

Mesa Technology Park

Phase 1

Special Use Permit to Reduce Required Parking

Narrative

February 20, 2019

We are requesting to reduce the required parking from 622 to 559. We believe this will provide more than enough parking for the anticipated uses.

Criteria for Approval. A Special Use Permit for reduced parking shall only be issued if the following criteria are found to be true:

1. Special conditions—including but not limited to the nature of the proposed operation; proximity to frequent transit service; transportation characteristics of persons residing, working, or visiting the site—exist that will reduce parking demand at the site;

The nature of the proposed operation will be light industrial. The City's industrial parking standard of 1 space / 600 sq.ft. is more in line with the anticipated parking needs. At the City's industrial parking standard we would only need to provide 478 parking spaces. We are proposing 559, which far exceeds the industrial standard.

The 'market' (based on feedback from our expert brokerage team) for this product-type (light industrial with 10-20% office) is 1 space / 500 sq.ft., which we accommodate. Should the office %'s exceed 10-20% necessitating additional parking, then additional parking can be provided as reflected on the Site Plan. We believe it is in everyone's best interest not to over park the project; landscaping is a nicer benefit than additional asphalt.

2. The use will adequately be served by the proposed parking; and

We are designing the site so that each unit will have a delivery bay. It is anticipated that many of the users will park in the delivery bays, and no spaces are being counted as being provided within the delivery bays.

3. Parking demand generated by the project will not exceed the capacity of or have a detrimental impact on the supply of on-street parking in the surrounding area.

Based on our market studies the amount of parking being provided will exceed the amount of parking needed to accommodate the full build out of the site. We don't believe that reducing the required parking from 622 to 559 will have any impact on the supply of on-street parking in the surrounding area. As indicated on the site plan, additional parking can be located on the site by converting surface retention to underground retention. Additionally, we own the property both north and east of the proposed industrial buildings and could accommodate additional parking in the unlikely scenario additional parking was needed.

