

UNBOUND GATEWAY

PLANNED AREA DEVELOPMENT

Case No. ZON21-00620

Sossaman & Pecos Roads

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UNBOUND GATEWAY

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I. PROJECT OVERVIEW

This application and associated documents represent an opportunity to provide much needed, large scale, industrial and employment space for businesses looking to locate or expand in Mesa. The site, at roughly 150-acres, is located northeast of the corner of Sossaman and Pecos Roads (see Aerial Map attached at **TAB A**) and consists of six (6) parcels, Assessor Parcel No. 304-61-003C, 304-61-004D, 304-61-004E, 304-61-006C, 304-61-006D and 304-61-001F (the "Property"). The Property is ideally located just south of Mesa Gateway Airport – the 2nd major airport serving the Greater Phoenix metro region – and with easy access to the nearby Loop 202 freeway.

The Property has a General Plan designation of Mixed-Use Activity / Employment and is also within a designated Opportunity Zone and one of Mesa's recognized business districts – the Gateway Area Business District. 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 highly skilled individuals at above-average wage levels. Unbound Gateway will be a major contributor to the realization of that vision with over 2.5M square feet of space for businesses and their employees.

Additionally, the Property is located within the Mesa Gateway Strategic Development Plan, which places the site within the "Logistics and Commerce District." Desired uses for this district include manufacturing facilities, large warehouses, distribution facilities, planned employment parks and similar uses. Uses should also be compatible with the increasing over-flight activity of the adjacent airport. The project is in complete conformance with these goals by providing for appropriate, airport-adjacent uses including large distribution, warehouse and/or manufacturing facilities or similar uses.

The Property is currently zoned Agricultural (AG). See zoning map at **TAB B**. This application requests a rezoning to General Industrial with a Planned Area Development overlay (GI, PAD) and a Site Plan Review (SPR). The GI will provide a base of desired uses and development standards for the project, while the PAD Overlay will provide for appropriate modifications for the specific site and intended uses.

Site Layout

The proposed project includes the development of roughly 2.5M square feet of new, industrial, manufacturing and employment space. The preliminary site plan distributes the space amongst four (4) buildings which are oriented to provide visual interest from the adjacent right-of-way while also screening or back-of-house activities such as truck maneuvering, utility equipment and refuse containers. See preliminary site plan at **TAB C**.

The northern two building (Building A and Building B) are roughly 686,000 square feet each in size and the southern two buildings (Building C and Building D) are roughly 566,000 square feet each in size. Given the growing market interest in single buildings in excess of these sizes, this PAD allows for, at the developer's discretion, the option of combining Building A and Building B into a single building. Both the "3-Building Option" and the "4-Building Option" would adhere to the same development standards and requirements put forth in this PAD.

The driveway entry points, along Pecos and Sossaman, are broken down to provide a clear distinction and minimize the impact of truck traffic to auto traffic. All buildings have access to both roadways via with a main back bone private drive to eliminate cross access traffic thru a dock yard. Drive entry points are also designed with the City standard deceleration lanes to help with the flow of traffic. Auto parking is distributed at the short end of the buildings near the employee entry points or suites. Auto parking areas are also screened by a masonry wall, articulated every 50' to 60' with surrounding landscape. Suite entry points are complemented with exterior common areas to allow future employees a place to gather or relax.

Loading docks and truck maneuvering areas are strategically located between the buildings and are screened from adjacent streets with an 8' high wall. Equipment yards are also screened by 8' high masonry walls and metal screen gates. All refuse containers will be located in this area to screen from the street. Retention basins are designed to flow thru the site to help avoid large land mass areas with the most cost-effective design.

Building Design

The buildings are designed to have 40 feet clear height between speed bays with a top of parapet height around 58 feet. Exterior wall design is concrete tilt panel construction, with large semi-uninterrupted volumes, with focus on the corners of the building for the suite and office entry points. Suite entry points have large, recessed storefronts with canopy that overhang the envelope of the building. These entry points are ideal for placement of signage. The short sides (non-dock area) building panels will have articulated panels to help break up the building mass. On the long sides of the building, the panels are broken up with articulation near the entry points. At the loading dock doors, the exterior panels are enhanced through the use of paint colors, clearstory windows, reveals and segmented parapet design. The building colors been selected to create a modern design that will last for years. All fire department fire risers and roof access ladders are located inside the buildings. Roof downspouts are internalized near the office entry points and street view. All other roof drains that are located in the dock area shall be exterior downspouts painted to match paint design scheme to help hide.

Landscape Concept

The landscape design is devised to compliment the building architecture and overall site layout while providing an attractive, low water landscaping solution. Landscape buffers are provided along the street frontages and complimented with parking lot screen walls. The spacing and concentration of required planting quantities will be strategic to enable desired views into the site while screening parking and other undesirable views. Where public viewing needs to be screened, a concentrated mix of deciduous and non-deciduous plant material will be provided.

Internal landscape and hardscape design has been enhanced to help create a better environment for the employee with common areas for relaxing and gathering, adequate landscape island in the parking areas and foundation base around buildings. The preliminary landscape plan illustrates the potential to divide the common open space amenity into many featured areas throughout the site that can be improved for the benefit of the employees and guests. The defined areas will provide seating and tables for coffee and lunch breaks, and shade trees for additional seasonal comfort. Plant material will be selected for color, texture, scale, and seasonal flowering placed in a thematic pattern to reinforce the landscape theme throughout the project. Final details to be resolved with the Design Review Board application.

Infrastructure / Utilities & Drainage

Water will be provided to the site by the City of Mesa and is available within the existing main located within both Pecos and Sossaman Roads. There will be a looped on-site water system that will connect to the existing 16-inch main within Sossaman Road and the existing 16-inch water main within Pecos Road. The on-site water loop is anticipated to be a 12-inch water main.

Sewer will be provided to the site by the City of Mesa and is available within the existing main located within Pecos Road. Sewer to be installed across Sossaman Road frontage and extended to tie-in at Pecos Road. There will be a public on-site sewer system that will service all the buildings within this development. The existing main in Pecos Road is an 18-inch sewer line.

Access to the site will be provided by both Sossaman and Pecos Roads. It is anticipated that both arterial streets will be improved per city standards. These improvements will include the installation of curb, gutter, paving and sidewalk as well as streetlights and frontage landscaping.

The grading and drainage for the site will be designed to retain the 100-year-2-hour storm event in accordance with the City of Mesa drainage design guidelines. Storm drainage will be conveyed via internal drain or downspouts and overland flow across the parking lots and truck dock areas into either catch basins or curb openings which will outfall to a combination of surface and/or underground retention areas. The required storage volume will dissipate within 36 hours via a combination of natural percolation and a pumped bleed-off to the existing drainage culvert north of the site under Sossaman Road. Any off-site drainage impacts to the site will be routed through the site in order to maintain its historical drainage pattern.

II. RELATIONSHIP TO ADJACENT PROPERTIES

The Property is shaped like an upside down “L” with frontage along Sossaman Road to the west and Pecos Road to the south but does not include the hard corner of Sossaman and Pecos. The Property is fully bound to the north by the Mesa Gateway Airport (zoned Light Industrial). To the east is AG zoned property. To the south is Pecos Road followed by additional LI zoned property.

The project is consistent with the City’s General Plan designation of Employment and compatible with existing and anticipated uses in the area.

III. ZONING HISTORY

The Property was included with over 3,300 acres annexed into the City of Mesa in 1990 per Case No. A89-003. A concurrent rezoning case (Case No. Z90-007) placed comparable County zoning designations on the annexed land, including designating the subject Property as Agricultural (AG). This AG designation remains today as the Property is undeveloped except for farming uses. In 2002, the Property was included with roughly 1,200 acres approved for the Williams Gateway Area Plan (Case No. Z01-029).

IV. PLANNED AREA DEVELOPMENT (PAD)

The purpose of this request is to provide for reasonable and appropriate development of the Property for a variety of sought after, high-quality employment uses including, but not limited to e-commerce, aerospace, logistics, industrial and manufacturing uses. The Unbound Gateway PAD is specifically tailored to provide assurances of a high-quality project while

also providing the required flexibility to accommodate potential end users – some of which may be unknown at this time.

A. Permitted Uses:

All uses allowed under the current City of Mesa General Industrial (GI) zoning district are permitted within this PAD.

B. Development Standards & Table:

The development standard of the General Industrial (GI) district shall apply unless otherwise modified by this PAD and specifically this section. Below is a table of common development standards for development in the GI district along with the standards provided for in this PAD. Deviations from the GI district are noted with double asterisk (**). Further detail and justification for the deviations are provided in Section C below.

Employment District – GI Development Standards (Table 11-7-3)		
** Denotes deviation requested from GI zoning district standard		
Standard	GI Zoning Ordinance Standards	Proposed PAD Overlay Standards
Lot and Density Standards		
Minimum Site Area (acre)	1.0	1.0
Minimum Lot Width (ft)	100	100
Minimum Lot Depth (ft)	100	100
Maximum Lot Coverage (% of lot)	90	90
Building Form and Location		
Maximum Height (ft)	50	60 feet **
Minimum Setback along Property Lines or Building and Parking Areas		
Front and Street Facing Side	Arterial Street: 15 ft Major or Midsection Collector: 20 ft	

	<p>Industrial/Commercial Collector: 20 ft</p> <p>Local Street: 20 ft</p> <p>Freeways: 30 ft for buildings, 15 ft for parking structures</p>	<p>Industrial/Commercial Collector: 20 ft (Pecos = 20 ft Sossaman = 20 ft)</p>
General Site Development Standards (Chapter 11-30)		
Outdoor Storage:	<p>Table 11-30-7: Permitted anywhere on a lot, subject to the standards of this Section</p>	<p>Table 11-30-7: Permitted anywhere on a lot, subject to the standards of this Section</p>
Screening:	<p>Parking Areas: 11-30-9(H): Parking Areas and drive aisles shall be screened from street(s) with masonry wall, berm or combination of walls/berms</p> <p>11-30-9(H).7: When using a screen wall there shall be a landscaped setback of at least 5 feet between the screen wall and the parking area.</p>	<p>Parking Areas: 11-30-9(H): Parking Areas and drive aisles shall be screened from street(s) with masonry wall, berm or combination of walls/berms</p> <p>11-30-9(H).7: When using a screen wall there shall be a landscaped setback of at least 5 feet between the screen wall and the parking area</p>
Trash and Refuse Collection Areas	<p>Section 11-30-12: 1. General Applicability Requirements. Solid waste and recycling-container enclosures are required for new dwelling groups consisting of 4 or more dwelling units and for all commercial or industrial developments in which the aggregate gross floor area exceeds 10,000 square feet. Designs must meet Mesa Standard Details.</p>	<p>Section 11-30-12: 1. General Applicability Requirements. Solid waste and recycling-container enclosures are not required when located within truck loading and trailer parking courts. Enclosures located outside of these areas will follow standards requirements or approved alternatives of section 11-30-12 **</p>

	2.Alternatives. Alternatives to standard requirements may be considered by the Planning Director and Solid Waste Management Director.	
Truck Docks, Loading and Service Areas:	Screening: 11-30-13(C): Docks, loading and service areas in any district except the GI and HI districts shall be screened from public view. Screening shall consist of a solid masonry wall at least 8 feet in height or opaque automated gates.	Screening: 11-30-13(C): Docks, loading and service areas in any district except the GI and HI districts shall be screened from public view. Screening shall consist of a solid masonry wall at least 8 feet in height or opaque automated gates.
On-site Parking, Loading and Circulation (Chapter 11-32)		
Parking Spaces Required	Table 11-32-3.A: Group Industrial Buildings & Uses: 75% at 1 space per 500 sqft plus 25% at 1 space per 375 sqft (5,430 spaces required)	Table 11-32-3.A: Group Industrial Buildings & Uses: 1 space per 1,350 sqft** (1,856 required 2,153 provided)
Bicycle Parking	Section 11-32-8.A 1 bike space per every 10 vehicle spaces provided on site for the first 50 bike spaces; 1 bike space per every 20 vehicle parking spaces above 50. (134 bike spaces required)	Section 11-32-8.A 1 bike space for every 100 vehicle spaced provided on site. ** (22 required 32 provided)
Landscaping (Chapter 11-33)		
Interior Parking Lot Landscaping	11-33-4 (A) Applicability. The interior parking lot landscaping standards of this Section apply to all	11-33-4 (A) Applicability. The interior parking lot landscaping standards of this Section apply to all

	off-street parking lots containing 10 or more parking spaces. They do not apply to vehicle / equipment storage lots or vehicle and equipment sales lots. In addition, refer to Chapter 32 for additional parking lot standards	off-street parking lots containing 10 or more parking spaces. They do not apply to vehicle / equipment storage lots or vehicle and equipment sales lots. In addition, refer to Chapter 32 for additional parking lot standards
Foundation Base along Exterior Walls.	11-33-5 (A).1. Exterior Walls with Public Entrances. A 15-foot-wide foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall. For buildings with corner entries, both adjacent walls require a 15-foot-wide foundation base.	11-33-5 (A).1. Exterior Walls with Public Entrances. A 12-foot-wide foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall. For buildings with corner entries, both adjacent walls require a 14-foot-wide foundation base. **

C. Amendment to Design GI Standards:

Below is a summary of the development standard modifications being requested for this PAD application along with a justification for each deviation.

1. Building Height Deviation. The GI district permits a maximum building height of fifty (50) feet, which can be somewhat limiting for potential users. The maximum building height permitted by this PAD shall be sixty (60) feet. This requested height provides the greatest flexibility for potential and anticipated uses and allows for greater interior floor to ceiling height often sought by end users. It should also be noted, the Pecos Road Employment Opportunity Zone which covers the area, including the subject Property, allows building height up to one-hundred and fifty (150) feet – so it is clear some additional height for this Property would not be out of context.
2. Trash and Refuse Collection Areas. Refuse areas within the truck loading and trailer parking areas shall not require enclosures. The truck court area is already screened from the public streets by buildings,

landscaping and/or screen walls. These truck court areas are also typically over 200 feet setback from the property line. Given these conditions, additional screening via enclosures is unnecessary.

3. Parking Ratios. Mesa Code requires "Group Industrial Buildings" parking be provided at: 75% at 1 space per 500 square feet plus 25% at 1 space per 375 square feet. Using this computation, over 5,300 parking spaces would be required for this site! Such an excess of parking represents a massive waste of resources and space and would blanket a vast amount of the site with asphalt. The PAD proposes a more realistic ratio of 1 space per 1,350 square feet. Under the current preliminary site plan, this would equate to 1,856 required spaces. This is more than adequate to serve the project. This parking ratio is also consistent with newer industrial and employment centers. (Note: the ratio of 1-to-1,350 would govern the final site plan. The current required and provided parking spaces in the development standards table above are provided for reference only).
4. Bicycle Parking Ratio. Mesa Code currently requires 1 bike space per every 10 vehicles spaces provided for the first 50 bike space; 1 per 20 above the first 50 bike spaces. This would equate to roughly 134 bike parking spaces on this site. Similar to the vehicular parking ratios noted above, this represents a large excess of bike parking spaces which would never be needed to serve the users of this site. Given the location and surrounding uses (existing and anticipated) access to the site via bicycle is not anticipated to be great. Employees who may choose to bike would likely be using expensive road biker and would be more likely to store their bikes inside the large spaces as opposed to outside in bike racks. There are also safety concerns for bikers in an area anticipated for large trucks traffic and maneuvering.
5. Landscaping Foundation Base on Exterior Walls. A 15-foot-wide foundation base is called for from the face of building to face of curb along the entire length of the exterior wall. A deviation is requested to reduce this measurement to 12-feet. This minor, 3-foot request enables fire safety vehicles to use the drive aisles to get within the desired thirty (30) feet of the buildings (12 ft landscaping + 18+ parking space dimension = 30 feet). The request still enables adequately sized drive-aisles, parking spaces and parking landscape islands and will have minimal, if any, effect on the overall visual appearance or feel of the site.

V. QUALITY DEVELOPMENT DESIGN

A. Site Design:

Building Placement and Orientation

The buildings have been oriented to provide a strong relationship with the street while screening internal truck loading dock areas from public right-of-way. Outdoor public spaces for sitting, eating, gathering, etc. have been provided within the site. Buildings have been placed on the site in a coordinated manner to provide order to employees and visitors.

Parking Loading and Vehicular Access

As opposed to a large single parking lot providing the dominant visual feature of the site, the project parking has been dispersed throughout the site. Parking which is provided along the public right-of-way is buffered by a large, landscaped setback and low screen walls, obscuring views of the parking area while still allowing views to the buildings beyond. Primary entry drives will be enhanced with ornamental landscaping, low-level decorative walls, monument type signs, and/or decorative paving to emphasize site access locations. Loading and service areas are clearly delineated to avoid conflicts with pedestrians, employee/visitor vehicles or bikes.

Landscaping and Shading

A Master Landscape Theme has been designed for both the Pecos and Sossaman Roads streetscape and project landscape on-site. Proposed landscape standards for the project will equal or exceed the size and quantities of plant material referenced in Chapter 11, Section 33 of the Mesa Zoning Ordinance. The proposed landscape theme has been prepared as a Preliminary Landscape Plan that illustrates the layout, quantities, and sizes of plant material. The Preliminary Landscape Plan has been prepared to provide an appropriate level of detail for the Design Review Board illustrating the Common Open Space areas and the required foundation landscape. Placement and massing are intended to show compatibility with the Project's architectural design. The landscape plans and details in the PAD are preliminary only and may be modified as reviewed and approved by the City. The goals for the project landscape include the following:

- Create an attractive low water landscape that presents a lush and distinctive landscape, enhancing the arterial frontages and screening the interior truck courts.
- Allow for the spacing and concentration of required quantities to create view corridors into the Property and at strategic locations based on the location's architectural features. Where public viewing needs to be screened, concentrate a mix of deciduous and non-deciduous plant material.
- Provide foundation landscaping around the structures that complement the architectural elevations in terms of massing and scale of plant material.
- Design hardscape features and site furniture within the common open space areas that compliment with the proposed architecture in a meaningful and complementary manner.
- Design the project landscape within the common area open spaces to make the pedestrian network highly visible and convenient with shade.
- Plant material selected for color, texture, scale, and seasonal flowering placed in a thematic pattern can reinforce the landscape theme throughout the project.

The selection of landscape materials prescribed for trees, shrubs, groundcovers, and accents are selected from the Arizona Department of Water Resources low water use plant list for the Phoenix Active Management Area (Phoenix AMA). A Master Plant Schedule has been prepared and included with the Preliminary Landscape Plan.

The amount of landscaped area for the Property shall equal or exceed an overall value of 10% of the total net, developable area of the Property. This landscaped area shall include: landscape setbacks, parking lot landscaping, individual or shared retention basins, street frontage landscape, foundation planting areas, and all other areas of the Property not containing buildings, structures, or pavement.

The Preliminary Landscape Plan illustrates the potential to divide the 1% Common Open Space amenity into many featured areas on site that will be improved for the benefit of the employees and guests. Each Common Open Space area is conveniently located near the corners of the buildings. The defined areas will provide seating and tables for coffee and lunch breaks, and shade trees for additional seasonal comfort. As required by code, entry plaza areas a minimum of 900 square feet in size are also provided and are typically adjacent to the Common Open Space areas

to maximize the effectiveness and comfort of these area. Final details to be resolved with the Design Review Board application.

Exterior Lighting

Building lighting will comply with Ordinance Section 11-30-5 and the fixture design will complement the architectural theme. The building entry areas will be accentuated with accent lighting to help create a focal point. Energy efficient lighting, such as LED, will be used throughout the project and glare will be minimized through the use of soft or reflected lighting. Combined, this will help create a sense of security, but also enhances the pedestrian experience. Lighting will also be down faced so as not to cause night sky pollution or flood onto adjacent properties.

B. Architectural Design:

General Design

The exterior wall design is concrete tilt panel construction, with large semi-uninterrupted volumes, with focus on the corners of the building for the suite and office entry points. Suite entry points have large, recessed storefronts with canopy that overhang the envelope of the building. The use of texture, color, material changes, shadow lines, and other façade treatments will be used to add visual interest and avoid large monotonous facades.

The short sides (non-dock area) building panels will have articulated panels to help break up the building mass. On the long sides of the building, the panels are broken up with articulation near the entry points. At the loading dock doors, the exterior panels are enhanced through the use of paint colors, clearstory windows, reveals and segmented parapet design. The building colors have been selected to create a modern design that will last for years. All fire department fire risers and roof access ladders are located inside the buildings. Roof downspouts are internalized near the office entry points and street view. All other roof drains that are located in the dock area shall be exterior downspouts painted to match paint design scheme.

Entrances

Building entries are oriented toward the predominant public views which occur along Sossaman and Pecos, providing easily recognizable entry areas and providing a more attractive street frontage. Primary entry drives for automobiles will have enhanced ornamental landscaping, low-level

decorative walls, monument type signs, and/or decorative paving to emphasize the site access locations.

Massing and Scale

The massing and scale of the buildings will be broken up through the use of wall texture, color, material changes, shadow lines, and other façade treatments. The building massing and scale is compatible with existing and anticipated developments in the area which will primarily be industrial and manufacturing in nature.

Façade Articulation

Publicly visible facades (viewed from rights-of-way) may not have blank, uninterrupted wall lengths exceeding 200 feet without including at least two (2) of the following:

- change in plane;
- color with reveals;
- windows;
- trellis with vines; or
- an equivalent element that subdivides the wall into human scale proportions.

Flat roofs or facades with a horizontal eave, fascia, or parapet, in excess of 200 feet in length, must provide vertical modulation. The minimum vertical modulation is two (2) feet or one-tenth ($1/10$) multiplied by the wall height, not to exceed one-third ($1/3$) of the height of the supporting wall.

Materials and Colors

Buildings and structures shall be constructed of durable, high-quality materials appropriate for the climate, such as brick, stone, integrally tinted and textured masonry block, precast concrete, wood, architectural metals, natural and synthetic stone, stucco and synthetic stucco, and glazing.

To reduce the apparent massing and scale of buildings, facades shall incorporate change in color, reveals and change in plan. (Not required within dock yards as it can be un-safe for truck maneuvering).

Buildings larger than 10,000 square feet shall be finished with more than one (1) color on all elevations that are visible from public streets.

Service Areas and Utilities

Buildings have been oriented to screen the loading, storage and service bays and screen walls will be used around trash enclosures and outdoor storage. Screen walls will be architecturally compatible with the building architecture.

VI. PHASING

A conceptual Phasing Plan has been submitted with this application. It is possible development may occur in the order depicted on the Phasing Plan (i.e. Phase 1, Phase 2, Phase 3, etc.) however, Phases may be developed out of sequence as market conditions warrant (i.e. Phase 4 may occur prior to Phase 2) except Phase 1 (the street frontage improvements) must occur first. Plans for each phase will be submitted to the City of Mesa to ensure proper and orderly development. Each phase will provide adequate access, parking and open space for that specific phase.

VII. SUMMARY

The Property is appropriately located for the proposed zoning and uses. The area has long been anticipated as a major employment hub and this application represents a large step towards that vision. The minor deviations from standards through the proposed PAD overlay and site plan are consistent with high-quality industrial and employment projects and appropriate for the area. The Unbound Gateway development will complement the surrounding area and provide substantial benefits and employment opportunities to the City of Mesa.