THE CUBES at MESA GATEWAY
BUILDINGS D

Northeast Corner of Germann and Crismon Roads

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

Case No. ZON21-XXXXX

Initial Submittal: May 22022
2nd Submittal: TBD

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DEVELOPMENT TEAM

CLAYCO
THE ART & SCIENCE OF BUILDING

STOCK & ASSOCIATES
Consulting Engineers, Inc.

WITHEY MORRIS PLC
ATTORNEYS AT LAW

Lamar Johnson Collaborative

On Behalf of

CRG | INTEGRATED REAL ESTATE SOLUTIONS

Application Contact:
Withey Morris PLC
2525 East Arizona Biltmore Circle, Suite A212
Phoenix, Arizona 85016
Phone. 602.230.0600
Email: George@WitheyMorris.com

THE CUBES at MESA GATEWAY
BUILDING D

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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 encompass roughly 62.83 acres, known as "Building D," and represent the third project within the larger development. The project proposes a multi-tenant industrial use building of roughly 1M square feet and associated site improvements. Specifically, this application requests Site Plan Review (SPR), a Special Use Permit (SUP) related to parking standards and building height, 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 large 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 62.83 Acres. The project includes 1,004,880 sq. ft. of new building construction and will include three street entrances – one for automobile use only and two for trucking entry and exiting, which both also support automobile traffic. The building will be a multi-tenant mixed-use occupancy including office and warehouse storage.

2) Site Access:

Three (3) site entrances are planned from Crismon Road. The center entry is the main automobile and public entrance. The south and north entrances are the main truck traffic entrances and exits and provide secondary exits for automobile traffic. Gated controlled entry into the trucking operations areas is organized inside the site allowing free circulation of automobile traffic around the site through the south street entrance.

3) Site Circulation:

Internal circulation of automobiles is limited to the public parking lots on the east west sides, which are connected by a perimeter road on the south boundary. Access to trucking and operations areas is controlled by card-access gates on the east and west ends of the truck operations dock areas. Emergency responder access to the gated truck operations areas will be provided by security system monitoring and communications equipment. A two-way drive is provided along the south boundary. The drive allows automobile or truck traffic to circulate freely around the east end of the building without re-entering the public roads.

4) Parking and Trailer Storage:
The site includes the following parking quantities:

- Automobiles: 422 spaces.
- Trailer Parking: 306 spaces.

A Special Use Permit for Parking Reduction is being requested for this project. See SUP application documents for details.

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-foot-wide transmission line easement runs along the Crismon Road street frontage, so plants were selected for these areas from the SRP approved plant list. The screen wall along the north and west parking lots 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' 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 storm water basins and conveyance channels located on the west, north, and east boundaries will have some trees and shrubs at the high end of the channel to provide buffering to the adjacent parcels. There are two detention basins located on the west side of the property which will hold stormwater. The basins will receive a covering of a mix of different color and sized gravels/aggregates to differentiate them from the adjacent decomposed granite coverings and provide a variety of surface colors.

The amenity patios at each corner entrance will have decorative planting adjacent to provide shade and buffering. Bike parking is conveniently located near the main entries on the west side. All automobile parking lots are supported by a collector sidewalk. Connections to the public sidewalks at the Crismon Road are provided at the southwest and northwest corners of the site. Lane crossings are provided by colored asphalt with a stamped texture.

6) Stormwater Design

Retention of the 100-year frequency, 2-hour duration storm event is required. On-site private catch basins will collect and convey stormwater to the retention facilities. For this project an open retention basin system will provide for storage of the flood volume. Basins are provided in the west, north and east yard areas. Discharge of the retained volume will be provided via dry wells due to the lack of existing drainage infrastructure in the area. Dry wells will be sized per the Maricopa County Drainage Design Manual. The underground piping system has also been sized to accommodate retention of the adjacent public right-of-way stormwater runoff. The retention systems will be specific to each individual lot/building and their respective public road frontages. 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 notes the following parking ratios:

- 75% of Floor Area - 1 space per 500 square feet.
- 25% of Floor Area - 1 space per 375 square feet.

This ratio would be 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 the following proposed ratios which yield required parking as noted:

- 60,000 sq. ft. at a ratio of 1 space per 375 square feet. Office use at 15,000 sq. ft. per tenant entrance
  60,000 sq. ft. @ 1 space per 375 sq. ft. = **160 spaces**
- 944,880 sq. ft. at a ratio of 1 space per 4,000 square feet – Warehouse use.
  944,880 sq. ft. @ 1 space per 4,000 sq. ft. = **237 spaces required**.

Total spaces required = **397 spaces**.

The proposed design provides 422 spaces.

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 expected to be a mix of warehousing and office uses, having minimal staffing requirements in comparison to the large square foot area of the proposed building. The majority of the building area will be used for storage having a lower employee density and the parking reduction requested is aimed at providing an adequate amount of parking for the lightly staffed warehousing function. The proposed design provides compliance with the expected percentage of office use and the required parking ratio.

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. The design provides 160 spaces for office area occupancy. This leaves 262 spaces available to serve the lightly occupied storage areas anticipated. The requested parking ratio for storage areas is also consistent with other successful, large-scale industrial projects.

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 criteria will not require any on street or offsite parking. 160 spaces are provided to support office occupancy equivalent to 15,000 sq. ft. of office use per tenant entrance provided. While this is lower than the required 25% for Shell Buildings required by the MZO, the office area occupancy is projected to be less than 25% of the floor area for the market being served and the users the building will attract.

B. Building Height Increase SUP

Building height is limited by the MZO to 50 feet above the average level of the lot covered by the building. For a building of this large floor area, the clear structure height is recommended to be 40 feet high to meet the needs of tenants in this market. Accounting for roof slopes for adequate storm drainage the projected building height exceeds the 50-foot limit stated in the MZO. The Applicant is requesting a slight increase in the allowable building height as follows.

- For this building, grade varies from finished floor elevation to the dock pavement elevation which is 4 feet below finished floor. Therefore, the average level of the lot is 2 feet below finished floor.
- The highest parapet wall height in the proposed design is 52 feet above finished floor.
- The allowable building height requested is 54 feet, a 4-foot increase.

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 "d" on the north and south dock facades only, and 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" office and warehousing 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: Common open space is provided in the publicly accessible environments fronting Crismon Road, and in the parking lot environment on the east side of the building. Approximately 11,530 sq. ft. of amenity plaza area is provided to support the public and employee amenities. The building entrance plaza at each western corner provides 3,390 sq. ft. of patio and entry space featuring site furnishings for outdoor tables, benches, planters, and a shaded area covered by a metal panel canopy. The eastern corner entry plazas each provide 2,375 sq. ft. of open amenity space with tables, umbrellas, and bench seating. These areas are bordered by landscape planting beds. This is a generous area to support the anticipated building employee and visitor population. The MZO requires Common Open Space to be provided equaling 1% of the building area, or approximately 10,050 sq. ft. The proposed design exceeds this requirement while providing generous outdoor amenity space for the public and employees.

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 first building of this development, the recently approved Mesa Building C, established many successful architectural and landscape design strategies that were approved by Mesa in Design Review. These design strategies have also been implemented in the recently submitted Buildings A and B, as well as in this current submission for Building D. Improvements requested by staff and the Design Review Board for the designs of Buildings A, B, and C have been implemented in the design for Building D. The project design will set a good and compliant precedent for future development by implementing the MZO and Municipal Quality Development Design Guidelines. The design is also compatible with the previously submitted project for Building C, the first project in the Mesa at Gateway development.

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. The focal design elements at the building corners employ special façade lighting to illuminate the accent color and metal cornices and eyebrow canopies. 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 facade fronting Crismon Road features 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 D 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 Sections I.D.(5) and 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 very large building area proposed is appropriately buffered from the street environment and neighboring sites. The facades requiring staging of functional dock operations are located in enclosed, secure truck operations courts. Dock operations areas are screened from public view with an 8-foot-high masonry wall at the ends of the truck docks, and a 6-foot high masonry wall for the remainder of the enclosures. The dock facades support drive-in doors allowing the user to have functional access to the operations areas adjacent to the building in the truck court. 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 primary entry points, which are supported by a large amenity area and a shade canopy at the west entrances (see description below). These areas provide ideal outdoor dining spaces that are separate from the building entries and so offer diversity of use to tenants and the public. The architecture also includes compositional features and recessed areas to help manage the long façade and break it down into reasonable massing, and to stage open amenity patio and landscape islands featuring shaded seating and landscaping.

2. Parking Loading and Vehicular Access

   Public and employee parking is organized on the west and east sides of the building site. 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 422 total parking spaces, including ADA required accessible spaces.

   A loading dock area is organized on both the north and south sides of the building. Trucking traffic into the operations areas is secured by

night-gates with card access systems and detect-to-exit sensor controls. The entrance drives provide off-street truck stacking for trucks to eliminate truck overflow onto Crismon Road. Multitenant occupancy typically generates a light and dispersed truck traffic pattern. A two-way drive is provided on the south side of the building eliminating the need for trucks to exit and re-enter the site to arrive at any assigned dock position.

Automobile traffic may enter and exit the site at any entrance, although a dedicated automobile entry is provided in the center of the Crismon Road frontage to serve the building. Trucking traffic will enter the site at the designated north and south entrances on Crismon Road and will exit the site primarily at these same entrances. Truck circulation is two-way through the truck docks. Trucks may exit the operations area through either the east or west gates and proceed to a convenient site entrance on Crismon Road using the south two-way drive as needed.

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 and east façades and around the 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 building scale and avoid monumentality. 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 and operations area 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.

The architecture 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. 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 red color is associated with the main entries at the building corners. Parapet heights are set high enough to fully screen anticipated rooftop mechanical equipment.

The building facades at entrance areas are expressed with a 2-foot-deep metal panel eyebrow canopy detail. The eyebrow canopy is situated at 12 feet high and coordinates with tall storefront entrance window openings serving the office area. Storefront framing systems feature tinted insulating glass to provide 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 warehouse areas, enhancing daylight and time-of-day awareness for employees. All window and storefront frames are dark-bronze/black anodized aluminum.

Elsewhere in the warehouse areas, clerestory windows are included in the composition to enliven the facades and provide daylight in these spaces. Perimeter lighting fixtures are building mounted on the façade and include accent lighting at entrances, general illumination of the dock and operations areas, and required exit lighting at egress doors. Special façade lighting is

provided at the corner accent areas to focus light and attention on the accent color and metal canopy and cornice elements.

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.2.a.i, which requires that publicly visible facades (viewed from rights-of-way or private property), may not have blank, uninterrupted wall lengths exceeding 50 feet without including at least two (2) of the following: change in plane, change in texture or masonry pattern, windows, trellis with vines, or an equivalent element that subdivides the wall into human scale proportions.
- Ordinance Section 11-7-3.B.5.a, which requires that facades shall incorporate at least three different and distinct materials.
- 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.

Wall Articulation – Ordinance Section 11-7-3.B.2.a.i
The façade design features the following elements noted in the ordinance language: changes in plane, changes in texture, and windows. We propose that the following additional elements be considered as "equivalent elements" that are consistent with the nature of concrete industrial buildings: façade reveals and patterns of color. Taken as a whole composition and including the patterned colors proposed the façades comply with the 50-foot limitation for the arrangement of features. The design presents a well-proportioned and scaled composition that is consistent with other industrial buildings in the Mesa region.

Façade Materials – 3 Distinct Materials Required - Ordinance Section 11-7-3.B.5.a

By virtue of the construction type (tilt-up construction) and the functional use (large, manufacturing and industrial tenants) strict adherence to all Design Standards is not practical. The public facing facades present building entrances, amenity areas, and potential diverse interior uses that support the introduction of varied materials such as masonry veneer, glazed aluminum storefront entrances, and windows. These facades comply with the three-material minimum rule. The dock facades however do not support this approach due to the uniformity of industrial functional requirements. We request that the three-material rule be waived for the dock areas, while acknowledging that the design still presents a varied composition of colored patterns, clerestory windows, varied parapet heights, dock overhead doors, and dock equipment which serve to add compositional elements, functional as they may be.

Façade Materials – Single Material Limited to 50% - Ordinance Section 11-7-3.B.5.b

By virtue of the construction type (tilt-up construction) and the functional use (large, manufacturing 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 570 to 1,700 feet long, 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. Accent materials include textured concrete, split faced integrally colored concrete masonry veneer, metal panel cornices and canopies, and metal and glass storefront window systems, all

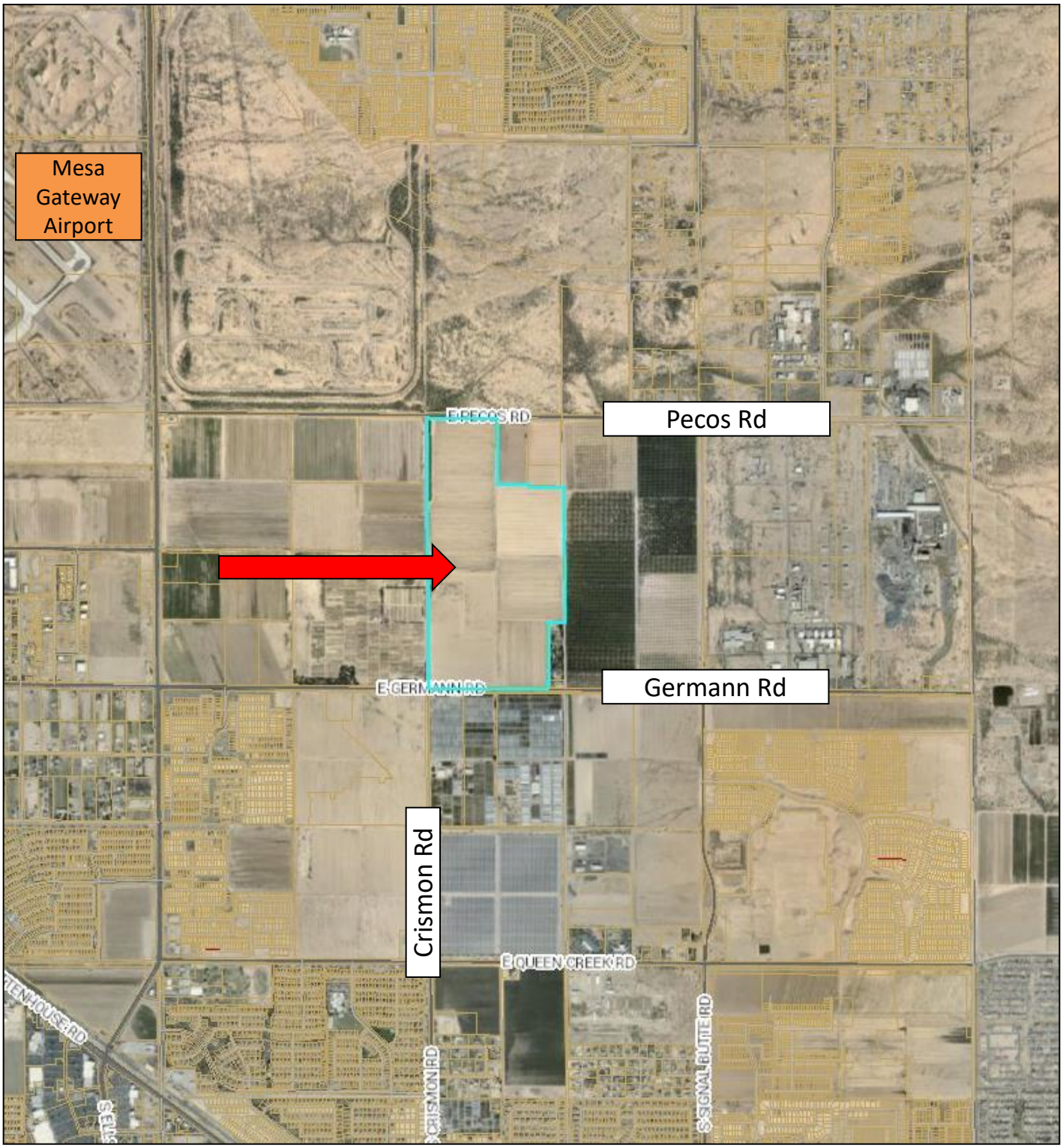
in addition to smooth concrete surfaces that feature three painted colors of off-white and grey and an accent red special coating.

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.

Thank you

Tab A

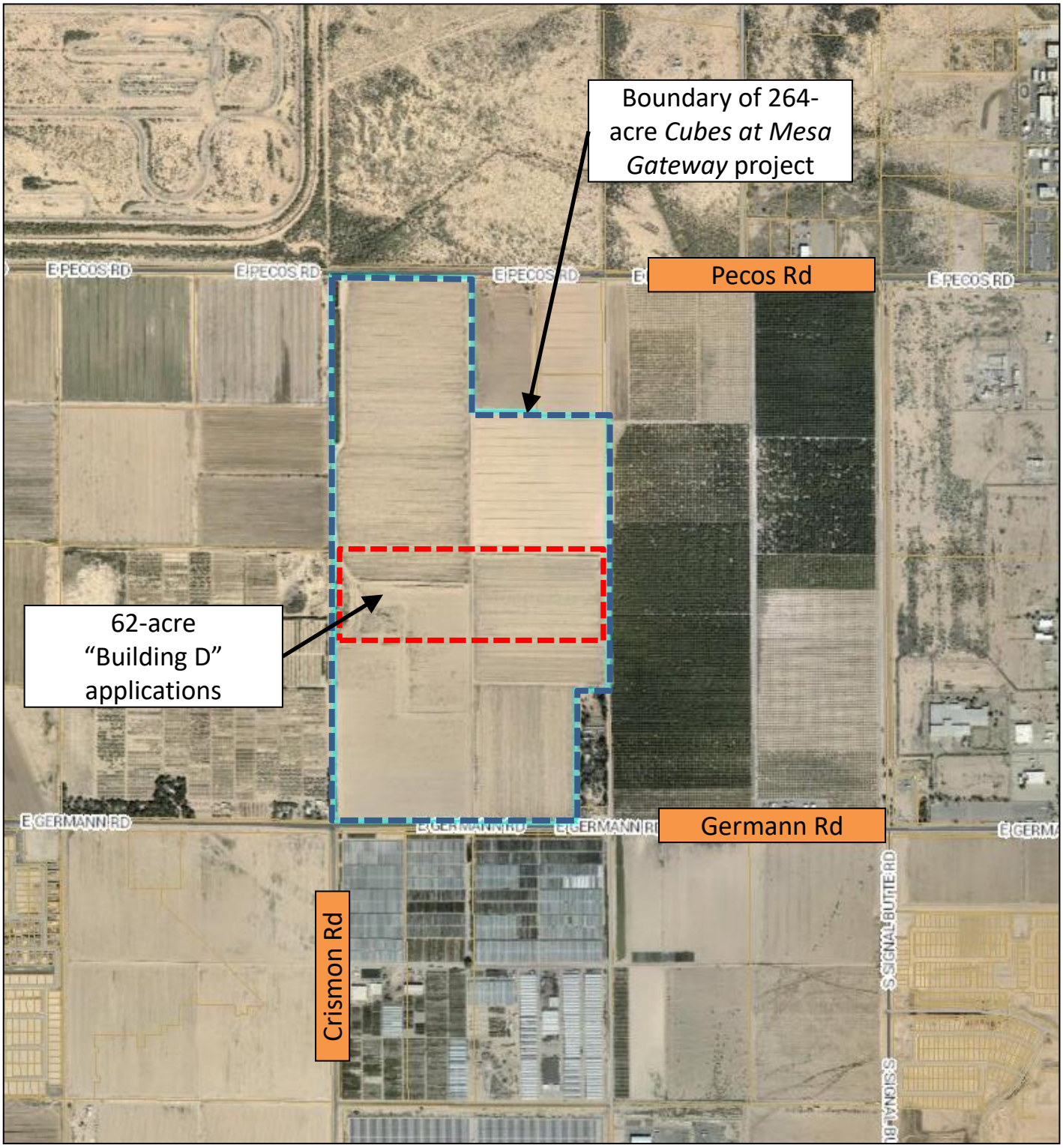
Aerial Map



NEC of Germann and Crismon

N

Aerial Map



NEC of Germann and Crismon – Building D

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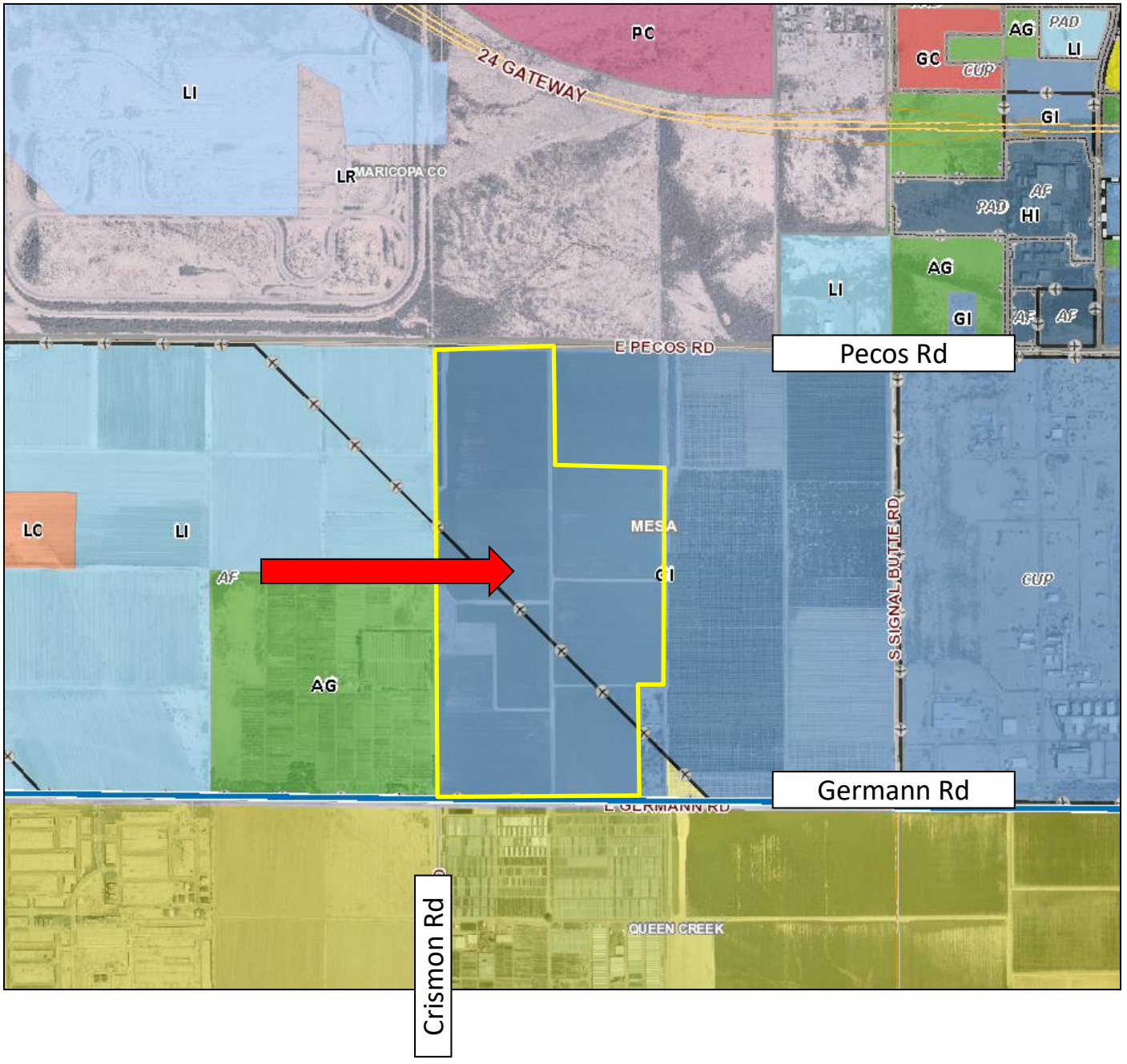
Tab B

Zoning Map = GI



NEC of Germann and Crismon

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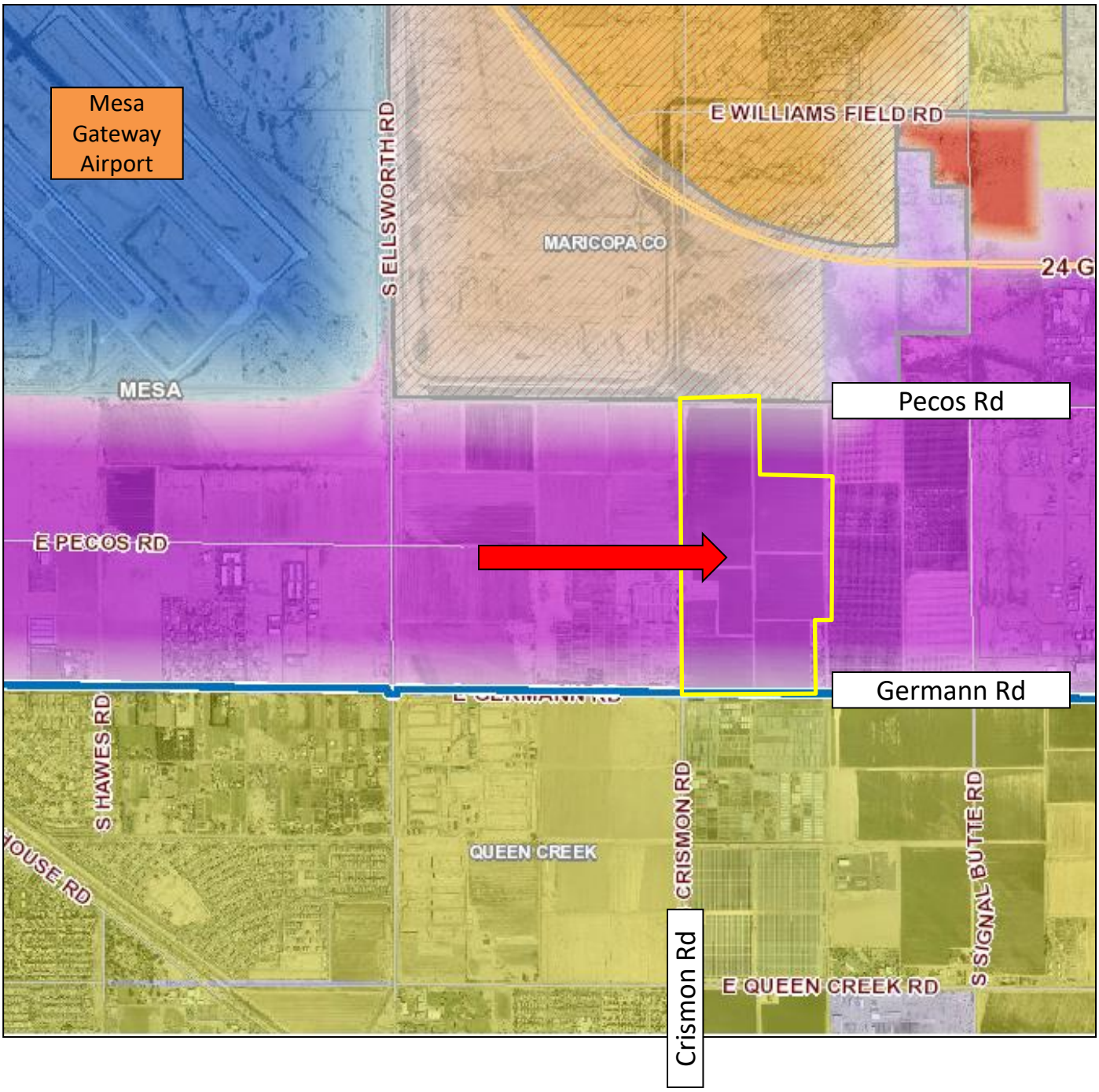
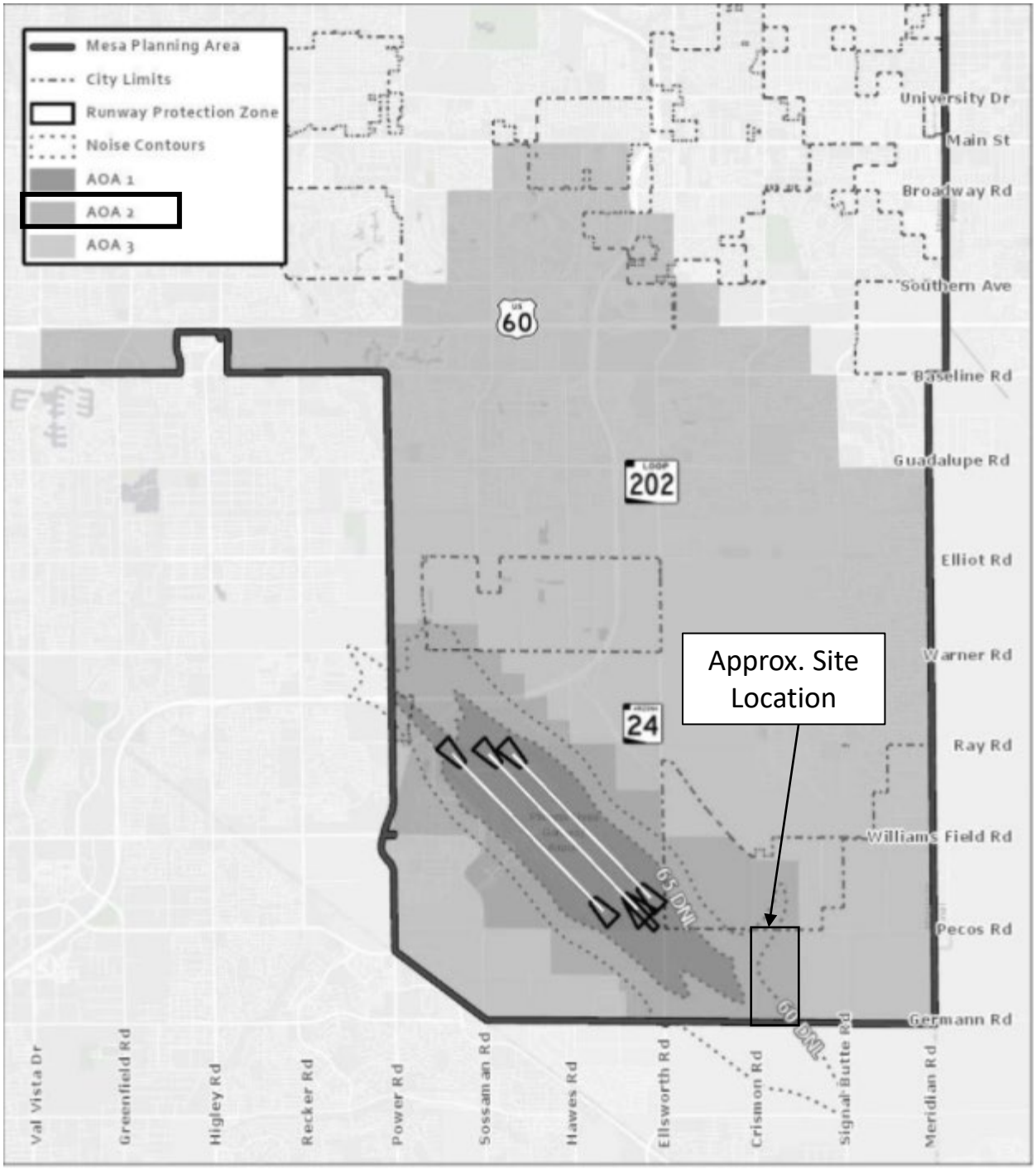
Tab C

General Plan Map = Employment

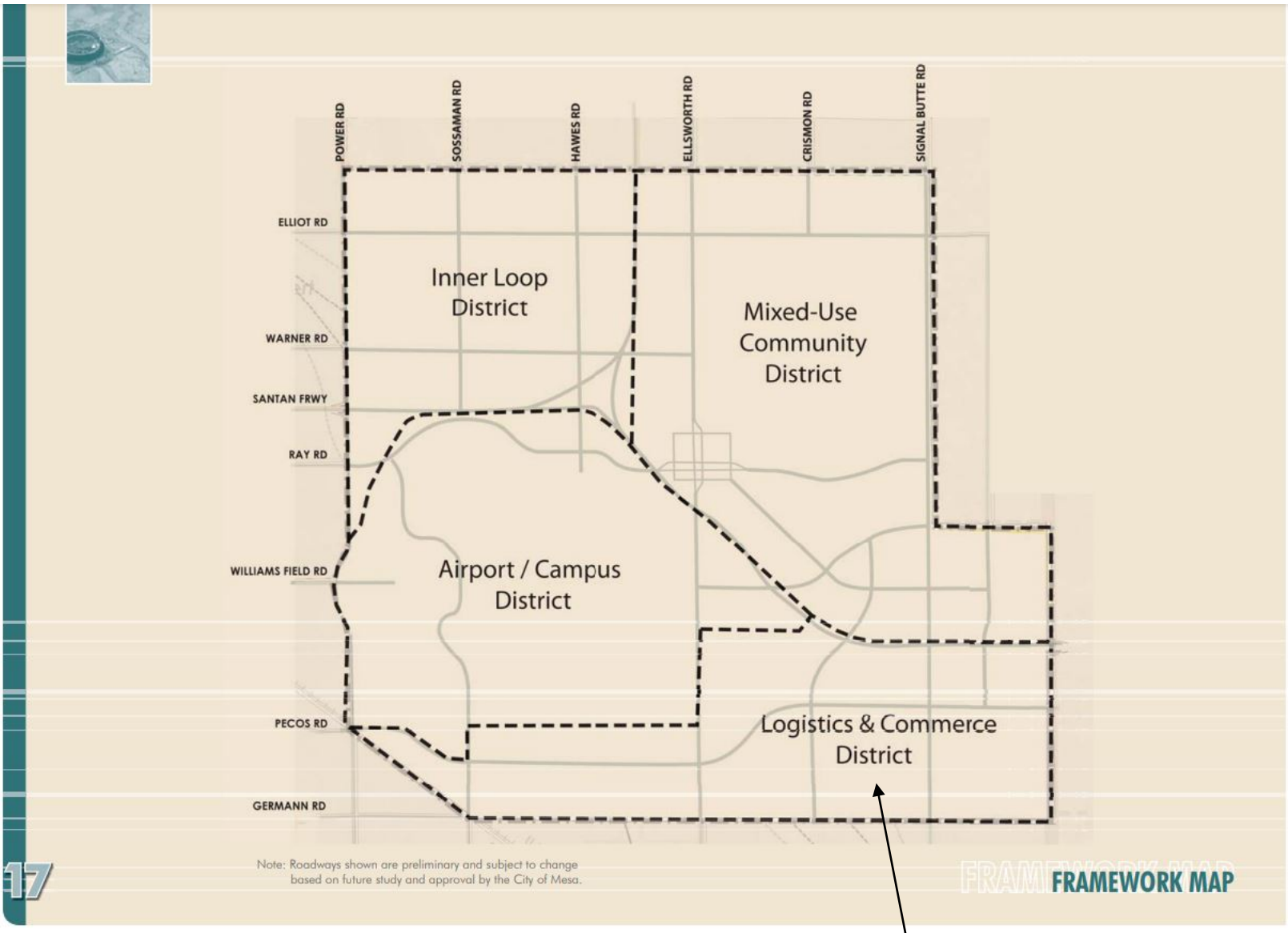


NEC of Germann and Crismon

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



Mesa Gateway Strategic Development Plan:
Logistics & Commerce District



Approximate Site Location