Mack - North Phase (49-DR-2022#2)

Summary of Updates from Prior Submittal

Summary:

The majority of the exhibit updates pertain to site adjustments in direct response to new stormwater and water resources comments not provided in the 1st round of Review Comments. Redesigning to address those comments necessitated adjusting civil, landscape and architectural drawings. The building elevations have also been updated to provide the requested colors and increase building parapets to ensure screening of rooftop mechanical items and meet IGBC requirements. The associated renderings have also been updated (and are attached here). Extensive potholing and testing of existing City utility infrastructure was also undertaken (the City was lacking such information) and the results of the potholing are now reflected in exhibits and BODs. All engineering calculations and modeling have also been updated to reflect current grading, drainage, stormwater and utility design.

Thank you.

Details regarding Each Sheet

01 Summary Plan showing all project-related proposed ROW's and easements overlaid on existing ROW's and easements.

- These include public roadway, drainage, water, sewer, Public Utility, NAOS and Public Non-Motorized Access easements
- All existing and proposed easements and ROW's are now added to Architectural and Landscaping drawings

02 Tree Inventory List

- No changes from previous submittal

03 Overall Property Area Exhibit

- Exhibit defines the private, City and ADOT property arrangement following the Minor Subdivision

04 Tree Shading Exhibit

- Showing example of added trees that will enhance pedestrian shading along the South, East and West sides of the buildings

05 Preliminary Overall Utility Plan / North Phase

- Overall Utility Plan was updated to reflect existing and proposed utility sizes, locations and associated easement boundaries, including public and private utilities located inside the property and within public ROWs

06 Preliminary Grading & Drainage Plan / North Phase and Drainage Report updated to include all comments provided by Stormwater

- The 84cfs flow of 100yr flood water that enters into Site from Pima Rd culvert has been rerouted to the eastern perimeter drainage arroyo in order to reduce stormwater flow over

existing City underground infrastructure located within easements on the west side of property. The drainage arroyo along Pima Rd and Loop 101 frontage road has been reduced in width and depth to accommodate 4-40cfs.

- Overall site drainage plan is updated with revised plan layout, sections and design details
- Overall onsite stormwater retention has been revised to accommodate 100yr, 2-hr volume onsite flows
- Stormwater analysis has been updated with revised calculations

DR22 Narrative

- Updated minor items and included cut and fill request (redline available if needed)

DR23 Updated Context Aerial

- Incorporate modifications to Master Site Plan including drainage plan, Scenic Corridor, circulation plan and I-1 / ESL area

DR24 Updated Master, Enlarged and Color Site Plans

- Revised Site Gross and Net area summaries for entire Site and calculates proposed Buildable Area and Parking for each parcel
- Includes updates to drainage plan, Scenic Corridor and I-1 / ESL area

DR25 Updated Refuse Plan

- Updated to show most current overall Site Plan background and added compactors with calculations for recycling at each building

DR26 Site Details

- No changes from previous submittal

DR27 Updated Open Space Plan

- Revised Open Space and Landscape area summaries for entire Parcel 1 Site per latest Master Site Plan including drainage plan and Scenic Corridor

DR29 Revised NAOS Exhibits

- DR29.1
  Standard NAOS exhibit showing Undisturbed and Revegetated areas based upon updated Slope Analysis calculations
- DR29.2
  Standard NAOS exhibit overlaid with added Electrical Utility restrictions

DR31 Revised Phasing Plan

- Updated to show most current Master Site Plan background

DR32 Revised Landscape Plan

- Includes updated NAOS plan for I-1 / ESL section

- Revised landscape layout w/in drainage arroyos to comply with Stormwater requirement that only hydroseed landscaping can be utilized to minimize impact on water flow and maintenance
- Revised placement layout and specific allocation of salvaged trees to prioritize location w/in Pima Rd Scenic Corridor and overall project perimeter areas
- Revised layout and specification of landscaping w/in Electric Utility easement area to meet restrictions
- Added trees in automobile parking areas on South, East and West sides of buildings to improve pedestrian shading

DR37 Revised Circulation Plan

- Updated to show most current Master Site Plan background

DR39 Revised B&W and Color Elevations

- Updated to show revised building exterior colors and loading dock elevations with added architectural details

DR41 Revised Rendering Sheets

- Updated renderings (#1 and #5) from Pima Rd perspective to demonstrate revised landscaping plan that prioritizes mature salvaged trees w/in the Scenic Corridor
- All building exteriors reflect revised color scheme

DR43 Revise Enlarged Elevations & Hardscape

- Updated to show revised building exterior colors and elevations with increased parapet wall height to ensure rooftop HVAC unit screening

DR44 & DR46 Floor Plans & Roof Plans

- No changes from previous submittal

DR49, DR50 & DR51 Ext Lighting Site Plan, Ext Photometrics Analysis & Lighting Fixture Cut Sheets

- Revised plans to match current Site Plan and to meet layout and height restrictions w/in Electric Utility easement areas

DR55 Master Drainage Report updated to include all comments provided by Stormwater

- The 84cfs flow of 100yr flood water that enters into Site from Pima Rd culvert has been rerouted to the eastern perimeter drainage arroyo in order to reduce stormwater flow over existing City underground infrastructure located within easements on the west side of property. The drainage arroyo along Pima Rd and Loop 101 frontage road has been reduced in width and depth to accommodate 4-40cfs.
- Overall site drainage plan is updated with revised plan layout, sections and design details
- Overall onsite stormwater retention has been revised to accommodate 100yr, 2-hr volume onsite flows
- Stormwater analysis has been updated with revised calculations

DR58 Master Wastewater & BOD report updated to include all comments from Water Resources

- Extensive potholing of existing City infrastructure was completed to accurately determine locations and depths relative to existing and proposed grades
- The 84cfs flow of 100yr flood water that enters into Site from Pima Rd culvert has been rerouted to the eastern perimeter drainage arroyo in order to reduce stormwater flow over existing City underground infrastructure located within easements on the west side of property. The drainage arroyo along Pima Rd and Loop 101 frontage road has been reduced in width and depth to accommodate 4-40cfs. Scour depth analysis proves that the revised drainage arroyo design will not impact the existing utilities in any locations
- Additional flow analysis was performed on existing sewer lines and planned sewer connections for the proposed project were revised accordingly
- All existing infrastructure and multiple UG utility easements were consolidated into one drawing, a new 130ft PUE is being proposed in addition to existing easements. The new combined UG utility easement shown on the drawing now totals 180ft
- Additional easements for future COS dry sewer and water line have been added as well
- Analyzed building area includes potential mezzanine office space as well as a 25% increase factor on standard industrial flows
- The overall sewer site plan layout, pipe sizes, manhole types and locations, and associated easements have been updated along with revised reference data and notes
- Updated flow demand basis, calculations, and modeling are provided in the Basis of Design Wastewater Report.

DR57 Master Water & BOD report updated to include all comments provided by Water Resources

- Extensive potholing of existing City infrastructure was completed to accurately determine locations and depths relative to existing and proposed grades
- The 84cfs flow of 100yr flood water that enters into Site from Pima Rd culvert has been rerouted to the eastern perimeter drainage arroyo in order to reduce stormwater flow over existing City underground infrastructure located within easements on the west side of property. The drainage arroyo along Pima Rd and Loop 101 frontage road has been reduced in width and depth to accommodate 4-40cfs. Scour depth analysis proves that the revised drainage arroyo design will not impact the existing utilities in any locations
- All existing infrastructure and multiple UG utility easements were consolidated into one drawing, a new 130ft PUE is being proposed in addition to existing easements. The new combined UG utility easement shown on the drawing now totals 180ft
- Additional easements for future COS dry sewer and water line have been added as well
- Analyzed building area includes potential mezzanine office space as well as a 25% increase factor on standard industrial demand. Demands analyzed are: Average Daily Demand, Max Day Demand, Peak Hour Demand, and Max Day Demand + Fire Flow
- The overall water site plan layout, pipe sizes and specifications, valves, fire hydrant spacing and locations, and associated easements have been updated along with revised reference data and notes
- Updated domestic and fire flow demand test, calculations, and modeling are provided in the Basis of Design Water Report.

MACK INNOVATION PARK

PHASE 1 - North

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

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Table of Contents

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. 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, along with all the on-site and off-site backbone infrastructure to support development of both project phases (Phase 1 and Phase 2). The area 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 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 Llyod 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.

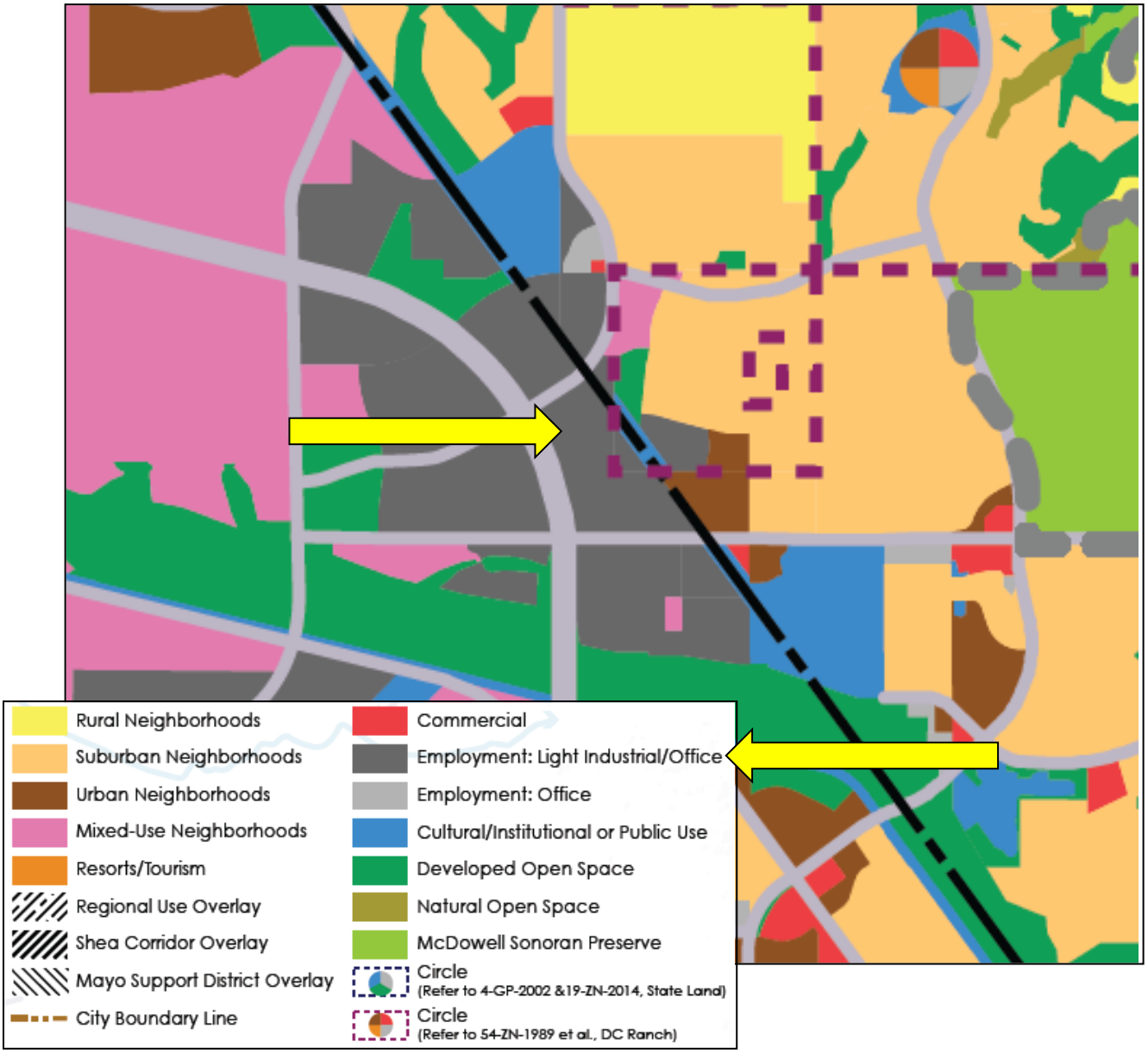
Out of the many FLW projects located in Phoenix, the Pauson House, of which only a few fieldstone site walls remain and although residential in nature embodied elements that could easily be translated into the design of an industrial building. The tall floor to ceiling windows could be seen to be the 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 Lane 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 Llyod 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 the standard by creating overlapping walls, 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.

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

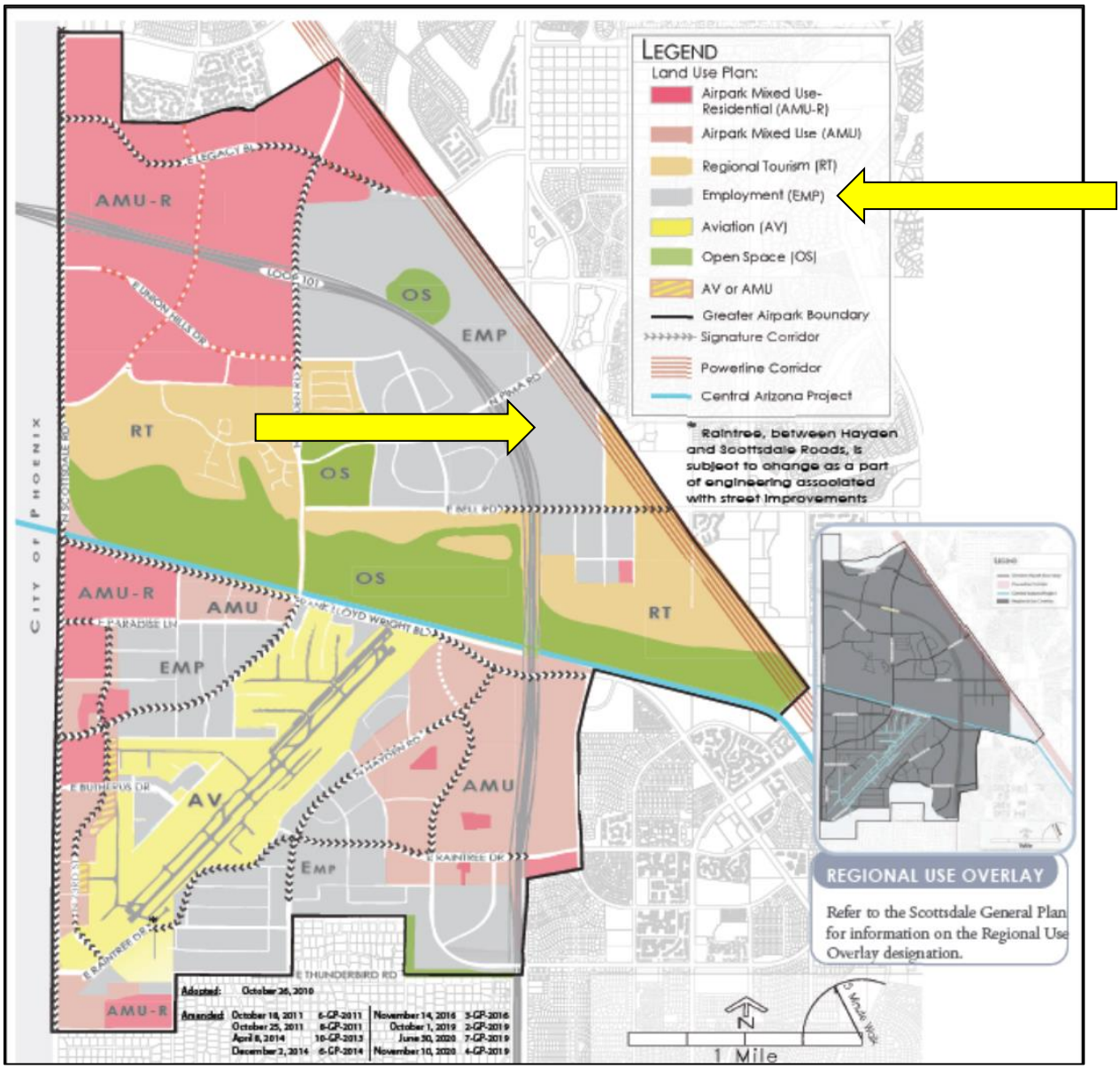
- Strengthen Scottsdale's economic and environmental attributes, distinctive character, and attractiveness through collaborative site planning and design.

Response:

Due to a location adjacent to freeway interchanges, the Property is effectively a commercial "gateway" into the adjacent neighborhoods. The proposed design embraces this reality by incorporating building and landscape design features that are consistent with neighborhood standards. By implementing a Frank Llyod 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 currently existing on site, and recaptures the natural washes into a channel which is landscaped and integrates a multi-use path for the use of outdoor activities.

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 therefore provides 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 beatifying 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.

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 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. 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 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 Llyod 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.

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, 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 helps maximizes 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:
    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.***

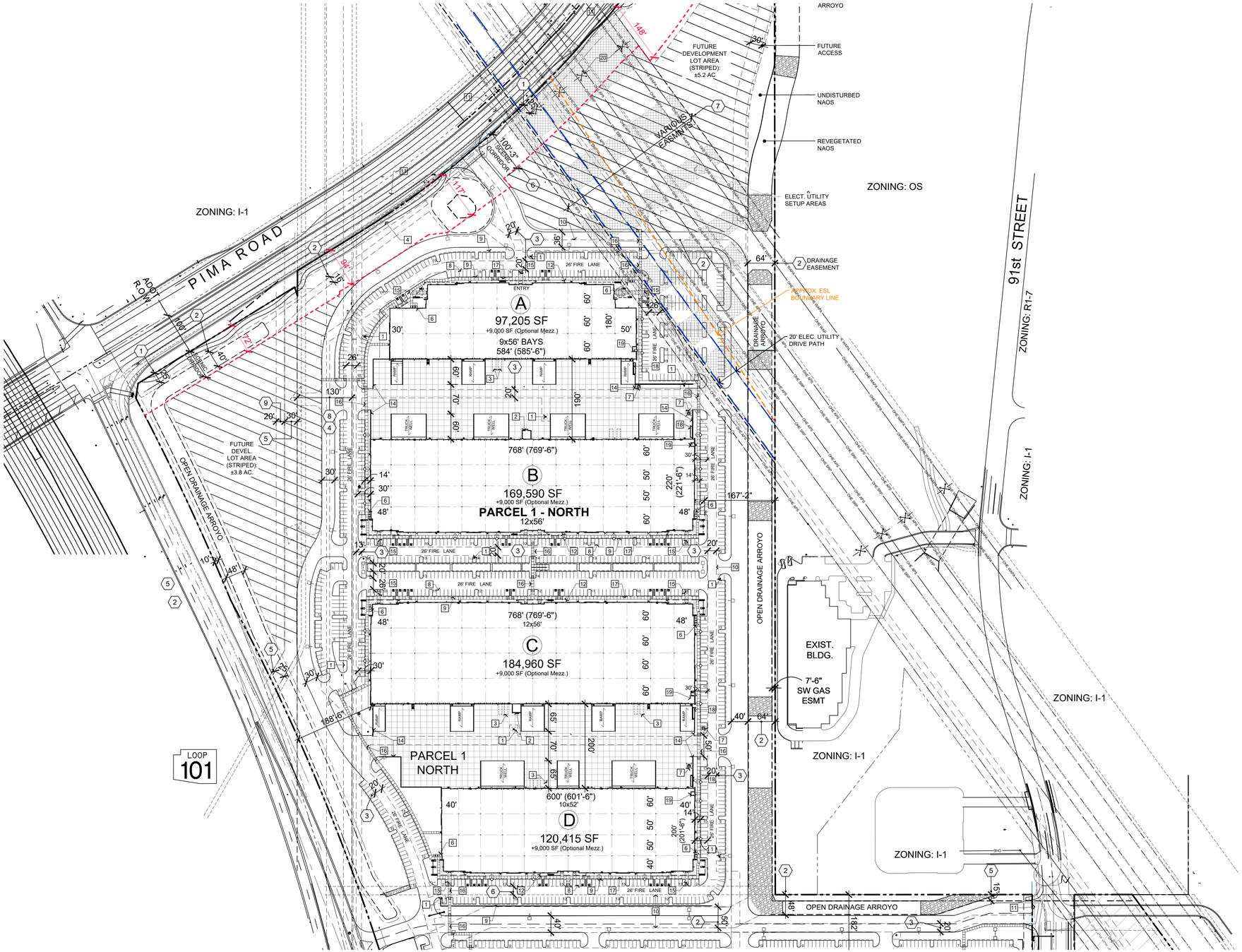
    Response:
    A comprehensive Sign Program will be developed and submitted at a later date which will incorporate design elements and materials consistent with the overall project design.

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 Airpark 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, delivers on the promise of industrial / office uses that have long been anticipated and sought after for the site.

Thank you.



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	17.16	**4,892,058**	**112.31**
Future Phase Dev.	395,075	9.07	447,853	10.28	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/Trailside 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	169,960	100,415	**462,170**
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'	
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/800 SF.)	40	199	212	126	**578**
1st Floor Office Parking Requ. (1 Space/300 SF.)	217	33	50	67	**367**
Mezz. Office Parking Requ. (1 Space/300 SF.)	30	30	30	30	**120**
Total Parking Required	287	263	292	222	**1064**
Total Parking Provided	291	263	292	227	**1073**
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

1. FIRE HYDRANT
2. FIRE PUMP HOUSE WITH FDC
3. PTL. TRASH COMPACTOR LOCATION
4. 26 FT. WIDE FIRE LANE
5. RED PAINTED CURBING AND WHITE LETTERING AT FIRE LANES
6. BIKE RACKS PER COS MAG DET 2285 REF26-1
7. TRANSFORMERS
8. 9'X18' TYPICAL PARKING STALL
9. 2' TYPICAL CAR OVERHANG
10. UTILITY EASEMENT REF. CIVIL DWGS
11. VISIBILITY TRIANGLE LINE
12. LIGHT FIXTURE REF. DR49-51
13. 3' SCREEN WALL REF. DR26-2
14. 8' MASONRY WALL TYP. REF. DR26-1
15. ENHANCED ENTRY HARDSCAPE REF. DR43
16. INTEGRAL COLORED CONCRETE SIDEWALK - REF. MATERIAL BOARD
17. 6' CONCRETE S/W EXCLUDING CAR OVERHANG TYP.
18. SES
19. OWNER'S ROOM
20. EXISTING ELEC. TOWERS

EASEMENT LEGEND

(Reference Proposed Easement Exhibit)

1. PNMAE 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

N

0 60' 120' 240'

SCALE: 1" = 120'

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ENLARGED SITE PLAN
PARCEL 1 - NORTH

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REGISTERED ARCHITECT
CERTIFICATE NO.
49330
KOREY S. WILKES
10-20-23
ARIZONA, U.S.A.

DR24-B

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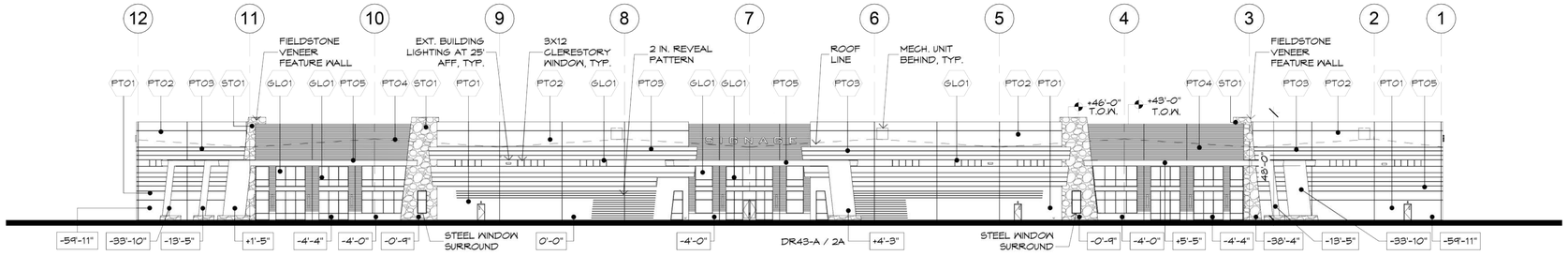

1 BLDG A - NORTH ELEVATION

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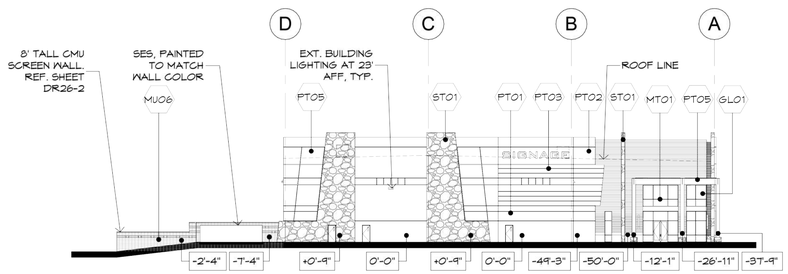

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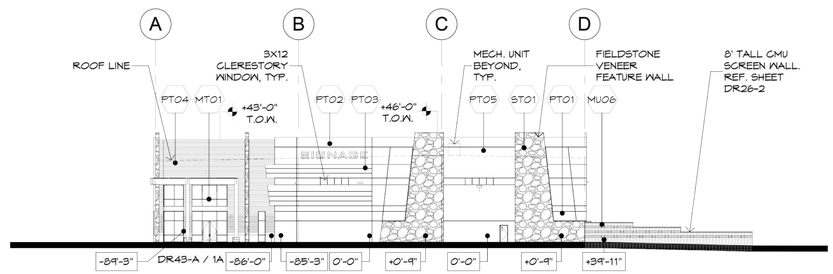

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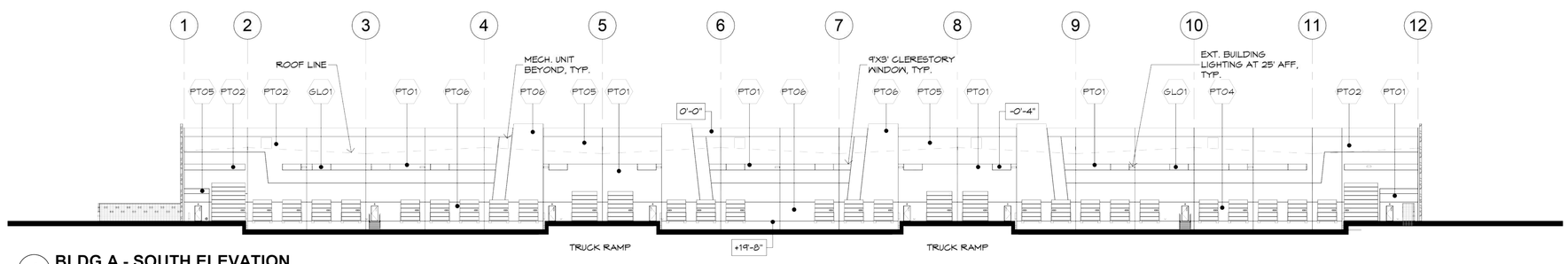

4 BLDG A - SOUTH ELEVATION

SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE

MARK	DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS
GL01	LOW-E GLAZING	ATLANTICA + CLEAR	SOLARBAN 67	VITRO ARCHITECTURAL GLASS	TINTED GREY GREEN
MT01	ALUMINUM STOREFRONT	DARK BRONZE	AB-7	WILSON PARTITIONS OR SIM	
MU06	CMU BLOCK, PAINTED	PEWTER PATTER	DET627	DUNN EDWARDS	
PT01	CONC. TILT-UP PANEL, PAINTED	MINER'S DUST	DEC786	DUNN EDWARDS	
PT02	CONC. TILT-UP PANEL, PAINTED	PORTOBELLO MUSHROOM	DET622	DUNN EDWARDS	
PT03	CONC. TILT-UP PANEL, PAINTED	METAL FRINGE	DET626	DUNN EDWARDS	
PT04	CONC. TILT-UP PANEL FORMLINER, PAINTED	FADE TO BLACK	DET629	DUNN EDWARDS	
PT05	STEEL ELEMENTS	RED MAPLE LEAF	DET443	DUNN EDWARDS	
PT06	CMU BLOCK, PAINTED	PEWTER PATTER	DET627	DUNN EDWARDS	
ST01	STONE VENEER	TELLURIDE	DG COBBLESTONE		

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Scottsdale, AZ

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REGISTERED ARCHITECT
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KOREY S. WILKES
10.06.2023
ARIZONA, U.S.A.

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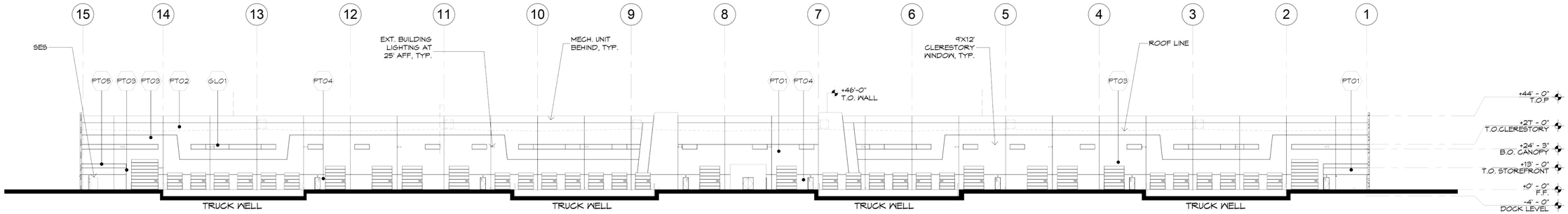

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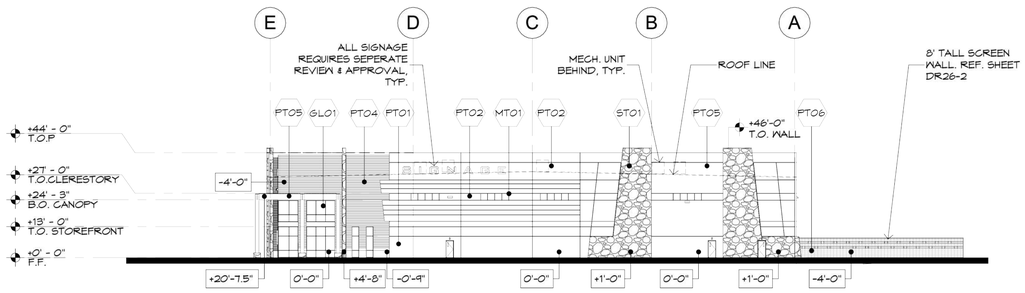

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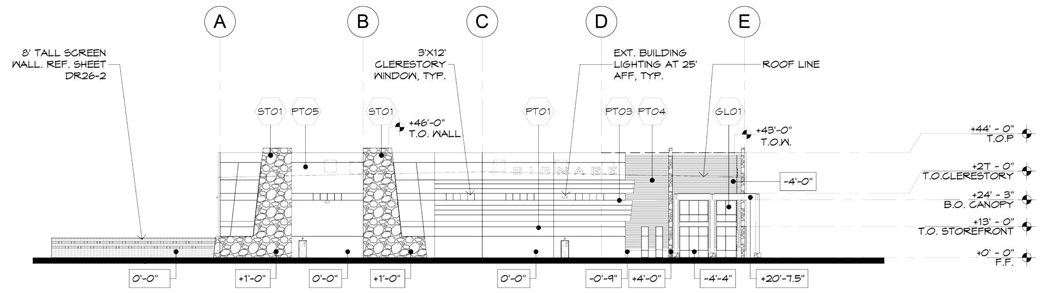

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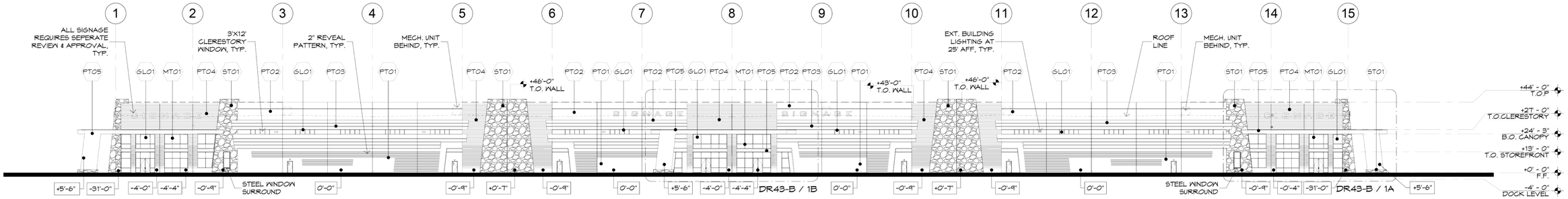

4 BLDG B - SOUTH

SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE

MARK	DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS
GL01	LOW-E GLAZING	ATLANTICA + CLEAR	SOLARBAN 67	VITRO ARCHITECTURAL GLASS	TINTED GREY GREEN
MT01	ALUMINUM STOREFRONT	DARK BRONZE	AB-7	WILSON PARTITIONS	
PT01	CONC. TILT-UP PANEL, PAINTED	CLOUD	DET86	DUNN EDWARDS	
PT02	CONC. TILT-UP PANEL, PAINTED	INDUSTRIAL AGE	DET622	DUNN EDWARDS	
PT03	CONC. TILT-UP PANEL, PAINTED	METAL FRINGE	DET626	DUNN EDWARDS	
PT04	CONC. TILT-UP PANEL FORMLINER, PAINTED	FADE TO BLACK	DET629	DUNN EDWARDS	
PT05	STEEL ELEMENTS	RED MAPLE LEAF	DET443	DUNN EDWARDS	
PT06	CMU BLOCK, PAINTED	<varies>	DET627	DUNN EDWARDS	
ST01	STONE VENEER	TELLURIDE	DC COBBLESTONE		

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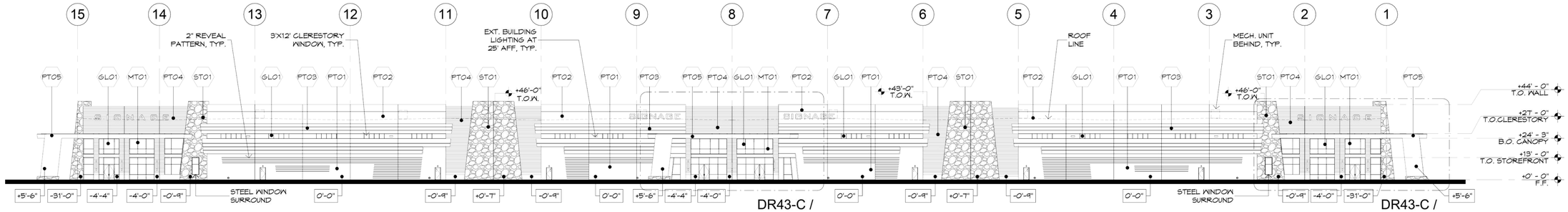

1 **BLDG C - NORTH**
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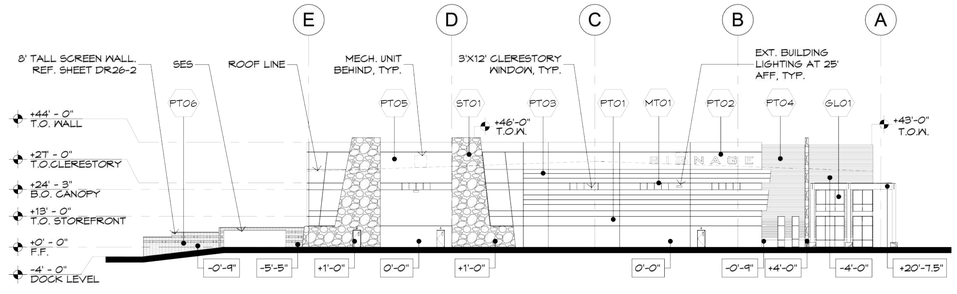

2 **BLDG C - EAST**
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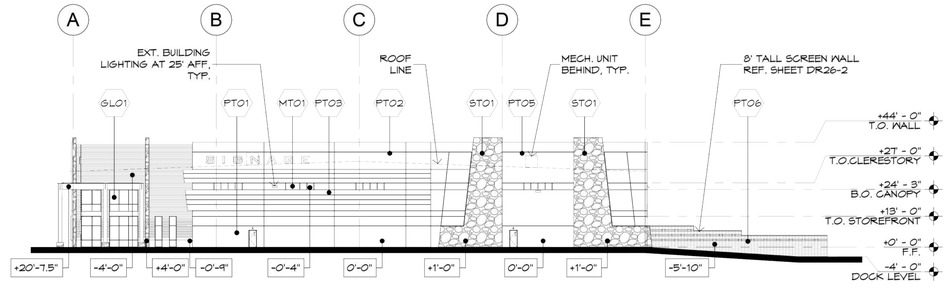

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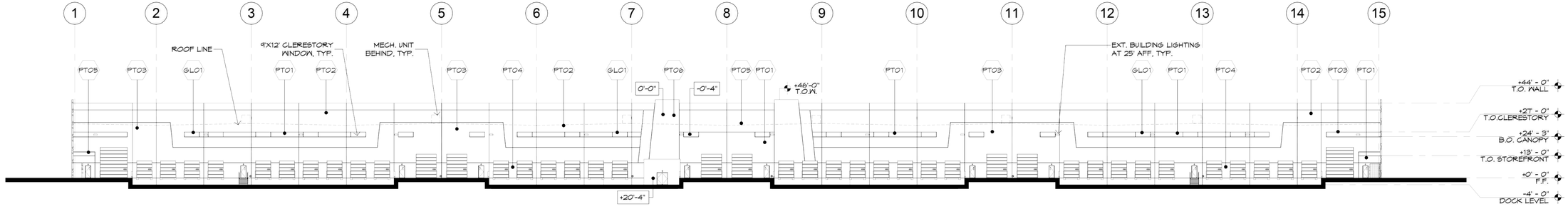

4 **BLDG C - SOUTH**
SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE

MARK	DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS
GL01	LOW-E GLAZING	ATLANTICA + CLEAR	SOLARBAN 67	VITRO ARCHITECTURAL GLASS	TINTED GREY GREEN
MT01	ALUMINUM STOREFRONT	DARK BRONZE	AB-7	WILSON PARTITIONS	
PT01	CONC. TILT-UP PANEL, PAINTED	MINER'S DUST	DEC786	DUNN EDWARDS	
PT02	CONC. TILT-UP PANEL, PAINTED	PORTOBELLO MUSHROOM	DET622	DUNN EDWARDS	
PT03	CONC. TILT-UP PANEL, PAINTED	METAL FRINGE	DET626	DUNN EDWARDS	
PT04	CONC. TILT-UP PANEL FORMLINER, PAINTED	FADE TO BLACK	DET629	DUNN EDWARDS	
PT05	STEEL ELEMENTS	RED MAPLE LEAF	DET443	DUNN EDWARDS	
PT06	CONC. TILT-UP PANEL, PAINTED	PEWTER PATTTER	DET627	DUNN EDWARDS	
PT1	EXTERIOR PAINT	SAFETY YELLOW	-	-	CONCRETE FILLED BOLLARD
ST01	STONE VENEER	TELLURIDE	DC COBBLESTONE		

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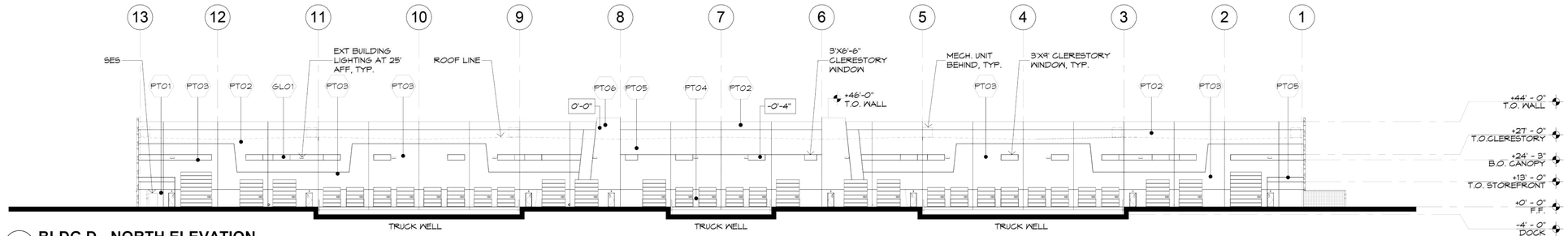

1 **BLDG D - NORTH ELEVATION**
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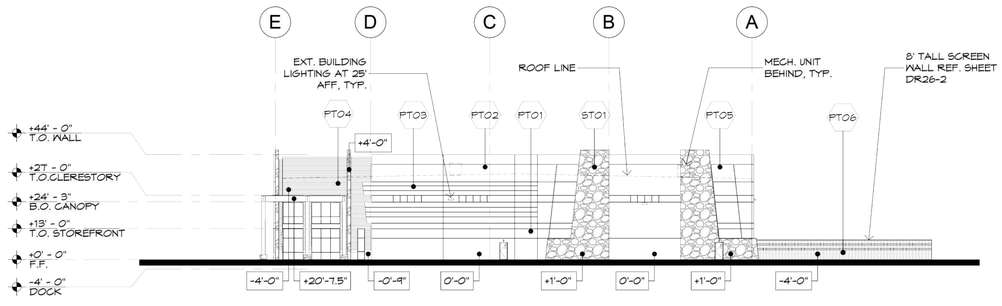

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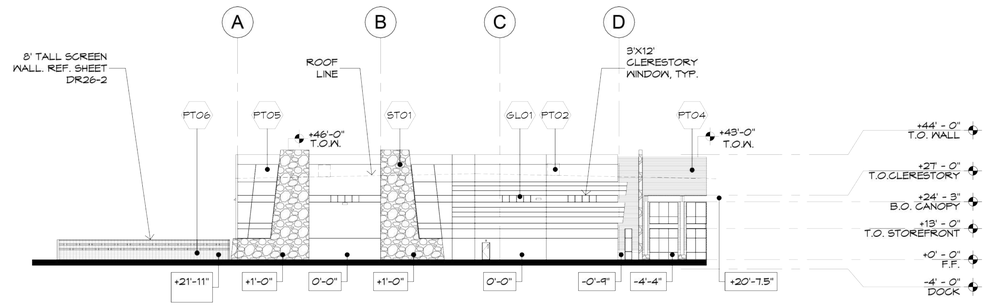

3 **BLDG D - WEST ELEVATION**
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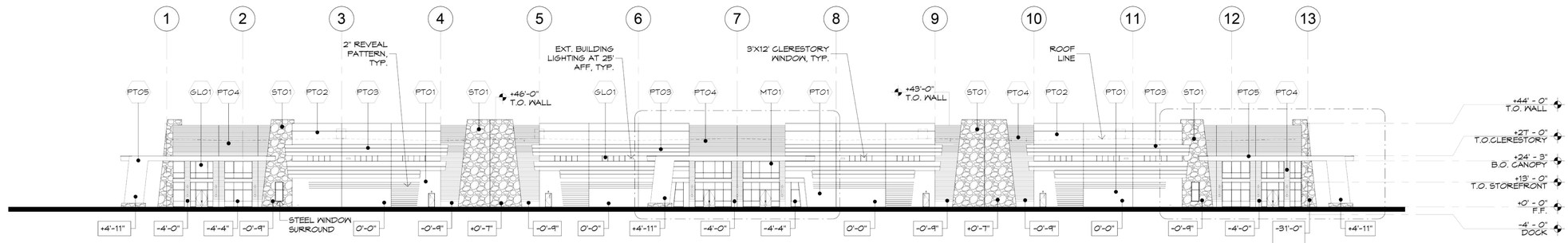

4 **BLDG D - SOUTH ELEVATION**
SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE

MARK	DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS
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PT03	CONC. TILT-UP PANEL, PAINTED	METAL FRINGE	DET626	DUNN EDWARDS	
PT04	CONC. TILT-UP PANEL FORMLINER, PAINTED	FADE TO BLACK	DET629	DUNN EDWARDS	
PT05	STEEL ELEMENTS	RED MAPLE LEAF	DET443	DUNN EDWARDS	
PT06	CMU WALL, PAINTED	PEWTER PATTER	DET627	DUNN EDWARDS	
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