

# **3<sup>RD</sup> SUBMITTAL NARRATIVE**

**CASES: ZON22-00093 & DRB22-00100**  
**SWC WARNER RD. & S. 80TH ST.**  
**APN 304-30-016A**  
**MESA, ARIZONA**

**REQUEST:** LIGHT INDUSTRIAL (LI) REZONING WITH PLANNED AREA DEVELOPMENT (PAD)

OVERLAY FOR A LIGHT INDUSTRIAL BUSINESS PARK ON 49.995 ACRES

**TO:** CITY OF MESA PLANNING DIVISION

**FROM:** COMUNALE PROPERTIES

**FIRST SUBMITTAL DATE:** JANUARY 31, 2022

**SECOND SUBMITTAL DATE:** MARCH 7, 2022

**THIRD SUBMITTAL DATE:** MARCH 28, 2022

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## 1 | Purpose of Request

### Planning & Zoning

Comunale Properties presents to the City of Mesa a request for rezoning Assessor Parcel Number 304-30-016A (49.995 acres), the "Property" or "Parcel", from its existing Agriculture (AG) zoning to Light Industrial (LI) with a Planned Area Development (PAD) overlay. The application also includes a site plan review that illustrates the site layout, building architecture, preliminary civil engineering, landscaping, and open space amenity programming.

Comunale intends to develop a high-image, Class-A industrial park comprised of several buildings. The proposed development will provide excellent freeway access and connectivity to the Phoenix-Mesa Gateway Airport for businesses, ultimately resulting in employment and tax base generation for the City of Mesa. The proposed development is consistent with other business park and industrial-use developments surrounding the general vicinity of the airport and Loop 202 freeway. Additionally, Comunale would extend South 80<sup>th</sup> Street along the northeastern portion of the Parcel to enable easier site access and minimize Warner Road traffic.

This project is designed to provide a best-in-class product that will maximize the City's economic and environmental benefits, catering to a highly diverse tenant base. For additional detail on Comunale's track record of achieving these goals on other previous projects then please refer to Exhibit A in the appendix, titled "Comunale Development Strategy".

- **Economic Impact:** Comunale has had a successful track record in developing shallow bay, light industrial buildings similar to the proposed development that have leased to businesses in the advanced industries sector. We do not develop cross-dock or large-format logistics buildings, instead focusing almost exclusively on front park/rear load buildings that target smaller-footprint tenants. Many of our tenants operate in the life-sciences, advanced manufacturing / assembly, food, and research and development sectors, providing many higher paying jobs in their respective communities. This site plan for Mesa Connection was designed with an emphasis to attract similar tenants in various advanced industries, which will naturally drive demand of our project and the designed buildings away from big box distribution/warehousing tenants and instead to attract a vast array of top-quality tenants that will generate high-paying jobs, thus improving employment growth and caliber for the entire community.

By way of example, Comunale developed a speculative shallow-bay 200,000 SF industrial building in Chandler, AZ, which was 100% pre-leased to a global semiconductor services company, generating approximately 200 stable, high-paying jobs, see appendix Exhibit B: Chandler Lease-up Article.

- **Environmental Impact:** Comunale has a commitment to environmentally friendly development, with a focus on minimizing our footprint as demonstrated through our environmental, social and governance practices. To minimize the development's environmental impacts, while also catering toward the next generation of tenant needs, Comunale intends to implement environmentally friendly features throughout the project, with the goal of achieving a Green Globe certification through Green Building Initiative, a third-party building rating system company, specializing in sustainable development certifications. The environmental objectives pursued through Green Globes will lead to lower energy and water bills, reduced emissions, optimized health and wellness benefits, and minimized waste, some of which are listed below:
  - Electric vehicle ready site with conduits for future car charging stations throughout the majority of the site;



- Four dual car charging stations at entries of buildings 1, 4 and 6, along with accompanying solar car ports to support power consumption;
- A portion of the buildings to be solar capable;
- Low-e glazing throughout to reduce energy loss;
- Installation of white TPO membrane roofs for effective reflectiveness;
- Drought tolerant, native landscaping design to minimize water consumption;
- Installation of water sensor irrigation system to achieve water conservation;
- Bike racks throughout; and
- LED Lighting to be required in complete development.

Comunale has closely reviewed neighboring sites' Planning and Zoning (P&Z) submittals (ZON21-00394, ZON21-00930, ZON21-00543) and the city's corresponding comments to ensure that our initial submittal incorporates all critical feedback to proactively address the city's key concerns with development in the area with the ultimate goal to complete the P&Z review process in two rounds, as time is of crucial importance for our project.

### **Preliminary Plat**

Please note that the Parcel's recently completed ALTA survey and proposed plat have been submitted with this request, as we are submitting the Preliminary Plat application concurrently with the Combined: Rezoning with Site Plan Review application. The Preliminary Plat is required primarily for the dedication of the Right of Way along Warner Road and the proposed South 80<sup>th</sup> Street extension, though we are also requesting the East-West ingress / egress easement be vacated and will need to create parcels around the phasing of the development. We believe the request to dedicate the future extension of South 80<sup>th</sup> Street is justified as the site plan already extends 80<sup>th</sup> Street to allow for public connection with Warner Road, and it is unlikely that either tenants at the subject site or at the neighboring planned industrial site would require access to both sites. Note that the lot lines have been revised since initial submittal and are now positioned such that each lot has frontage access to either Warner Road or South 80<sup>th</sup> Street.

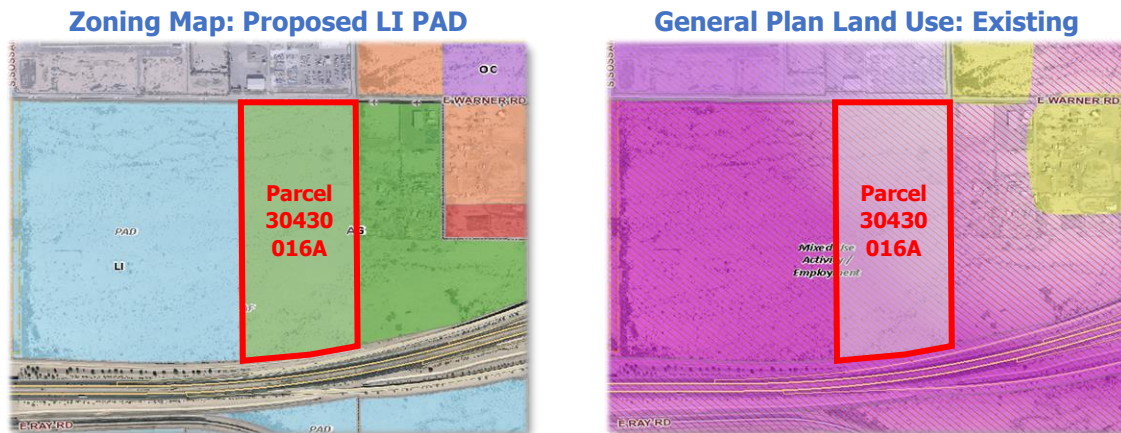
## **2 | Plan Conformance**

The Property is subject to the City of Mesa General Plan 2040, Zoning Ordinance, Gateway Strategic Development Plan/Inner Loop District and Commercial and Industrial Design Manual. This proposed industrial park development would be in alignment with the land use designations listed below and specifically supports the General Plan's goal to develop and maintain diverse and stable jobs.

### **General Plan 2040**

Ensures compatible land uses and adjacencies. The general plan indicates the site shall be used for "Mixed Use Activity / Employment." The proposed rezoning and project would create a business and industrial park complex consistent with this land use designation and specifically promotes the General Plan's intent to grow and maintain diverse and stable jobs (Ch. 5). The City has also emphasized that sensitive land uses, such as residential, are not to be close to the two nearby airports and also supports development of employment-generating properties that are not only less noise sensitive but actively seek primary transportation corridors to maximize distribution and receiving convenience, an ideal fit for our proposed project.

For reference, the following map excerpts from the City's Zoning Map and General Plan Land Use Map indicate the Property's existing zoning districts and land use designation, respectively:



Rezoning of the property to LI PAD from the existing AG zoning districts would allow for the proposed development, which complies with the General Plan land use designation while also offering a cohesive development opportunity for the approximately 49.3995 acres of property along the Loop 202 employment corridor near Mesa Gateway Airport.

As shown on the submitted preliminary site plan, six (6) buildings will be constructed in an organized manner for a total of approximately 660,045 SF of business park/light industrial product to serve the rapidly growing Mesa market. This employment hub would offer manufacturing, office, and distribution opportunities for both small or large businesses to locate in the City of Mesa and, in turn, generate more skilled jobs for the area. The provided floor plans allow for design flexibility to accommodate varying business sizes.

### Mesa Zoning

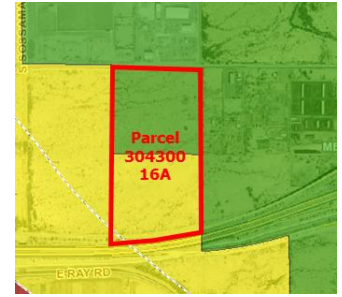
The Property requires a rezoning to the LI zone district for a conforming employment district use that supports industrial operations, offices, wholesale, packaging, distribution, manufacturing or assembly. LI zoning is to be used in locations which are suitable and appropriate considering several factors including the "land uses on adjacent or nearby properties" and "access to a major street or highway." Please note that numerous adjacent properties to the site have either recently been rezoned to LI or are in process of being rezoned to LI in order to support development plans comparable to Comunale's submittal (see the submitted "Vicinity Map" document from the first submittal).

### Gateway Strategic Development Plan

This project is in direct alignment with the City's goals of capitalizing on the Phoenix-Mesa Gateway Airport expansion and utilizing the Gateway area as a regional employment center focused on logistics and commerce, which would predominantly feature industrial, business park, and commercial uses. With the subject parcel less than 1.5 miles from the airport, the proposed development is ideally positioned to take advantage of the expansion of the airport by offering strong interconnection while spurring economic and employment growth.

### Airport Overflight Areas 2 & 3 (AOA2 & AOA3)

The site is also subject to Airport Overflight Areas 2 and 3 standards. The proposed use is consistent with the allowed uses in each area and will comply with all supplementary provisions outlined in Section 11-19-5 of the MZO including aviation easements, disclosure, and required noise mitigation requirements. Due to the site's significant distance from the runway, there are no concerns with the height of the buildings. We have contacted Tony Bianchi (Planning Manager for Phoenix-Mesa Gateway Airport Authority) who has no objections to the project pending the FAA's approval of application form 7460, which we submitted on 3/7. In addition, we supplied our Aviation Easement form as part of the previous (second) submittal.



## 3 | PAD Justification & Development Standards

Rezoning of the site from the existing Agriculture designation to Light Industrial would support a development that is consistent with the 2040 General Plan, strengthens the area's commercial bond with the Mesa Gateway Airport, and offers meaningful job creation for 49.995 acres along the Loop 202 corridor. As depicted on the provided preliminary site plan, this robust development of six (6) buildings would provide the City of Mesa top-quality manufacturing, light distribution, and office space for small and large businesses. This project would not be feasible with the existing zoning of the property, nor would development within those existing districts ultimately be compatible with the vision of this area with the 2040 General Plan.

### Justification for Deviation

Mesa Connection was designed in such a way to provide abundant landscaping, landscaping setbacks, open spaces for employees and patrons, environmental benefits, and high-quality design. As such, our site plan is providing many development provisions **in excess of requirements** as seen in the table below.

Standard	Excess over Standard
Employee Amenity Areas	All buildings exceed the amenity area standards. We offer 7,654 SF of amenity area, which is 116% of the required amount (6,625 SF). These amenity areas and accompanying open spaces are thoughtfully designed to allow for refuse and relaxation by offering shaded seating areas, benches, and ample landscaping.
Usable Open Space	The site plan doubles the standard amount of open space (20% of site plan is open area while 10% is required).
Tree Size Requirements	Our design provides 158% of the required number of trees to be 36-inch box or larger, and 137% of the required number of trees to be 24-inch box or larger. We do not use any 15-gallon sized trees.
Plant Coverage	Our plant coverage (223,486 SF) exceeds the 50% minimum (207,093) by 8%.
Environmental Consideration	While the code does not require the development to incorporate any environmentally conscious concepts, Comunale has a commitment to environmentally friendly development with a focus on minimizing our footprint as demonstrated through our environmental, social and governance practices. To minimize the development's environmental impacts, while also catering toward

	<p>the next generation of tenant needs, Comunale intends to implement environmentally friendly features throughout the project, including:</p> <ul style="list-style-type: none"> <li>• Electric vehicle ready site with conduits for future car charging stations throughout the majority of the site;</li> <li>• Developer is pursuing one Green Globe certification from Green Building Initiative through the integration of various environmentally friendly design and construction practices;</li> <li>• Four dual car charging stations at entries of buildings 1, 4 and 6, along with accompanying solar car ports to support power consumption;</li> <li>• A portion of the buildings to be solar capable;</li> <li>• Low-e glazing throughout to reduce energy loss;</li> <li>• Installation of white TPO membrane roofs for effective reflectiveness;</li> <li>• Drought tolerant, native landscaping design to minimize water consumption;</li> <li>• Installation of water sensor irrigation system to achieve water conservation;</li> <li>• Bike racks throughout; and LED Lighting to be required in complete development.</li> </ul>
Screening Materials	While code requires screening that consists of masonry wall, our site plan aims to maximize aesthetic appeal and maintain a consistent design theme by using ten (10) <i>concrete</i> tilt screen walls, thus exceeding code. Several of the walls also reach 10' – 12' in height, further exceeding the code requirement of 8 feet.
Bicycle Racks	The site plan offers 76 bicycle racks compared to 70 required by code.
Reduced Massing	Each building incorporates at least four (4) different and distinct materials exceeding the City's minimum requirements (at least three).

## PAD Deviations

Special care has been taken to minimize the scope of minor deviations necessary to make this a successful business park within the LI zoning district. The PAD overlay sufficiently justifies the small number of deviations that can be succinctly summarized in the following table:

Mesa Connection: PAD Deviations Table (LI to LI PAD)			
Standard	MZO Code	LI (Required)	LI PAD (Proposed)
Maximum Building Height	11-7-3	40'	Buildings 1,2,3,6: 50' Buildings 4 & 5: 60'
Parking Spaces Required	11-32-3	Group Industrial Buildings & Uses: 25% at 1 space / 375 SF 75% at 1 space / 500 SF	15% at 1 space / 375 SF 85% at 1 space / 900 SF

Interior Parking Lot Landscaping	11-33-4(A)	<p>Applicability: The interior parking lot landscaping standards of this Section apply to all off-street parking lots containing 10 or more parking spaces.</p> <p>Exception: They do not apply to vehicle / equipment storage lots or vehicle and equipment sales lots</p>	<p>Applicability: Same as the standard.</p> <p>Exception: They do not apply to storage lot, vehicle and equipment storage lots, truck loading areas, or parking in truck loading areas.</p>
Foundation Base at Public Entrance	11-33-5(A)	Minimum width / depth of 20'	Minimum width / depth of 17.5'
Pedestrian Access Identification	11-32-4(G)(3)	3" tall pedestrian crossing table across drive aisles	Waiver of 3" tall pedestrian crossing at truck court entrance crossings
Foundation Base Depth Reduction	11-33-5(A)(1)	Minimum 15' wide foundation base	Minimum 12' wide foundation base
Foundation Base Planting Exception	11-33-5	Plantings required along foundation base	No plantings required at foundation base within fully screened truck court
<b>Supplemental Standards</b>			
Min. Tree Size Adjacent to Loop 202	11-33-3(A)(6a)	Min. 25% be 36" box, 50% be 24" box	100% 36" box trees will be used along the Loop 202
Tree Density along Loop 202	11-33-3(A)(4)	1 Tree per 25 Linear Ft	1 Tree per 20 Linear Ft will be used along the Loop 202
Screening Materials	11-30-9 & 11-30-13	Screening shall consist of a solid masonry wall at least 8' in height	Several screening walls exceed standards by using aesthetically pleasing concrete tilt-up which incorporates height and depth articulations as well as varying colors and materials (concrete and metal accents).

### Maximum Building Height

While the elevations file illustrates building heights between 35' to 43', the business park's size and layout caters to a wide range of potential tenants who, in turn, may have equipment, machinery, and warehousing needs that require building heights in excess of the city's LI 40' allowance. The proposed PAD overlay would allow this flexibility for 50' in Buildings 1, 2, 3, and 6 and 60' for Buildings 4 and 5, and allow the building change to proceed directly to the Design Review Board if necessary.

Buildings 1, 2, 3, and 6's LI district development standards deviation is satisfactorily justified by the project's freeway frontage location, large scale and site plan layout. While Buildings 4 and 5, which will be built last, share



the same justification as mentioned above, we request 60' building heights because ideal tenants for the area (aerospace and defense, research and development, and advanced manufacturers, per the City of Mesa Opportunity Zones Investment Prospectus) can sometimes require higher building heights to accommodate their unique operations and equipment. Additionally, the Hawes Crossing PAD (one block East of the subject property) is GC zoned and is already permitted to have building heights up to 75'.

We contacted a Phoenix-Mesa Airport Authority, who confirmed that buildings up to 60' will not impact flight takeoffs nor landings, but will defer to the FAA's judgment upon their review of our submitted FAA form 7460.

There are no sensitive surrounding land uses that would be impacted by the proposed additional building height. The Property's buildings are setback from the project's perimeter by generous landscape buffers, parking, and drive aisles.

### **Parking Spaces Required**

As proposed, the total building area is 660,045 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  $\pm 1,435$  parking spaces, which is almost twice more than what this type of project would require. We know that the uses in this project will be comprised mainly of warehouse space with very little office build-out, so the more appropriate parking ratio is proposed as 15% of building area to be parked at 1 space per 375 SF and 85% parked at 1 space per 900 sq. ft., which is proposed and allowed for office and warehouse uses, respectively. This request is justified, as there will be a variety of industrial users in the park with a range of warehouse uses and we want to ensure that there is not a surplus of unused parking. Therefore, we are proposing a parking standard which meets the Warehousing standard under the City of Mesa Zoning Ordinance. Notably, the revised cumulative parking ratio ( $\pm 1:745$ ) is below the Airpark 202 project (Case No. ZON21-00394) directly west of the site which is approved for 1 space per 1,100 SF. The west-neighboring site (ZON21-00394) submitted a parking demand study has been provided that supports this deviation. While we feel this substantiates our proposed parking, we would be happy to conduct our own parking demand study, if determined by the City that such report is needed.

### **Interior Parking Lot Landscaping**

To the extent necessary, this modified standard is designed to clarify that foundation base landscaping is not expected in areas internal to the site in the truck logistics and loading areas. Reduced tree and shrub planting in the linear landscape and retention basins in these areas is expected. This standard is justified by the unique site layout that buffers and screens loading, truck dock, and service areas from the perimeter streets, and enables the project to function with respect to light distribution land uses. We have exceeded several landscaping requirements on the remainder of the site plan to compensate for the reduced planting in these internal site areas.

### **Foundation Base at Public Entrance**

The public entrances for each building will be predominant features of each building, accentuated with vertical articulations, glazing, textures, and a setback storefront. The setback of the storefront is limited to 2.5' due to structural and cost implications, providing a total of 17.5' from storefront to curb. This setback storefront, along

with landscaping and the employee amenity areas, provide a cohesive feel that compliments and distinguishes each public entrance, as intended by this code.

### Pedestrian Access Identification

Raised pedestrian crossing tables would cause significant site drainage problems while also interfering with safe ingress/egress for industrial truck court operations in and out of the site. As such, we are committed to adhering to the 3" raised standard with our proposed striped concrete pedestrian crossings in areas *without* truck ingress / egress access, whereas we would request to use the same striped/stained accent concrete crossings (e.g., a different material from the rest of the drive ways) but without any raising requirement in areas *with* truck ingress / egress access. We believe the spirit of the guidelines are met through this proposal.

### Foundation Base Depth Reduction

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. Typical public corner entrances are planned to have a minimum foundation base 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 when a building is demised to become multi-tenant in nature.

## 4 | Alternate Compliance

### Façade Material Composition

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, **we are seeking alternative compliance for Ordinance Section 11-7-3-5.B**, which states that not more than 50% of the total façade may be covered within one (1) single material. Obviously, this 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 700 feet long, 50% veneer coverage is both cost-prohibitive and counter to the preferred aesthetic appeal or context of the area.

**To meet the alternative compliance requirement stated in section 11-7-3-6.B.IV**, our team has worked hard to provide an acceptable alternative design solution that meets the intent of the Ordinance, provides a more appropriate design for the ultimate project and use, better fits into the context of an industrial/employment-use area, and improves the overall architectural appeal of the area. This innovation occurs at an overall site level with creative landscaping, screen walls, and hardscape along the most visible frontage and continues at the building level with creative details and design decisions, exceeding several code requirements and thus providing a more aesthetically pleasing design. The project incorporates a multitude of colors and textures to enhance the buildings' concrete tilt panels (including extensive use of formliner and reveals) as well as varied building articulation, façade breaks, large-format glass, and clerestory windows to

create a Class-A feel and design which does not appear to rely on any one material. The six buildings combine to average less than a 55% color mix, which we feel appropriately addresses the code's intent given the project's concrete-tilt composition. As such, we request that alternative compliance be instituted for the number of materials and percentages of building coverage. The elevation sheets offer a detailed breakdown of colors and textures as well as a material blocking plan to showcase the materials mix.

Please reference Section 6, whereby you will see comparable projects designed by the architect, which should provide existing product examples of their top-tier designs that the City will be impressed and feel will exceed the expectations and intent of the code. Note that we understand that architectural design is qualitative, but we can assure you that the architect on this design is a top-tier designer in the Colorado market, being seen as a leader in industrial building designs, on the cutting edge of techniques.

This proposed alternative is aesthetically more complementary to the site given the buildings' concrete-tilt construction, better fits into the context of the area due to neighboring sites using similar construction materials and methods, improves the overall architectural appeal of the area as described in Section 5 below, and meets or exceeds the design objectives as described in the City's General Plan (also described in Section 5).

### Alternative Landscape Plan Request

Section 11-33-5.A.1 of the Mesa Zoning Ordinance requires a 15-foot wide foundation base adjacent to exterior walls. The intent of Section 11-33-5.A.1 of the Mesa Zoning Ordinance is to provide sufficient room at the base of a building to accommodate trees, shrubs, and ground covers, along with hardscape, such as a sidewalk. Comunale is proposing to reduce the requirement to 12-feet in width, a 3-foot reduction. As shown on the site and landscape plans, this nominal reduction will still allow for the planting of trees, shrubs, and ground covers, as well as sidewalk.

The proposed modification satisfies the following design principals:

1. **Innovative Design:** Innovative use of plant materials and design techniques in response to unique characteristics of the site by providing the required foundation landscaping while avoiding conflicts with parked cars and adding landscape area at the building entries to enhance the pedestrian experience.
2. **Plant Variety:** The design uses of a variety of plant material, including plants of color, form, and texture, in excess of the minimum requirements by using larger trees on site and shrubs and groundcover in excess of requirements at the building
3. **Naturalistic Design:** We provide plant massings that mimic natural groupings throughout the site and at building entries.
4. **Water Efficiency.** Use of water-efficient irrigation systems by using a drip irrigation system including an ET (evapotranspiration) base controller that reacts to local weather.
5. **Tree Substitution:** As part of #2, by using larger than required trees throughout the site.

The Mesa Fire Department requires a minimum of 30-feet between the fire lane and the face-of-building. Within this 30-feet, parking spaces 18-feet in depth are planned (as required by the Mesa Zoning Ordinance), resulting in 12-feet between the back-of-parking space and face-of-building for foundation base. As a result of the conflicting codes, it is physically impossible to provide a 15-foot foundation base. To compensate for the reduced area, Comunale is proposing nearly 415,000 square-feet of landscape area (including the building

foundation), where 202,041 square-feet is required. This application only requests to reduce the width—it does not request to reduce the square-footage of landscaping.

Comunale has provided over 37% more 36-inch and 24-inch box trees than code requires to provide more shade and further improve the pedestrian experience. As shown on the landscape plan, the pedestrian walkways will be placed adjacent to the buildings where possible, to allow more area for shade trees. In addition to the extensive amount of landscaping, Mesa Connection also provides 7,654 square-feet of common area open space, which is 1,029 square-feet more than required.

This development proposal satisfies the above criteria by providing a significant amount of landscaping, thoughtfully designed building entrances and walkways, and an extensive amount of common area open space, all of which exceed the design objectives of the Mesa Zoning Ordinance and General Plan.

## 5 | Development Proposal

The proposed development aims to meet Mesa’s strategic vision while complying with regulatory requirements and providing a Class-A business park to support office, warehousing, manufacturing, and logistics operations.

- I. **Substantial Frontage Visibility:** The Loop 202-facing side of the development maximizes building coverage to enhance road-side appeal and to screen loading, storage, or truck court areas. Mature landscaping and architectural design elements are utilized along the long building walls to create visual interest along the facades.
- II. **Cohesive Design:** The architectural character will be high-image, contemporary industrial with a unified design throughout the park. Due to the site’s visibility along Loop 202, an arterial road and state freeway, Comunale placed design emphasis on the street-facing glazing and signature entries.
- III. **Traffic-Mitigating Accessways:** The development features buildings with separate, dedicated entries from each access driveway. The separate entries will bifurcate vehicular traffic and logistics traffic, thus minimizing congestion concerns and accident risk.
- IV. **Top-Tier Build Quality:** With focus on premier execution and enhancement of the area’s aesthetic character, the developer intends to use high-quality materials throughout the construction process, including site-cast concrete tilt-up panels, accent metals, shade canopies, generous glazing, and decorative exterior elements.
- V. **Site Plan Catered to Diverse, High-Quality Tenants:** With three buildings smaller than 100,000 SF and the remaining three larger shallow-bay buildings easily divisible into smaller user areas given the multiple entry design, this is an ideal site for established light manufacturing, R&D, life sciences, and light distribution tenants that will help continue the area’s escalating economic growth.
- VI. **Forward-Thinking, Environment-Conscious Capabilities:** By including 4 separate solar car port areas, 4 spec-built electric vehicle dual car charging stations, and extensive underground conduit for future connection, this development stands apart from neighboring sites and demonstrates our dedication to building an eco-friendly business park that can seamlessly transition to meet tenants’ rapidly increasing electric needs for solar and EV charging.





*\*\*Refer to "Mesa Connection - A3.1-A3.6 Exterior Elevations" file for full detail of exterior designs.*

## 80<sup>th</sup> Street Dedication

As mentioned in the narrative's first section, we intend to extend South 80<sup>th</sup> Street along the northeastern portion of the subject site and believe that this extension should be dedicated and public. We believe that the extension's likely public use as well as the area's resulting benefits are cause for public dedication.

- **Anticipated Public Use Defeats Intent of Private Drive** – Given the close proximity to the neighboring (proposed) industrial park and a major planned population hub (Hawes Crossing) inside the loop, we anticipate that there would be meaningful vehicle traffic along the extension, especially until the Hawes Road-Ray Road connection is complete. This significant amount of public use goes against the intent of private drives and would create significant potential liabilities for Comunale.
- **Extension Creates Connectivity Among Developments** – The extension serves as a logical path for utility connections, fire loop lines, and access, thus allowing connectivity among all nearby developments.

While we believe public dedication is appropriate for the extension. As such, we propose the following:

- **Comunale Intends to Pay for Project** – While we understand that the road would be used publicly, we would plan to incur development costs in extending S. 80<sup>th</sup> St. as a show of good faith.

- **Comunale to be Flexible in Dedication Process** – If there is concern over dedicating the eastern portion of the extension that is off the Parcel, our site plan already proposes dedicating 40' of our Property for proper ingress/egress up until the point in which the City may receive the neighbor's dedication.
  - If the dedication is phased, our portion of the plan alone creates full access wide enough (40') for two-way traffic.
  - If full dedication is required, we would require the city's assistance in gaining the requisite access.
  - If the northeastern neighbor can dedicate their land, we will pay for the entirety of the full road profile.

### Access & Circulation

Onsite circulation and street access are logical and well-designed with primary access to Warner Road and to a new 80<sup>th</sup> Street that would extend north to access Warner Road. Drive aisles encircle the industrial buildings and have been designed to allow large truck and emergency vehicles to maneuver easily. Parking stalls are evenly distributed across the site for employees, customers, and visitors and exceeds the proposed Zoning Code quantity requirement. Site design has specifically been focused to minimize views into the loading bay areas of the buildings from the Loop 202 freeway, Hawes Road, and the future residential to the north. That goal may be impossible to achieve fully, but we believe the project strikes a balance to both protect the surrounding community from its more utilitarian aspects while still providing necessary functionality to be a successful business park.

### Building Placement

The six buildings linear to ensure they can be flexibly combined or subdivided to accommodate a wide range of potential businesses wishing to locate and potentially grow within the business park. The nature of this kind of development is demonstrated on the site plan as indicated by the number of entrances to each building. At least two areas of entry are shown on each building over 40,000 SF – generally one centered on the building and then the others at each building corner – meaning that the building could have a variable number of different tenants. This flexibility has a positive effect both in mitigating bulky building massing, and by adding opportunities for glazing, enhanced building corners, and improving the pedestrian experience. All entry points are connected by sidewalks, entry area furnishings, foundation base landscaping, and other comfort amenities like structural and organic shade producing features. Special care has been taken to place buildings along Warner Road and centered on the property's frontage along Loop 202 with the intent to showcase the more attractive front elevations for the passing public and neighboring community who will view the project on a daily basis.

### Grading, Drainage & Utilities

This development is located on an undeveloped parcel with existing ground cover consisting of sparse vegetation including shrubs and short grasses. In its unimproved condition, the project site drains primarily to the west at an average slope of 1%-2%.

Both onsite and offsite flows generated from the development will sheet flow across the pavement to the proposed gutters. From here, the flows will enter either the proposed storm drain system or sheet flow directly into above-ground retention basins. The underground retention and above ground retention basins will drain within the required 36-hours via evaporation, percolation and drywells.

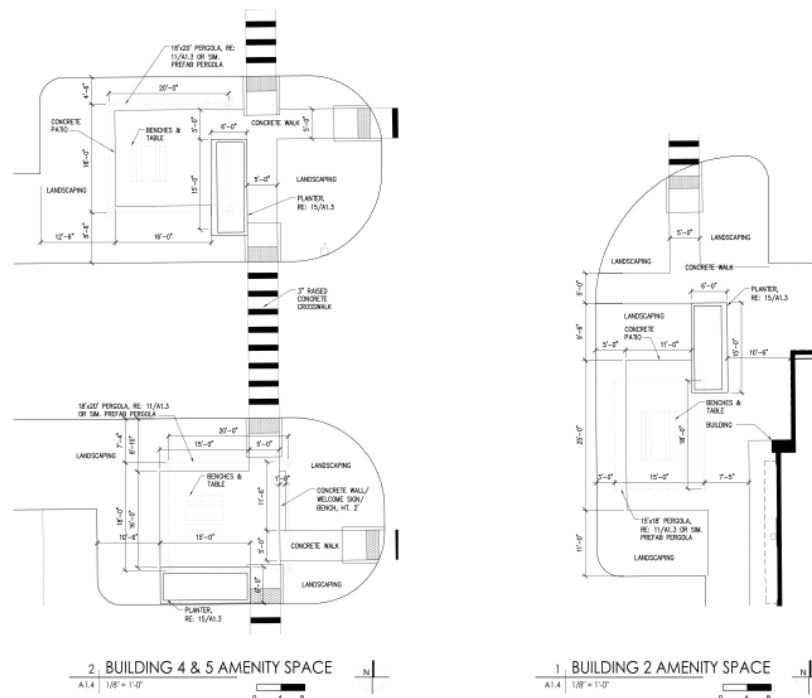
Utilities will be networked and looped throughout the site as illustrated on the included preliminary utility plans. Final design of all wet and dry utilities will be completed during the construction document phase of the project.

## Landscaping & Open Space Programming

A mix of desert-adapted, drought-tolerant, and Sonoran Desert plants shown in the landscape concept will provide color and texture contrast throughout the year. The landscape design complements the high-image contemporary industrial architecture, including "soldier rows" of trees along with formal masses of shrubs and groundcovers in right of ways, parking areas, and narrow landscape areas. The design is consistent with the Gateway Interchange project on the Eastern border of the site and the Airpark 202 project on the Western border of the site. The landscape design along the building foundation base and parking areas will be sized appropriately and pedestrian entrances and employee amenity areas will include a higher density of plants. The landscape design in the stormwater retention basin along the freeway and West side of the site will be designed more naturally and informally, with denser planting along the Santan 202 Freeway.

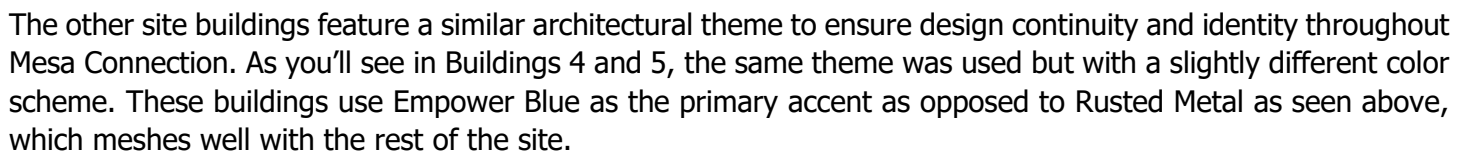
Specific quantities have been provided in the project's exhibits to indicate that all City of Mesa requirements have been met or exceeded. For example, tree sizes will be 36" box and 24" box; with no 15-Gallon trees used. Twenty-five 8'-18' high Mexican Fan Palms are also used.

The project connects pedestrians into the site from both Warner Road and the S. 80<sup>th</sup> Street extension at multiple locations, as every primary entrance will include an on-site walkway connected to these frontage roads. Onsite, pedestrians can circulate throughout the project and rest at any one of eleven (11) "amenity areas" that are interconnected by sidewalks. This design effectively allows employees and visitors the ability to safely and enjoyably traverse the site and get some exercise and fresh air. The layout of each of these amenity areas includes tables with seating for six people, lush landscaping, and bicycle racks. Additionally, the revised site plan includes an additional amenity space between buildings 1 and 2, further improving the site's tenant desirability



### Building Placement & Architectural Themes:

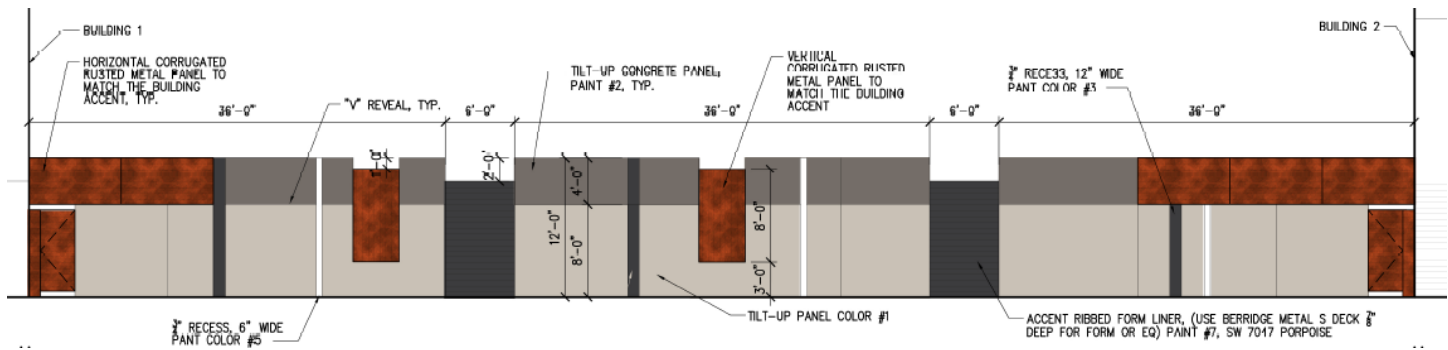
Special care has been taken to mitigate the massing of these large buildings. This is accomplished via varying building footprints, articulated rooflines, plane changes along front and side facades, recessed concrete tilt walls (as noted in the elevations and renderings), clerestory windows, and an increased diversity of color application that results in a rich texture and interesting building facades. As required by the City's design guidelines, special care has been taken at all building entries not only at the site and landscape plan level, but also on the buildings themselves with canopy overhangs, extensive glazing, entry doorways, lighting, and other attractive features. Building 1, shown below, is an excellent example of the attention paid to ensure these buildings are attractive and are welcomed additions to the area's architectural palette.





As seen in the pictures above, exterior building walls are subdivided and proportioned to human scale to add architectural interest by including articulation of wall recesses, accent paint, additional windows, form liner pattern, and steel sunshades.

Additionally, the site includes some concrete tilt screening wall (example between buildings 1 and 2 below) that exceeds code requirements and offers excellent frontage visibility along an extensive amenity area.



Prospective wall signage locations have been noted on the building elevations and entry monument sign locations have been pre-determined on the plans to ensure there are no conflicts with grading and landscape design.

## Timing of Development

Please note that the project will likely be developed in multiple phases to mitigate potential oversupply concerns by linearly addressing the market's appetite for new industrial product. Under this scenario the developer would create a plan-conforming, commercially viable use for the latter phases' land while the initial phase(s) is under construction. The developer will work with the City's Planning, Engineering and Traffic divisions to ensure adequate facilities are provided at each stage of development and that the overall project results in an attractive and cohesive development for both the City and future users of the site.

## 6 | Comunale Properties & Grey Wolf Architecture Overview

Comunale Properties and Grey Wolf Architecture pride themselves on delivering Class A, high-quality, well-designed industrial properties. As an historically long-term investor, Comunale is dedicated to building properties that add to the surrounding area's aesthetic, positively impact the area, and will last as an attractive design for years to come. The firm has also built a reputation to deliver on proposed site plans and renderings, providing confidence to the municipalities in which they've developed.

As mentioned above, Comunale's properties are traditionally intended for, and generally occupied by high-quality tenants in strong demographic sub-markets that are focused on light manufacturing, research & development, and occasionally light distribution. We typically do not focus on building "big box" distribution centers or cross-dock facilities that have the potential to significantly impact an area's business and traffic profile. Additionally, we are determined to construct facilities that are accretive to the area's reputation and serve as the standard by which other developments are compared. For example, our focus on solar and electric charging capabilities throughout the Mesa Connection site is unlike our neighboring sites and sets a forward-thinking, eco-conscious precedent for future area developments, attractive to forward thinking tenants. Below are two recent

developments, both located in Boulder County, Colorado, occupied by various life science, battery R&D and outdoor industries tenants:



Grey Wolf is a top-quality architecture firm that has built its reputation on creating modern, sleek, and highly respected designs that are reflective of the environment in which they surround. Their top goal is to deliver products clients would be proud to own, operate, and thrive in. Below are some sample work products illustrating their quality:

