includes thoughtful treatments in building form, materials, and landscaping, ensuring a high-quality "gateway" appearance for the development as it approaches the airport. The proposed architecture represents modern, industrial-style with a sleek, clean-lined design.

The façade incorporates vertical and horizontal articulation through recessed planes, material changes, windows, trellises and subtle reveals. The clean white panels lead the

building envelope, while darker accent colors at the entrances and window mullions create visual contrast. Vertical fins and façade indentations along the long elevation help to break up the massing and add rhythm.

The main entrance is highlighted by a projecting, cantilevered canopy supported by steel elements, offering both functional shading and an architectural focal point. The use of glass curtain walls at the entry enhances transparency, welcoming natural light. Modern signage is incorporated seamlessly into the façade above the main entrance. Its placement on a projecting parapet emphasizes branding and visibility without overpowering the overall design.

The roofline is flat and features a varied parapet height, adding subtle dimension to the building's profile. This variation in roof levels helps to reduce the perceived scale of the industrial structure.

D. PROPOSED LAND USES

Within the proposed PAD, all land uses shall comply with the Light Industrial (LI) zoning district. For the eastern parcels, the uses shall comply with the Limited Commercial (LC) zoning district.

E. DEVELOPMENT STANDARDS

Development within the Gateway Park PAD shall comply with the standards of the Light Industrial (LI) zone 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**
Building Form and Location		
Maximum height	40 feet	50 feet
Minimum Setback along Property Lines or Building and Parking Areas		
Side Setback adjacent to LC	1 ft. of setback for each foot of building height	0 feet

	with minimum 20 ft. setback.	
Supplemental Standards		
Foundation Base *MZO 11-33-5(A)(3)*	Minimum of 15 feet, with averaging	Minimum of 12 feet, with averaging
Screening of Mechanical Equipment *MZO 11-30-9(A)*	Ground-mounted equipment facing a street or not otherwise separated from the street by intervening buildings shall be screened to a height of at least 12-inches above the equipment. Screening devices shall consist of decorative walls and/or berms (2:1 maximum slope) with supplemental plant materials including trees, shrubs, and screen walls that are 3-feet in height or lower, vegetative materials may be substituted for 50% of the screening devices.	Screening of the ground mounted electrical equipment facing a street may be provided solely through an artistic wrap.
Setback of Cross Drive Aisles *MZO 11-32-4(A)*	Parking spaces along main drive aisles connecting directly to a street and drive aisles that cross such main drive aisles shall be set back at least 50-feet from the property line abutting the street	Parking spaces along main drive aisles connecting directly to a street and drive aisles that cross such main drive aisles shall be set back at least 40-feet from the property line abutting the street.

Size of Parking Spaces and Maneuvering Aisles *MZO 11-32-2(H)(1)*	The minimum basic dimension for standard parking spaces is 9-feet by 18-feet	The minimum basic dimension of a parking stall is 9-feet by 18-feet. Where applicable, the 18-foot dimension is inclusive of a 2-foot overhang over the adjacent sidewalk or landscape area.

Justification for Deviations

Gateway Park proposes an industrial development within a rapidly expanding industrial corridor, strategically positioned near the Phoenix-Mesa Gateway Airport. This prime location offers significant advantages for logistics, transportation, and business operations, making it a key hub for modern industrial growth. However, the site's development is subject to specific regulatory standards that, while intended to guide responsible growth, pose logistical challenges for the type of large-scale industrial operations envisioned for the area.

The requested variations to these development standards are practical, and will allow Gateway Park to fully leverage its strategic location and address the functional requirements of contemporary industrial facilities; including optimal building configurations, access, and operational efficiency. By permitting these adjustments, Gateway Park can better meet the evolving needs of tenants and industries seeking innovative and efficient spaces. As the area continues to grow and transform, Gateway Park will support economic development, job creation, and the attraction of new businesses.

Development Standards that Exceed Zoning Ordinance Requirements

In addition to the requested deviations from Zoning Ordinance standards, Gateway Park is providing many features in excess of requirements. Supporting PAD overlay criteria A; the open space provided for each building doubles the minimum requirement at 2%. The employee amenity areas will include artificial turf that can accommodate outdoor games, such as cornhole, and offer an employee gathering space. The space will be shaded with trees and trellis above the picnic table. The enhanced entry drives include angled decorative walls with lighting accents and create a nice pocket for landscape. Supporting PAD overlay criteria B; additionally, full-street improvements for Ray Road to Hawes Road will be constructed with Phase 1 of this development.

Maximum Height

The proposed increase in building height from the standard 40 feet to 50 feet—measured to the top of parapet—supports a more sustainable and functional alternative to conventional industrial development (supporting PAD overlay criteria D). The 50-foot height accommodates the industry-standard minimum of 40-foot interior clear height, which is essential for modern logistics, manufacturing, and advanced industrial users who require tall racking systems, crane clearance, or large-scale equipment.

Additionally, the increased parapet height ensures full screening of rooftop mechanical equipment, reducing visual clutter and contributing to a cleaner architectural appearance. This design enhances the project's overall sustainability and visual integration, especially given the site's high visibility near Phoenix-Mesa Gateway Airport.

The roofline articulation and a substantial 158-foot building setback from Ray Road help mitigate any visual impact of the added height, maintaining scale compatibility with surrounding development. These elements reflect a thoughtful, performance-based design that advances both functionality and aesthetic quality, going beyond the limitations of conventional warehouse structures.

Side Setback adjacent to LC

The request to allow a zero-foot setback along the internal shared property line between the two phases supports a more sustainable and integrated alternative to conventional development (supporting PAD overlay criteria D). By treating the two parcels as a single, unified development—linked by a 40-foot shared access drive—the project enables more efficient site design, reduced land consumption, and improved operational cohesion.

This approach eliminates redundant buffers or underutilized space between buildings reducing unnecessary maintenance on a future property owner association (supporting PAD overlay criteria E and F). Rather than separating uses through arbitrary setbacks, the unified development strategy fosters a cohesive employment environment with better connectivity and a higher level of functional integration.

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 16 feet in depth, in order to comply with this requirement, a minimum of 12 feet shall be provided. 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. Further, as this is not a typical office complex, it is unlikely additional public entrances will be located along the exterior walls of the

buildings. Please note that the south side of Building A and the north side of B will provide a minimum foundation base of 16 feet to maintain appropriate scale and character adjacent to Ray Road.

Screening of Mechanical Equipment
The project requests flexibility in the screening of ground-mounted electrical equipment located along street frontages to allow adjustments necessary for compliance with the utility provider's access and design requirements. While the intent of the screening standard—to minimize visual impact—is acknowledged and supported, utility providers often require clear and unobstructed access for maintenance, safety, and code compliance.

To balance both objectives, the option of screening through artistic wrapping of the utilities is proposed. This approach maintains a visually cohesive streetscape while also meeting technical and operational needs of essential service infrastructure.

Setback of Cross Drive Aisles
The proposed 40-foot setback for the cross drive aisle represents a minor deviation from the standard 50-foot requirement and is justified by the site's configuration. The 40-foot width still ensures safe vehicular circulation, adequate turning radii, and access for emergency and service vehicles, while also maintaining necessary landscape buffers and building setbacks. Given the internal nature of the drive aisle, the reduced setback supports a more efficient site layout without compromising safety, visibility, or operational functionality (supporting PAD overlay criteria D). This request aligns with the intent of the code while promoting a compact, well-organized, and context-sensitive site design.

Size of Parking Spaces and Maneuvering Aisles
This request seeks approval to reduce the standard parking stall depth from 18 feet to 16 feet, with the remaining 2 feet accommodated by vehicle overhang into adjacent sidewalk or landscape areas in some areas of the development. This design approach is consistent with industry practices and accepted in similar developments. The adjacent sidewalks and landscaped areas are designed with sufficient width and clearance to accommodate this overhang without obstructing accessibility, circulation, or aesthetics. This adjustment allows for more efficient site planning and increased design flexibility while continuing to meet the intent of parking and landscape standards.

F. MESA GATEWAY STRATEGIC DEVELOPMENT PLAN

The proposed project is situated within the Airport/Campus District of the Mesa Gateway

Strategic Development Plan (MGSDP). According to the MGSDP, this area is envisioned as a mixed-use district designed to support the traveling public. Gateway Park advances the goals of the MGSDP, including maximizing the airport's potential, job creation, connectivity, and sustainable development. The area is intended to accommodate a wide range of employment opportunities, such as manufacturing, warehousing, hotels, restaurants, retail, and even multi-story office buildings.

Additionally, it will meet the needs of travelers and visitors by offering commercial retail and entertainment options, including shops, restaurants, hotels, and other services at a future date. This request for a mix of commercial and industrial uses aligns with the purpose and intent of the Airport Campus District by providing a well-integrated, appropriately scaled development focused on airport-related opportunities, visitor-supportive retail and commercial spaces, enhanced pedestrian connectivity, open spaces, and additional employment opportunities, all within a high-quality environment that complements the nearby Phoenix-Mesa Gateway Airport.

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.

2.1 Objectives:

2.1.2 Create an overall balance in the types of jobs in the area to serve the needs of businesses and residents.

Response: As outlined, the industrial component of this development targets a distinct business demographic. Unlike the surrounding industrial parks, which cater primarily to large businesses requiring expansive square footage and larger bays, Gateway Park is designed to accommodate smaller businesses in need of flexible spaces and smaller bays. This approach will diversify the local job market, offering opportunities to a broader range of businesses and serving additional residents of Mesa.

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

Response: This proposal aims to introduce a dynamic and innovative industrial business park to the Mesa Gateway area. Based on market feedback, there is a demand for smaller, specialized industrial buildings that provide greater flexibility in both space and layout, with smaller bays. These adaptable buildings will cater to a range of specialized businesses, offering versatile spaces to meet various

operational needs within a single facility.

2.2 General Development Guidelines:

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

Response: This proposal incorporates a high-quality design that is not only aesthetically appealing but also built to endure, utilizing premium materials that reflect the project's commitment to long-term excellence. The design approach includes a carefully curated palette of materials and textures that harmonize together, creating a cohesive visual identity while ensuring the functionality and durability necessary for an industrial environment. The integration of these diverse design elements—such as advanced architectural finishes, sustainable building materials, and modern industrial aesthetics—ensures that Gateway Park will blend with the surrounding area promoting an attractive, functional, and enduring environment that enhances the Mesa Gateway area.

2.2.7 Developments must provide for the infrastructure and public facilities that will be necessary for ultimate development of the area.

Response: This development spans both the north and south sides of Ray Road to Hawes Road. As part of the Gateway Park project, all necessary right-of-way improvements will be installed, ensuring the completion and enhancement of this section of Ray Road's streetscape. These improvements will include upgrades to infrastructure, such as the installation of new sidewalks, landscaping, lighting, and any required utilities, contributing to the overall aesthetic and functionality of the area. By fully addressing the streetscape needs along this stretch of Ray Road, Gateway Park will not only improve the immediate surroundings but also create a more welcoming, accessible, and visually appealing corridor that supports future development.

Goal 4: Become a model of sustainable development practices.

4.2 General Development Guidelines:

4.2.2 Design and located 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. Expansive canopies are provided at office glazing locations to provide passive shade. A high SRI roofing material is provided at each building to help reduce heat island effect, and the concrete tilt walls provide high thermal mass and lag effect to help further insulate the interiors from solar gain. High performance, low SHGC glazing is provided at all window openings.

4.2.3 Design landscape improvements to respond to the desert environment, reduce heat islands, and reduce water consumption.

Response: Landscaping within Gateway Park will be thoughtfully designed to complement and respect the desert environment while also addressing the need to reduce the effects of the urban heat island. The selection of plant species will prioritize drought-tolerant varieties that are well-suited to the region's climate, requiring minimal water consumption. These plants will not only thrive in the arid conditions but will also contribute to the overall sustainability of the industrial park by conserving water and reducing maintenance needs. By carefully integrating these elements into the design, Gateway Park will promote environmental stewardship while enhancing the comfort and aesthetics of the development.

G.MESA'S QUALITY DEVELOPMENT DESIGN GUIDELINES

The purpose of the Quality Development and Design Guidelines is to establish policies that help shape development and ensure they are high-quality and reflective of the City's vision. The guidelines outline the following description for industrial development in the Light Industrial (LI) zone district:

> *"By nature, industrial developments serve users that require large spaces for indoor and/or outdoor operations. Industrial development is often characterized by large buildings with service and loading areas that dominate the architecture, and a large quantity of parking.*
>
> *Industrial developments can be designed to positively contribute to the overall character of an area through intentional use of massing and scale, colors and materials, architectural design, building orientation and*

placement, façade articulation, among others.

Industrial lots should provide a pleasant and accessible work environment, contribute to the city's overall image and identity, and coexist appropriately with adjacent developments." (page 55)

A. Site Design

Building Placement and Orientation:

1. Buildings, entries, office areas, windows and other prominent design features should face streets and public areas. Architectural enhancements, special landscaping and hardscape treatments and other design features that will provide visual interest should be concentrated in areas visible from public view and public areas within the site. This includes views from streets, freeways, and the public areas of adjacent properties.

   Response: The building's office and entry area face Ray Road and the parking lot. The entry is accentuated with architectural enhancements such as large glazing panels, a prominent steel canopy, and signage, which provide interest. Landscaping and hardscape elements around the entry further enhance visibility.

2. Industrial buildings should have a strong relationship to the street and include primary entrances that serve as a visual focal point.

   Response: The primary entrances serve as a focal points with its vertical massing and use of contrasting colors and differing materials.

3. Buildings should be placed on the site in a coordinated manner to provide order to employees and visitors.

   Response: The building is thoughtfully placed, creating a clear circulation pattern for employees and visitors. The main entrance is easily accessible from the parking lot and aligns with intuitive site organization.

4. Outdoor public spaces and amenities used for sitting, eating, and gathering are an employee benefit and should be designed into the project.

   Response: Two 600 square foot employee amenity areas are provided for each building and are illustrated on the site plan. This includes landscaping, picnic table and a shade structure.

Parking, Loading, and Vehicular Access.

a. Parking lots adjacent to and visible from public streets should be screened from view through the use of berms, low screen walls, grade changes, landscaping or combinations thereof.

   Response: The parking lots along Ray Road shall incorporate landscaping features, as indicated in the plan, which help provide screening and visual buffering.

b. Loading and service areas must be located away from public view on the side or rear of buildings and may not face public street or private streets.

   Response: The loading and service areas for both buildings are located at the rear, away from Ray Road and the shared access drive. This placement ensures they are not directly visible from public streets, aligning with the criterion.

c. Conflicts between heavy trucks, employee and visitor vehicles, and bicyclists and pedestrians should be avoided. Loading and service areas should be provided with separate access and circulation systems where appropriate.

   Response: The site plan clearly segregates the loading and service areas from the parking areas for employees and visitors. Separate circulation systems for heavy trucks and passenger vehicles are provided, with designated trailer stalls located at the rear of the buildings. The design ensures minimal overlap between truck routes and pedestrian or vehicle circulation, enhancing safety and reducing conflicts.

Landscaping and Shading.

1. Low maintenance, drought tolerant plants are encouraged. Landscape buffers may be alongside property lines, building edges, sidewalks or may be stand-alone design elements.

   Response: Landscaping will be appropriate within the desert context and utilized within the site development to enhance the design palette and ground-level experience. The site incorporates drought-tolerant landscaping, including native and low-water-use plants. These elements are used as buffers alongside building edges, sidewalks, and parking areas.

2. Plants should be used to define building entrances, parking lots, and the edges of various land uses. Plants should also be used to buffer and screen neighboring

properties. Consider safety, environmental impacts, and accent elements when selecting and locating landscaping features.

Response: Plants are intentionally placed near the building entrance. Landscaping along parking lot edges and adjacent spaces creates buffers while softening the building's visual impact. Shrubs and greenery provide screening and accent elements without obstructing safety or visibility.

3. Shade elements, both landscape and architectural should be provided at prominent pedestrian points such as near the entry, near secondary outdoor spaces such as employee lunch areas, and along paths serving the parking lot. A fully covered outdoor area should be located within each employee break area.

   Response: The architectural canopy at the building's main entrance offers shade for employees and visitors. Landscaping elements contribute to shading pathways and parking areas. As previously mentioned, outdoor employee break areas are also provided.

Exterior Lighting.

1. Fixture designs used shall be harmonious with the building design, and with the architectural theme of the overall project, including multiple building projects.

   Response: The proposed light fixtures will be harmonious with the building's design. Exterior lighting will consist of wall-mounted fixtures around the perimeter of the building, and pole mounted fixtures throughout the parking field. Reference electrical plans for site plan and fixture cut sheets.

B. Architectural Design

General Design.

1. The highest degree of architectural detail should be focused on a building's public frontage.

   Response: The main entrance, facing Ray Road, showcases the highest level of architectural detail. Features such as a prominent canopy, extensive glazing, signage, and a textured façade create visual interest and a focal point for visitors. Enhanced landscaping near the entrance complements the architectural elements.

2. Where the building frontage cannot be broken up due to unique use constraints (i.e. manufacturing or warehouse space) building walls should be detailed through the use of texture, color, material changes, shadow lines, and other facade treatments that add visual interest and avoid large monotonous facades.

   Response: While the structure's function limits window use, the design avoids monotonous walls through façade treatments. Vertical reveals and contrasting colors add texture and depth. Shadow lines created by recessed and projecting architectural elements further enhance visual appeal, ensuring the long frontage remains engaging.

Entrances.

1. Building entries should be oriented toward the predominant public view, usually the street frontage. This allows the public to more easily determine where the front entrance is located and provides a more attractive street frontage. Entries should be designed to be consistent with the overall architectural design, including colors and materials.

   Response: The primary entries for each structure face Ray Road making it highly visible and accessible. The prominent use of glazing, along with signage and cohesive materials, ensures the entry aligns with the overall architectural design.

2. Buildings should have a strong relationship to the street, including a functional public entrance that is also a visual focus for the building. In place of a street oriented public entrance, a strong pedestrian connection that establishes a sense of formal public entry may be substituted.

   Response: The main entry serves as a strong visual focal point, emphasized by its scale, modern canopy, and pedestrian pathways that create a formal and inviting public connection.

3. Entrances should be clearly defined with a massing change or design element such as a canopy, trellis, awning, or portico to connect the building with its surroundings and provide frontage that interacts with the sidewalk and public realm. This element may be multi-story but must include the ground floor.

Response: The entry is accentuated by a pronounced massing change with an architectural canopy extending outward, defining the entrance and linking the building to its surroundings.

Massing and Scale.

1. Building mass and scale should be compatible with buildings in the surrounding vicinity. Exceptions will be considered where alternative development character may be desired.

   Response: The proposed structures will be smaller than the existing nearby industrial buildings, but will be similar in design and aesthetics.

Façade Articulation.

1. Rooflines of industrial buildings should include variations to avoid long horizontal rooflines. Roofline articulation can be accomplished by alternating roof heights, providing variations in materials and colors, architectural features such as awnings, or other appropriate methods.

   Response: The design avoids long, monotonous rooflines through subtle height changes and varying parapet lines. The integration of architectural features, such as the bold overhanging canopy at the entry and recessed façade planes, breaks up the horizontal expanse while adding visual depth.

2. Changes in vertical plane are encouraged and should include changes in parapet height and form. Distinct forms that punctuate the skyline and create a visual identity for the building, such as towers, are encouraged within these vertical changes. Special roof forms and tower elements should emphasize corners and entrances.

   Response: The building incorporates changes in parapet height and form, especially at prominent corners and the main entrance. The defined tower-like element at the entry, with its increased massing and architectural prominence, creates a focal point and punctuates the skyline, enhancing visual identity and reinforcing the hierarchy of the design.

Materials and Colors.

A. Select building colors and materials to reinforce building design, detailing, and architectural form in order to achieve harmony and continuity of the overall design.

Response: The building utilizes a modern, cohesive color palette with neutral tones that emphasize sleekness and professionalism. The tilt-up concrete panels integrate seamlessly with the glass and metal accents, creating a balanced and harmonious architectural form.

B. The selection and placement of building materials should provide visual interest at the pedestrian level. Heavier materials should be used to form the building base and as accents on upper stories and walls. Materials and colors should be used to enhance buildings and adjacent pedestrian spaces by adding color, shadows, and interesting forms.

Response: At the pedestrian level, the use of textured materials, shading devices, and large glass panels provides visual interest and a welcoming atmosphere. Heavier concrete elements form the base, while vertical detailing and lighter materials above create depth and shadow, adding dynamism to the facade.

C. Apply materials in a manner that corresponds to variation in building massing. Wrap outside corners to avoid a tacked-on appearance.

Response: The materials are applied thoughtfully, following the variation in massing and wrapping around corners to ensure a polished, integrated appearance. The transitions between different materials, such as concrete, metal, and glass, are clean and cohesive.

D. Exterior building colors should be compatible with the surrounding neighborhood setting and should be in keeping with the geographic and climatic conditions specific to Mesa.

Response: The building's neutral and subdued color palette complements the desert environment of Mesa. The use of lighter tones minimizes heat absorption, aligning with the region's climatic conditions while maintaining compatibility with nearby developments.

E. Accent colors should be used to enhance details such as trim, doors, and architectural elements.

Response: Use of accent colors highlight architectural features, such as the

signage, trim, and entryway, adding visual interest without overwhelming the design. These accents draw attention to key areas while maintaining the building's overall modern aesthetic.

Signage.

a. All signage should be designed using style, materials, and colors compatible with the building architecture.

   Response: The signage integrates into the overall architectural design. It uses materials and colors that align with the modern aesthetic of the building, including a neutral palette that complements the facade's tones and materials.

b. Strong contrast helps signs standout within their surroundings. Bright colors and reflective, fluorescent colors should be used sparingly when complimentary to the buildings overall design theme.

   Response: The signage achieves strong visual contrast with its surroundings. The bold, white lettering against a darker background ensures that the text stands out without relying on overly bright or reflective colors. The use of contrast supports the overall design theme.

c. Signs should be simple and easy to read.

   Response: The signage will be submitted under separate application. The future signage will feature a clean design that ensures functionality while maintaining the building's modern, professional aesthetic.

Service Areas and Utilities.

a. Trash enclosure walls and gates must be architecturally compatible with the site design and should be carefully integrated into the site plan consistent with City of Mesa solid waste handling requirements.

   Response: Trash enclosure walls and gates will match the design of the structure and other walls on the site. These enclosures will meet the City of Mesa's waste handling requirements.

b. Mechanical equipment, electrical meter and service components, roof drainage systems and similar utility devices whether ground level, wall mounted, or roof mounted, shall be screened and designed to appear as an integral part of the building.

Response: Downspouts shall be internally located and screened on building facades adjacent to streets. Downspouts located on building facades not adjacent to streets may be externally located as long as they are coordinated with other façade elements and appropriately finished to compliment the façade design. All other equipment shall be screened according to the Mesa Zoning Ordinance.

H. ALTERNATIVE COMPLIANCE

To ensure quality building design and functionality of the proposed buildings, Alternative Compliance is being requested for the following items:

Materials and Colors; No more than fifty percent (50%) of the total façade may be covered with one (1) single material.

Gateway Park will be constructed of tilt up concrete walls, the standard structural system and building envelope for industrial buildings. Great care was taken to provide a modern, class-leading design for industrial buildings of this size. A variety of colors and textures are used to elevate the concrete tilt panel structure, including extensive use of trellises, CMU block reveals, metal, glazing and applied shading devices.

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. See exterior elevation blocking exhibits for a percentage breakdown of materials used on each elevation throughout the building. As such, Alternative Compliance is being requested for the number of materials and percentage of building coverage given the concrete is considered one building material.

Roof Articulation; All parapets must have detailing such as cornices, moldings, trim, or variations in brick coursing.

To preserve Gateway Park's sleek, modern aesthetic, parapet details such as cornices, molding, trim, or brick are unnecessary and detract from the design. The buildings will be constructed of tilt up concrete panels, which is an industry standard for this type of building. To ensure visual interest at the roof line, height variation and articulation in massing is proposed.

Vary building height: Providing at least two changes in height or roof forms that are varied over different portions of the building through changes in pitch, plane and orientation. The minimum vertical modulation is 2 feet.

Strict application of this standard requires a total aggregate change of 4 feet of building

height. To ensure the sleek, cohesive building design, the proposed building height offers 4 different roof height variations in thoughtful locations. Although the building height doesn't meet the strict application of the Zoning Ordinance, the proposed building design of varying building heights meets the intent.

I. PHASING

Given the extensive large-scale light industrial development in the neighboring areas and the anticipated relocation of the Phoenix Mesa Gateway Airport terminal operations, we expect Gateway Park to be developed in multiple phases. The first phase will include either the northwest or southwest industrial building and off-site improvements for the full extent of Ray Road.

The last phase involving the two eastern parcels zoned for Limited Commercial, is anticipated to occur over a longer period. The timing of this phase will be influenced by the eventual relocation of the airport's terminal and the development of the neighboring Gateway East area. The commercial component of Gateway Park will depend on the flexibility to pursue various build-out scenarios over time, with a phased development approach.

J. CONCLUSION

The proposed rezone reflects the reality of the extensive large-scale light industrial development immediately west of the property. It offers an opportunity for improved urban design with a more thoughtful transition between densities and uses. The rezone addresses an immediate market demand for a broader range of employment opportunities and aligns with the City's goals. The integration of the Planned Area Development Overlay ensures that the site will develop over time in a way that best supports the Airport and the Mesa Gateway Strategic Development Plan.