




Development Review Board Meeting Memorandum

Item No. 4
Topic: 49-DR-2022#2 (Mack Innovation Park Scottsdale – North Phase)
Action Requested: Review of applicant’s proposed revisions to project
Meeting Date: January 4, 2024
From: Meredith Tessier, Senior Planner
Through: Brad Carr, AICP, LEED-AP, Development Review Board Liaison 

Location

9100 E. Bell Road, APN 215-07-022E, and APN 215-07-021A

Background

At the Development Review Board hearing on December 7, 2023 (report [link](#)), Board Members continued the application to the January 4, 2024 hearing, and directed the applicant to address the following items:

- Screening of shipping bay doors from view corridors
- Update building elevations by breaking up the massing and adding variation in the building parapet heights
- Revise manufacturer bay door color to a neutral color that matches adjacent walls rather than the standard white color
- Adjust sidewalk locations to accommodate tree placement for pedestrian shade

Discussion

In response to the Development Review Board’s direction, the applicant has revised the development proposal that resulted in the following updates:

Dock doors in loading area

- All white doors are replaced with a Desert Tan color which is a much softer tone that blends well with the overall building palette.
- The largest 16'x18' doors near the ends of the buildings will be painted with custom color that matches with the adjacent “Fade to Black”/ “Charcoal” building color that will differentiate from the other, tan doors.

Updated Pima Rd landscaping

- The mixed-use trail along N. Pima Road has been shifted further into the site (away from N. Pima Rd) to allow more space for trees along N. Pima Rd.
- New trees are added on the Pima side of the mixed-use trail to provide better shading on both sides of the sidewalk.
- Site plan and landscape plan updated to depict both existing and proposed City of Scottsdale utilities and Arizona Department of Transportation (ADOT) right-of-way

easements to prevent large trees from being planted in specific locations and incorporated the lower impact desert landscape alternatives.

Updated Building Elevations

- Modified sections of the building parapet walls to increase and decrease height as well as provide setbacks in certain areas. The overall effect will break up the monotony to the building facades, which effectively will make the buildings appear broken up and/or smaller.
- Updated building elevations to show all 4-sides of the North Phase buildings.

Screen walls

- Expanded the screen walls at the ends of the shared truck courts to block the view to the interiors from the surrounding public road.
- Reconfigured and expanded the landscape areas adjacent to Buildings C & D to accommodate more and larger trees so that the shared truck court is better screened from the 101 Freeway and Frontage Road.

Attachments:

1. Updated Narrative
2. Revised Site Plan
3. Revised Enlarged Site Plan-North
4. Revised Open Space Plan
5. Revised Landscape Plan
6. Screen wall plan and details
7. Pima Road Street Cross-Section
8. Revised Color Building Elevations
9. Building 'A' Enlarged Plan
10. Building 'B' Enlarged Plan
11. Revised Material and Paint Color Board
12. Revised Perspectives
13. Correspondence received after December 7, 2023
14. December 7, 2023 Development Review Board [Report](#)



MACK INNOVATION PARK

PHASE 1 - North

SEC of Loop 101 and Pima Road
Development Review Application
Application 49-DR-2022#2

Development Team



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1. Introduction

In March of 2022, MREG 101 BELL LLC, a subsidiary of MACK Real Estate Group, was the successful bidder on roughly 124-acres of land auctioned off by the Arizona State Land Department. The Property, the majority of which is zoned Industrial Park, is situated adjacent to the Loop 101 Freeway between Pima Road and Bell Road as seen on the enclosed exhibits. The intent of this major acquisition was to capitalize on the freeway adjacency, desirable Scottsdale location and existing zoning entitlements to develop a new, Class-A industrial campus on the roughly +/-95-acre portion of the Property which already has industrial zoning. The campus, termed *MACK Innovation Park*, will fill a sorely lacking market need and provide employment opportunities in the area.

Phase 2 (the southern portion of the Park totaling roughly 35-acres) has also been submitted to the City and is currently being reviewed under Case 49-DR-2022. This application, Phase 1, pertains to property within the northern portion of the Park and encompasses roughly 48-acres. There are also two (2) “Future Development Lots” noted on plans that total roughly 9-acres and are not included in Phase 1 or Phase 2, but would be included in a future submittal.

[MACK Real Estate Group](#)

Mack Real Estate Group is an integrated developer, operator, investor and lender with offices across major markets of the United States. Locally, MACK has been developing high quality projects for decades. This includes office, industrial, residential, and mixed-use projects. MACK seeks to combine institutional-quality best practices with the cultural and reputational heritage of a family office. Mack and its investment partners have a long-term investment plan and will continue to own and manage its properties after development is completed.

[The Property](#)

The Property is currently vacant unimproved. The majority of the site (+/-95-acres) is zoned Industrial Park, Planned Community District (I-1, PCD), a small portion of which also has an Environmentally Sensitive Lands overlay (I-1, PCD, ESL). A smaller, roughly 29-acre portion near the southeast corner of the overall auctioned site is zoned Planned Regional Center (PRC, PCD), but is not subject to this Development Review application and there are no plans to develop that section of the Property at this time. The property is bounded by the Loop 101 freeway on the west side and Pima Road and Trailside View to the north. A significant power line corridor on the east side of the Property, which, along with a City park, an existing storage facility, and an APS Substation, help to buffer the site from the adjacent residential neighborhood. The Property also includes a significant natural grade change of roughly 50 feet, sloping from Pima Road at the north, down to the south at Bell Road. This, along with the strategic drainage solutions, necessitate cut-and-fill in excess of 8 feet which necessitates Development Review Board approval.

Overall Design Concept

The proposed *MACK Innovation Park* consists of roughly 1.2 Million square feet of industrial and office space spread across a multi-building campus. Along with the high-quality building design and layout, the project will also include a substantial amount of infrastructure for the overall site including the completion of 91st Street, internal circulation drives, drainage channels and perimeter improvements. This Phase 1 application includes the majority of the infrastructure (backbone infrastructure) and four (4) buildings totaling roughly 570,000 square feet.

The overall design theme and concept recognizes a multiplicity of overarching principles and sensitivities at various levels of scale; all of which relate to the specific location of this site as related to the State of Arizona, the Greater Metro Phoenix Area, and most importantly the City of Scottsdale. It is believed that the design theme is so specific to this site, project and building type that it would not make sense anywhere else but at this proposed location.

Enticed by the exotic Sonoran Desert Landscape the renowned Architect Frank Lloyd Wright came to Arizona in the early 1930's and purchased land in the McDowell Mountains where he built his winter home and school of architecture at Taliesin West. It was here where FLW began experimenting with desert architecture, forever leaving his mark on the valley and inspiring future generations of artists and architects alike. It is through this rich history of art and architecture that has become synonymous with the culture of the City of Scottsdale, that it felt appropriate to implement inspirations of FLW within the design concept. Two such FLW projects lead the impetus for the conceptual design for the Mack Innovation Park buildings; The Rose Pauson House and Taliesin West.

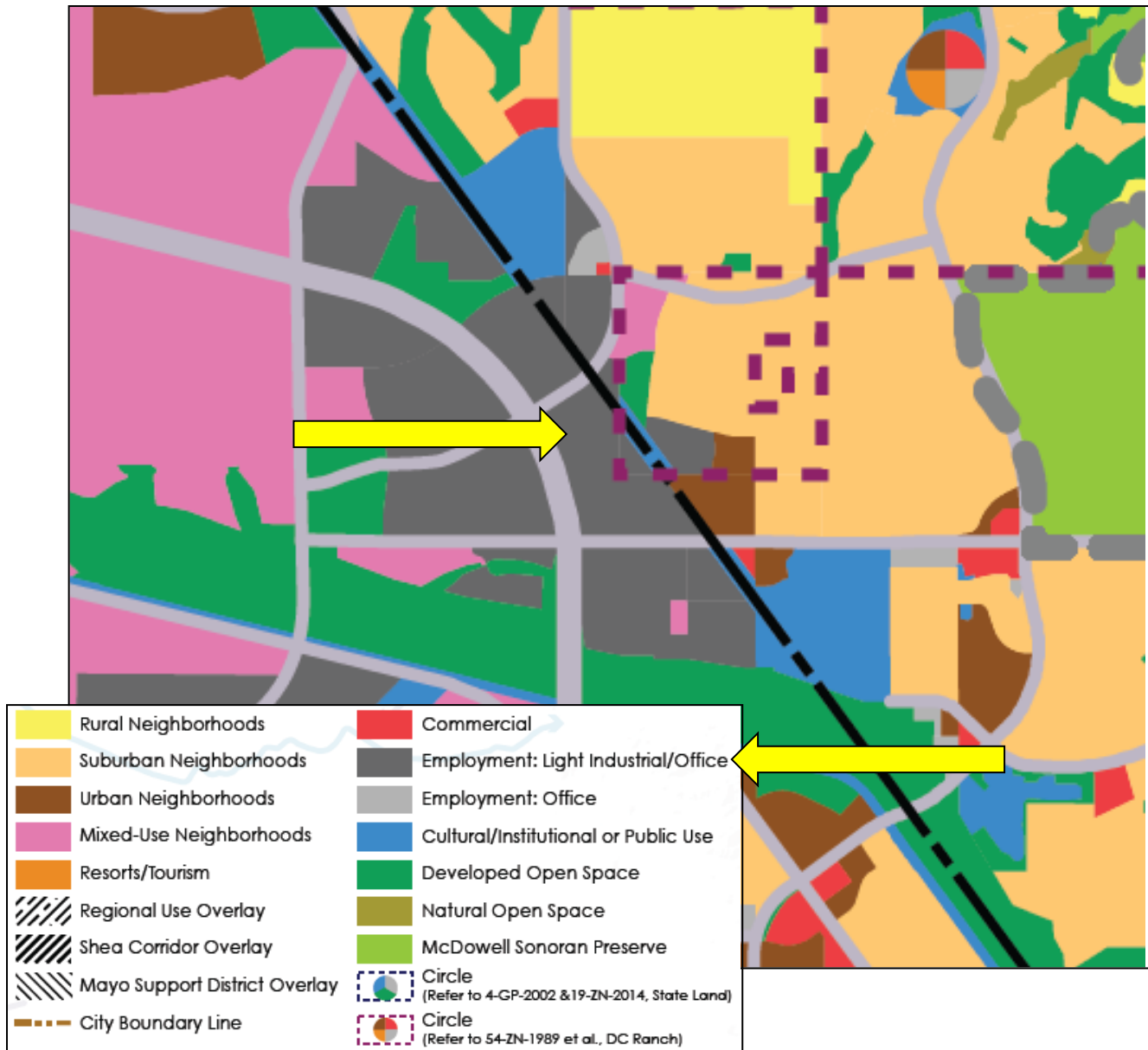
Out of the many FLW projects located in Phoenix, the Pauson House, of which only a few fieldstone site walls remain and although residential in nature embodied elements that could easily be translated into the design of an industrial building. The tall floor to ceiling windows could be seen to be the office entries at the corners. The girthy trapezoidal shaped fieldstone walls and towers could be imagined as interesting artistic focal pieces to help break the mass of the buildings into smaller elements. The long horizontal wood panels could be interpreted to be the main unifying element that runs throughout the length of each building tying the architectural composition together.

Likewise, Taliesin West, being in such close proximity to the property and a prominent landmark and destination in Scottsdale to art enthusiasts, architects, and tourists, also possesses unique and interesting Wrightian components that could be expressed as part of the overall design concept for this project. Particularly, the flying redwood angle capped beams which extend out to form the shading canopy became the entry canopies for this project, which then carry downward at a soft angle, terminating into a heavy, trapezoidal fieldstone base. The chunkiness of the columns reflecting many of FLW's works which embody and synthesize heavier elements with lighter/more delicate structures. Finally, some of the integrally colored concrete used as

hardscaping at Taliesin West have been utilized in the same effect in this project as the sidewalk leading into each building entry will be integrally colored the same color as the entry canopies to give a greater sense of arrival and relate the ground, to the pedestrian, to the building.

2. General Plan Conformance

According to the City’s adopted General Plan Land Use Map, the Property has a General Plan land use designation of “*Employment Light Industrial / Office.*” And is also located within a “*Regional Use Overlay.*” The proposal is in keeping with these designations and conforms to numerous policies related to the *Character and Design* element of the newly approved General Plan.



Portion of the Scottsdale General Plan Land Use Map. “*Employment*” designation.

Character & Design (CD) Element

CD1: Determine the appropriateness of all development in terms of community goals, surrounding area character, and context.

- *New and revitalized development should respond to regional, citywide, and neighborhood contexts in terms of:*
 - *Scottsdale's southwestern, Sonoran Desert characteristics, such as climate, native plants, topography, and history/culture.*
 - *Scottsdale as a part of a larger metropolitan area with a unique image, character, and identity within the regional setting.*
 - *Relationships and sensitivity to surrounding land forms, land uses, and transportation corridors.*
 - *Compatibility with and sensitive integration into established neighborhood character, including historical preservation policies.*
 - *Contributions to citywide linkages of open space, Growth Areas, and Activity Areas.*
 - *Creation of new or reinvention of the existing character of an area, when necessary.*
 - *Physical scale relating to human experience.*
 - *Visual impacts on and accessibility to public settings, significant natural features, and neighboring properties.*
 - *Impacts on and sensitivity to the natural environment.*

Response:

The Project location immediately adjacent to the Loop 101 and freeway interchanges make the site ideal for industrial development. The access to this primary roadway will provide extremely efficient access and egress for vehicles with limited impact on the surrounding neighborhood. The primary character of freeway adjacent land in this Employment zone of the General Plan is higher density commercial and light industrial use, where businesses can benefit from visibility and access to the regional transportation network.

This project is utilizing native desert planting throughout the project along with a design that is inspired by the historical and cultural context of Frank Lloyd Wright, who is recognized as an innovator regionally, citywide and locally. The project also follows the unique character and vibe of the City of Scottsdale as promoters of an artistic culture and lifestyle while simultaneously regarding sensitivity and appreciation for nature and the outdoor environment. While most industrial buildings are large, flat, and overwhelming, this project seeks to minimize that standard by creating overlapping walls, variations in parapet wall heights and depths, use of fieldstone and other materials, textures, dramatic and dynamic architectural features that are pleasing to the surrounding neighborhood while eye-catching from the freeway. Collectively, these design elements reduce the perceived massing of the various buildings. In addition, the strategic relocation of mature salvage trees as well as site

walls will screen the views from the surrounding roadways of the more operationally sensitive shared truck courts.

CD3: Foster quality design that enhances Scottsdale as a unique southwestern desert and tourism community through development review processes.

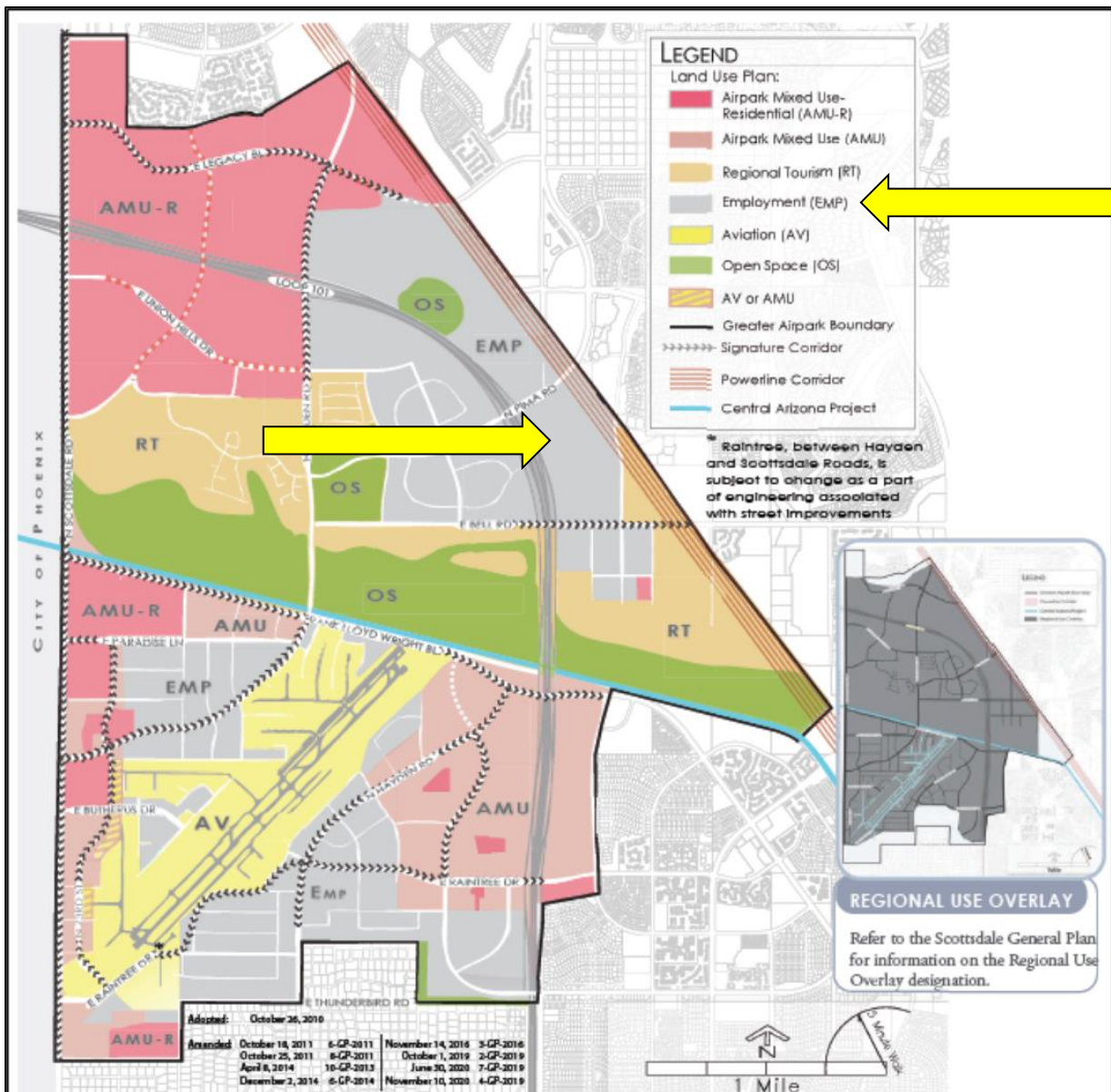
- Strengthen Scottsdale’s economic and environmental attributes, distinctive character, and attractiveness through collaborative site planning and design.

Response:

Due to a location adjacent to freeway interchanges, the Property is effectively a commercial “gateway” into the adjacent commercial and residential neighborhood. The proposed design embraces this reality by incorporating a large, landscaped, scenic corridor setback along Pima Road and creating buildings with design features that are consistent with neighborhood standards. By implementing a Frank Lloyd Wright inspired design, the industrial building is elevated from a building solely of function to a building of form and elevated, quality design. The project also recaptures the native flora and washes currently existing across the site and integrates them into a new scenic corridor area along the perimeter of the site. This area will have an abundance of landscaping and integrates a multi-use path for public use and connection. The placement of large mature native trees will enhance the pedestrian experience on public pathways around the site by providing extensive shading and a diverse mix of native desert landscape elements.

3. Greater Airpark Character Area Plan Conformance

The Property is located within the Greater Airpark Character Area Plan, one (1) of seven (7) Character Area Plans adopted by the City and used to guide growth and development decisions in specific areas of the City. The Land Use Plan within the Greater Airpark Area Plan designates the Property as “Employment” (EMP) and provides for a Development Type of “Type-C Higher Scale.” The proposal conformed to several of the Character and Design element goals and policies of this Character Area Plan.



Greater Airpark Character Area Plan, Land Use Plan designation of “Employment.”

Character and Design Element

Goal CD 1: Enhance and strengthen the design character of Greater Airpark Future Land Use Areas.

- **Policy CD 1.1.** *Promote innovative, high-quality design using specific design criteria associated with each Future Land Use Area in the Greater Airpark:*

***Employment Land Use Areas:** These areas consist of multi-functional buildings with form following function, contemporary architecture, technological and corporate/executive character, campuses, and unique expressions of corporate identity. Multi-modal connections between developments are encouraged. Building materials that are utilized in the area should reflect emerging technologies and sustainable practices. Landscape materials should provide vibrant colors that are contextually sensitive to adjacent developments.*

- **Policy CD 1.2.** *Lighting should be designed to minimize glare, conserve energy, and accent the respective Future Land Use Area character.*

Response: All lighting will be placed with sensitivity to the residential neighborhoods and comply with City of Scottsdale lighting standards.

- **Policy CD 1.4.** *Buffer residential neighborhoods from lighting, noise, and activities associated with employment and commercial land uses by utilizing vegetation, walls or screens, and other appropriate technologies in site design. (see screening response in section 4)*

Response:

The adjacent APS/SRP power line corridor is over 240-feet wide, under which no buildings can be constructed. This easement provides a significant setback and buffer of the Project from the adjacent residential neighborhood. Additional design strategies are discussed in more detail below.

4. Development Review Board Criteria

Per Ordinance Section 1.904, in consideration of an application, the Development Review Board shall be guided by the following criteria:

1. ***The Board shall examine the design and theme of the application for consistency with the design and character components of the applicable guidelines, development standards, Design Standards and Policies Manual, master plans, character plan and General Plan.***

Response: The project adheres to the established Character Area Plan and General Plan designations as outlined above. The proposed development complies with guidelines and development standards applicable to the parcel, the Design Standards & Policies Manual, Design Scenic Corridor Design Guidelines, Lighting & Shading Guidelines of the City of Scottsdale. The land area designated as ESL will be developed in a future phase and is not included in this current (Phase 1) submittal.

2. ***The architectural character, landscaping and site design of the proposed development shall:***
 - a. ***Promote a desirable relationship of structures to one another, to open spaces and topography, both on the site and in the surrounding neighborhood;***

Response: The project, and in particular this Phase 1 submittal, promotes a desirable relationship between structures, open space and topography. It does this in many ways, including by incorporating the 100-foot scenic corridor along Pima Road and greatly beautifying this setback. Positioning open space and landscaping at this highly visible location maximizes the impact of this open space and enhances the gateway location. The design also accounts for the natural topography of the site. The site naturally slopes from North to South by approximately 50'. Due to this unique terrain feature, buildings have been placed in an east-west orientation with finish floors stepping down towards Bell Road. This allows for a minimal disturbance to the existing topography. The proposed development also conforms with many of the Scottsdale Sensitive Design principles, as further detailed in Section 5 below.

- b. ***Avoid excessive variety and monotonous repetition;***

Response: The project adheres to the principles stated above through slight variations of the design motif so as not to appear excessive in variety nor repetitive. The rooftop parapet walls vary in height and depth around the buildings so as to break up the monotony of the building mass, especially along the longer sides. Variations in colors, materials and façade depths also break up the perceived massing of the building while also providing unique design features.

c. Recognize the unique climatic and other environmental factors of this region to respond to the Sonoran Desert environment, as specified in the Sensitive Design Principles;

Response: There are existing natural arroyos flowing through the site that will be redirected through thoughtfully designed manmade arroyos. These manmade arroyos are strategically placed along the boundaries of the site so as to provide a larger desert landscape buffer from the public roadways, surrounding neighborhoods and civic amenities. A well landscaped pedestrian route with significant tree shading is being proposed from Bell Road through the northern, ESL portion of Phase 1 that will connect to the multi-use trail along Pima Road. Recessed Low-E glass is being incorporated throughout each building. Building entries are highlighted with striking sculptural canopies that help shade and provide pedestrian wayfinding. Evocative materials in natural color tones and textures, such as fieldstone, seamlessly blend architecture and environment. The majority of loading dock doors on the rear of the buildings facing the shared truck courts will be painted a tan color to minimize their reflectivity while also serving their functional and safety requirements. The largest rear doors will be painted a custom dark charcoal to blend with the surrounding building façade. A majority of the mature flora existing on the site will be salvaged and replanted throughout the project to help preserve the Sonoran Desert Environment.

d. Conform to the recommendations and guidelines in the Environmentally Sensitive Lands (ESL) Ordinance, in the ESL Overlay District; and

Response: The project conforms to the ESL Ordinance and a separate Wash Modification application has been submitted with this application.

e. Incorporate unique or characteristic architectural features, including building height, size, shape, color, texture, setback or architectural details, in the Historic Property Overlay District.

Response: While not located within a historic overlay, the project does incorporate unique architectural features through size, color, texture, and layered/overlapping wall elements.

3. Ingress, egress, internal traffic circulation, off-street parking facilities, loading and service areas and pedestrian ways shall be so designed as to promote safety and convenience.

Response: The Applicant has spent a considerable amount of time and effort working with the City Traffic Department and ADOT on both off-site and on-site traffic circulation

improvements. The results include the addition of a new lane on the adjacent freeway frontage road and an additional, dedicated right turn lane from this frontage road onto northbound Pima Road. These additions, combined with on-site improvements, will help to ensure safety and convenience.

The Project is also required to construct 91st Street as a major collector road between the existing Bell Road signalized interchange north to the current cul-de-sac located at the south end of 91st, adjacent to the APS substation. 91st Street north of the subject Property will remain a non-truck route, 2-lane road. A private (40ft-wide) collector road will be constructed through the middle of the site connecting the new 91st Street to the Loop 101 frontage road on the west, where a new right-turn-in / right-turn-out driveway will be installed. A new right-turn-in / right-turn-out driveway will also be installed at the northern portion of the site at Pima Road, and a new restricted movement driveway will be installed at Bell Road aligned with 90th Street to the south.

Combined with the proposed interior driveways, this added infrastructure will provide very efficient traffic movement into, within and out of the site, and will also benefit existing traffic flow by adding new options to access the adjacent neighborhood. As shown in the circulation plan, a primary pedestrian route is being proposed through both phases and connects all buildings to public sidewalks and a future multi-use trail.

4. *If provided, mechanical equipment, appurtenances and utilities, and their associated screening shall be integral to the building design.*

Response: All associated screening walls and mechanisms follow and reflect the theme of the overall building design through similarity of color, pattern, and motif. All mechanical equipment will be located on the roof for efficiency and so as not to encumber the site with unsightly devices. Building walls will also serve as parapets to screen roof-mounted equipment. Ground-mounted electrical transformers and utility pedestals are located where viewing from significant vehicular and pedestrian pathways will be limited, and all are screened with landscape. The Site Plan incorporates 8ft tall screen walls and strategic placement of large trees to screen the view of the shared truck courts from the surrounding public roadways. Required screening will comply with City of Scottsdale's Zoning Ordinance & Guidelines

5. *Within the Downtown Area, building and site design shall:*

- a. Demonstrate conformance with the Downtown Plan Urban Design & Architectural Guidelines;**
- b. Incorporate urban and architectural design that address human scale and incorporate pedestrian-oriented environment at the street level;**

- c. Reflect contemporary and historic interpretations of Sonoran Desert architectural traditions, by subdividing the overall massing into smaller elements, expressing small scale details, and recessing fenestrations;
- d. Reflect the design features and materials of the urban neighborhoods in which the development is located; and
- e. Address building mass, height, materials, and intensity transitions between adjacent/abutting Type 1 and Type 2 Areas, and adjacent/abutting Type 2 Areas and existing development outside the Downtown Area.

Response: The project is not located within the Downtown Area.

6. *The location of artwork provided in accordance with the Cultural Improvement Program or Public Art Program shall address the following criteria:*

- a. Accessibility to the public;
- b. Location near pedestrian circulation routes consistent with existing or future development or natural features;
- c. Location near the primary pedestrian or vehicular entrance of a development;
- d. Location in conformance with the Design Standards and Policies Manual for locations affecting existing utilities, public utility easements, and vehicular sight distance requirements; and
- e. Location in conformance to standards for public safety. Reflect the design

Response: The Cultural Improvement Program and Public Art Program are not applicable.

5. Scottsdale Sensitive Design Principles Conformance

The Character and Design Element of the General Plan states that “*Development should respect and enhance the unique climate, topography, vegetation and historical context of Scottsdale’s Sonoran Desert environment, all of which are considered amenities that help sustain our community and its quality of life.*” The City has established a set of design principles, known as the Scottsdale’s Sensitive Design Principles, to reinforce the quality of design in our community. The following Sensitive Design Principles are fundamental to the design and development of the Property.

1. ***The design character of any area should be enhanced and strengthened by new development.***

Response: The project will greatly enhance the design character of the area. The property is located immediately adjacent to the Loop 101 Freeway, yet is currently vacant and unimproved. The property currently adds little to the character of the area. This project will greatly enhance the setting, with generous perimeter landscaping and the incorporation of a long-sought after multi-use trail across the north portion of the Property, leading to the new public park east of the site. The design character of the project further enhances the area by utilizing and implementing an artistic interpretation of Frank Lloyd Wright style design within the buildings creating an interesting and pleasant view for travelers along the freeway and from the neighborhood.

2. ***Development, through appropriate siting and orientation of buildings, should recognize and preserve established major vistas, as well as protect natural features.***

Response: Due to the significant grade differential and the site being located within a Federal 404 Flood Water Zone, the buildings are oriented perpendicular (east-west) to the existing grade thereby allowing the site to step down gradually from North to South. This enables the Project to blend into the existing perimeter grades and minimize impact to native landscape surrounding the site. This strategic site and drainage solutions necessitates cut-and-fill in excess of 8 feet. This necessitates review and approval by the Development Review Board.

3. ***Development should be sensitive to existing topography and landscaping.***

Response: Currently channelized offsite flood water is deposited onto the site in several locations. In order to maintain the flow of this flood water while also controlling the outflow at specific locations at Bell Road, the drainage plan routs the current flood water into manmade arroyos around the perimeter of the site where they can enhance the open

space and landscape quality. The site sits within FEMA Flood Zone AO, requiring that all building finished floor elevations be set a minimum of 2-ft above the highest adjacent existing grade elevation. All proposed buildings are set in such a way to meet this requirement.

- 4. Development should protect the character of the Sonoran Desert by preserving and restoring natural habitats and ecological processes.***

Response:

Perimeter open space setbacks and manmade arroyos will utilize native species while also enhancing the existing landscape with new species consistent with City of Scottsdale's Landscape Guidelines and Ordinances. Existing native plants will be salvaged and re-planted where feasible.

- 5. The design of the public realm, including streetscapes, parks, plazas and civic amenities, is an opportunity to provide identity to the community and to convey its design expectations.***

Response:

The unique design of this project and proximity to Loop 101 Freeway will enhance and define the character of the area as a gateway landmark to the community.

- 6. Developments should integrate alternative modes of transportation, including bicycles and bus access, within the pedestrian network that encourage social contact and interaction within the community.***

Response:

Multi-use trails are being proposed in the northern-most portion of the Project and will connect to existing hiking/biking trails and adjacent public park. Ample bike parking will be provided throughout the site.

- 7. Development should show consideration for the pedestrian by providing landscaping and shading elements as well as inviting access connections to adjacent developments.***

Response:

A landscaped primary pedestrian route is being proposed from Bell Road through the northern most portion of the site that will connect all buildings to public sidewalks and the multi-use trail along Pima Road. The location of the pedestrian route along Pima Road will maximize the shading potential of large trees planted within the Scenic Corridor.

- 8. Buildings should be designed with logical hierarchy of mases.***

Response:

The buildings avoid long spans of uninterrupted blank walls by implementing layering and overlapping wall planes, variations in depth and height of walls, transitions of varying wall elements and colors, and utilization of various wall textures.

9. *The design of the built environment should respond to the desert environment.*

Response:

The built environment responds with sensitivity through use colors and textures found in the desert environment.

10. *Development should strive to incorporate sustainable and healthy building practices and products.*

Response:

This proposed development incorporates sustainable and healthy building practices by salvaging existing site flora and sourcing local stone. The longitudinal east-west orientation of the buildings, canopies at the entries, low-e glass and thoughtfully placed trees help maximize solar efficiency while minimizing energy usage.

11. *Landscape design should respond to the desert environment by utilizing a variety of mature landscaping and preserving native plants.*

Response:

The Landscape Architectural Design will respond to the desert environment by using all existing Trees and Cacti that are salvageable and in disturbed areas due to construction. All existing native areas not in disturbance areas will be protected and enhanced with additional desert plant materials. The existing plant material to be salvaged and reused are mature in size and character. This will create a mature landscape in the areas that they will be transplanted. All New Plant material will be Native, Desert themed and have low water requirements.

12. *Site design should incorporate techniques for efficient water use by providing desert adapted landscaping and preserving native plants.*

Response:

The Landscape Architectural Design will include irrigation techniques for water efficiency. Low Flow Drip Irrigation will be used with trees, shrubs and cacti separated by valves and environmental locations (i.e. building orientation, retention and drainage ways and solar orientation). Smart controllers and soil sensors and rain gauges will assist in the efficient delivery of the irrigation to the plant materials. All Plant material will be low water and drought tolerant to reduce the amount of water in the short and long term.

13. *The extent and quality of lighting should be integrally designed as part of the built environment.*

Response:

The quality of lighting will follow City of Scottsdale lighting standards and will provide lighting that will promote safety while being sensitive to dark sky ordinances and adjacent neighborhoods.

14. *Signage should consider the distinctive qualities and character of the surrounding context in terms of size, color, location and illumination.*

Response:

A comprehensive Sign Program will be developed and submitted at a later date which will incorporate design elements and materials consistent with the overall project design.

6. Conclusion

As outlined in this narrative and as seen in the application exhibits, the proposal meets and exceeds numerous stated goals of the General Plan, the Greater Airport Character Area Plan, and the Scottsdale Sensitive Design Principles. The Project also directly responds to the Development Review criteria detailed in Ordinance Section 1.904.

The Development proposal will reinvigorate a vacant and underutilized site with a new, high-quality project that provides for employment opportunities. The project is highly designed from a building and landscaping perspective and creates an inviting and contextually appropriate development. This Phase 1 submittal of the *Mack Innovation Park*, along with the concurrent Phase 2 portion, deliver on the promise of industrial / office uses that have long been anticipated and sought after for the site.

Thank you.

PROJECT TEAM

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SITE AREAS	Parcel 1 North		Parcel 1 South		Parcel 2		TOTAL	
	SF	AC	SF	AC	SF	AC	SF	AC
Purchased Gross Site Area*	2,674,530	61.40	1,873,516	43.01	883,812	20.29	5,431,858	124.70
ADOT ROW							217,020	4.98
City ROW							322,780	7.41
Net Site Areas	2,463,987	56.57	1,680,545	38.58	747,526	17.10	4,892,058	112.31
Future Phase Dev.	395,075	9.07	447,853	10.28	747,526	17.10	1,590,454	36.51
Lot Area Excl. Future Development Phases	2,068,912	47.50	1,232,692	28.30			3,301,604	75.79

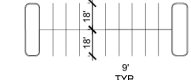
Notes: *Gross Site Area includes City ROW and ADOT ROW, not including Pima Road/Trailside View ROW

BUILDING AREAS - MASTER SITE	PARCEL 1 NORTH	PARCEL 1 SOUTH	PARCEL 2	TOTALS
	Bldg. Gross SF*	572,170	404,075	0
Optional Mezz. Office SF	36,000	32,000	0	68,000
Lot Coverage*	145%	90%	0	30%
Lot Coverage (Inc. Mezz Office)	29%	35%	0	32%
F.A.R.*	1.45	0.90	0	0.30
F.A.R. (Inc. Mezz Office)	1.64	0.97	0	0.32
Max. F.A.R. Allowed	1,971,190	1,344,436	598,021	3,913,646
0.8 of Net Site Area in SF	1,971,190	1,344,436	598,021	3,913,646
Max. F.A.R. Allowed (0.8 of Lot Area Excl. Mezz Office) in SF	1,655,130	986,153	598,021	2,641,283

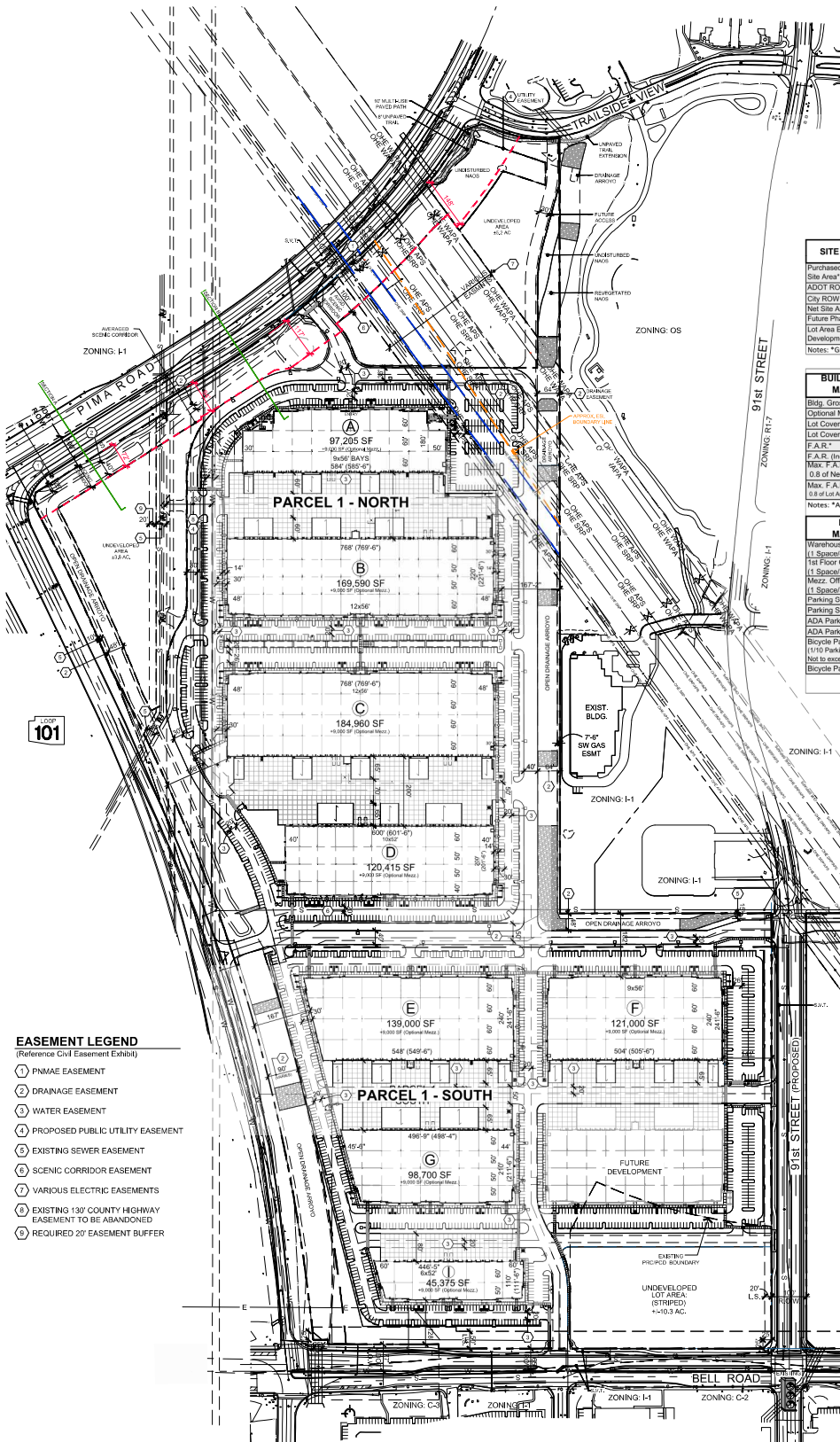
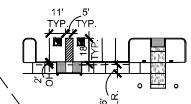
Notes: *Area not including optional mezzanine office

PARKING - MASTER SITE	PARCEL 1 NORTH	PARCEL 1 SOUTH	PARCEL 2	TOTALS
	Warehouse Parking Req. (1 Space/500 SF)	578	437	0
1st Floor Office Parking Req. (1 Space/300 SF)	367	182	0	549
Mezz. Office Parking Req. (1 Space/300 SF)	120	107	0	227
Parking Spaces Provided	1079	734	0	1804
ADA Parking Required (4%)	44	29	0	73
ADA Parking Provided	44	30	0	74
Bicycle Parking Required (1/10 Parking Required; Not to exceed 100)	106	73	0	179
Bicycle Parking Provided	100	96	0	196

TYP. PARKING STALL



TYP. ADA PARKING STALL



- EASEMENT LEGEND**
 (Reference Civil Easement Exhibit)
- ① PNM&E EASEMENT
 - ② DRAINAGE EASEMENT
 - ③ WATER EASEMENT
 - ④ PROPOSED PUBLIC UTILITY EASEMENT
 - ⑤ EXISTING SEWER EASEMENT
 - ⑥ SCENIC CORRIDOR EASEMENT
 - ⑦ VARIOUS ELECTRIC EASEMENTS
 - ⑧ EXISTING 130' COUNTY HIGHWAY EASEMENT TO BE ABANDONED
 - ⑨ REQUIRED 20' EASEMENT BUFFER

MASTER SITE PLAN

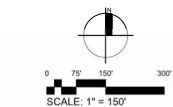


MACK INNOVATION PARK

NEC Loop 101 & Bell Road
 Scottsdale, AZ

ATTACHMENT 2

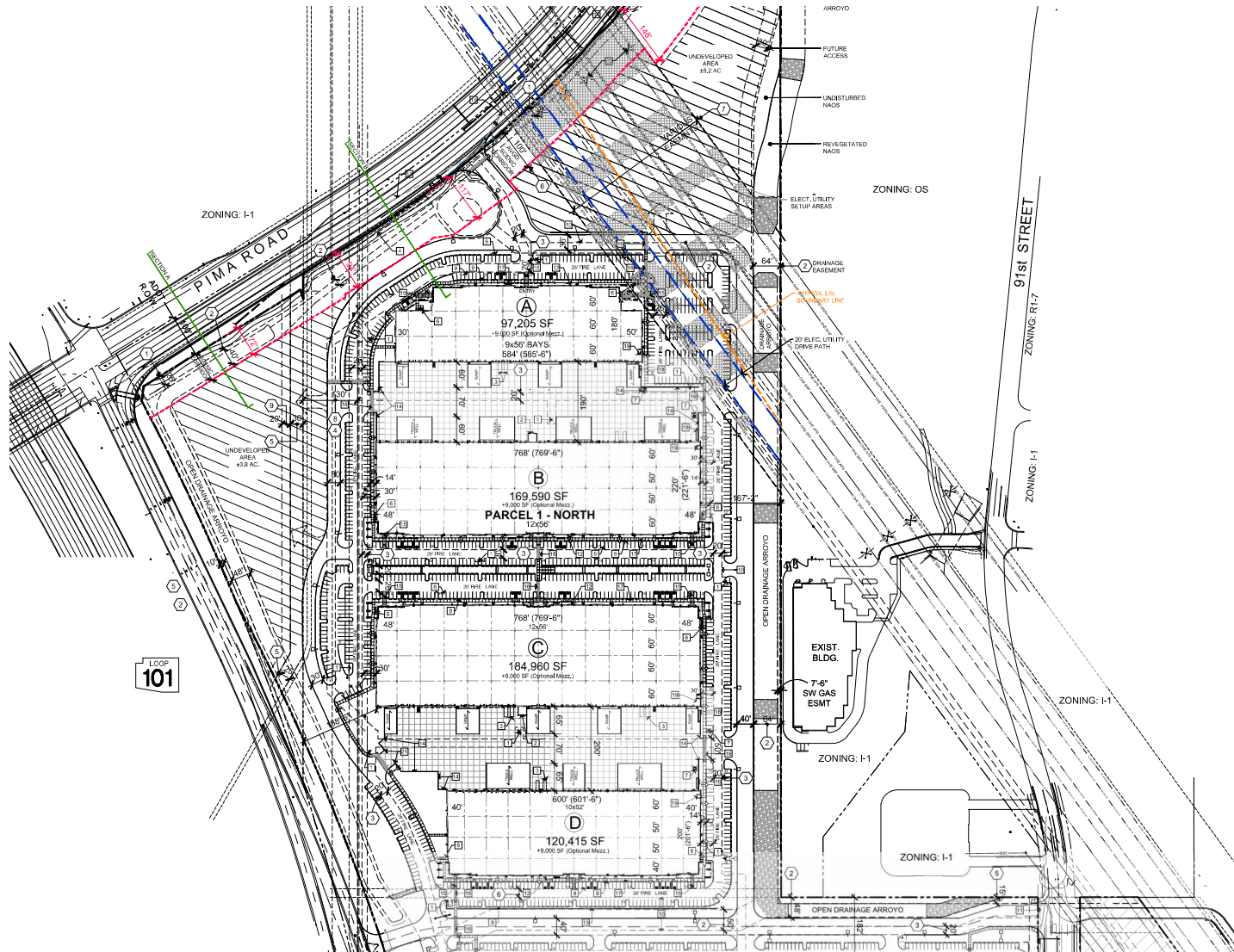
DR24-A



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 05-22-2023
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MACK REAL ESTATE GROUP

Butler Design Group, Inc
 architects & planners



SITE AREAS	Parcel 1 North		Parcel 1 South		Parcel 2		TOTAL	
	SF	AC	SF	AC	SF	AC	SF	AC
Purchased Gross Site Area*	2,674,530	61.40	1,873,516	43.01	883,812	20.29	5,431,858	124.70
ADOT ROW							217,020	4.98
City ROW							322,780	7.41
Net Site Areas	2,463,967	56.57	1,680,545	38.58	747,526	17.16	4,892,038	112.31
Future Phase Div.	395,075	9.07	447,853	10.29	747,526	17.16	1,590,454	36.51
Lot Area Excl. Future Development Phases	2,068,912	47.50	1,232,692	28.30			3,301,604	75.79

Notes: *Gross Site Area Includes City ROW and ADOT ROW, not including Pima Road/Traillside View ROW

BUILDING AREAS - PARCEL 1 NORTH	Bldg. A	Bldg. B	Bldg. C	Bldg. D	TOTAL
Bldg. Gross SF*	97,205	169,590	184,960	120,415	572,170
Warehouse Gross SF	32,205	159,590	159,960	100,415	452,170
1st Floor Office Gross SF	65,000	10,000	15,000	20,000	110,000
Optional Mezz. Office SF	9,000	9,000	9,000	9,000	36,000
Bldg. Clear Height	32'	32'	32'	32'	32'
Lot Coverage*	572,170 SF / 2,068,912 SF =				145%
F.A.R.*	572,170 SF / 2,068,912 SF =				1.45
F.A.R. (including Mezz Office)	(572,170 SF + 36,000 SF) / 2,068,912 SF =				1.54

Notes: *Area not including optional mezzanine office

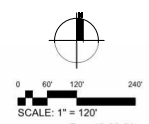
PARKING - PARCEL 1 NORTH	Bldg. A	Bldg. B	Bldg. C	Bldg. D	TOTAL
Warehouse Parking Required (1 Space/300 SF)	40	199	212	126	578
1st Floor Office Parking Requi. (1 Space/300 SF)	217	33	50	67	367
Mezz. Office Parking Requi. (1 Space/300 SF)	30	30	30	30	120
Total Parking Required	267	263	292	222	1044
Total Parking Provided	291	263	292	224	1070
ADA Parking Required (4%)	12	11	12	10	44
ADA Parking Provided	8	12	12	12	44
Bicycle Parking Required (1/10 Parking Required, Not to exceed 100)	29	26	29	22	106
Bicycle Parking Provided	24	24	28	24	100

SITE PLAN KEYNOTES

- FIRE HYDRANT
- FIRE PUMP HOUSE WITH FDC
- PTL TRASH COMPACTOR LOCATION
- 26 FT. WIDE FIRE LANE
- RED PAINTED CURBING AND WHITE LETTERING AT FIRE LANES
- BIKE RACKS PER COS MAG DET 2285 REF.6-1
- TRANSFORMERS
- 9'X18' TYPICAL PARKING STALL
- 2 TYPICAL CAR OVERHANG
- UTILITY EASEMENT REF. CIVIL DWGS
- VISIBILITY TRIANGLE LINE
- LIGHT FIXTURE REF. DR49-51
- 3' SCREEN WALL REF. DR26-2
- 8' MASONRY WALL TYP. REF. DR26-1
- ENHANCED ENTRY HARDSCAPE REF. DR43
- INTERNAL COLORED CONCRETE SIDEWALK - REF. MATERIAL BOARD
- 6' CONCRETE S/W EXCLUDING CAR OVERHANG TYP.
- SES
- OWNER'S ROOM
- EXISTING ELEC. TOWERS
- DECORATIVE METAL ROLLING GATES

EASEMENT LEGEND

- (Reference Proposed Easement Exhibit)
- PNMA EASEMENT
 - DRAINAGE EASEMENT
 - WATER EASEMENT
 - PROPOSED PUBLIC UTILITY EASEMENT
 - EXISTING SEWER EASEMENT
 - SCENIC CORRIDOR EASEMENT
 - VARIOUS ELECTRIC EASEMENTS
 - EXISTING 130' COUNTY HIGHWAY EASEMENT TO BE ABANDONED
 - REQUIRED 20' EASEMENT BUFFER



**ENLARGED SITE PLAN
PARCEL 1 - NORTH**



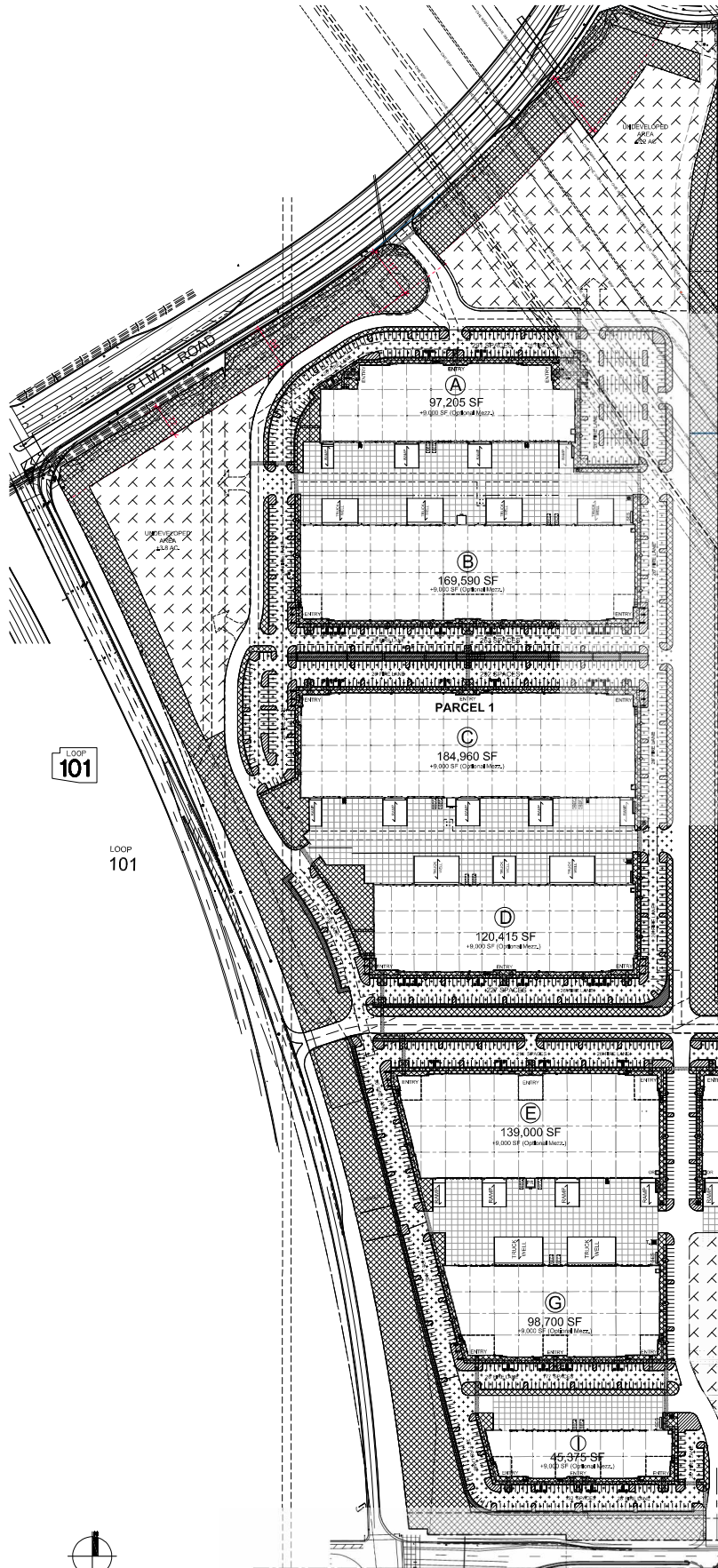
NEC Loop 101 & Bell Road
SCOTTSDALE, AZ

ATTACHMENT 3

DR24-B



2024-ST13_DR24-B



OPEN SPACE DATA

Zoning: I-1/PCD (unless otherwise noted on plan)

Parcel 1 Lot Area: +/- 3,301,804 S.F. (75.79 AC.)

Parcel 1 Future Development Lot Area: +/- 842,928 S.F. (19.35 AC.)

TOTAL PARCEL 1 LOT AREA: +/- 4,144,532 S.F. (95.14 AC.) (NIC ROW)

Proposed Max Height: 46'-0" MAX.

Building Area: 976,245 S.F.

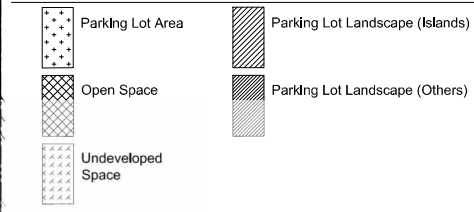
BLDGS. A-G, I: 30%

Lot Coverage (NIC Parcel 1 Future Dev. Lot Area): 32%

Lot Coverage (including Mezz Office): .30

F.A.R.: .32

F.A.R. (including Mezz Office): .32



MASTER OPEN SPACE CALCULATIONS - Parcel 1

Total Lot Area (SF)	PROVIDED				Provided Parking Landscape Area		Provided Open Space % (footnote #1)
	Open Space Areas (SF)	Building Areas (SF)	Parking Lot Areas (SF)	Parking Lot Landscape Areas (SF) - Islands	Parking Lot Landscape Areas (SF) - Other		
2,299,780	87,225	40,651	107,071	9,323	6,641	1.0%	
	Building A	27,740	59,956	8,329	6,641	0.7%	
	Building B	184,960	39,057	100,663	10,745	6.73%	
	Building C	120,415	47,538	79,844	6,610	1.7%	
	North O.S.	443,940	0	0	0	10.7%	
	Building E	139,000	27,854	62,490	8,172	7.67%	
	Building F	121,000	30,716	62,634	13,347	6.84%	
	Building G	98,700	24,047	46,420	6,170	2.85%	
	Building I	45,375	14,579	30,455	6,238	7.16%	
	South O.S.	144,166	0	0	0	3.9%	
644,752	Undeveloped	84,475	0	0	0	2.0%	
6,144,532		876,245	924,773	601,201	69,440	46.84%	
						22.3%	
						Total Parking Lot Landscape Area Provided: 116,264	

OPEN SPACE CALCULATIONS - Parcel 1 Undeveloped Area (footnote #2)

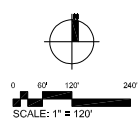
Undeveloped Lot Area (SF)	Areas	Minimum Required Open Space Area (SF) (Lot Area x 10%)
2,299,780	NEC Lot	22,997.8
187,110	NWC Lot	18,711.0
457,853	South Lot	45,785.3
644,752	Total	87,494.1

REQUIRED LANDSCAPE AND OPEN SPACE CALCULATION (footnote #3)

Location	Footnote	REQUIRED (SF)	PROVIDED (SF)	PROVIDED (%)
Parking Lot Landscape Required	Parking Lot Area x 15%	90,189	116,264	129.4%
Required Parking Lot Landscape Required	Area x 33.3%	38,794	69,440	59.7%
Open Space Area Required	Lot Area x 10% + (Lot Area x 0.003 x 46' Max Height/12')	761,031	1,041,161	25.1%

- Notes:
- Open Space % = Open Space/Lot Area
 - Undeveloped Areas will have separate Design Review Submittal and will need to comply with site development standards within their own boundaries, including open space requirements. The "Potential Bldg. Area & Required Open Space Area at Undeveloped Areas" Table above excludes an assumed maximum building areas that will need to be maintained to meet Open Plan requirements when and if undeveloped areas are indeed developed.
 - Parking lot landscape areas at "Undeveloped Areas" are not provided because the Parking Lot areas are unknown and will have to be calculated once they are designed and will be included as a separate DR when developed.

MASTER OPEN SPACE PLAN



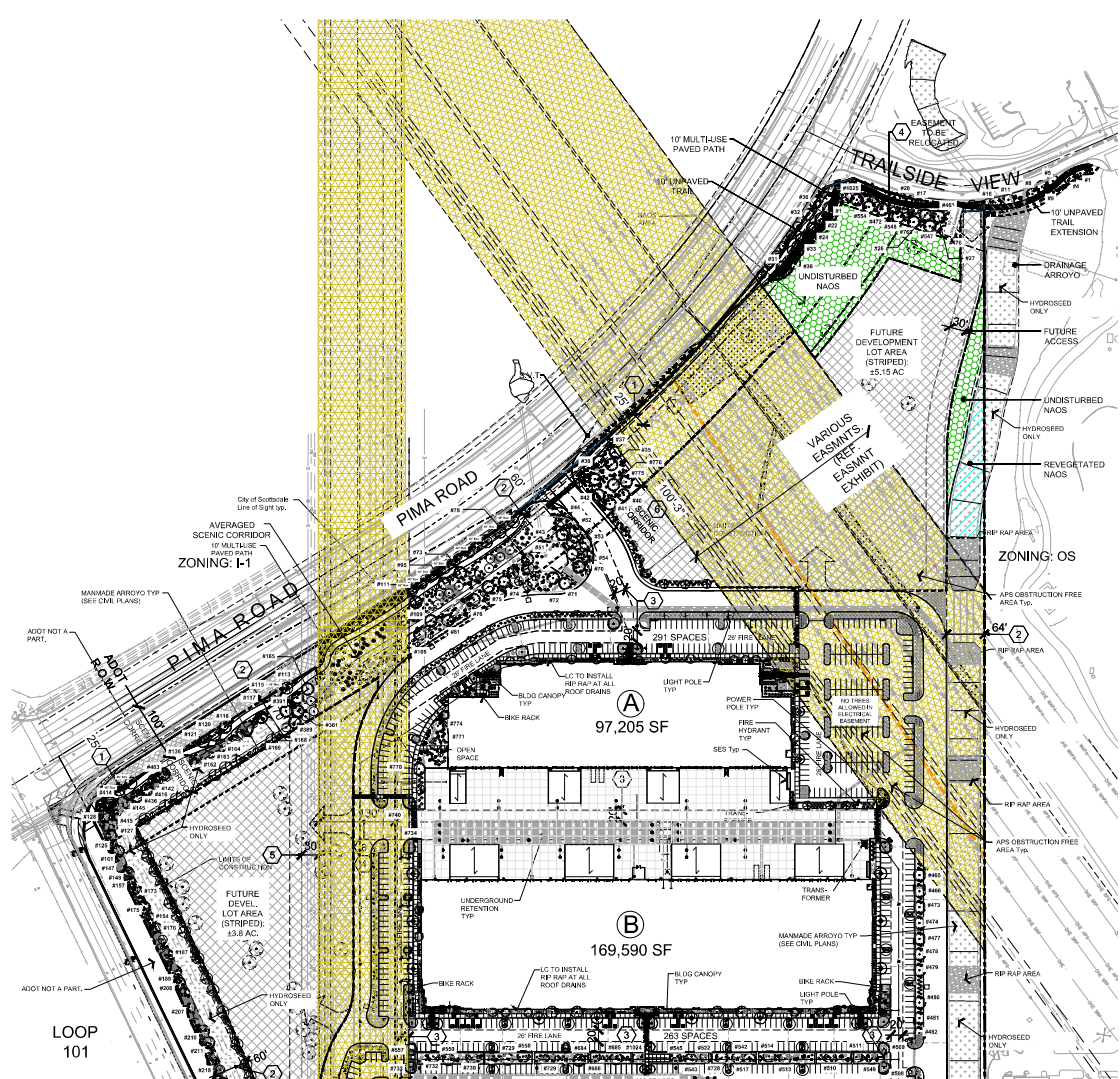
Rev. 12-22-23
Rev. 10-20-23
05-22-2023
22024-ST14_Open Space



NEC Loop 101 & Bell Road
ATTACHMENT 4

DR23





PRELIMINARY LANDSCAPE PLAN
PHASE 2
SCALE: 1" = 100'

MATCHLINE SEE SHEET L.02

NOAS REVEG AREA NOTE:
General Contractor will stockpile +/- 10,000 SF of NON SCARRED native soil at a 5" depth to use to top dress this new developed area.

A native seed mixture will be compiled using only ESI, indigenous approved plant materials and applied to ALL NOAS, Scenic Corridor areas disturbed, adjacent to non disturbed areas. And to ALL Slopes of the Arroyo for native future stabilization efforts.

LANDSCAPE LEGEND
ALL TREES TO MEET OR EXCEED A.N.A. SPECIFICATIONS (U.O.N., UNLESS OTHERWISE NOTED)
#1 tree caliper required at time of planting

TREES	@ ELS PLANT MATERIAL	SIZE / CALIPER	QTY.
	Parkinsonia microphyllum Foothill Palo Verde APS APPROVED TREE	36" Box (2.25" C) High Breaker	31
	Prosopis chilensis Thornless Hybrid Mesquite	36" Box (2" C) U.O.N. 48" Box (3.5" C)	148 02
	Salvage Tree (see Approved Salvage Plans)	48" Box and Larger	281 ###
	Salvaged Carnegiea gigantea (see Approved Salvage Plans)	2'-15" Tall	35
	Fouquieria splendens Ocotillo	4"-8" tall 6-10 cane min. (Mix HT Throughout)	107
	Carnegiea gigantea Saguaro	4"-8" Spear (No holes or Scars) (Mix HT Throughout)	29
	Vachella constricta Whitehorn Acacia	5 Gallon Multi-Trunk	172
	Quercus virginiana Cathedral Oak	36" Box (2" C) Standard	18
	Vachella farnesiana Sweet Acacia	36" Box (2" C) U.O.N. 48" Box (3.5" C) Standard, High Breaker	46 15
	Chilopsis linearis Desert Willow 'Subbar'	24" Box (1.25" C) U.O.N. 48" Box (3.50" C) Multi-Trunk	32 06
	Parkinsonia hybrid Desert Museum	36" Box (2" C) U.O.N. 48" Box (3.50" C) Standard	55 06
	Caesalpinia mexicana Mexican Bird of Paradise	36" Box (2" C) Multi-Trunk	68
	Tree to Remain in Place (see Approved Salvage Plans)	24"-48" Box (1.25"-3.5" C) Multi-Trunk	33

SHRUBS / ACCENTS	SIZE	QTY.	GROUNDCOVERS	SIZE	QTY.		
	Eremophila hydrophane Blue Bells EMU	5 Gallon	55		Grieneria sarothrae Snakeweed	1 Gallon	17
	Callistemon viminalis Little John Bottlebrush	5 Gallon	111		Eremophila glabra Mingnew Gold	1 Gallon	556
	Amorosa dumosa White Burrage	5 Gallon	424		Lantana montevidensis Gold, Red & White Lantana	1 Gallon	987
	Simmondsia chinensis Jojoba	5 Gallon	264		Baileya multiradiata Desert Marigold	1 Gallon	455
	Gallandea eriophylla Fairy Duster	5 Gallon	153		1" Screened Madison Gold 2" min thickness in all landscape areas		
	Leucophyllum frutescens 'compacta' Compact Green Cloud Sage	5 Gallon	00		Non Grouted 3"-6" Madison Gold Rip-Rap 3" min thickness (bury 1/3 into base grad)		
	Tecoma Stans Yellow Bells	5 Gallon	166		Rip Rap Shown for Reference Only See Civil Plans for Installation Details		
	Justicia californica Chuparosa	5 Gallon	94		Mix in Stabilized 14" minus Match Existing Park Trail in Color 1/2" Thickness of Mix in Materials		
	Senegalia greggii Cat-Claw Acacia	5 Gallon	314		10' wide hardened patch with a cross-slope not greater than 10% and a longitudinal slope not greater than 20%. Hardened patch shall consist of native soil compacted to 95% to a depth of 1'.		
	Salvia officinalis Dwarf Sage	5 Gallon	00		1/8" Metal Header along both edges of trail Secure every 4' with mit stake		
	Caesalpinia mexicana Mexican Bird of Paradise	5 Gallon	282				
	Vigneria deltoidea Goldeneye	5 Gallon	121				
	Larrea tridentata Creosote Bush	5 Gallon	166				
	Encelia farinosa Brittle Bush	5 Gallon	361				
	Sarcocolla latifolia Turpentine Bush	5 Gallon	551				
	Asclepias subulata Desert Milkweed	5 Gallon	237				
	Hesperaloe parviflora Yellow Yucca	5 Gallon	900				
	Hesperaloe parviflora Red Yucca	5 Gallon	113				
	Dasyliion wheeleri Desert Spoon	5 Gallon	560				
	Nolina texana Bear Grass	5 Gallon	66				
	Agave palmeri Palmer's Agave	5 Gallon	555				
	Muhlenbergia capillaris Ragat Mist	5 Gallon	697				

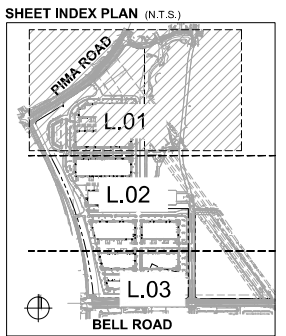
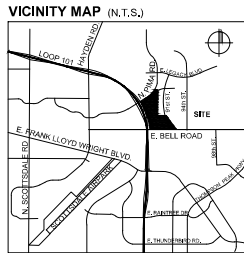
PROJECT TEAM

Developer / Owner: MREG 101 BELL LLC
2415 E. Camelback Rd. Ste 920
Phoenix, AZ 85016
Contact: Scott Denham
Ph: (213) 542-4315
sdenham@mackcregroup.com

Architect: Butler Design Group
5013 E. Washington St. Ste 100
Phoenix, Arizona 85034
Contact: Jay Irvin
Ph: (602) 957-1800
jirvin@butlerdesigngroup.com

Civil Engineer: Kinley-Horn
7740 N. 16th Street, Ste 300
Mesa, Arizona 85020
Contact: Steve Haney
Ph: (602) 808-1121
steve.haney@kinley-horn.com

Landscape Architect: Laskin & Associates, Inc.
5013 E. Washington St. Ste 110
Phoenix, Arizona 85034
Contact: Daniel Dodson
Ph: (602) 848-7771
daniel@laskin.com



SCENIC CORRIDOR

REQUIRED 100' SCENIC CORRIDOR AREA: 174,593 SF (4.0 AC)

PROVIDED AVERAGED SCENIC CORRIDOR AREA: 175,034 SF (4.0 AC)

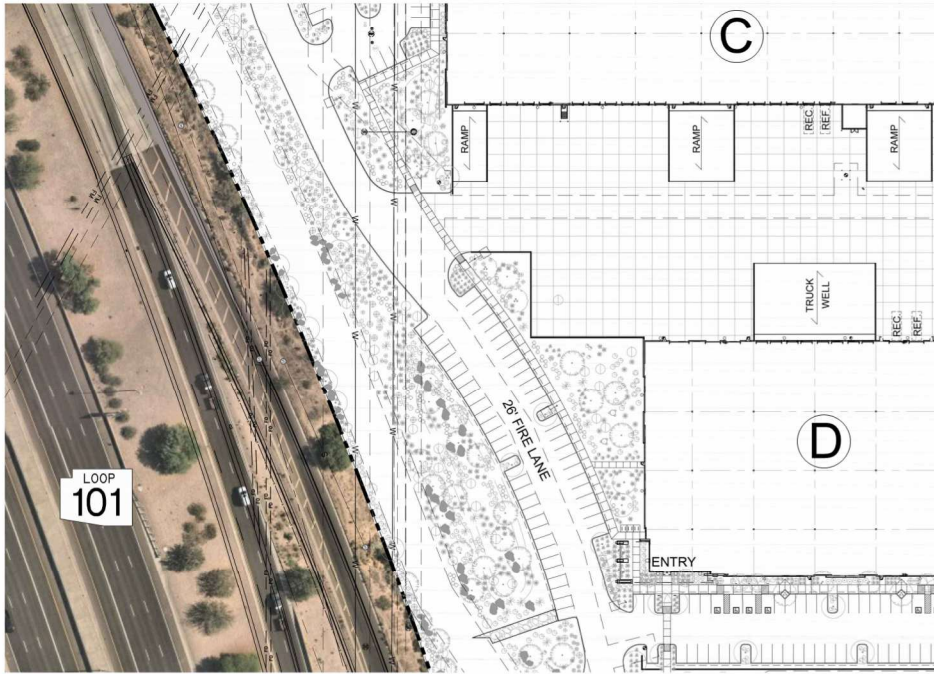
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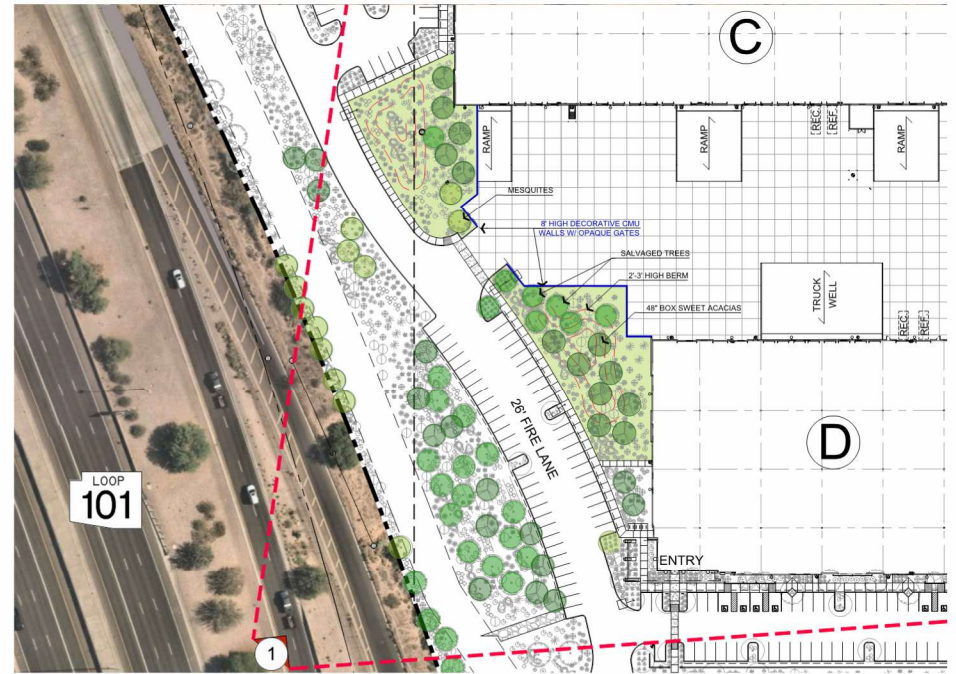
NEC Loop 101 & Bell Road
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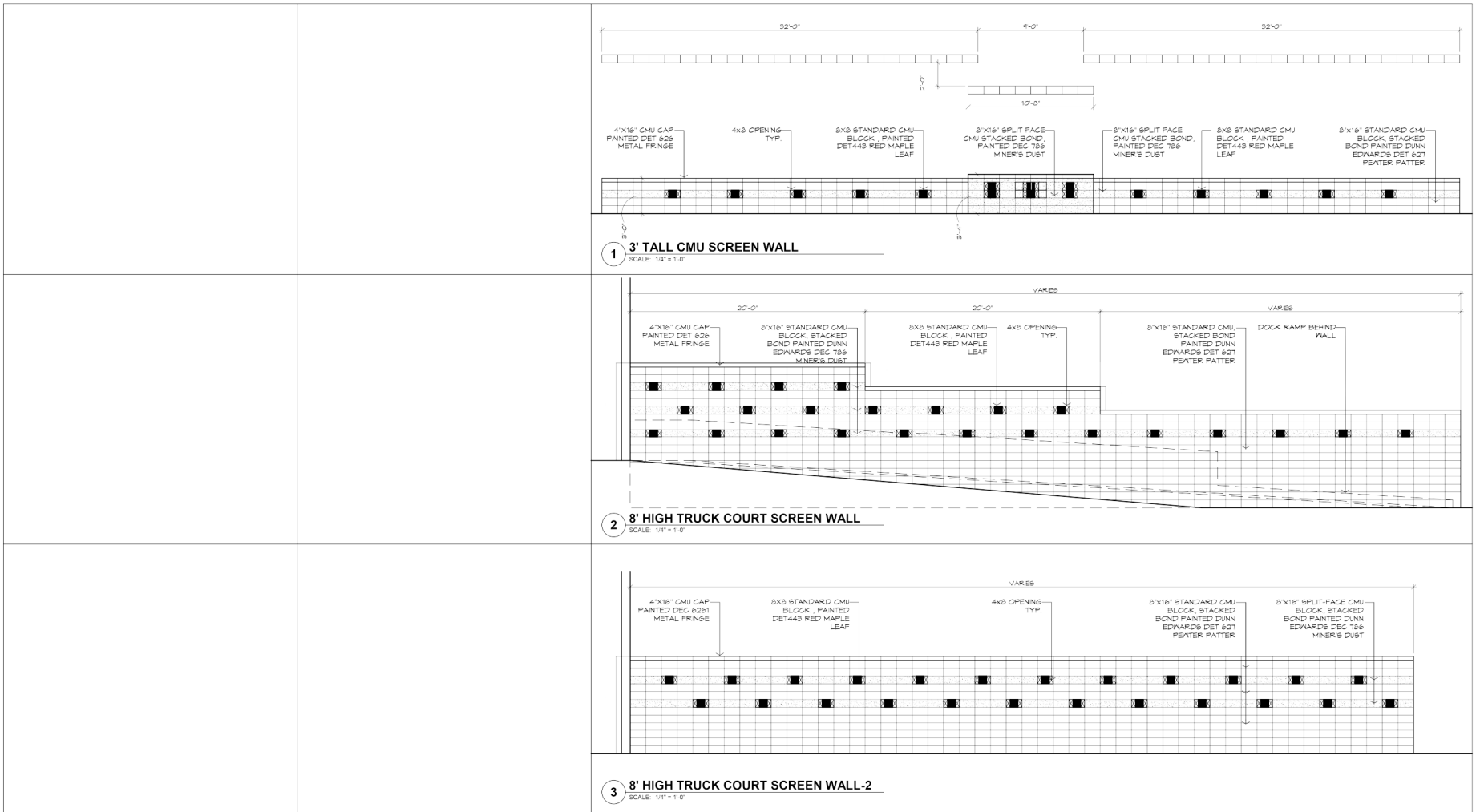
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PROPOSED REVISIONS
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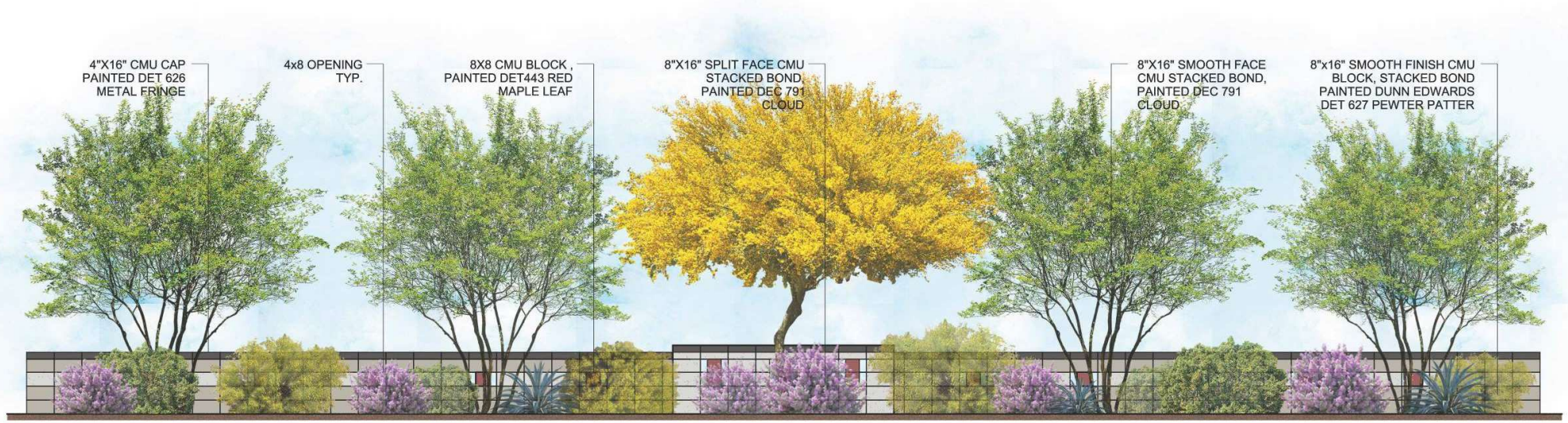
VIEW #1



Revision 2: 10/20/2023

TYP. 3' PARKING SCREEN WALL PLAN VIEW

N.T.S



TYP. 3' PARKING SCREEN WALL ELEVATION

N.T.S



MACK INNOVATION PARK

3' PARKING SCREEN WALL
LANDSCAPE EXHIBIT

NEC Loop 101 & Bell Road
SCOTTSDALE, AZ



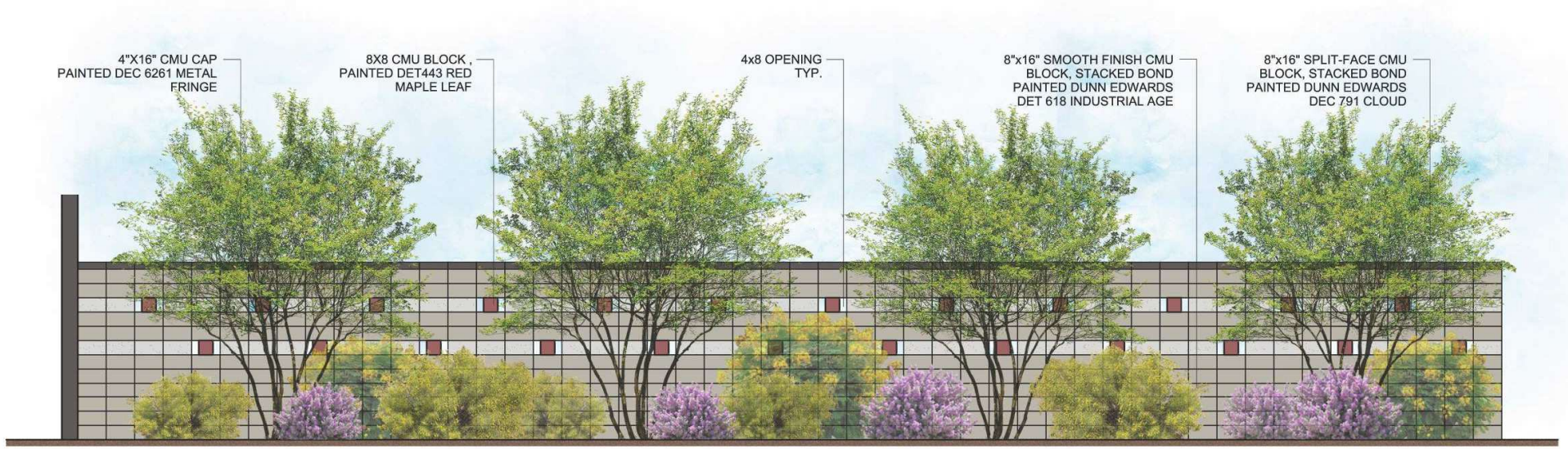
LASKIN & ASSOCIATES, INC.
LANDSCAPE ARCHITECTS



Butler Design Group, Inc
architects & planners

TYP. 8' TRUCK DOCK WALL PLAN VIEW

N.T.S



TYP. 8' TRUCK DOCK WALL ELEVATION

N.T.S



8' TRUCK DOCK WALL
LANDSCAPE EXHIBIT



MACK INNOVATION
PARK

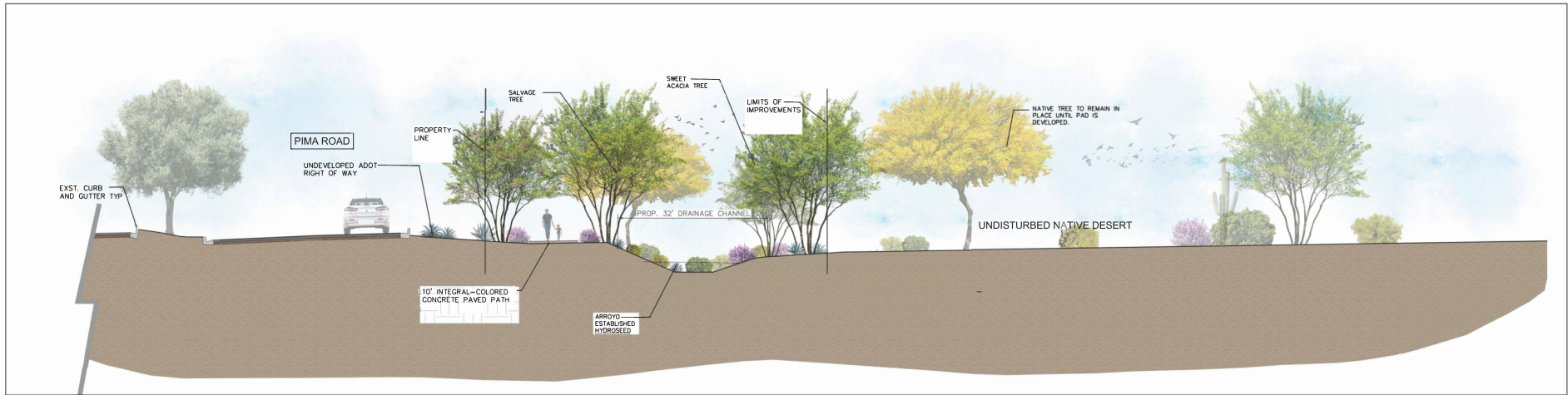
NEC Loop 101 & Bell Road
SCOTTSDALE, AZ



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LANDSCAPE ARCHITECTS

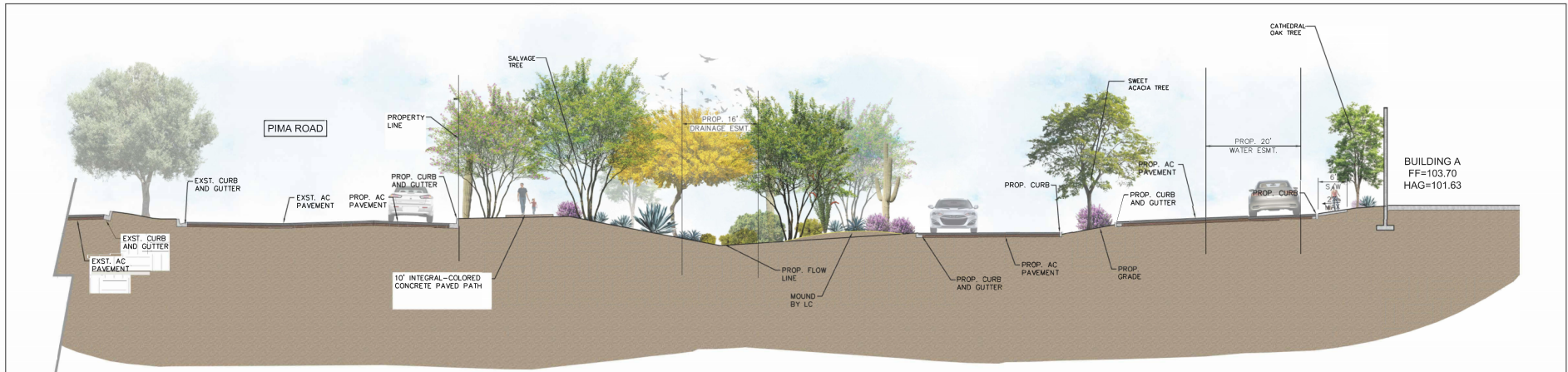


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PIMA ROAD SECTION A

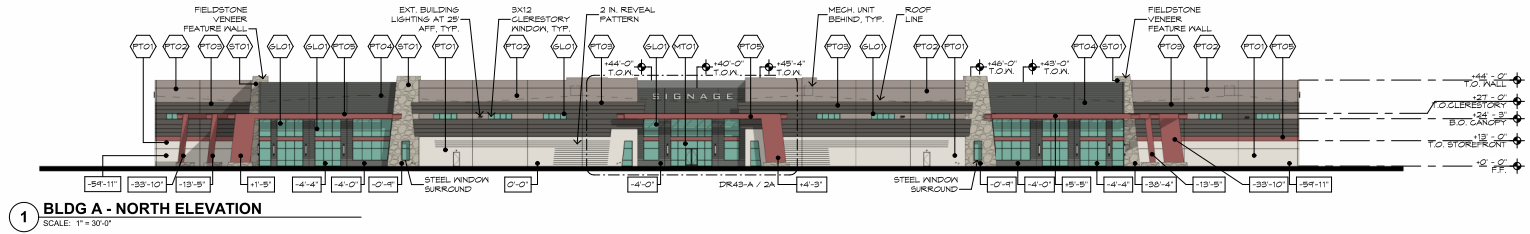
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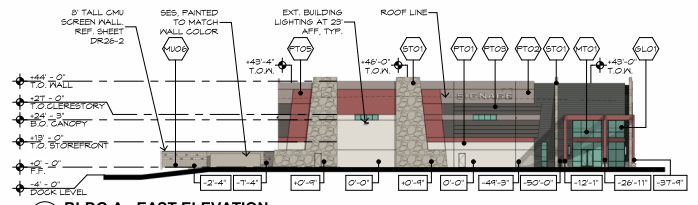
PIMA ROAD SECTION B

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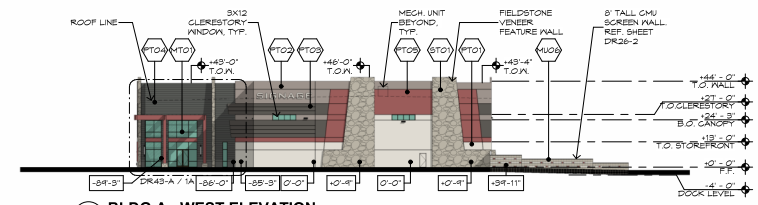




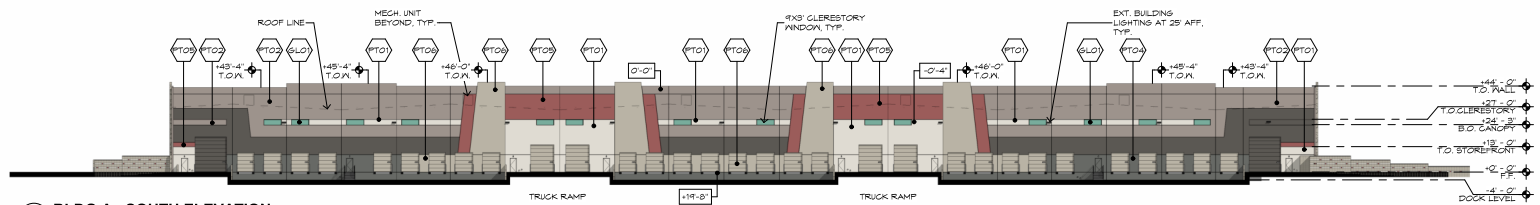
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SCALE: 1" = 30'-0"



2 BLDG A - EAST ELEVATION
SCALE: 1" = 30'-0"



3 BLDG A - WEST ELEVATION
SCALE: 1" = 30'-0"



4 BLDG A - SOUTH ELEVATION
SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE					
MARK	DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS
GLO1	LOW-E GLAZING	ATLANTICA + CLEAR	SOLARBAN 61	VITRO ARCHITECTURAL GLASS	TINTED GREY GREEN
MT01	ALUMINUM STOREFRONT	DARK BRONZE	4817	MILSON PARTITIONS OR SIM.	
MJ06	CMU BLOCK, PAINTED	FEATHER PATTERN	DET621	DUNN EDWARDS	
PT01	3'x6' TILT-UP PANEL, PAINTED	MINER'S DUST	DET626	DUNN EDWARDS	
PT02	3'x6' TILT-UP PANEL, PAINTED	PORTOBELLO MUSHROOM	DET623	DUNN EDWARDS	
PT03	3'x6' TILT-UP PANEL, PAINTED	METAL FRINGE	DET628	DUNN EDWARDS	
PT04	3'x6' TILT-UP PANEL, FORMLINER, PAINTED	FADE TO BLACK	DET624	DUNN EDWARDS	
PT05	STEEL ELEMENTS	RED HAZEL LEAF	DET448	DUNN EDWARDS	
PT06	CMU BLOCK, PAINTED	FEATHER PATTERN	DET621	DUNN EDWARDS	
ST01	STONE VENEER	TELLURIDE	PC COBBLESTONE		

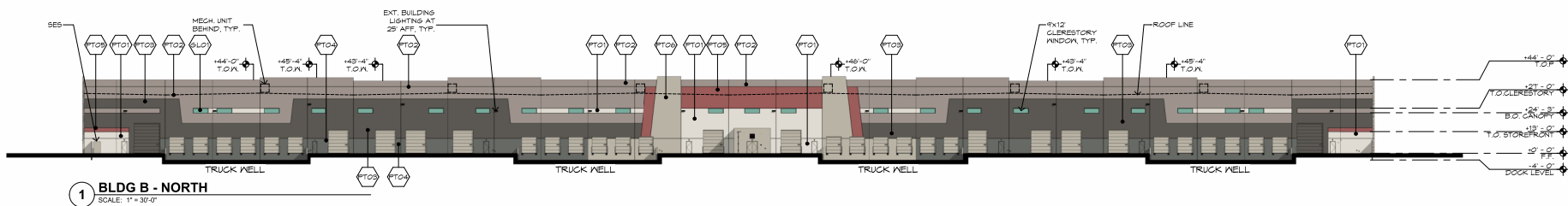


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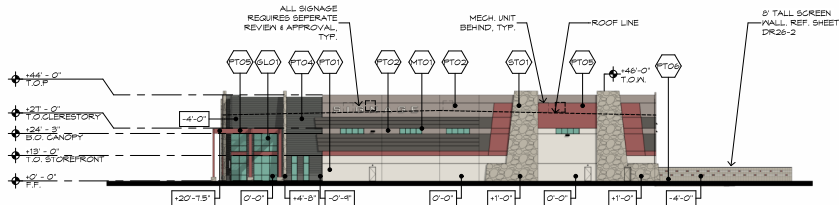


Revision 3: 12/20/2023
Revision 2: 07/21/2023
Revision 1: 05/22/2023
01/24/23
22024

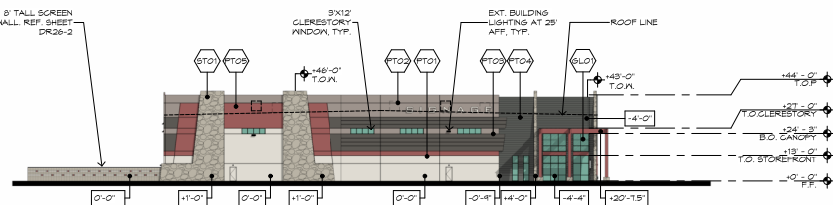
NEC Loop 101 & Bell Road
Scottsdale, AZ



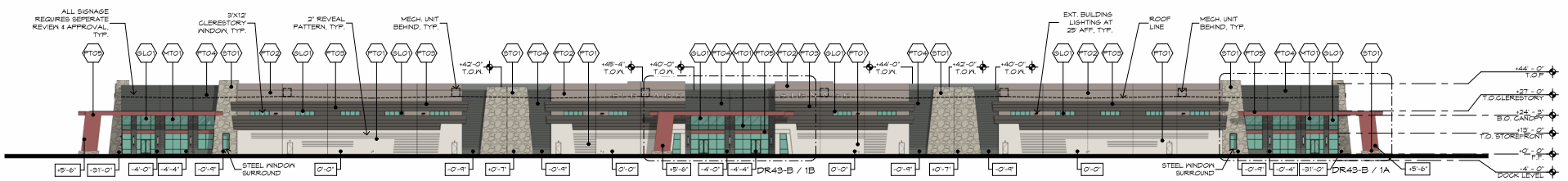
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2 BLDG B - EAST
SCALE: 1" = 30'-0"



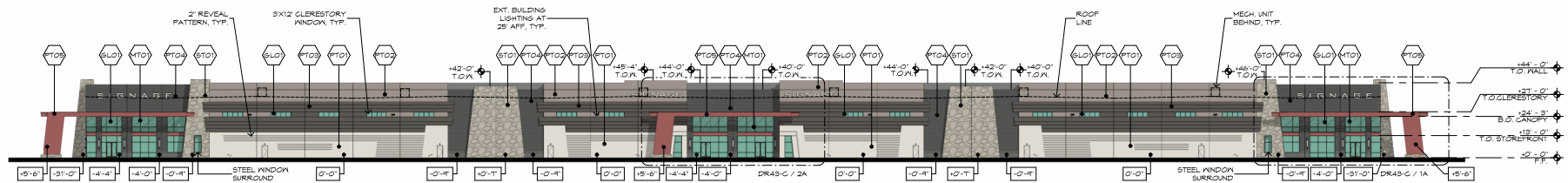
3 BLDG B - WEST
SCALE: 1" = 30'-0"



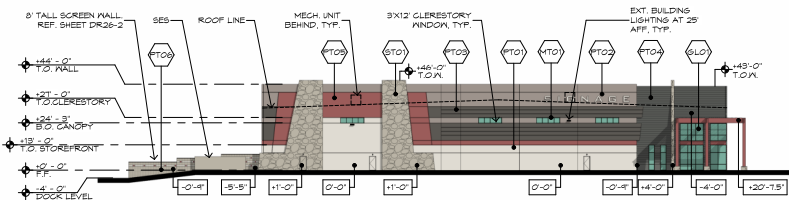
4 BLDG B - SOUTH
SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE

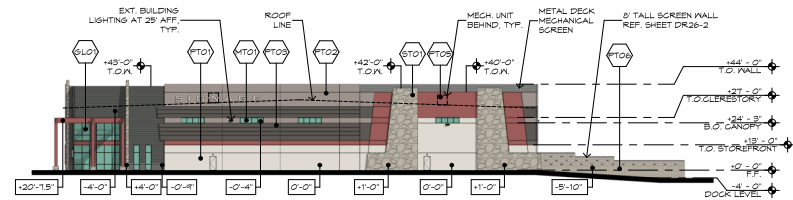
MARK DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS
GL01 LOW'S GLAZING	ATLANTICA CLEAR	SOLARBAN 67	VITRO ARCHITECTURAL GLASS	TINTED GREY GREEN
MT01 ALUMINUM STOREFRONT	DARK BRONZE	AB-1T	WILSON PARTITIONS CR SIM	
FT01 CONC. TILT-UP PANEL, PAINTED	MINER'S DUST	DET086	DUNN EDWARDS	
FT02 CONC. TILT-UP PANEL, PAINTED	PORTOBELLO MUSHROOM	DET625	DUNN EDWARDS	
FT03 CONC. TILT-UP PANEL, PAINTED	METAL FRNSE	DET626	DUNN EDWARDS	
FT04 CONC. TILT-UP PANEL FORMLINER, PAINTED	FADE TO BLACK	DET624	DUNN EDWARDS	
FT05 STEEL ELEMENTS	RED MAPLE LEAF	DET443	DUNN EDWARDS	
FT06 CMU BLOCK, PAINTED	PEXTER PATTERN	DET627	DUNN EDWARDS	
ST01 STONE VENEER	TELLURIDE	DC COBBLESTONE		



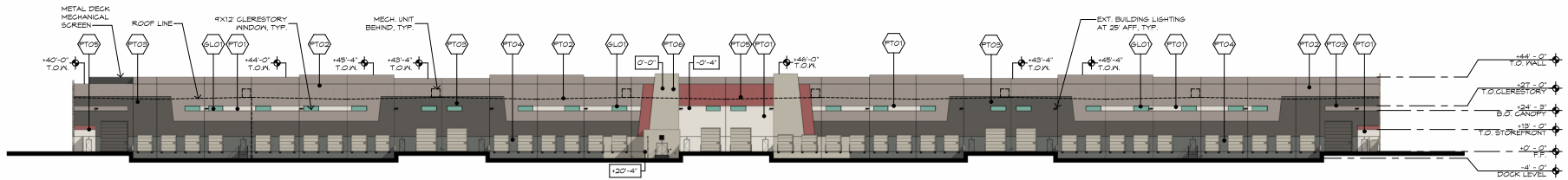
1 BLDG C - NORTH
SCALE: 1" = 30'-0"



2 BLDG C - EAST
SCALE: 1" = 30'-0"



3 BLDG C - WEST
SCALE: 1" = 30'-0"



4 BLDG C - SOUTH
SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE					
MARK	DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS
GL01	LOWE GLAZING	ATLANTICA - CLEAR	SOLARBAN 67	VITRO ARCHITECTURAL GLASS	TINTED GREY GREEN
MT01	ALUMINUM STOREFRONT	DARK BRONZE	AB-7	NELSON PARTITIONS OR SIM	
PT01	CONC. TILT-UP PANEL, PAINTED	MINER'S DUST	DE5706	DUNN EDWARDS	
PT02	CONC. TILT-UP PANEL, PAINTED	PORTOBELLO MUSHROOM	DET622	DUNN EDWARDS	
PT03	CONC. TILT-UP PANEL, PAINTED	METAL FRINGE	PE1506	DUNN EDWARDS	
PT04	CONC. TILT-UP PANEL, FORMLINER, PAINTED	FADE TO BLACK	DET621	DUNN EDWARDS	
PT05	STEEL ELEMENTS	RED MAPLE LEAF	DET443	DUNN EDWARDS	
PT06	CONC. BLOCK, PAINTED	SPINEX PATTERN	DET621	DUNN EDWARDS	
PT7	EXTERIOR PAINT	SAFETY YELLOW	-	-	CONCRETE FILLED BOLLARD
ST01	STONE VENER	TELLURIDE	DC COBBLESTONE	-	

Revision 3: 12/20/2023
Revision 2: 07/21/2023
Revision 1: 05/22/2023

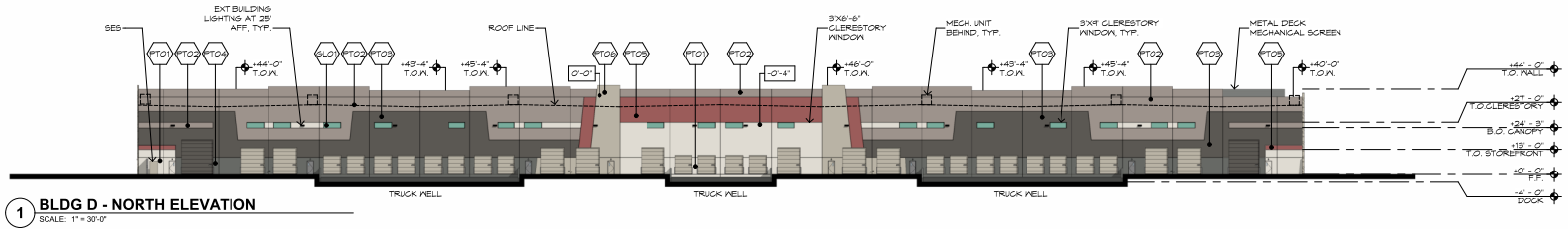
01/24/23
22024



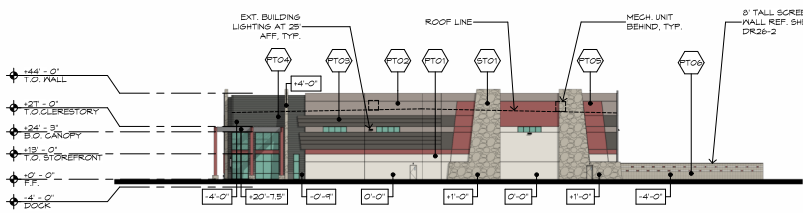
DR39-C



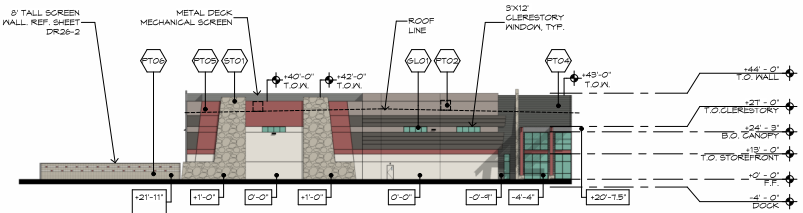
NEC Loop 101 & Bell Road
Scottsdale, AZ



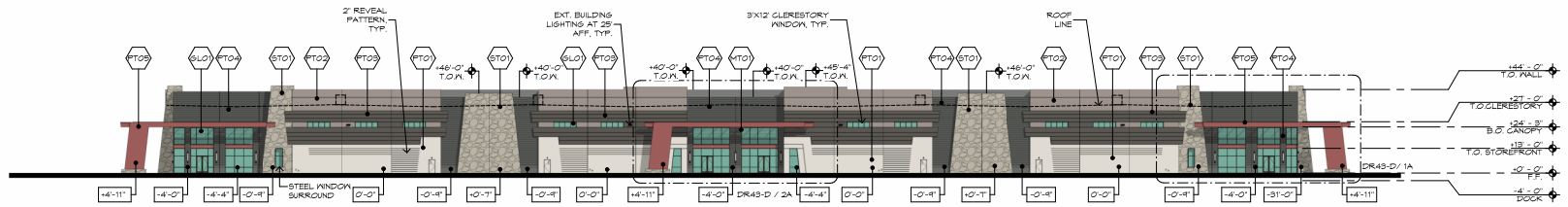
1 BLDG D - NORTH ELEVATION
SCALE: 1" = 30'-0"



2 BLDG D - EAST ELEVATION
SCALE: 1" = 30'-0"



3 BLDG D - WEST ELEVATION
SCALE: 1" = 30'-0"



4 BLDG D - SOUTH ELEVATION
SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE					#
MARK	DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS
GL01	LOW-E GLAZING	ATLANTICA - CLEAR	SOLARBAN 6T	VITRO ARCHITECTURAL GLASS	TINTED GREY GREEN
MT01	ALUMINUM STOREFRONT	DARK BRONZE	AS-1	MILSON PARTITIONS OR SIM.	
PT01	CONC. TILT-UP PANEL, PAINTED	MINER'S DUST	DET626	DUNN EDWARDS	
PT02	CONC. TILT-UP PANEL, PAINTED	PORTOBELLO MUSHROOM	DET622	DUNN EDWARDS	
PT03	CONC. TILT-UP PANEL, PAINTED	METAL FRINGE	DET628	DUNN EDWARDS	
PT04	CONC. TILT-UP PANEL FORMLINER, PAINTED	FADE TO BLACK	DET621	DUNN EDWARDS	
PT05	STEEL ELEMENTS	RED MAPLE LEAF	DET443	DUNN EDWARDS	
PT06	24H BLOCK, PAINTED	PENNER PATTER	DET627	DUNN EDWARDS	
ST01	STONE, VENEER	TELLURIDE	DR-2	COBBLESTONE	

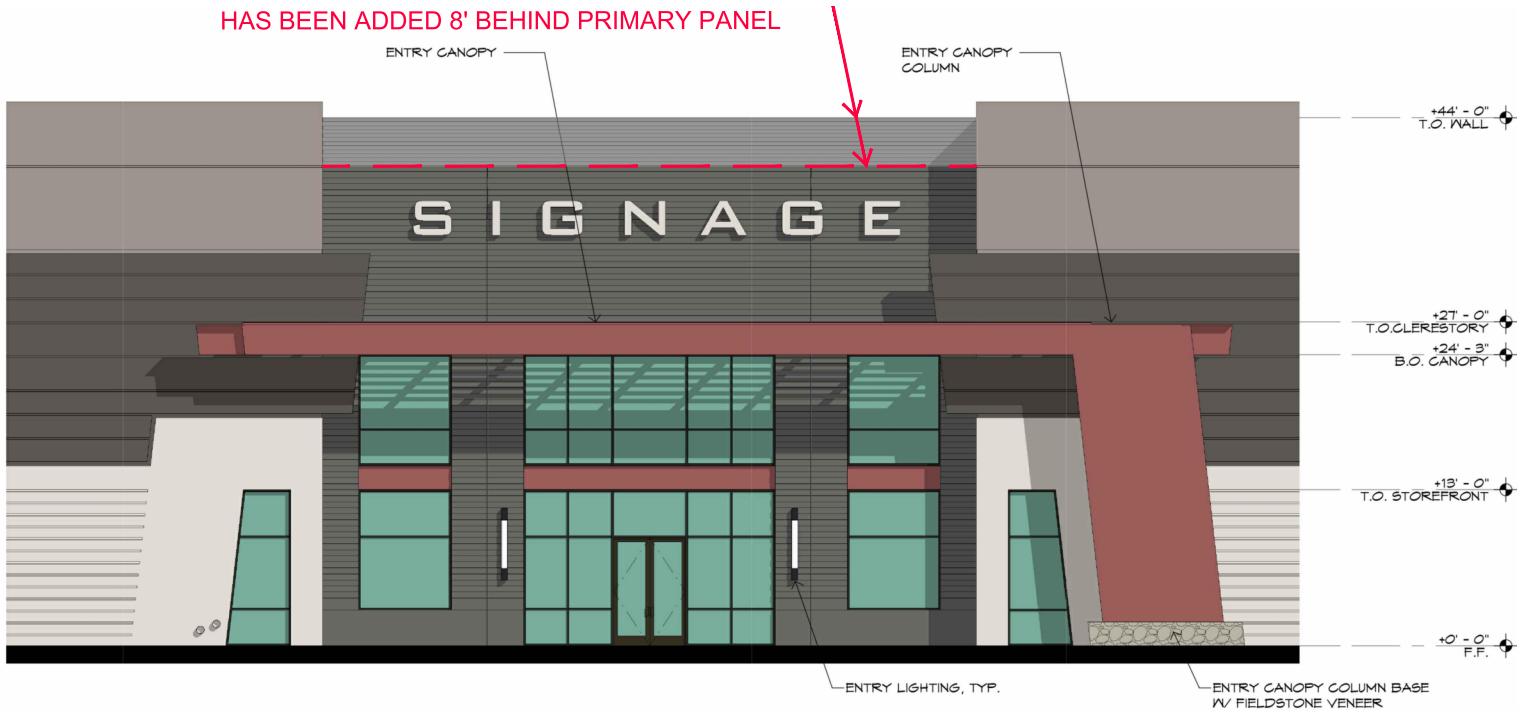
Revision 3: 12/20/2023
Revision 2: 07/21/2023
Revision 1: 05/22/2023
01/24/23
22024



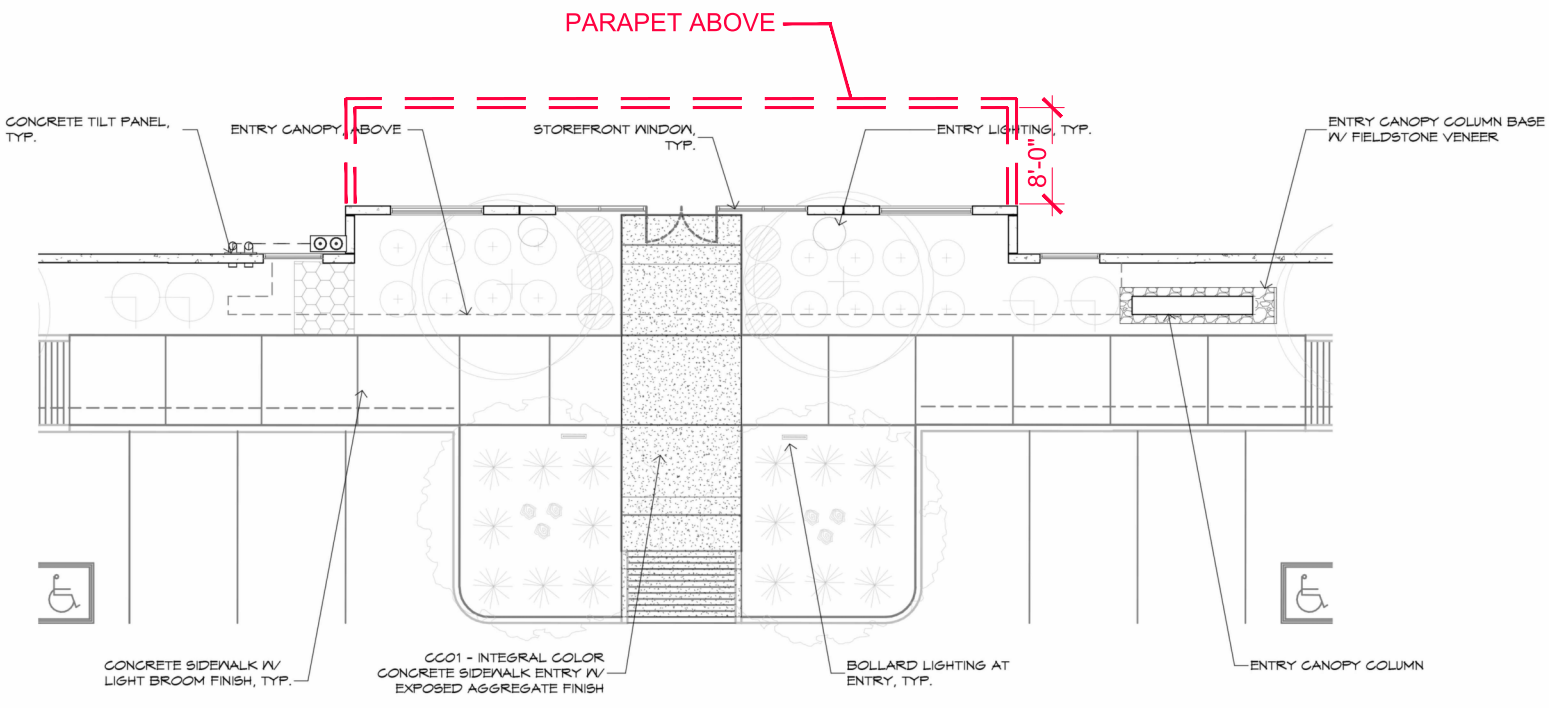
DR39-D



NEC Loop 101 & Bell Road
Scottsdale, AZ

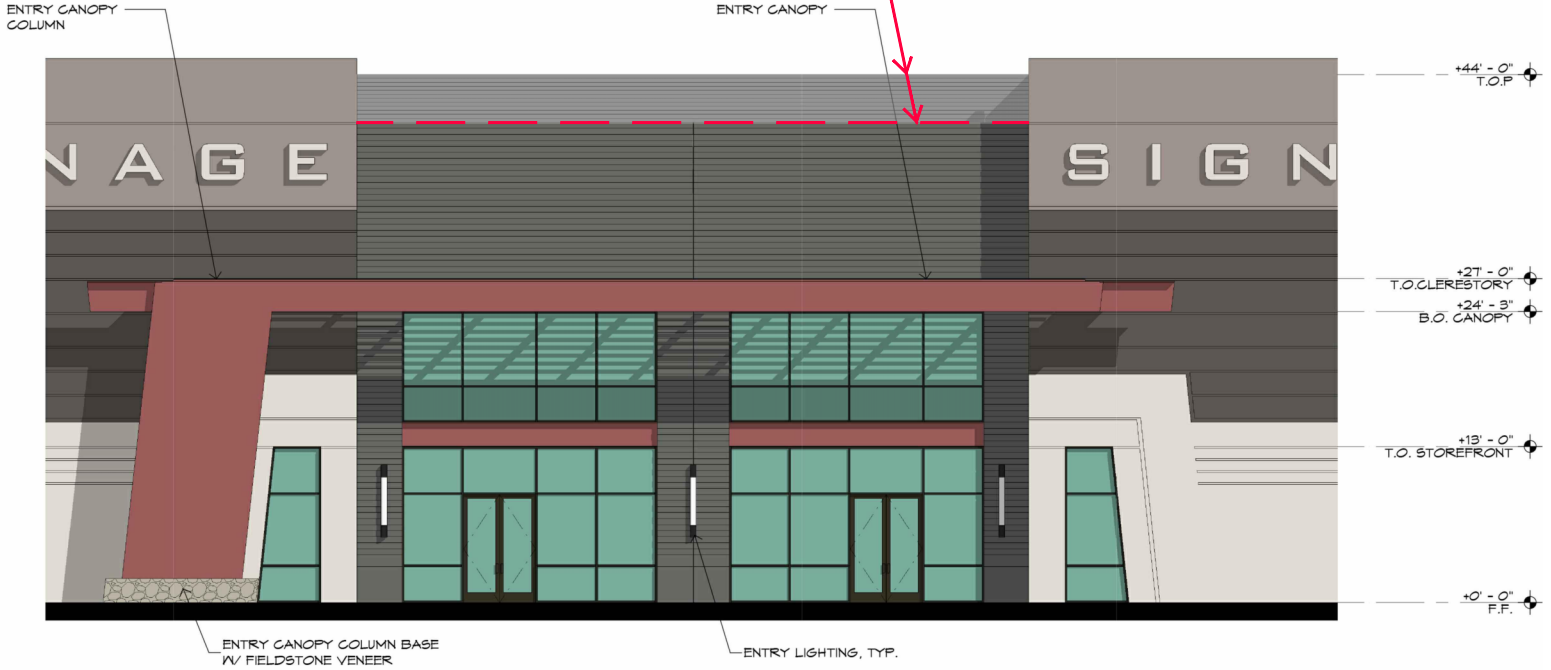


2A BLDG A - ENLARGED MIDDLE ENTRANCE
SCALE: 1/8" = 1'-0"



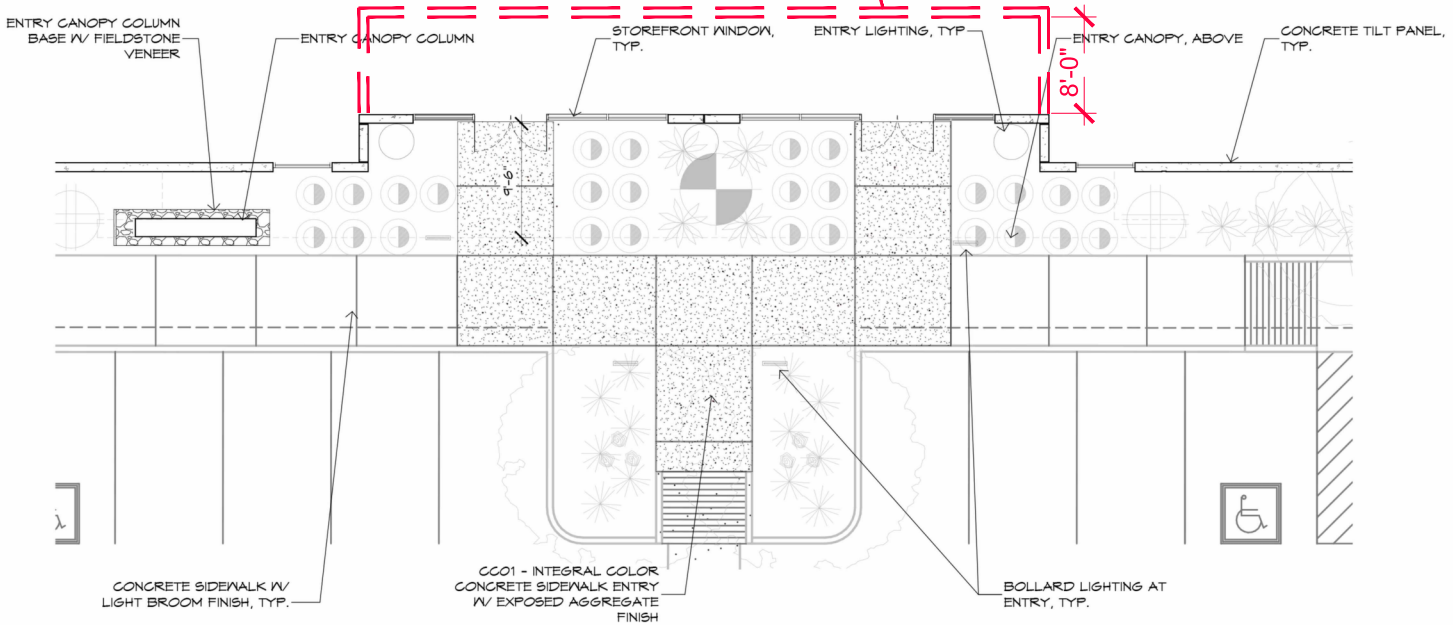
2B BLDG A - ENLARGED MIDDLE HARDSCAPE
SCALE: 1/8" = 1'-0"

PARAPET LOWERED AND A SECONDARY PARAPET HAS BEEN ADDED 8' BEHIND PRIMARY PANEL



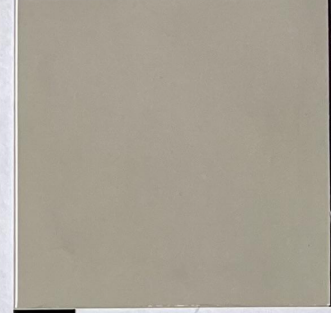
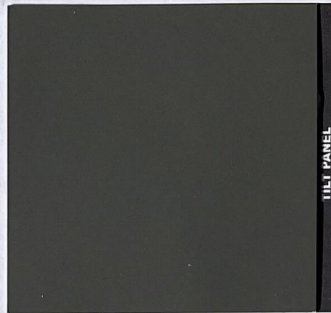
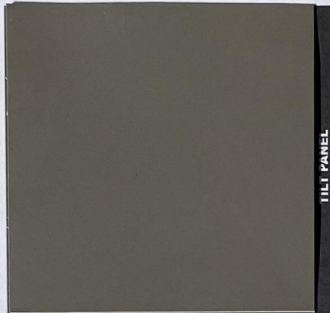
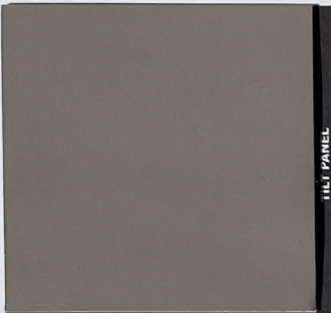
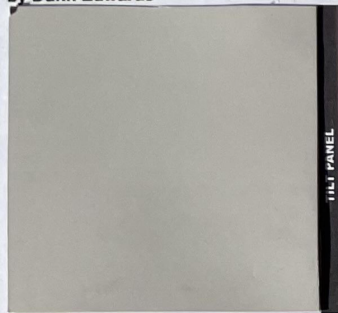
2A BLDG B* - ENLARGED MIDDLE ENTRANCE
 SCALE: 1/8" = 1'-0"
 * SIMILAR FOR BUILDINGS C & D

PARAPET ABOVE



2B BLDG B* - ENLARGED MIDDLE HARDSCAPE
 SCALE: 1/8" = 1'-0"
 * SIMILAR FOR BUILDINGS C & D

PAIN T COLOR PALETTE
by Dunn Edwards



PT-1 MINER'S DUST
DEC786 - LRV 58

PT-2 PORTOBELLO MUSHROOM
DE622 - LRV 29

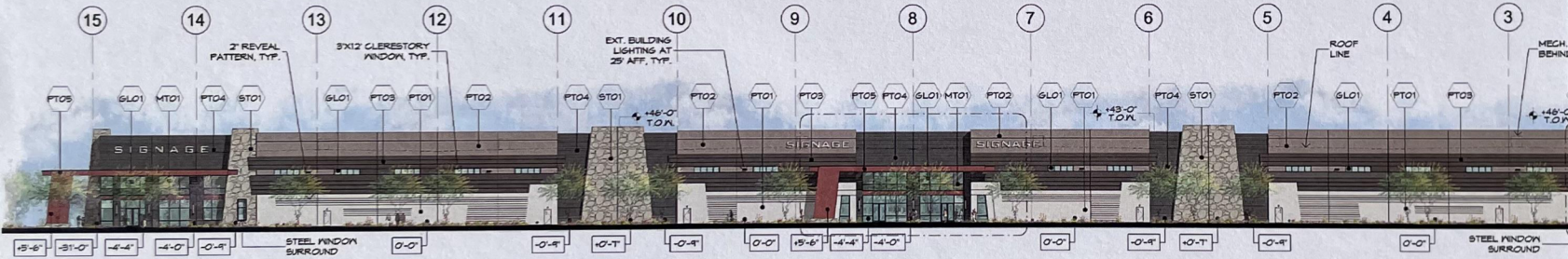
PT-3 METAL FRINGE
DET626 - LRV 21

PT-4 FADE TO BLACK
DET629 - LRV 14

PT-5 RED MAPLE LEAF
DET443 - LRV 10

PT-6 PEWTER PATTERN
DE627 - LRV 46

Factory Finish
Overhead Door Color:
Desert Tan (Smooth)



COLOR AND MATERIAL PALETTE

MACK REAL ESTATE GROUP

MACK INNOVATION PARK

NE CORNER LOOP 101 AND BELL ROAD
Scottsdale, Arizona

DRY
MATERIAL



DESERT TAN
STUCCO





From: WebServices <WebServices@scottsdaleaz.gov>
Sent: Saturday, December 9, 2023 7:20 AM
To: Development Review Board <DevelopmentReviewBoard@Scottsdaleaz.gov>
Subject: Development Review Board Public Comment
Importance: High

Name: Eric
Address: 20236 N 86th st, Scottsdale, AZ 85355
Email: ericddeaton@gmail.com
Phone: (480) 213-1533

Comment:

The most “livable” town in the west is being destroyed by continued industrial growth. I understand the tax revenue this probably provides OUR city, but when do we stop looking at our town as a place where money means more than way of life for its citizens and property owners? Scottsdale was always looked upon as a destination to visit and reside, but projects like this do nothing but make us just another town being slowly converted to a major metro city with traffic, industry and lack of natural beauty. Stop this project!

From: Castro, Lorraine
Sent: Friday, December 08, 2023 9:38 AM
To: Tessier, Meredith; Zimmer, Christopher; Rodorigo, Karissa
Subject: RE: 49-DR-2022#2

therezells@sbcglobal.net

I will add to case file.

From: NoReply <NoReply@Scottsdaleaz.gov>
Sent: Thursday, December 07, 2023 8:51 PM
To: Projectinput <Projectinput@Scottsdaleaz.gov>
Subject: 49-DR-2022#2



RE: 49-DR-2022#2 Mack Industrial Park Thank you for your thoughtful consideration of the following concerns: *Large truck air pollution. Metro Phoenix area is already on top 10 list in country for poor ozone and particulate matter air quality.
<https://www.lung.org/research/sota/city-rankings/states/arizona/maricopa>
<https://wbznewsradio.iheart.com/content/2023-07-31-five-arizona-cities-have-the-dirtiest-air-in-the-whole-country/> *Traffic flow, safety & noise pollution issues for all DCR residents. 18 wheelers in already high trafficked area. *AZ trees and landscape cannot possibly hide the large bay buildings. No 35' trees in the desert. *A large trucking operation on the outskirts of DCR, our lovely planned, and so far well executed community is objectionable. Let's not drop the ball now. Thank you. -- sent by Joseph and Laura Rezell (case# 49-DR-2022#2)



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From: WebServices <WebServices@scottsdaleaz.gov>
Sent: Monday, December 18, 2023 7:51 AM
To: Development Review Board <DevelopmentReviewBoard@Scottsdaleaz.gov>
Subject: Development Review Board Public Comment
Importance: High

Name: Katherine tobin
Address: 10856 E. Windgate pass dr Scottsdale 85255
Email: kathy1375katgy@hmail.com
Phone:

Comment:

Mack Project Question: WOULD YOU ALL APPROVE THIS PROJECT IN YOUR NEIGHBORHOOD?? It's NOT JUST TRAFFIC! It's AIR POLLUTION, NOISE POLLUTION, LIGHT POLLUTION!! Possible drugs on semis with a school less than a mile away or soccer field filled with children next door and the Ice Den across the street! The ONLY PERSONS to BENEFIT from this project is the Developer and you all in the City Council! NO ONE CITIZEN IN THIS AREA WILL BENEFIT ONE IOTA FROM THIS TRUCKING DISTRIBUTION CENTER, NOT ONE!!! Stop it please!!!

From: [NoReply](#)
To: [Projectinput](#)
Subject: Mack Innovation Park Scottsdale -- Traffic Concerns
Date: Friday, December 29, 2023 10:38:16 AM



I own a commercial building at 8757 E Bell Road and operate a medical practice from that address. That property is part of the Desert Fairways office condominium project located at the southwest corner of E Bell Road and the Loop 101, kitty-corner to the Mack Innovation Park Scottsdale. The Mack project, as proposed, will result in a large number of large, loud, wide-turning, and slow accelerating semi-trailers onto neighboring streets and, in particular, Bell Road. The project will significantly increase congestion at the Bell Road intersection with the Loop 101 as well as that freeway's interchanges at Raintree, Frank Lloyd Wright, and Princess. It will add noise and present a significant safety hazard along the relevant surface streets, including those providing access to residential areas and recreational facilities. I strongly urge the City to take all steps to mitigate this nuisance and, most importantly, ban commercial vehicle thru traffic on E Bell Road west of the Loop 101. -- sent by Robert Wilder (case# 49-DR-2022)

City of Scottsdale



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Rodorigo, Karissa

From: Tessier, Meredith
Sent: Tuesday, January 2, 2024 3:14 PM
To: Rodorigo, Karissa
Cc: Carr, Brad; Zimmer, Christopher
Subject: FW: DC Ranch industrial park off the 101

Please add to the DRB memo-Attachment #13 Correspondence

From: NoReply <NoReply@Scottsdaleaz.gov>
Sent: Tuesday, January 02, 2024 1:33 PM
To: Tessier, Meredith <MTessier@ScottsdaleAz.Gov>
Subject: DC Ranch industrial park off the 101



Where the frontage road and the 101 off ramp to pima merge, is already a traffic problem with significant backup. I noticed there is an entrance to the new industrial park off the frontage road. There is no way this frontage road can tolerate an entrance there, it will significantly slow the already problem area. -- sent by Ron J. Caniglia, M.D. (case# 49-DR-2022#2)



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Rodorigo, Karissa

From: Tessier, Meredith
Sent: Tuesday, January 2, 2024 3:56 PM
To: Rodorigo, Karissa
Cc: Carr, Brad; Zimmer, Christopher
Subject: FW: Mack Project

Please add to the DRB memo, thank you.

From: NoReply <NoReply@Scottsdaleaz.gov>
Sent: Tuesday, January 02, 2024 3:52 PM
To: Tessier, Meredith <MTessier@ScottsdaleAz.Gov>
Subject: Mack Project



I have been following developments of the Mack Project and, from what I understand, there isn't much we can do to stop it. I'm very concerned about putting a trucking facility in what used to be a pristine residential neighborhood. The increase in traffic, noise and air pollution are huge concerns. Putting higher walls and more green space is like putting lipstick on a pig. I hope that if this goes through that it is completed in the best possible way with long term aspects considered. I also hope that nothing like this is approved again in the future. Now I hear Banner Health is building a huge facility too. Sigh. -- sent by Laurie Eisenhower (case# 49-DR-2022#2)



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Rodorigo, Karissa

From: Tessier, Meredith
Sent: Tuesday, January 2, 2024 3:15 PM
To: Rodorigo, Karissa
Cc: Zimmer, Christopher; Carr, Brad
Subject: FW: Mack Industrial Park

Please add to the DRB memo-Attachment #13 Correspondence

From: NoReply <NoReply@Scottsdaleaz.gov>
Sent: Tuesday, January 02, 2024 1:40 PM
To: Tessier, Meredith <MTessier@ScottsdaleAz.Gov>
Subject: Mack Industrial Park



As a DC Ranch/Silverleaf homeowner and business owner, this project is very concerning. It will not only increase the amount of traffic on Pima Rd, it also brings in more potential for crime with the amount of employees that will be needed to work in these facilities. I also believe that this will have an effect on property values for the DC Ranch homes that will literally be across the street from an "industrial park." -- sent by Michelle M Macklin (case# 49-DR-2022#2)



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Rodorigo, Karissa

From: Tessier, Meredith
Sent: Tuesday, January 2, 2024 3:19 PM
To: Rodorigo, Karissa
Cc: Zimmer, Christopher; Carr, Brad
Subject: FW: Mack Innovation Park - North Parcel

Please add to the DRB memo-Attachment #13 Correspondence

From: NoReply <NoReply@Scottsdaleaz.gov>
Sent: Tuesday, January 02, 2024 2:01 PM
To: Tessier, Meredith <MTessier@ScottsdaleAz.Gov>
Subject: Mack Innovation Park - North Parcel



I serve as DC Ranch's Director of Public Affairs, representing the 7000+ Scottsdale residents who live in DC Ranch. After reviewing Mack's new exhibits, it is very disappointing that less than 10% of each building front received the addition of recessed walls (building step) as requested by DRB to reduce the mass of the buildings. NO recess was added to the back of these 750+ foot warehouses. There is more than adequate space above the garage doors to safely allow for recessed areas. DC Ranch is requesting that DRB require Mack to:

- Recess wall areas on the front and back of each building to reduce the mass
- Make the recessed walls in at least 3 different areas along the width of each building, front and back
- Have the recessed walls span 36% of the building's total length, front and back

The smaller, neighboring buildings to the Mack project have been required to recess on front, sides and back - Mack should have to do the same. Thank you. -- sent by Chris Irish (case# 49-DR-2022#2)



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Rodorigo, Karissa

From: Tessier, Meredith
Sent: Tuesday, January 2, 2024 6:50 PM
To: Rodorigo, Karissa
Cc: Carr, Brad; Zimmer, Christopher
Subject: Fwd: Mack Industrial Park Hearing

Follow Up Flag: Follow up
Flag Status: Flagged

Please attach to the memo.

Thank you,
Meredith

From: NoReply <NoReply@Scottsdaleaz.gov>
Sent: Tuesday, January 2, 2024 6:48:47 PM
To: Tessier, Meredith <MTessier@ScottsdaleAz.Gov>
Subject: Mack Industrial Park Hearing



I am a resident of DC Ranch. I am still concerned about the current plan for the Mack industrial park. In particular, they need to add more recessed walls to obscure the buildings. I will send separate comments on the traffic concerns. Thank you Mary Kay Kopf 9299 E. Horseshoe Bend Dr., Scottsdale 85255 -- sent by MaryKay Kopf (case# 49-DR-2022#2)



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To view the December 7, 2023 Development Review Board Report and Stipulations, please click [here](#).