



Elliot Gateway

Northeast corner of Loop 202 Freeway and Elliot Road

*A request for
Rezoning/PAD Zoning,
Site Plan and
Design Review Board*

*Rezoning request is for
Light Industrial Planned Area Development
(LI PAD)*

Application Numbers: ZON21-00224 and DRB21-00227

Submittal Date: March 15, 2021

Revised: April 19, 2021

Trammell Crow Company

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INTRODUCTION

On behalf of our client, Trammell Crow Arizona Development, Inc. ("Trammell Crow"), we are pleased to submit this Rezoning, Site Plan and Design Review Board applications and supporting materials for an approximately 40-acre site located at the northeast corner of Elliot Road and Loop 202 Freeway (APNs: 304-03-847A, 304-03-041B, and a portion of 304-03-846J). The site is generally bounded by the Loop 202 Santan Freeway along the west; Elliot Road along the south; an existing Dignity Health hospital and vacant land on the east; and Peterson Avenue and undeveloped land along the north.



Exhibit A – Vicinity Map

Trammell Crow is one of the nation's leading developers and investors in real estate. Founded in 1948, Trammell Crow is a firm dedicated to the fundamental principle of building value. At the heart of building value is a commitment—a commitment to create the right product in the right market for its clients while supporting quality economic growth for the community. The company has developed or acquired 2,800 buildings valued at

nearly \$70 billion and over 625 million square feet. As of December 31, 2020, TCC had \$14.9 billion of projects in process and \$6.1 billion in its pipeline. It employs nearly 600 professionals in the United States and Europe.

Locally, Trammell Crow has had a presence in Arizona since 1978, developing in excess of 7 million square feet valued at more than \$1.8 billion for clients such as American Express, Principal Financial Group, PetSmart, Silent-Aire, Amazon, Lowe's, and the State of Arizona. The company's current team of professionals is well-seasoned, offering more than 100 years of combined real estate development and investing experience to its clients.

Trammell Crow is seeking to submit a Rezone/PAD, Site Plan, and Design Review applications to develop the subject site into a class-A industrial development. The proposed rezoning request seeks to rezone the 40-acre subject site from LC PAD and PEP to LI PAD with amended development standards.

As tenants are acquired, the building's uses will likely include light manufacturing, office, logistics, and warehousing. We expect the facility to attract major employment users with a wide spectrum of new job opportunities toward the rear of the site. Along the Elliot Road frontage, we are seeking the opportunity for retail and food uses that are focused on supporting the employment uses in the area. These commercial uses are currently permitted under the existing zoning. This proposal seeks to continue to have commercial to help support the employment uses. Which is what the City desires for mixed use areas.

DESCRIPTION of PROPERTY and RELATIONSHIP to SURROUNDING PROPERTIES

The subject site is irregularly shaped, under a single ownership, and is a combination of three parcels (two entire parcels and a portion of a third parcel). The property is generally bounded by Loop 202 on the West, Elliot Road on the South, a hospital and vacant land on the East, and vacant undeveloped land on the North. The Loop 202 Freeway is elevated over Elliot Road intersection.

The subject site is generally level with a gentle slope to the southwest. At present the site remains in its natural desert condition with moderate growth of typical low-lying desert vegetation, including shrubs and trees. No other encumbrances or structures are on the property.

The City's General Plan Land Use map designates this site as "Employment/Mixed Use Activity." The subject site is zoned LC PAD and PEP PAD and located with the Elliot Road Technology Corridor zone. All three properties are currently vacant and in their native condition.

The subject site is within an area of Mesa that has long been considered by the City as the future employment engine for the City due to its close proximity to the Loop 202 Freeway. The Loop 202 Freeway provides this site with convenient access to the entire

network of Valley freeways and beyond, which makes it attractive to the type of high-quality industrial tenants Trammell Crow would be pursuing at this site.

The General Plan Land Use designations and existing Zoning for the properties surrounding the subject site are as follows:

General Plan Land Use Designation:

On site: Employment/Mixed Use Activity
North: Employment/Mixed Use Activity
South: Employment/Mixed Use Activity
East: Employment/Mixed Use Activity
West: Employment/Mixed Use Activity

Existing Zoning:

On site: LC PAD and PEP PAD
North: LI
South: GC General Commercial
East: LI and PEP PAD
West: LI

GENERAL PLAN CONSISTENCY

The City of Mesa's "Mesa 2040 General Plan" designates the subject site as "Employment/Mixed Use Activity District." A General Plan Amendment is not necessary since the proposed Light Industrial zoning conforms to the property's General Plan designation of "Employment/Mixed Use Activity District."

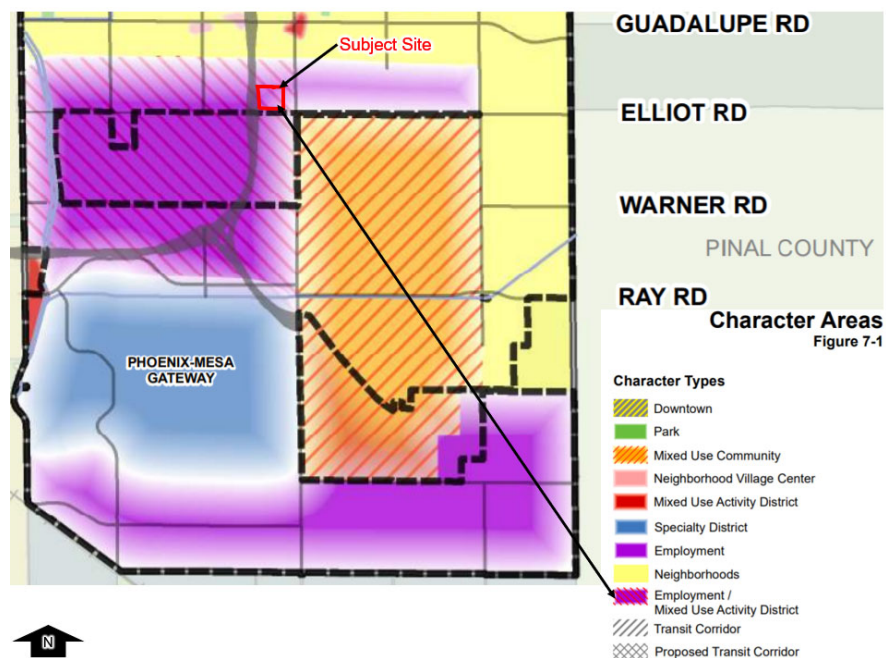


Exhibit B – General Plan Land Use Map

Per Chapter 7 of the General Plan, Employment districts are intended to provide for a wide range of employment opportunities. Employment Districts are a character type that is primarily used for employment-type land uses of at least 20 acres and typically have minimal connection to the surrounding area. The Plan also states “Employment Districts” may include supporting secondary uses such as commercial and retail.

Per Chapter 7 of the General Plan, Mixed Use Activity Districts are typically larger in scale (typically over 25 acres) and provide community and regional activity areas. It further goes on to state that these areas generally have a significant retail commercial component including shopping areas such as malls, power centers, or lifestyle centers that are designed and developed to attract customers from a large radius. The City’s goal of the district is to create retail commercial opportunities to attract people and provide them much needed services.

The overall property is 40.5 acres (net) in size and the majority zoning on this property is LC (Limited Commercial). Accordingly, the existing zoning of the property is 80%-primarily for commercial/retail development. Our proposal seeks to rezone these 40 acres to Light Industrial with a PAD (LI-PAD). Current plans are for 36.5 acres of the property to be developed with light industrial uses. Only 4 acres of the proposal are being left for supportive retail development. These 4 acres amount to 9% of the overall parcel. Accordingly, looking at this parcel individually, our proposed commercial retail falls well below the General Plan’s target of 20%-30%.

But we recognize the General Plan designation refers to the “district” rather than the individual property. Looking at a survey of this entire district area, there does not appear to be anywhere near 20% of the district that has been developed with commercial retail or any other secondary uses. Our small 4 acres is not likely to move that needle in any significant manner.

Moreover, it is worth noting that the district is in need of more supportive commercial retail. We agree that employment should be the primary use in the district. But without supportive commercial retail, the quality of that employment zone will suffer.

The proposed request will provide an exceptional opportunity for light industrial, business, and the opportunity for commercial along Elliot, which in turn will create hundreds of quality jobs opportunities and services for future City residents. Furthermore, it will contribute to the orderly growth of the City and will provide the potential for employment/commerce, industrial, and warehouse facilities needed to balance this area of the city. The proposed zoning helps to balance the number and spectrum of jobs in this area east of the Loop 202 freeway. The proposed light industrial warehousing and commercial has been successfully developed in adjacent communities. This particular site has the strategic location and configuration to become a major source of new jobs for the City of Mesa.

The site will capitalize on visibility from and adjacency to the Loop 202 freeway as well as proximity to Highway 60 Superstition, which provides direct access to the I-10 Freeway

and other existing and plan commercial developments in the region. The property's location will also capitalize on its close proximity to the Phoenix-Mesa Gateway Airport and other similar types of employment and industrial uses. The proposed employment PAD fits the vision of the City for this area which has been planned for over 20+ years. The site will contribute positively to the well-planned growth of the City and a high-quality of life.

Mesa Gateway Strategic Development Plan

The City adopted the City of Mesa Strategic Development Plan which sets forth a vision and expectations that are articulated by a number of goals and objectives. The vision for this area *“embraces a more integrated development pattern with more flexibility in locating uses. This plan recognizes that a mix of uses in close proximity to each other is vital to creating livable and sustainable places that will grow well over time and retain their value.”*

The area in the vicinity of Phoenix-Mesa Gateway Airport is divided into four “districts” with each district having its own focus, goals and character to be developed. The subject property is located in the Mixed-Use Community District. This is a “district” which includes the “commercial” and “employment” uses on the east side of the Loop 202 freeway. The proposed PAD request furthers the City's vision for the Mesa Gateway Area Strategic Development Plan Mixed-Use Community District. The intent of this zoning is to accommodate a range of light industrial/employment uses and supplementary retail opportunities, which are compatible with the surrounding land uses. Amongst the goals and objectives for the entire Gateway area is the desire by the City that the Gateway area be recognized as a *“designation for those looking for a sustainable place in which to live, work, learn, and recreate.”* The proposed zoning fulfills the City's vision by implementing or contributing to the achievement of the following Gateway Goals and Objectives:

GOAL 1: Capitalize on the expansion of the Phoenix-Mesa Gateway Airport.

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

Objective 2.1.4: Plan for mixed-use development, including employment, residential, hospitality, entertainment, aviation, education, and recreational uses, to address the jobs to housing balance needed for a sustainable area.

Objective 2.1.7: Promote a unique design style that fits the local context.

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

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

The proposed zoning is also compatible with the Mesa Gateway Strategic Development Plan and the current and planned operations of the nearby Phoenix-Mesa Gateway Airport. While this area is sparsely developed at this point, the property is strategically located and will likely act as an additional catalyst for similar development in the area. As this area develops out with the planned and approved uses and the ultimate transportation network, the proposed zoning provides a better opportunity for the full range of appropriate employment uses with supplemental services, and retail uses. The proposed zoning creates long-term stability and vitality to the area.

We believe the proposed zoning from LC and PEP to LI with a PAD overlay at this location is an overall improvement and one that in conformance with the City's vision because it provides for the type of industrial project that will bring quality jobs to the area.

REQUEST

This request seeks to add a PAD Overlay to the LI request to incorporate many of the features from the Elliot Road Technology Corridor PAD ("Elliot Road PAD") zoning that was approved by the City of Mesa back in 2014. It also seeks Site Plan approval and Design Review Board approval. The three deviations being proposed from the LI zoning, by means of the PAD Overlay, are as follows:

- 1) Remove certain uses from the LI use list (uses that are also prohibited within the Elliot Road Technology Corridor PAD).
- 2) Reduce the parking requirement from 75% at 1 space per 500 square feet plus 25% at 1 space per 375 square feet for shell buildings (no specific use) to 1 space per 1,200 square feet warehouse area; 1 space per 375 square feet of office area.
- 3) Allow maximum building height of 150 feet (note the Elliott Road PAD allows for 150 feet of height).

Additionally, this request also seeks the following deviations:

From MZO 11-7-3.6. b. iv: - Development Standards/ Alternative Compliance. Those items include the following:

1. Per Section 11-7-3-B-5 of the MZO, buildings and structures, no more than fifty percent (50%) of the total façade may be covered with one (1) single material. The project is seeking acceptance for the predominant use of precast concrete tilt panel construction.
 - The Projects use of precast concrete tilt panel construction includes various paint schemes, reveals, changes in plane and elevation heights. Exceeding the 50% use of precast concrete tilt panel construction is consistent with projects of this type, as the perimeter construction also serves as load bearing construction supporting roofs.

- Exception to the use of precast is limited to aluminum door and window penetrations, and glazed curtainwall systems at building offsets.
- Alternative materials to reduce the amount of concrete panels would require inappropriate amounts of applied materials such as an exterior finish on top of the structural concrete panels. This would negatively impact leasing and is counter to market demands and expectations for such facilities.

From MZO Section 11-33-3. MZO requires a minimum of 3 trees and 20 shrubs per 100 linear feet shall be required along the north and west property lines. Due to the SRP & sewer easement along the west property line a deviation is being requested.

- Along the west and north property line the required tree requirements cannot be achieved due to SRP easement restrictions. It should be noted however, that the 41 trees required for the west and north property line have been shifted and accounted for in the overall landscaping plan for the development.
- The required shrubs and plantings required along the north property line, within the SRP easement, are also shifted and accounted for and dispersed throughout the development.
- In lieu of trees along the west property line, densely spaced and taller shrubs have been provided to screen headlights from the on-ramp to the freeway.

The City appears to have based the Elliot Road Technology Corridor PAD on the LI zoning district. But the City removed several of the LI uses from the PAD's use list. Trammell Crow has examined that list of exclusions carefully. There are many excluded uses that Trammell Crow will also exclude in the subject PAD request because they are not needed to attract high-quality tenants.

But there are other uses that are permitted under LI, and excluded under the Elliot Road Technology Corridor PAD, that Trammell Crow cannot exclude. The sole reason for retaining these LI uses is because Trammell Crow needs them to ensure it has the flexibility to attract and retain high-quality industrial tenants. This is based on decades of industry experience as one of the leading Industrial landlords in the county. Trammell Crow knows what flexibility it needs.

It is important to note that the General Plan would support a rezoning to a straight LI zoning district. All of the uses we are not excluding are within the LI zoning district. Thus, all the uses we are retaining are consistent with the General Plan as well. And more importantly, they are consistent with the City's vision for a high-quality industrial project, because that is what Trammell Crow is creating.

Additionally, retail and food uses must be allowed within the overall proposed PAD to enable the development of employment-centric retail and food services along Elliot Road. Trammell Crow believes this is an important element at this location, given the absence of such uses in the area. Such uses will help to attract and retain high-quality tenants.

As it relates to these retail and commercial uses it is important to note that all of them are already allowed through the existing LC zoning that is currently on the property. In that sense, these uses are merely being retained from the existing zoning.

PERMITTED USES:

All Permitted, Temporary Use Permit, Special Use Permit, and Council Use Permit uses as listed under the LI (M-1) category of Table 11-7-2 Employment Districts of the Mesa Zoning Ordinance, except those uses in the next section listed as prohibited.

PROHIBITED USES:

- a. Correctional Transitional Housing Facilities
- b. Clubs and Lodges
- c. Cultural Institutions
- d. Day Care Centers as a stand-alone use, allowed as a component of a service to on-site business and industry
- e. Places of Worship
- f. Schools, public or private
- g. Animal Sales and Services
- h. Artist Studios
- i. Commercial Recreation
- j. Farmer's Markets
- k. Funeral Parlors
- l. Live-Work Units
- m. Medical Marijuana Dispensaries
- n. Medical Marijuana Cultivation Facilities
- o. Parking, commercial as a stand-alone use, allowed as an accessory use to an on-site business
- p. Personal Services
- q. Plant Nurseries and Garden Centers
- r. Swap Meets and Flea Markets
- s. Tattoo and Body Piercing Parlors
- t. Recycling Facilities
- u. Airport Land Use Classifications
- v. Outdoor Entertainment or Activities
- w. Outdoor Display
- x. Outdoor Storage, unless it is screened

GENERAL DEVELOPMENT PLAN

The design for *Elliot Gateway* creates a true campus atmosphere with quality architecture streetscape, lush landscaping and walkable amenities. The intent is to attract a variety

of light industrial and support retail users who seek freeway frontage, good freeway and good street network access. The projects' architecture and landscaping will raise the bar from a qualitative standpoint and will, in our view, exceed the current level of developments already in the surrounding area, resulting in a distinctive and recognizable presence within Mesa. The Project will allow such users as limited light industrial and support retail.

As noted, the employment component of the development will generate the need for amenities such as restaurants, retail shops, and support services. The project is designed to create a sustainable and unique high end, mixed-use development that successfully integrates employment and retail services. The internal network of buildings, pedestrian destinations and access ways link all of the elements together to establish the unique setting reflected in the plan.

The *Elliot Gateway* has been designed to accommodate a wide variety of uses, including new and innovative startup companies, high tech and light industrial users, along with support retail. As noted, high design standards will be required for all developments within the campus to create a strong, coherent and lasting impression for both current and future businesses, employees and visitors.

The conceptual Development Plan exhibit identifies the general locations of the various buildings. *Elliot Gateway* has been designed to be a dynamic, vibrant and highly desirable employment area just as Trammell Crow Company has repeatedly done with its award-winning projects in Arizona. The conceptual development plan proposes a high-quality business environment with innovative site and building design, superior landscape buffers along the major streets, which is ideal for major employers seeking a location surrounded by similar major users-all with convenience local and freeway access and a strong, qualified labor pool.

DEVELOPMENT STANDARDS

The LI zoning district's maximum building height is 40 feet. This is insufficient for today's market demands. Trammell Crow's experience is industrial users are looking for additional height. This height helps to improve efficiency with internal racking systems and operational necessities. The Elliot Road PAD allows for 150' of height over a large area that includes the subject property, making our request a mirror of that standard that has already been vetted by the City. Accordingly, our request for 150 feet of height is right in line with the City's prior decision.

Trammell Crow's long experience has shown that the City's parking ratio for industrial is too high for today light industrial/commerce developments. Therefore, as part of this request they seek a reduction in the parking ratio. Providing too much parking to a site creates move pavement than it necessary and it reduces the available area for building the actual employment use. Ensuring a proper parking ratio is a critical responsibility that

Trammell Crow has when it develops such industrial projects. As the long-term landlord, nobody is more interested than Trammell Crow in ensuring the parking ratio is correct.

DEVELOPMENT STANDARDS		
	Zoning Standard	PAD STANDARD
Minimum Site Area (acre)	1.0	N/A
Minimum Lot Width (ft.)	100	N/A
Minimum Lot Depth (ft.)	100	N/A
Maximum Lot Coverage (% of lot)	90%	90%
Maximum Height (ft.)	40	150
Setbacks		
Minimum Front and Street-Facing Side Set	Arterial Street: 15 ft. Major or Midsection Collector: 20 ft. Industrial/Commercial Collector: 20 ft. Local Street: 20 ft. Freeways: 30 ft. for buildings; 15 ft. for parking structures.	Arterial Street: 15 ft. Major or Midsection Collector: 20 ft. Industrial/Commercial Collector: 20 ft. Local Street: 20 ft. Freeways: 30 ft. for buildings; 15 ft. for parking structures.
Minimum adjacent to Freeway		15 ft.
Interior side and rear not adjacent to street	0 ft. (none) for a building setback	0 ft. (none) for a building setback
Minimum Separation between Buildings on Same Lot (ft.)	0 ft. (none)	0 ft. (none)
Parking		
Shell Building (no specific use)	75% at 1 space per 500 square feet plus 25% at 1 space per 375 square feet	1 space per 1,200 square feet warehouse area; 1 space per 375 square feet of office area
Warehousing and Storage	1 space per 900 square feet	1 space per 1,200 square feet warehouse area; 1 space per 375 square feet of office area
Industrial	1 space per 600 square feet	1 space per 1,200 square feet warehouse area; 1 space per 375 square feet of office area

DESIGN CRITERIA

SITE/LANDSCAPE DESIGN

Landscape design of the streetscapes along Elliot Road, Peterson Road, new private drive extension, and throughout the development consists of native vegetation found in dry desert climates meeting Mesa landscape design standards. Proposed landscape concepts are consistent throughout the development which will help visually tie the development together. An automatic irrigation system for all landscaping includes sustainable drip irrigation to minimize excess overwatering and wasting of precious resources.

Pedestrian connectivity through the development has been achieved by a series of interconnected sidewalks and pedestrian rest nodes. Pedestrian nodes will include site furniture and be naturally shaded by tree canopies.

BUILDING DESIGN AND ADHERENCE WITH ALTERNATIVE DESIGN CRITERIA

Project respectfully requests use and acceptance of Per MZO 11-7-3.6. b. iv: - Development Standards/ Alternative Compliance for portions of the project that are not in strict compliance with current design standards and ordinances. The alternative compliance requirements of the proposed alternatives are aesthetically complementary to the site and overall design concepts, fit into the context of the area, improve the overall architectural appeal of the area and meets or exceeds the design objectives as described below. The proposed design solutions also adhere to the City's General Plan and addresses market expectations which are critical to the ultimate success of this project and benefits to the City of Mesa.

The conceptual plan for the initial phase has been thoughtfully designed to minimize impacts on adjacent properties while achieving a high-quality visual appearance and incorporates pedestrian connectivity and excellent vehicular access to and from the development.

BUILDING DESIGN:

Building design is generally consistent with Industrial buildings conforming to MZO 11-7-3 "Development Standards".

Building massing has been reduced on publicly visible facades by providing at least three (3) different and distinct materials including precast concrete tilt panels with various reveal patterns, distinctive paint schemes with accent color, aluminum storefront, clerestory window systems and painted decorative steel.

Publicly visible facades include offsetting planes and varying parapet heights to further reduce building massing and to create a more human scale aspect to each building. It

should be noted that facilities of this nature are predominantly precast concrete in nature and project respectfully requests acceptance for alternative compliance regarding precast concrete.

Building entries are clearly defined with facade variations in color and texture, recesses or projections in building plane, aluminum framed storefront systems, accent lighting and decorative steel accents and shade canopies with perforated steel panels which create both shade for tenants and shadow for further design interest on building facades.

Building paint colors are comprised of lighter cooler color tones with complimentary gray tones and accent colors to provide a distinctive and individual identity to the development. Providing diversity in design in the Mesa community, and complementary to surrounding architecture of the area.

Building signage has been generally identified on building elevations for design intent only. However, building and site/monumental signage is deferred and will be submitted and reviewed under a separate submission.

Enclosed truck court areas for each building are concealed from public view via 8'-0" high decorative masonry screen walls, decorative motorized sliding gates and by adjacent buildings. Motorized sliding gates will be normally closed until tenant allows access to drivers. Gates automatically open and close on departure from site. Gates will be equipped with required standard Fire Dept access requirements such as "Knox Boxes" and FD signage.

All trash and recycling receptacles have been located within enclosed and concealed truck courts to eliminate visual impact from public view. Solid waste has been located to generally comply with Mesa guidelines including bollard protection, however tenants of these types of facilities generally manage waste and recycling as part of future specific tenant improvements.

Building facades not in public view and facing truck courts have been provided with enhanced architectural components to complete the overall design of buildings. Enhanced elements for non-public facades includes various patterns of painted precast concrete, accent paint color, varying parapet heights, clerestory windows, painted steel stairs and landings and standard white overhead doors which also act as an accent color and are considered a safety aspect and visual cue for drivers while maneuvering vehicles.

SUSTAINABLE PRACTICES:

Environmental components regarding sustainability are also included within this development. Proposed project includes sustainable elements such as:

- Predominant use of site cast concrete tilt panels. Use of this material complies with sustainable practices for locally sourced and fabricated materials, reducing the

overall carbon footprint of the buildings as precast panels are fabricated on site from locally sourced concrete suppliers.

- Highly reflective TPO roof systems and appropriate landscaping reducing heat island effect.
- Efficient automatic drip irrigation systems and appropriate landscape plantings for desert environments to reduce water consumption.
- Clerestory and roof skylights to enhance the interior environment with natural day lighting which has the added benefit in reducing lighting needs and electrical usage within the facilities.
- Shade canopies over entry and office components of the building increases natural daylighting and views to the exterior while reducing adverse heat gain to the interior environment.

Landscaping Design Standards

Landscaping Theme and Details

The goal of the landscape design will be to create a comfortably scaled development with tree lined drives aisles and public spaces, provide a reflection of the architectural character, height and density of the buildings, and enhance the environment with color and plant variety. In addition to the following requirements, landscaping shall meet the minimum requirements for size and quantities as set forth in Chapter 33 of the Mesa Zoning Ordinance, unless otherwise stated in this PAD.

The landscape palette has been selected with consideration given to low water use, visual screening, air quality, shading and long-term maintenance. Arid-regional and low water use plants will be used throughout and accented by decorative plantings and massing of accents and shrubs. Tree groupings will provide shade for walks and partial screening of the dock areas. Plant placements and landscape architectural design will range from informal at the perimeter and frontage to more formal groupings within the building's hardscape and pedestrian areas, creating an overall theme that will complement the project's architecture.

Foundation plantings shall be planted adjacent to building entries to accentuate the building design and highlight building entrances, while providing a buffer between building and parking areas. Truck court areas will not have foundation or other plantings due to the nature of dock activities.

Employee driveway entrances shall have increased landscaping and may include additional specimen trees and raised planter elements. Truck-access drives will have low height plantings to improve street visibility and driver safety.

As mentioned, previously, due to the SRP & sewer easement along the west property line a deviation is being requested.

- Along the west and north property line the required tree requirements cannot be achieved due to SRP easement restrictions. However, it should be noted, that the

41 trees required for the west and north property line have been shifted and accounted for in the overall landscaping plan for the development.

- The required shrubs and plantings required along the north property line, within the SRP easement, are also shifted and accounted for and dispersed throughout the development.
- In lieu of trees along the west property line, densely spaced and taller shrubs have been provided to screen headlights from the on-ramp to the freeway.

Open Space

Given the planned light industrial use, the majority of the site's land area will consist of the building footprint and surrounding truck courts and drive aisles, thereby limiting opportunities for open space to specific areas adjacent to tenant entries. It is anticipated that useable open space shall be provided in the form of shaded outdoor employee sitting areas at a minimum of one area per building. These open space areas may utilize decorative paving materials and plants with large canopies, and incorporate amenities such as furniture, benches, and pedestrian scale lighting.

UTILITIES and SERVICES

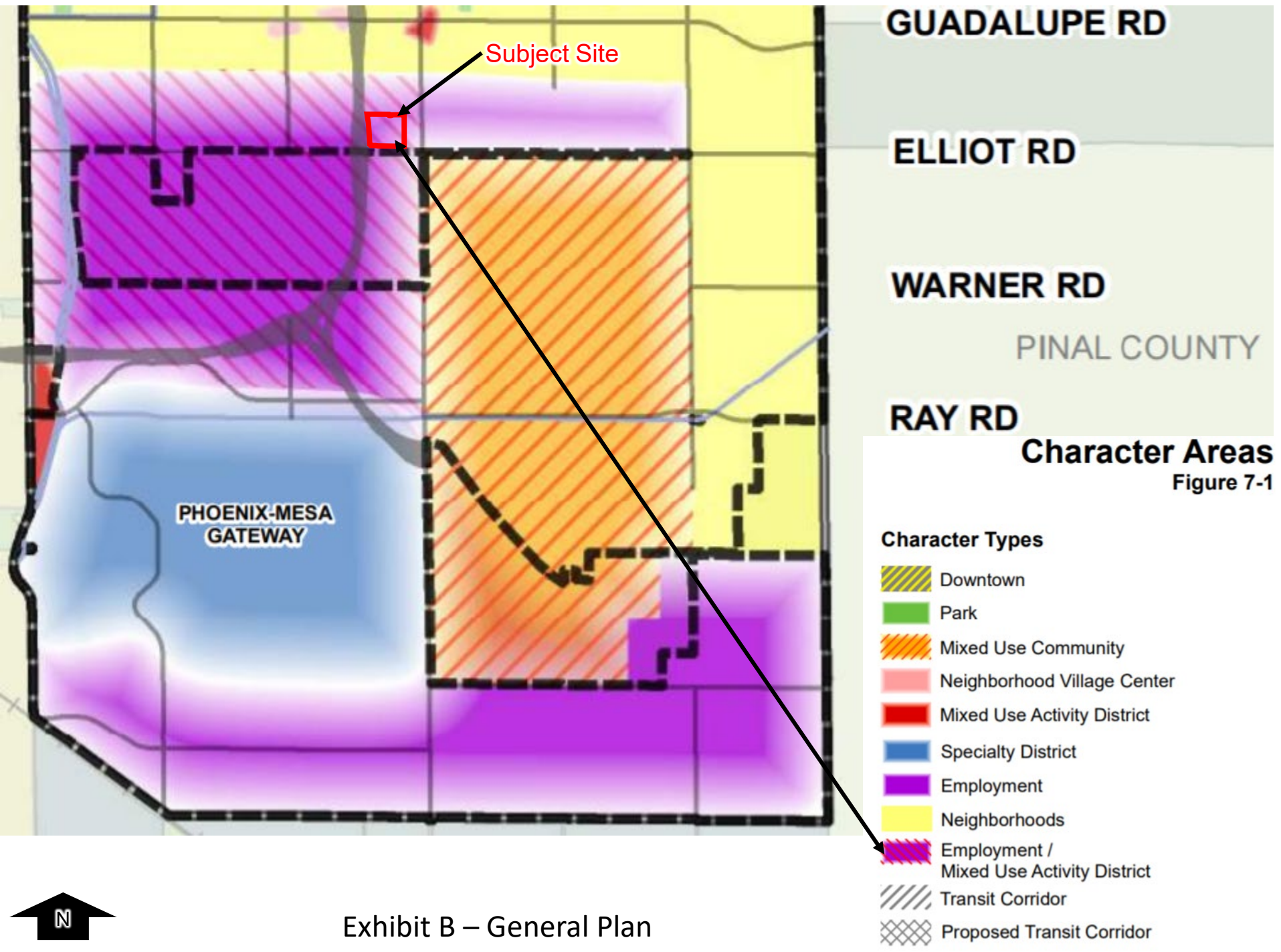
Water	City of Mesa
Sewer	City of Mesa
Electricity	SRP
Gas	Southwest Gas
Fire	City of Mesa
Police	City of Mesa

CONCLUSION

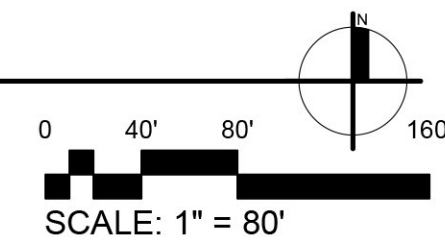
The proposed rezoning is consistent with the General Plan and with the City's vision for this area becoming an employment destination. There is no question this PAD and the associated employment it will facilitate will have a positive impact on the area. Rezoning this land will create opportunity for hundreds of new quality jobs in an area of the City designated for employment.



Exhibit A - Vicinity Map



COLOR SITE PLAN



Trammell Crow Company

Elliot Gateway

NEC Elliot Road & Loop 202
Mesa, Arizona

CSP-1

COLOR SITE PLAN

03-15-21
20069-ST07



Butler Design Group, Inc
architects & planners



03-15-21
20069-ST07

Trammell Crow Company

Elliot Gateway

NEC Elliot Road & Loop 202
Mesa, Arizona

R-1
BUILDING RENDERING PERSPECTIVE

Bdg
Butler Design Group, Inc
architects & planners



**LEGAL DESCRIPTION
EL DORADO ELLIOT 128**

Job No. 20-1421

January 21, 2021

A PORTION OF THE SOUTHEAST QUARTER SECTION 9, TOWNSHIP 1 SOUTH, RANGE 7 EAST, OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 9, FROM WHICH THE SOUTH QUARTER CORNER THEREOF BEARS, NORTH 89 DEGREES 39 MINUTES 44 SECONDS WEST, 2625.41 FEET;

THENCE ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9, NORTH 89 DEGREES 39 MINUTES 44 SECONDS WEST, 774.00 FEET;

THENCE LEAVING SAID SOUTH LINE, NORTH 00 DEGREES 20 MINUTES 16 SECONDS EAST, 65.00 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 89 DEGREES 39 MINUTES 44 SECONDS WEST, 559.14 FEET;

THENCE SOUTH 00 DEGREES 50 MINUTES 09 SECONDS EAST, 15.00 FEET;

THENCE NORTH 89 DEGREES 39 MINUTES 44 SECONDS WEST, 128.72 FEET;

THENCE NORTH 00 DEGREES 20 MINUTES 26 SECONDS EAST, 14.91 FEET;

THENCE NORTH 89 DEGREES 39 MINUTES 44 SECONDS WEST, 215.00 FEET;

THENCE NORTH 88 DEGREES 11 MINUTES 18 SECONDS WEST, 169.45 FEET;

THENCE NORTH 82 DEGREES 29 MINUTES 36 SECONDS WEST, 110.46 FEET;

THENCE NORTH 88 DEGREES 13 MINUTES 26 SECONDS WEST, 158.89 FEET;

THENCE NORTH 48 DEGREES 10 MINUTES 16 SECONDS WEST, 42.10 FEET;

THENCE NORTH 03 DEGREES 53 MINUTES 55 SECONDS WEST, 862.08 FEET;

THENCE NORTH 09 DEGREES 18 MINUTES 14 SECONDS WEST, 348.46 FEET;

THENCE SOUTH 89 DEGREES 39 MINUTES 09 SECONDS EAST, 845.49 FEET TO A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 80.00 FEET, THE CENTER OF WHICH BEARS NORTH 68 DEGREES 26 MINUTES 52 SECONDS EAST;



THENCE SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 121 DEGREES 13 MINUTES 49 SECONDS, AND AN ARC LENGTH OF 169.27 FEET TO THE BEGINNING OF A REVERSE CURVE; CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 20.00 FEET;

THENCE NORTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 53 DEGREES 07 MINUTES 48 SECONDS, AND AN ARC LENGTH OF 18.55 FEET TO A TANGENT LINE;

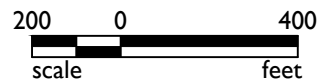
THENCE SOUTH 89 DEGREES 39 MINUTES 09 SECONDS EAST, 494.25 FEET;

THENCE SOUTH 00 DEGREES 20 MINUTES 16 SECONDS WEST, 1242.78 FEET TO THE **POINT OF BEGINNING.**

SAID PORTION OF LAND CONTAINING 1,763,907 SQUARE FEET, OR 40.4937 ACRES, MORE OR LESS, AND BEING SUBJECT TO ANY EASEMENTS, RESTRICTIONS, AND/OR RIGHTS-OF-WAYS OF RECORD OR OTHERWISE.

THIS DESCRIPTION SHOWN HEREON IS NOT TO BE USED TO VIOLATE SUBDIVISION REGULATIONS OF THE STATE, COUNTY AND/OR MUNICIPALITY, OR ANY OTHER LAND DIVISION RESTRICTIONS.





CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CHORD BRG
C1	169.27'	80.00'	121°13'49"	139.41'	S82°10'03"E
C2	18.55'	20.00'	53°07'48"	17.89'	N63°46'57"E

LINE TABLE		
LINE	BEARING	LENGTH
L1	N89°39'44"W	559.14'
L2	S00°50'09"E	15.00'
L3	N89°39'44"W	128.72'
L4	N00°20'26"E	14.91'
L5	N89°39'44"W	215.00'
L6	N88°11'18"W	169.45'
L7	N82°29'36"W	110.46'
L8	N88°13'26"W	158.89'
L9	N48°10'16"W	42.10'
L10	N03°53'55"W	862.08'
L11	N09°18'14"W	348.46'
L12	S89°39'09"E	845.49'
L13	S89°39'09"E	494.25'
L14	S00°20'16"W	1242.78'



SHEET 2 OF 2

20-1421

EL DORADO ELLIOT 128
OVERALL LEGAL DESCRIPTION

EXHIBIT "A"



EPS
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