

THE CUBES at MESA GATEWAY BUILDING C

Northeast Corner of Germann and Crismon Roads

SITE PLAN REVIEW (SPR)
SPECIAL USE PERMIT (SUP)
AND DESIGN REVIEW (DR)

Case No. ZON21-01064
Case No. DRB21-01066

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I. Project Overview

A. Proposed Project & Existing Property

CRG is a leading national developer of high-quality, successful industrial projects and the Owner and Developer of the roughly 264-acre planned, multi-building industrial development known as the *Cubes at Mesa Gateway*. This application and associated documents represent the commencement of this exciting project with a roughly 1.2M square feet building, known as “Building C.” and associated site improvements. Specifically, this application request Site Plan Review (SPR), a Special Use Permit (SUP) related to building height and parking standards, and Design Review (DR).

The *Cubes at Mesa Gateway* consists of roughly 264-acres located east of Crismon Road, between Pecos Road and Germann Road in the City of Mesa, Assessor Parcel No. 304-63-006V (the “Property”). See Aerial Map attached at **TAB A**. The Property is ideally located for the planned development, situated just southeast of the Mesa Gateway Airport and with easy access to the State Route 24 (Gateway Freeway) and the Loop 202 Freeway (Santan Freeway).

The Property is already appropriately zoned General Industrial (GI). See Zoning Map attached at **TAB B**. The Property has a General Plan designation of *Employment* and is located within the Airfield Overlay (AF) District. The Property is also within the Mesa Gateway Strategic Development Plan, which designates this area as the Logistics and Commerce District. Additionally, the Property is within a designated Opportunity Zone – the Gateway Area Opportunity Zone. See General Plan and associated maps attached at **TAB C**.

All of the above stated designations support and encourage the proposed development. The proposal is consistent with the designations. Specifically, they encourage heavy and light industrial uses as well as business park uses compatible with activities associated with the Mesa Gateway Airport. For years, the City of Mesa has envisioned this area for large employment and industrial uses including “mega projects” which develop over large land assemblages and employ larger quantities of skilled individuals. The *Cubes at Mesa Gateway* will be a major contributor to the realization of that vision.

B. Relationship to Adjacent Properties

The Property is bound by Pecos Road to the North, Germann Road to the South, Crismon Road to the West and Merrill Road to the East. The majority of the Property surrounding the Property is zoned and planned for industrial uses. Specifically:

- North: Pecos Road. IND-2 zoned property within Maricopa County.
- South: Germann Road. EMP-B zoned property within the Town of Queen Creek.
- West: Crismon Road. LI and AG zoned property within the City of Mesa.
- East: Merrill Road. GI zoned property within the City of Mesa.

C. Zoning History

In 1990, as part of a larger 3,300-acre +/- annexation effort, the Property was annexed into the City of Mesa via the adoption of **Ordinance No. 2473**. Shortly thereafter, zoning was established for the 3,300-acres including the Property, via the adoption of **Ordinance No. 2496** (Case No. Z90-007).

In 1996, as part of a larger rezoning case for 320-acres of land, the Property was rezoned from R1-43 and R1-43-AF to M-2 and M-2 AF via the adoption of **Ordinance No. 3245** (Case No. Z96-67). The City has since updated the Zoning Ordinance and re-named the M-2 Zoning District as GI Zoning District.

D. Site Information

1) Site Development Data:

Site Data is recorded on Exhibit C1.0 Site Plan; the site area is approximately 85.81 Acres. The project includes approximately 1,200,340 sq. ft. of new building construction, including a drive entry Gatehouse, associated truck staging lanes for entry and exiting, and a Truck Re-fueling Station.

2) Site Access:

Three (3) site entrances are planned from Crismon Road. The center entry is the main automobile and public entrance. The south entrance is the main truck traffic entry and exit, and a secondary exit for automobile traffic. The north entrance is a secondary automobile entrance and exit, and a secondary truck exit. The north and south entrances are gate controlled for access to the trucking operations area but provide for free traffic circulation into the automobile parking area.

3) Site Circulation:

Internal circulation of automobiles is limited to the public parking lot on the west side of the development. Access to trucking operations and dock areas is controlled by a gatehouse situated at the south entrance drive. The north entrance provides a gated exit for trucking and emergency responder access.

This entrance is not supervised directly by security personnel but will be provided with security system monitoring and communications equipment.

4) Parking and Trailer Storage:

The site includes the following parking quantities:

- Automobiles: 304 spaces.
- Trailer Parking: 775 Trailer parking spaces.

A Special Use Permit for Parking Reduction is being requested for this project. See Section II below for details on the SUP request and justification.

5) Landscaping:

Low maintenance, drought tolerant plants will be utilized in the project landscaping with all landscaped areas to receive a covering of decomposed granite. Care was taken to create visual interest with the planting by selecting trees and shrubs with different color blooms that will accent the building. A 100 ft. transmission line easement runs along the street frontage, so plants were selected for these areas from the SRP approved plant list. The screen wall along the west parking lot will have a pattern created by integrating a secondary block that is a distinct color and texture than the field masonry. There will also be 9 ft. breaks in the wall that align to the parking islands behind. Taller shrubs will be planted within this gap to maintain screening while breaking up the length of the façade.

The detention basins will have some trees and shrubs at the high end of the basin to provide buffering to the adjacent parcels. The detention basins will receive a covering of a mix of assorted color and sized gravels/aggregates to differentiate them from the adjacent decomposed granite coverings and provide a variety of surface colors. The amenity patios along the west side of the building will have decorative planting adjacent to provide shade and buffering. A landscaped Common Open Space is also provided adjacent to the northwest Entry Plaza that will provide shade trees and bench seating. Bike parking is conveniently located near the main entry at the southwest corner of the building. Sidewalk connections along the west side of the building will connect to the entries, then west safely through the parking lot, and connect to the Crimson Road sidewalk.

6) Stormwater Design

Retention of the 100-year frequency, 2-hour duration storm event is required. For this project, a surface retention basin will provide for storage of the flood volume. Discharge of the retained volume will be provided via dry wells. Dry

wells will be sized per the Maricopa County Drainage Design Manual. The basin has also been sized to accommodate retention of the adjacent public right-of-way stormwater runoff. Retention design shall be in conformance with the Engineering & Design Standards dated 2021 for the City of Mesa.

II. Special Use Permit Request and Justification

A. Parking Reduction SUP

As recommended by City Staff at the Pre-Submittal meeting on May 11, 2021, the Applicant is requesting a reduction in required amount of parking provided. City of Mesa Ordinance Table 11-32-3.A regarding parking notes Office parking at a ratio of 1 space per 375 square feet and Warehousing and Storage at uses at a parking ratio of 1 space per 900 square feet. This ratio would be highly inappropriate for the proposed building use. It would also create a large and wasteful expanse of asphalt surface parking spaces which would go unused. For this, and other reasons provided herein, the Applicant is requesting a reduction to 1 space per 4,000 square feet. The project adheres to the Special Use Permit criteria for the justification of reduced parking noted in Ordinance Section 11-32-6-A, as discussed below:

- 1) Special Conditions - including but not limited to the nature of the proposed operation; proximity to frequent transit service; transportation characteristics of persons residing, working, or visiting the site – exist that will reduce parking demand at this site.

Response: The nature of the proposed operation is a warehousing use, having minimal staffing requirements in comparison to the large square foot area of the proposed building. The majority of the building area will be floor stacked pallet storage, with a small area of racked storage that is approximately 30,000 sq. ft. of the proposed 1,200,340 sq. ft. The support office areas comprise approximately 12,700 sq. ft. of area, which would require 34 spaces at 1/375 sq. ft. required by the MZO. Our build-to-suit client indicates a maximum employee count of 100 persons per shift.

- 2) The use will adequately be served by the proposed parking.

Response: The use will be adequately served by the proposed parking provided in the design, which is 304 spaces. This quantity of parking spaces supports 912 employees, visitors, and staff in a three-shift operation. A shift-change involving a 100 person staff would require 200 spaces for concurrent use. Visitors to the building should be minimal for this kind of storage operation and might include vendors visiting by appointment (up to 4 spaces). Prospective and new employees arriving for interviews and/or training would be scheduled. Training room capacity is less than 20 persons in total. Non-employee parking requirements of approximately 25 spaces would be accommodated by the 104 free spaces available at shift change.

The requested parking ratio is also consistent with other successful, large-scale industrial projects. A request to reduce the required parking ratio for a known use is also consistent with recently approved warehousing and industrial projects in Mesa including Elliot 202, Landing 202 and Cannon Beach.

It should further be noted, even in the unlikely scenario of a change in use occurring in the future, the trailer parking lot area could easily be converted to traditional automobile parking to meet the parking demands of a more intense use.

- 3) The parking demand will not exceed the capacity of or have a detrimental impact on any on-street parking in the surrounding area.

Response: The parking requested will not require any on-street or offsite parking and will not have a detrimental impact on the surrounding area.

III. Adherence with Site Plan Review (SPR) Criteria

The project has been designed to adhere to the Site Plan Review (SPR) criteria specifically noted in Ordinance Section 11-69-5.A - Review Criteria as follows:

- A. The project is consistent with and conforms to the adopted General Plan and any applicable sub-area or neighborhood area plans (except no analysis of the use if it is permitted in the zoning district on the property), is consistent with the development standards of this Ordinance, and is consistent with and meets the intent of any applicable design guidelines.

Response: The project complies with this requirement. The Property has a General Plan designation of *Employment* and is located within the Mesa Gateway Strategic Development Plan, which designates the site as Logistics and Commerce District. The project is in keeping with the Employment designation, which the General Plan notes as "large areas devoted primarily to industrial, office, warehousing and related uses." Employment areas also provide for a wide range of employment opportunities in high-quality settings. The project provides all this. The only development standard being modified is parking which, as noted in the previous section, is fully justified. The project also complies with the applicable design guidelines as noted in this narrative.

- B. The project is consistent with all conditions of approval imposed on the property whether by ordinance, resolution or otherwise.

Response: The project complies with all conditions imposed on the Property. The design also responds to the review comments provided by the Planning Division in its Pre-Submittal Review, document titled "1st Review Consolidated Comments, dated May 11, 2021

- C. The overall design of the project, including but not limited to the site layout, architecture of the buildings or structures, scale, massing, exterior design, landscaping, lighting, and signage, will enhance the appearance and features of the site and surrounding natural and built environment.

Response: The project design responds to specific comments on Building Elevations regarding the building architecture offered by the Planning Division, numbered 5.a through 5.f, excepting item "e." See Section IV.C below.

- D. The site plan is appropriate to the function of the project and will provide a suitable environment for occupants, visitors, and the general community.

Response: The site design presents a "state of the art" warehousing and distribution center development. Compliance with MZO site and landscape design requirements, and City of Mesa Quality Development Design Guidelines provides a professional and suitable environment. See also the points outlined in item E below.

- E. Project details, colors, materials, and landscaping are internally consistent, fully integrated with one another, and used in a manner that is visually consistent with the proposed architectural design.

Response: The project fully complies with this requirement by providing details, colors, materials, and landscaping which are internally consistent and integrated in a manner visually consistent with the architectural design. Specifically:

- Project design details comply with the requirements of MZO Section 11-7-3.B Site Planning and Design Standards.
 - Character and Image: The surrounding sites are primarily undeveloped. The project design sets a high standard for establishing an architecture that features varied building massing; interest in composition, color and pattern; safe and functional site lighting; and varied building materials that include masonry, colored and textured concrete, and aluminum and glass openings and entrances.
 - Employee and Visitor Amenities: Multiple areas of common open space are provided in the public accessible environment fronting Crismon Road. 8,445 sq. ft. of amenity plaza area is provided to support the public access area. 7,500 sq. ft. of Common Open Space landscape area is also provided, resulting in 15,945 sq. ft. of Common Open Space. This is a generous area to support the anticipated building employee and visitor population previously outlined.
- F. The project is compatible with neighboring development by avoiding big differences in building scale and character between developments on adjoining lots in the same zoning district and providing a harmonious transition in scale and character between different districts.

Response: The neighboring sites are presently agricultural in use, and do not feature any buildings developed to the current municipal standards. The project design will set a good and compliant precedent for future development by implementing the MZO and Municipal Quality Development Design Guidelines.

- G. The project contributes to the creation of a visually interesting built environment that includes a variety of building styles and designs with well-articulated structures that present well designed building facades, rooflines, and building heights within a unifying context that encourages increased pedestrian activity and promotes compatibility among neighboring land uses within the same or different districts.

Response: The project design complies with this requirement. See responses to item E preceding. The design presents a modern style of architecture featuring a facade with varied parapet heights, recessed planes, and patterns of color, texture, material, and openings. Pedestrians arrive at entries that are scaled down with eyebrow canopies, landscaping, and glassy storefront entries. All facades feature wall mounted lighting (directed downward for dark-sky compliance) to provide a softly illuminated and welcoming building during evening times. Canopies for entry and shade provide down-lighting as well, to help create focal arrival points for the public.

- H. The streetscapes, including street trees, lighting, and pedestrian furniture, are consistent with the character of activity centers, commercial districts, and nearby residential neighborhoods.

Response: The nearby areas are undeveloped agricultural uses. However, the project design presents a streetscape that is fully compliant with the landscaping and development standards as defined by the MZO and Municipal Quality Development Design Guidelines. In areas accessible to the public, parking, sidewalks, landscaping, lighting, and the façade design of the building all contribute to the creation of a high-quality commercial business environment.

- I. Street frontages are attractive and interesting for pedestrians and provide for greater safety by allowing for surveillance of the street by people inside buildings and elsewhere.

Response: The building facades fronting Crismon Road and Merrill Road feature varied scale, changes in massing and façade height, varied colors, textures and patterns, accent lighting, and 12-foot-tall storefront window systems serving office and entrance areas.

- J. The proposed landscaping plan is suitable for the type of project and site conditions and will improve the appearance of the community by enhancing the building and site design; and the landscape plan incorporates plant materials that are drought-tolerant, will minimize water usage, and are compatible with Mesa's climate.

Response: The landscape design features native desert plants and appropriate trees, shrubs, and ground cover materials to accentuate the natural environment. The plants require minimal irrigation beyond establishment, and as native varieties should thrive with naturally occurring rainfall. Parking areas are screened with patterned masonry walls and landscape trees and shrubs. See also Section 1.D.5) preceding.

IV. Adherence with Design Review (DR) Criteria

A. Design Review Criteria

The project has been designed to adhere to the Design Review (DR) criteria specifically noted in Ordinance Section 11-71-6.A - Review Criteria.

- 1) The project is consistent with the applicable goals, objectives and policies of the general plan and any applicable sub-area or neighborhood area plans; all of the development standards of this ordinance; other adopted Council policies, as may be applicable; and any specific conditions of approval placed on the zoning of the property.

Response: The project is consistent with the Employment designations, the Airfield Overlay (AF) designation and the Mesa Gateway Strategic Development Plan designation. The project consolidates a large area of land for the provision of a large-scale industrial and employment use. The project also adheres to all of the development standards of the existing zoning designation, including the requested reduction to reduce required parking, which adheres to the ordinance SUP provisions for such a request.

- 2) The overall design of the project including its scale, massing, site plan, exterior design, and landscaping will enhance the appearance and features of the project site, the street type, and surrounding natural and built environment.

Response: The design of Building C will greatly enhance the appearance of this area which is planned for more large-scale, industrial and employment uses. The project is in keeping with the existing and anticipated built environment.

- 3) The overall design will create a distinctive and appealing community by providing architectural interest in areas visible from streets, sidewalks, and public areas.

Response: The design creates lively amenity patios in public access areas that include attractive landscaping, shading, and site furnishings for seating, outdoor meeting, and outdoor dining. Materials used at entries introduce texture and human scale elements, and include textured colored masonry, aluminum and glass storefront window systems, and high-quality aluminum canopies with integral lighting. Entries and amenity areas are served throughout the site by sidewalks and foundation landscaping areas.

- 4) The project site plan is appropriate to the function of the project and will provide a suitable environment for occupants, visitors, and the general community.

Response: See Section III.D and E above.

- 5) Project details, colors, materials, and landscaping, are internally consistent, fully integrated with one another, and used in a manner that is visually consistent with the proposed architectural design and creates a safe, attractive and inviting environment at the ground floor of buildings on sides used by the public

Response: See item 3 above in this section. See Section III.E preceding.

- 6) The project is compatible with neighboring development by avoiding big differences in building scale and character between developments on adjoining lots in the same zoning district and providing a harmonious transition in scale and character between different districts.

Response: See Section III.F preceding.

- 7) The project contributes to the creation of a visually interesting built environment that includes a variety of building styles and designs with well-articulated structures that present well designed building facades on all sides, rooflines, and building heights within a unifying context that encourages increased pedestrian activity and promotes compatibility among neighboring land uses within the same or different districts.

Response: The project design complies with this requirement. See Section III responses to items E, F, and G preceding.

- 8) The project creates visual variety and relief in building and avoids a large-scale, bulky, or box-like appearance.

Response: . The design presents a modern style of architecture featuring a facade with varied parapet heights, recessed planes, and patterns of color, texture, material, lighting, and openings. The building mass is organized into smaller scale groups of compositional elements. However, while some elements repeat to establish a rhythm and order in the building mass, the color, pattern, and placement of openings vary

within in each grouped mass element. Monotony is avoided, and visual interest is maintained without creating disorder through the principal of “same but different” employed in the composition.

- 9) The streetscapes, including street trees, lighting, and pedestrian furniture, are consistent with the character of activity centers, commercial districts and nearby residential neighborhoods.

Response: See Section III.H preceding.

- 10) Street frontages are attractive and interesting for pedestrians and provide for greater safety by allowing for surveillance of the street by people inside buildings and elsewhere.

Response: See Section I.D.(5) and Section III.J preceding.

- 11) The proposed landscaping plan is suitable for the type of project and site conditions and will improve the appearance of the community by enhancing the building and site design; and the landscape plan incorporates plant materials that are drought-tolerant, will minimize water usage, and are compatible with Mesa's climate.

Response: See Section III.J preceding.

- 12) The project has been designed to be energy efficient including, but not limited to, building siting, and landscape design. The project also mitigates the effects of solar exposure for users and pedestrians. For purposes of this criterion, buildings that meet environmental standards such as LEED™, Green Globes, or equivalent third-party certification are considered to be energy efficient.

Response: The building is designed to meet or exceed the requirements of the International Energy Conservation Code. Solar exposure for building occupants and visitors is managed through landscape shading, shade canopies, eyebrow canopies at building entries, and site furnishings featuring shade umbrellas. Also, the 12-foot-high base of the façade is designed using darker materials and colors which limits reflected sunlight and glare for approaching pedestrians and passers-by. Insulated glazing is dark grey tinted and does not feature any reflective coating on the outer pane. This reduces glare from glass surfaces and adds to the shading coefficient provided to openings in the building exterior.

B. Quality Development Design Compliance

The City of Mesa has implemented the Quality Development Design Guidelines as a collection of aspirational documents that will establish policy, emphasize high quality development, create a common vision for quality development in Mesa and promote innovation and flexibility for development projects. Chapter 7 of this document provides specific policy recommendation for Industrial buildings. This project is responsive to those policy aspirations as follows:

SITE DESIGN

1. Building Placement and Orientation

The building is set back generously from the street and site boundaries, so that the large building area proposed is appropriately buffered from the street environment and neighboring sites. The facades requiring staging of functional dock operations are located on the north and south sides, facing internal lot boundaries shared with other industrial buildings proposed in the Master Plan. Dock operations areas are further screened from public view with an 8-foot-high masonry wall. The public street environment is created along Crismon Road. The building architecture features special materials and compositional elements to establish the building corners as the entry points supported by large amenity areas and shade canopies (see description below). The architecture also includes compositional features and recessed areas to help manage the long façade area and break it down into reasonable massing, and to stage open amenity patio areas featuring shaded seating and landscaped islands.

2. Parking Loading and Vehicular Access

Public and employee parking is organized along Crismon Road. Parking bays are kept small, well below the 200-car threshold outlined in the MZO. The lots are landscaped and screened according to all municipal guidelines, and provide 304 parking spaces, including ADA required accessible spaces.

Loading dock areas are organized along the north and south facades. Trucking traffic is strictly controlled, and access is monitored by a staffed gatehouse on the south entrance. The entrance drive provides off-street truck stacking on either side of the gatehouse, to eliminate truck overflow onto Crismon Road. Truck circulation is counterclockwise around the building. 180-degree turn-around points are situated in the

corners of the truck operations driveways, eliminating the need for trucks to exit and re-enter the site to arrive at any assigned dock position.

Automobile traffic may enter the site at the center and north entrances on Crismon Road and may exit the site at any of the three entrances. Trucking traffic will enter the site at the south entrance and will exit the site primarily at the south entrance as well. The north entrance is gated from the truck operations area. This entrance may be used for overflow truck exiting, and of course for emergency response traffic in either direction. The access gate will be controlled by security systems and communications equipment.

3. Landscaping and Shading

The landscape design is described in items I.D.9) and III.J preceding. Landscape planning supports amenity open space areas, screens parking, provides natural perimeter development and buffering of the project site, all as indicated in MZO and Mesa Quality Development Design Guidelines. Foundation planting area is provided at the base of the west façade and around the western building corners outside of the screened dock areas. Shading is provided at public open areas by a combination of constructed shade canopies, trees, and site furnishings that include shade umbrellas. Shading will also be provided by the building mass during morning hours.

4. Exterior Lighting

The site is lit using a combination of façade mounted lighting equipment, canopy downlighting, and pole mounted area lighting equipment. Fixtures provide dark-sky cutoff control of illumination. A photometric plan is provided to indicate locations of light and light levels at the ground plane.

ARCHITECTURAL DESIGN

1. Building Description:

Architectural Design

The building façade is designed to create three-dimensional interest and to convey an appropriately scaled composition of forms and surfaces. The building form includes recessed planes and overlapped concrete building panels having various parapet heights to break up the monumental scale of a one million square foot facility. The length of the building is segmented into smaller sections by recessed vertical planes along the street facades, and by

vertical sections of accent colors along the loading dock facades. Windows, lighting, material texture, and color blocks are used to create variation and interest in the composition. To enhance the material quality of the building, textured concrete masonry veneer is included at the building base where entries are developed, and at façade recesses featuring amenity patio areas.

The architecture of Building C is compatible with the forms and materials employed in the Cubes at Mesa Gateway Industrial Park. A four-color scheme is designed to pattern the large façade surfaces of the distribution center. White and medium gray surfaces are predominant, with dark gray surfaces incorporated in the entry areas and at the base of facades. Split-faced concrete masonry veneer is provided in a coordinating charcoal grey color adjacent to entries and amenity patios. This adds texture and material quality to reinforce human scale where visitors and employees are circulating closest to the facade. An accent blue color is associated with the main entry and the building corners. The building facades at entrance areas are expressed with a 2-foot-deep metal panel eyebrow and cornice detail. The eyebrow canopy situated at 12 feet high coordinates with shade canopies adjacent to the building that are provided for amenity patio shelter. 12-foot-high storefront framing systems with tinted insulating glass provides window openings into office area spaces. High windows above office areas are glazed with black spandrel glass, or with vision glass where they open into the warehouse, enhancing daylight and time-of-day awareness for employees. All window and storefront frames are dark-bronze/black anodized aluminum.

Elsewhere in the distribution center, clerestory windows are included in the composition to enliven the facades and provide daylight in the warehouse and order processing spaces. The façade also includes louvered openings above dock areas for ventilation airflow. Perimeter lighting fixtures are building mounted on the façade and include accent lighting at entrances, general illumination of the dock operations areas, and required exit lighting at egress doors.

Exterior Material and Systems:

The building exterior wall is constructed of site cast concrete tilt-up load bearing wall panels. Steel columns set on concrete foundations support the roof structure which consists of steel girders, beams and joists with a prefinished white primed steel roof deck. The roof system on the metal deck includes rigid insulation boards and a single-ply TPO roof membrane. Window openings will be constructed with an aluminum storefront framing system glazed with tinted insulating glass units and having an anodized finish in dark bronze / black color.

C. Alternative Design Criteria Adherence

Per Ordinance Section 11-6-3.B.7, “Conditions may exist where strict compliance to Site Planning and Design Standards of this Chapter are impractical or impossible...” Such conditions exist in the implementation of this project. Specifically,

- Ordinance Section 11-7-3.B.d.i, which requires common open space be provided at a rate of 1% per building gross floor area.
- Ordinance Section 11-7-3.B.5.b, which requires no more than 50% of the total façade may be covered within one (1) single material.

Common Open Space - Ordinance Section 11-7-3.B.d.i

The proposed warehousing building provides functional space that has an exceptionally low occupant density, and that generates a low rate of visitors. Providing common open space at the noted rate for a building of the proposed area and use is impractical and will generate unused areas having low value to both the building occupants and the public. The proposed design provides common open space at a rate of 1.33%. The aggregate area is 15,945 sq. ft. of entrance and amenity patio area and landscaped common open space. The areas are located to evenly support the publicly accessible vehicle parking areas. Common open spaces are also linked to each other and to the public sidewalk at Crismon Road with internal sidewalks. Larger entrance areas situated at the building corners feature constructed shade canopies and furnishings for seating, dining, and bike parking. Smaller areas organized at recesses in the west façade provide furnishings for seating and shade via umbrellas at tables. All amenity spaces are landscaped. The spaces provided will support up to 440 occupants at 20 sq. ft. per occupant, or 245 socially distanced occupants at 36 sq. ft. per occupant. The open space provided in the design as proposed adequately supports public accommodation, visitor arrival, and occupant use, and complies with Alternative Design article 11-3-7.B.6.b.iv. in that the proposed design is more complementary to the site, improves the overall architectural appeal of the area and/or meets or exceeds the design objectives as described in the City's General Plan.

Façade Materials - Ordinance Section 11-7-3.B.5.b

By virtue of the construction type (tilt-up construction) and the functional use (large, warehouse and industrial tenants) strict adherence to all Design Standards is not practical. Specifically, per Ordinance Section 11-7-3, not more than 50% of the total façade may be covered within one (1) single material. This standard is an impossibility for a series of large, concrete, tilt-up construction buildings. The building structural perimeter is composed entirely of concrete except for openings for doorways, glazing, loading doors, etc. Any alternative materials would need to be “veneered;”

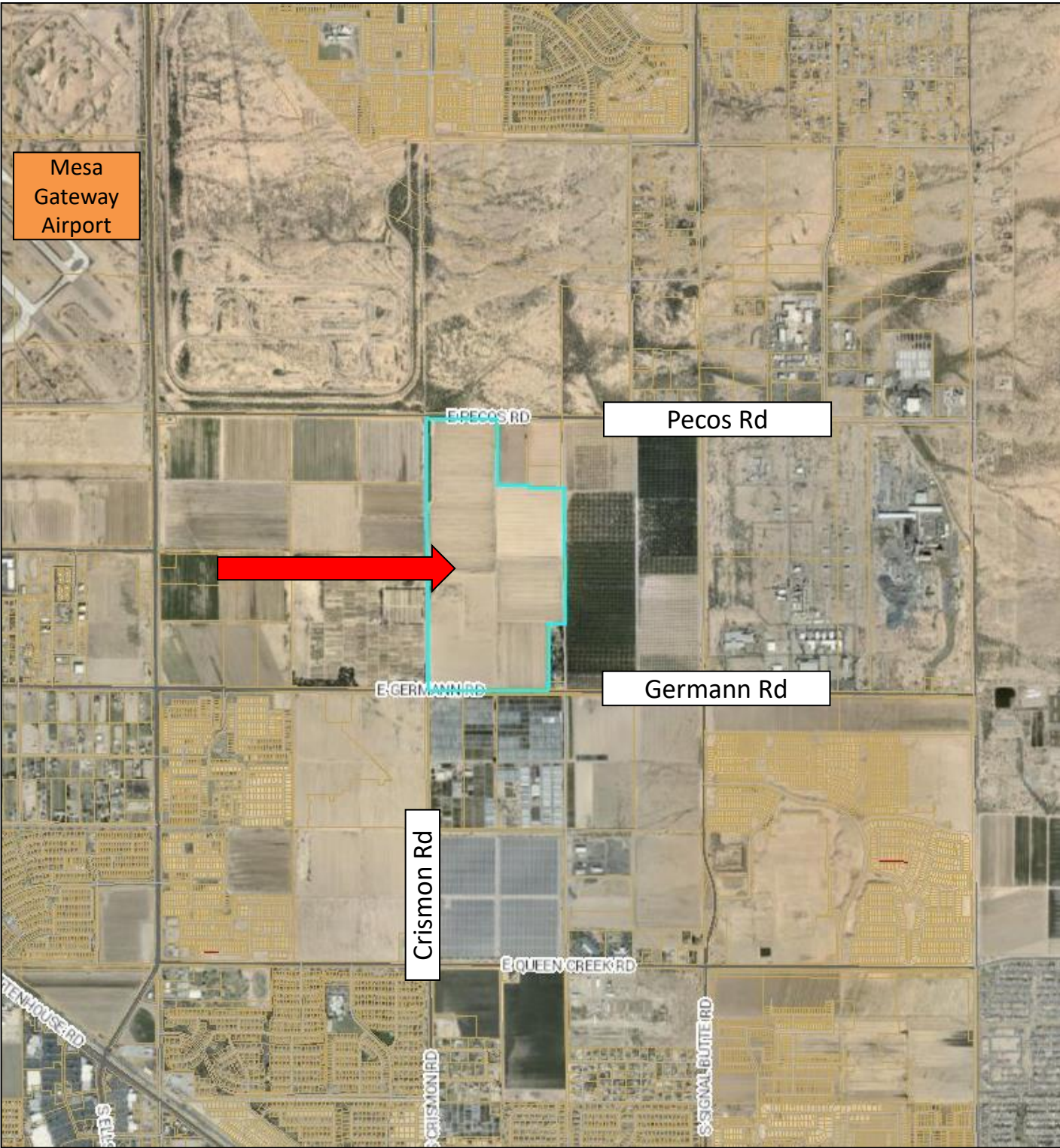
applied as an exterior finish on top of the structural concrete panels. On such large building, with single elevations running in excess of 600 feet long and longer, 50% veneer coverage is both cost-prohibitive and counter to the preferred aesthetic appeal or context of the area.

Nonetheless, the team has worked diligently to provide an acceptable alternative design solution that meets the intent of the Ordinance while providing a more appropriate design for the ultimate project and use. The design strategy presents a modern style of architecture featuring a facade with varied parapet heights, recessed planes, and patterns of color, texture, material, lighting, and openings. The building mass is organized into smaller scale groups of compositional elements. However, while some elements repeat to establish a rhythm and order in the building mass, the color, pattern, and placement of openings vary within in each grouped mass element. Monotony is avoided, and visual interest is maintained without creating disorder through the principal of “same but different” employed in the composition.

As required by the Alternative Compliance requirements, the proposed alternative design for this project 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.

Tab A

Aerial Map

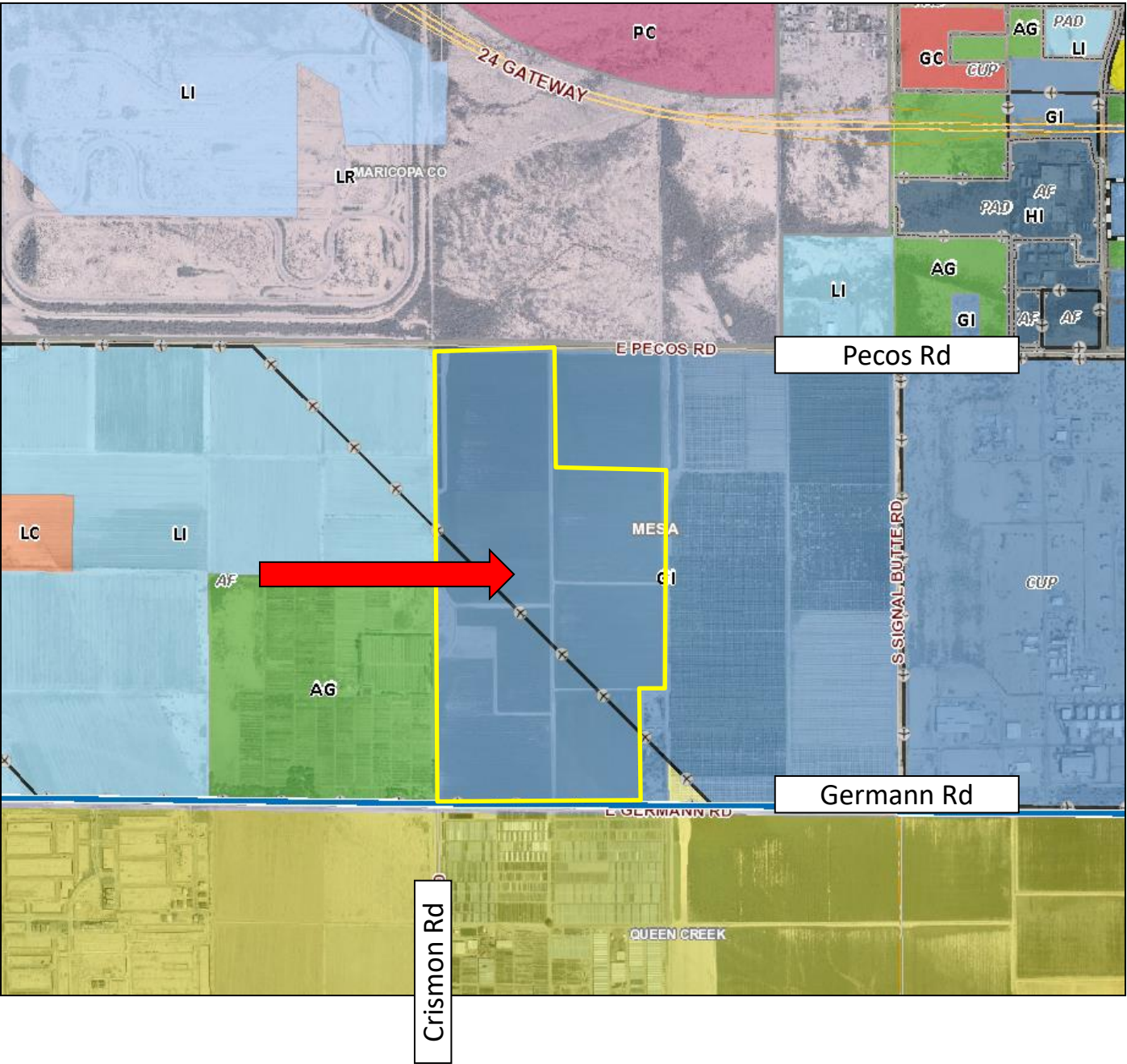


NEC of Germann and Crismon



Tab B

Zoning Map = GI

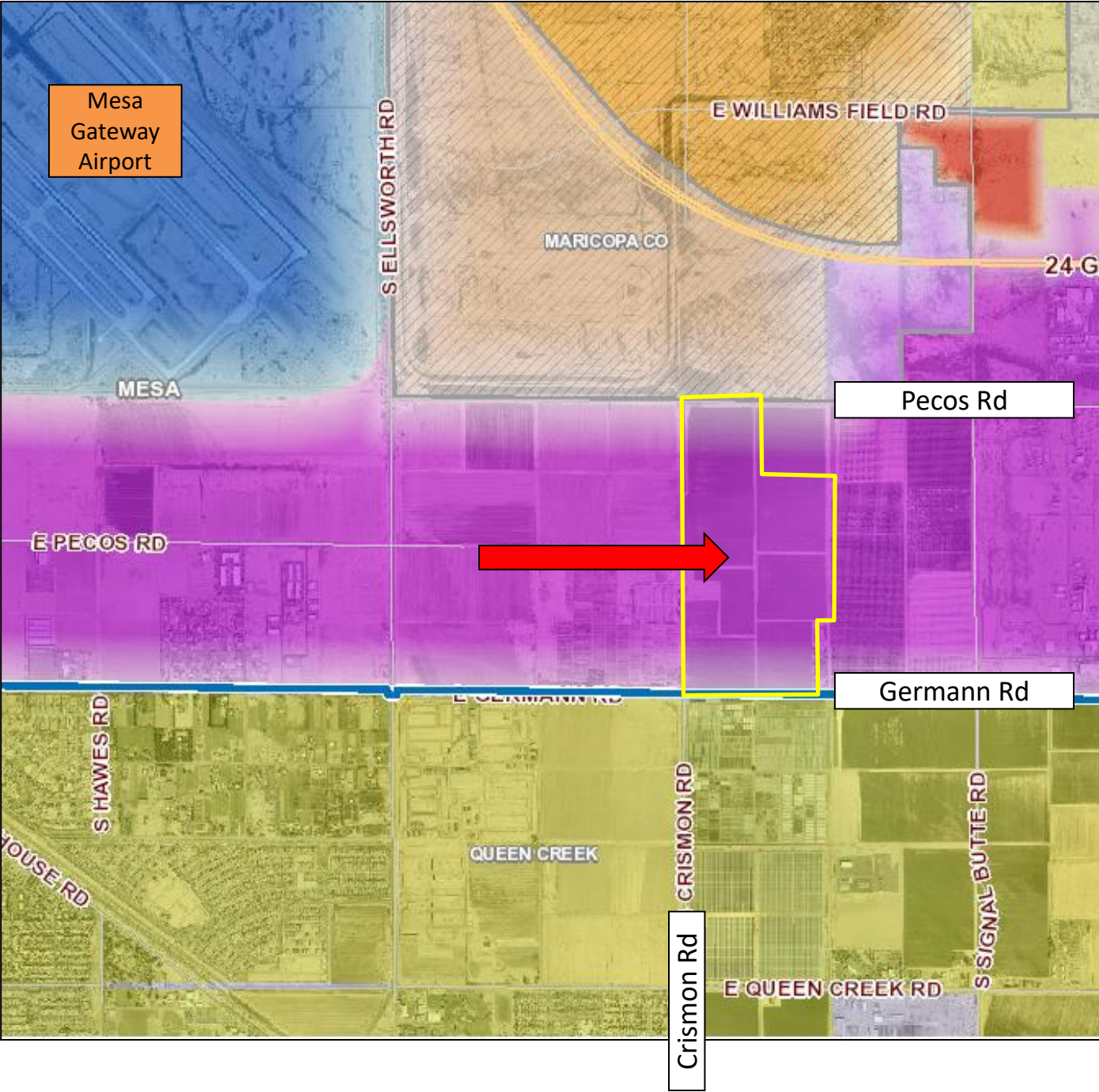


NEC of Germann and Crismon



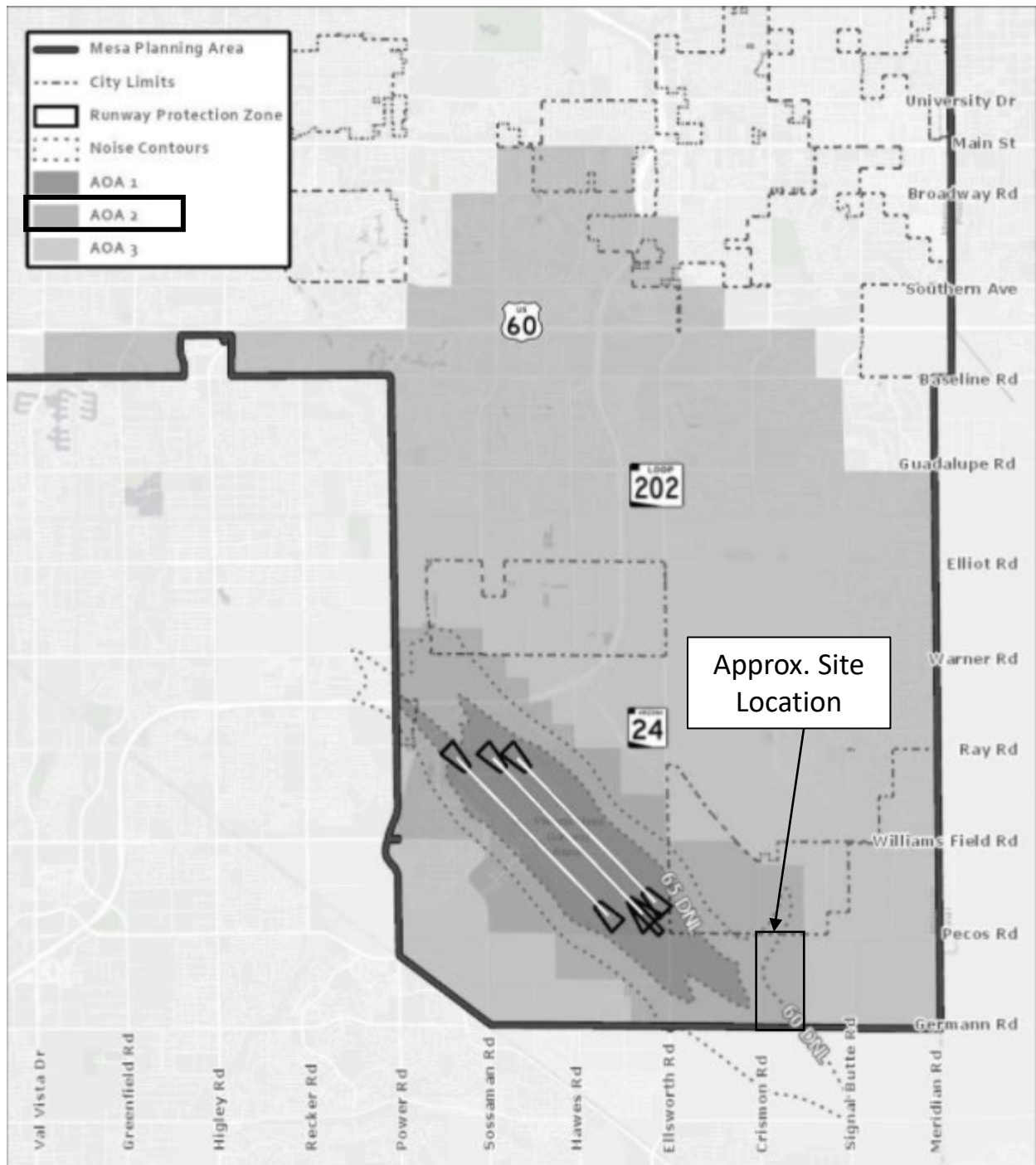
Tab C

General Plan Map = Employment

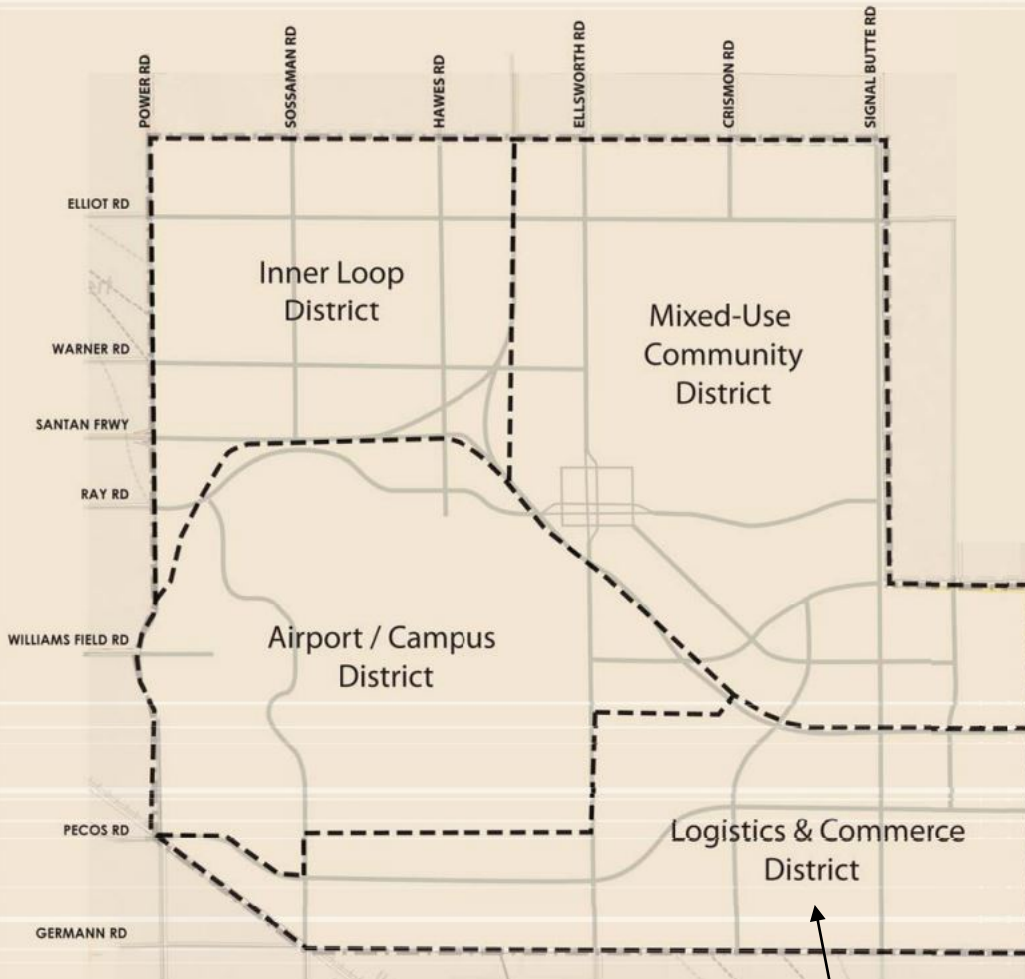


NEC of Germann and Crismon

Airfield Overlay District (AF): Airport Overflight Area Two (AOA 2)



Mesa Gateway Strategic Development Plan: Logistics & Commerce District



Note: Roadways shown are preliminary and subject to change based on future study and approval by the City of Mesa.

FRAMEWORK MAP

Approximate Site Location

Tab D

LEGAL DESCRIPTION

**THE CUBES @ MESA GATEWAY
LOT 3**

A PORTION OF THE WEST HALF OF SECTION 2, TOWNSHIP 2 SOUTH, RANGE 7 EAST OF THE GILA & SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND 0.5' STEEL ROD AT THE WEST QUARTER CORNER OF SAID SECTION 2, FROM WHICH A FOUND COTTON SPINDLE AT THE NORTHWEST CORNER OF SAID SECTION 2, BEARS NORTH 00°36'23" WEST (BASIS OF BEARING), A DISTANCE OF 2652.06 FEET;

THENCE NORTH 00°36'23" WEST, ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 2, A DISTANCE OF 1213.81 FEET;

THENCE DEPARTING PERPENDICULAR TO SAID WEST LINE, NORTH 89°23'37" EAST, A DISTANCE OF 65.00 FEET TO THE **POINT OF BEGINNING**;

THENCE SOUTH 89°26'07" EAST, A DISTANCE OF 2540.85 FEET;

THENCE SOUTH 00°41'41" EAST, A DISTANCE OF 1444.91 FEET;

THENCE SOUTH 89°23'37" WEST, A DISTANCE OF 2542.33 FEET;

THENCE NORTH 00°38'59" WEST, A DISTANCE OF 283.06 FEET;

THENCE NORTH 00°36'23" WEST, A DISTANCE OF 1213.79 FEET TO THE **POINT OF BEGINNING**.

SAID PARCEL CONTAINS 3,738,073 SQUARE FEET OR 85.81 ACRES, MORE OR LESS.

