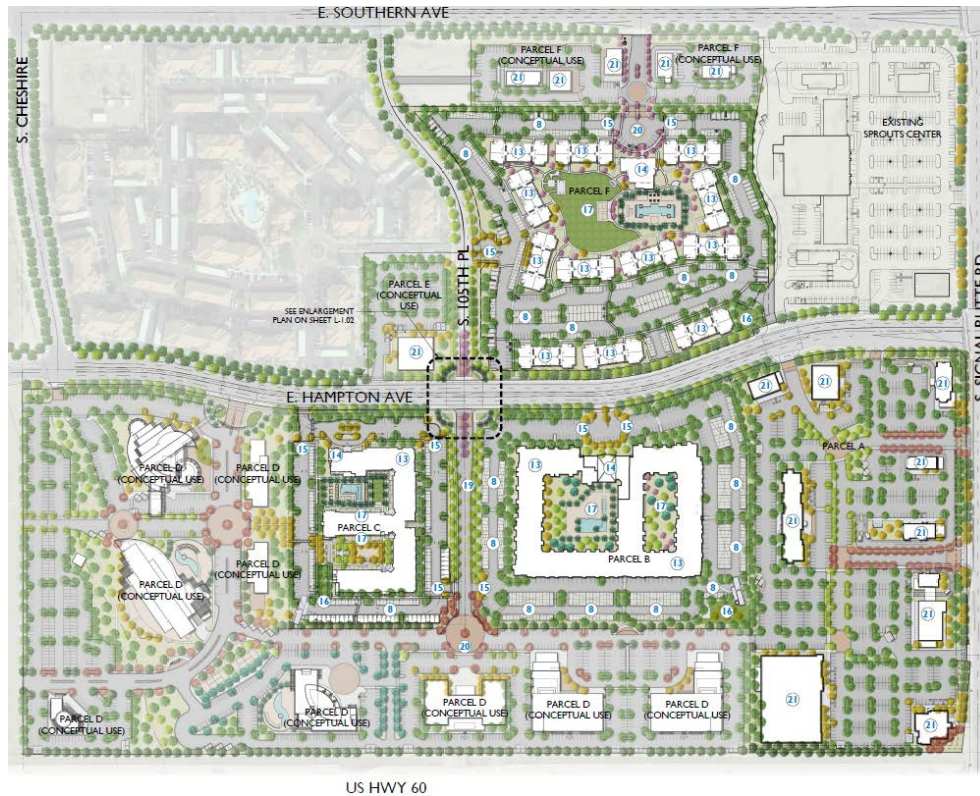


Mountain Vista Master Plan Project Narrative

NWC Signal Butte & US 60



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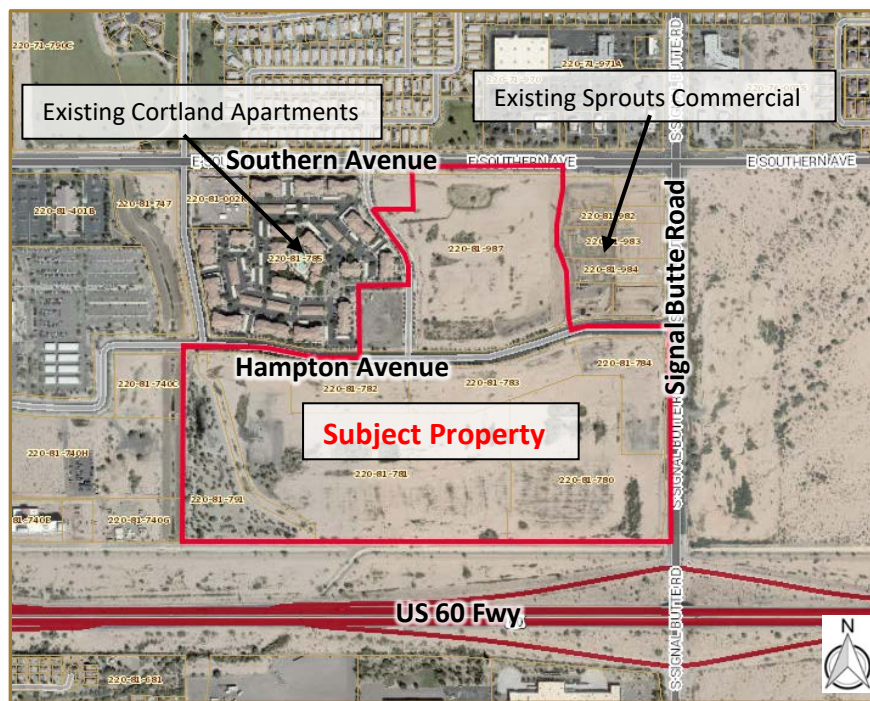
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Introduction & History

Pew & Lake, PLC, on behalf of Bela Flor Communities (“Master Developer”), is pleased to submit this narrative statement in support of the formal entitlement and development applications being submitted to the City of Mesa for the Mountain Vista Master Plan. This project narrative is also submitted on behalf of the following consortium and end users of the project: DHI Communities, Sparrow Partners, Talos Holdings and Thompson Thrift. Mountain Vista is a unique, mixed-use development on roughly 79.45 net acres, located at the northwest corner of Signal Butte Road and the US 60 Freeway in east Mesa (APNs: 220-81-780, 781, 782, 783, 784, 786, 790, 791, 792 & 987)(“Property”), as shown below:

Figure 1 – Aerial Vicinity Map



When completed, Mountain Vista will result in a true mix of uses that will become a destination location for Mesa and the surrounding jurisdictions. The proposed project offers a unique, mixed-use development with the potential for retail, commercial, general office, medical office, education, hotel and various densities of multi-family residential uses, all of which are discussed in more detail below. The proposed development plan successfully synthesizes the existing roadway system with an efficient, interconnected pedestrian and vehicular circulation plan that includes appropriate buffers and transitions between the complimentary land uses.

As demonstrated in this Project Narrative, Mountain Vista establishes a cohesive development plan that will utilize the Planned Area Development (PAD) tool to achieve a more urban, contemporary and cohesive feel to the look and design of the overall project. This Narrative, and the associated Mountain Vista Design Guidelines, together with the project documents submitted to the City of Mesa, will establish the standards and parameters that will guide the

development of the various parcels within this project. Another purpose of this master planned development, is to create uniform design standards and guidelines to ensure high quality development, inform orderly growth and allow flexibility for future modifications consistent with the established Mountain Vista Design Guidelines. The end result will be to establish Mountain Vista as a bright example of the benefits a master planned project can provide to any site and especially this important gateway into the City of Mesa.

The requests we are making would allow for the redevelopment of the remaining vacant property of the project formerly known as Mountain Vista Marketplace, which was originally approved by the City of Mesa in 2007 as a Super Target Center, but never materialized in any significant way. Going back further in history, the Property was annexed into the City of Mesa on September 2, 1987. On August 1, 1988 Zoning Case No. Z88-40 was approved changing the zoning from Suburban Ranch to Suburban Ranch (SR) with conceptual zoning of Residential Services (RS), Limited Commercial (C-2) and Limited Industrial (M-1), along with approval of the Development Master Plan. From 1987 until 2007, historical aerial photography shows that very little happened on this property.

On April 2, 2007, Zoning Case No. Z07-22 was approved for the Mountain Vista Marketplace project, which consisted of 110 acres and changed the zoning to R-4, C-2 PAD and C-2 PAD BIZ. This 2007 zoning case (Case No. Z07-22), contemplated 721,551 sq. ft. of retail with the focal tenant being a Super Target and accompanied by an 86,700 sq. ft. hotel, 51,150 sq. ft. of offices, and 520,011 sq. ft. of apartments. In total, the 2007 plan approved a total of 1,387,365 sq. ft. of buildings. Following that approval, Hampton Avenue and 105th Place (north of Hampton) were constructed together with the bulk of the utilities, water lines, sewer lines, and storm drain facilities. The Cortland Apartments, located in the northwest corner were built in 2008, as planned, but no other development occurred until last year.

In 2017 (Case No. ZON17-045), a revised site plan for the 9.5 acres at the north east corner of the property (i.e., the immediate southwest corner of Southern Avenue and Signal Butte Road) was approved to allow a 29,972 sq. ft. Sprouts Grocery store with associated retail totaling 67,982 sq. ft. Following that approval, construction commenced in late 2018 and the Sprouts opened for business in early summer of 2019. This site now contains a dental office, car wash and coming soon, a McDonalds

Of interesting note, in 2005, a Walmart Supercenter was also proposed for the south side of the US 60 freeway, and also on the west side of Signal Butte. This project was approved by the Mesa City Council in 2006 and the store opened in late 2007 or early 2008. Given (i) the timing of construction of the Walmart occurring prior to the proposed Super Target at Mountain Vista Marketplace, (ii) the global recession occurring also in 2008, and (iii) the construction of a Sprouts at the immediate corner of Southern & Signal Butte, it is obvious that the idea of a Super Target (or anything similar) has passed by and that a new approach is needed for the remaining 79.45 net acres of vacant land, which make up the balance of Mountain Vista Marketplace.

The project site is a part of a larger area designated Mixed-Use Activity within the City of Mesa General Plan. This Mixed-Use Activity area is approximately 343.96 acres and covers an area

from Southern Avenue (and a little to the north) to Baseline Road, and between Signal Butte Road and Cheshire Street. A more detailed analysis of this project's compliance with the General Plan is discussed below in more detail.

Development Requests

The following development requests are concurrently submitted to the City of Mesa for approval:

1. **Overall Rezoning (Modification of Existing PAD and Establishment of Master Plan with Design Guidelines)** of approximately 85.96 gross acres (79.45 net acres) to modify the existing Mountain Vista Marketplace PAD and to establish a Master Plan with associated Mountain Vista Design Guidelines and Use Regulations. For the avoidance of doubt, this application does not affect the existing Sprouts Commercial Development or the Cortland at Mountain Vista Apartments (affects all other parcels as detailed below).
2. **Rezoning and Site Plan (Modification) Approval** for Parcels A, B, C and F2 as described below:
 - Parcel A. Parcel A is approximately 14.99 net acres in size and is included in Request #1, above. Technically, relating to Parcel A, this request is to rezone Parcel A from LC (PAD) to LC (PAD) and to allow building heights of up to 60 ft. to allow for a hotel use. Other likely users here are retail, office, fitness and restaurant. A complete list of potential uses on this Parcel A is included later in this narrative. Additionally, this request is for approval of a site plan, together with conceptual elevations, including a general location for a spine circulation route and utilities, which circulation route and utilities will have to be relocated as part of the overall changes to the area. Please note that the architectural renderings are conceptual in nature and the end user(s) of this Parcel will separately submit for Design Review approval, which will be reviewed consistent with the Mesa Zoning Ordinance, this Project Narrative, as modified by the approved Mountain Vista Design Guidelines.
 - Parcel B. Parcel B is approximately 11.09 net acres in size and is included in Request #1. Additionally, the request is to: (i) rezone Parcel B from LC (PAD) to RM-5 (PAD) to allow a 345 unit, 4-story, multifamily project with a net density of 31.11 du/ac, and a building height up to 60 ft., and (ii) site plan approval. Additional details of this project, including proposed modifications to a few of the development standards are discussed below in more detail for this specific parcel.
 - Parcel C. Parcel C is approximately 6.66 net acres in size and is included in Request #1. Additionally, the request is to: (i) rezone Parcel C from LC (PAD) to RM-4 (PAD) to allow a 189 unit, 4-story multifamily project with a net density of 28.39 du/ac and a height up to 55 ft., and (ii) site plan approval. Additional details of this project, including proposed modifications to a few of the development standards are discussed below in more detail for this specific parcel.

- Parcel F2. Parcel F2 is approximately 14.35 net acres in size and is included in Request #1. Additionally, the request is to: (i) rezone Parcel F2 from LC (PAD) to RM-4 (PAD) to allow a 300 unit, 3-story multifamily project with a net density of 20.9 du/ac, and building heights up to 40 ft., and (ii) site plan approval. Additional details of this project, including proposed modifications to a few of the development standards, are discussed below in more detail for this specific parcel.

3. Rezoning and Conceptual Site Plan Approval for Parcels D1, D2, E and F1 as described below:

- Parcels D1 & D2. Parcels D1 & D2 are approximately 26.63 net acres in total size and are included in Request #1, above. Technically, relating to Parcels D1 & D2, this request is to rezone these Parcels D1 & D2 from LC (PAD) to LC (PAD) and to allow future building heights up to 100 ft., which will allow for taller buildings along the US 60 Freeway frontage, subject, of course, to future site plan approval. Likely users on Parcels D1 & D2, include offices (of all varieties), medical, research, commercial, entertainment, education, and employment uses. A complete list of potential uses on these Parcels D1 & D2 are included later in this Narrative. Additionally, this request is approval a conceptual site plan, together with an anticipated location for internal circulation route and utilities, which will have to be relocated as part of the overall changes to the area. Please note that the site plan shown for Parcels D1 & D2 on the overall Illustrative Master Site Plan is conceptual in nature and that future end user(s) will separately submit for site plan approval, which will be reviewed consistent with the Mesa Zoning Ordinance, this Project Narrative, and the approved Mountain Vista Design Guidelines.
- Parcel E. Parcel E is approximately 2.17 net acres in size and is included in Request #1, above. Technically, relating to Parcel E, this request is to rezone this Parcel E from LC (PAD) to LC (PAD). Likely uses on this site are office, retail, commercial or medical. A complete list of potential uses on this Parcel E is included later in this narrative. Additionally, this request is approval a conceptual site plan. Please note that the site plan shown is conceptual in nature and that future end user(s) will separately submit for site plan approval, which will be reviewed consistent with the Mesa Zoning Ordinance, this Project Narrative, and the approved Mountain Vista Design Guidelines.
- Parcel F1. Parcel F1 is approximately 3.57 net acres in size and is included in Request #1, above. Technically, relating to Parcel F1, this request is to rezone this Parcel F1 from LC (PAD) to LC (PAD). Likely uses on this site are commercial, retail and offices. A complete list of potential uses on this Parcel F1 is included later in this narrative. Additionally, this request is approval a conceptual site plan. Please note that the site plan shown is conceptual in nature and that future end user(s) will separately submit for site plan approval, which will be reviewed consistent with the Mesa Zoning Ordinance, this Project Narrative, and the approved Mountain Vista Design Guidelines.

4. **Preliminary Plat** approval for all of the Parcels listed above.
5. **Design Review Board Approval.** By separate application, the developer will submit the Mountain Vista Design Guidelines to the Design Review Board for approval. A copy has been included with this application as a reference.

These requests, if approved, will facilitate the development of a true mixed-use community featuring a variety of commercial and residential uses. Design Review approval of each parcel within this Mountain Vista master plan will be completed by each end user, consistent with the established Mountain Vista Design Guidelines, the City of Mesa Quality Development Design Guidelines and applicable City of Mesa Codes.

Existing & Surrounding Conditions

The project site has a unique shape and location given the prior development of the Cortland at Mountain Vista Apartments and the Sprouts Shopping Center. The Project is adjoined on the north by a variety of uses including multi-family, retail, and Southern Avenue – and beyond Southern Avenue there exists additional retail and single-family uses. To the west is a regional storm water channel, Mountain Vista Medical Campus and the recently approved Grande Vita project. To the south, the Property is bounded by the Superstition Freeway / ADOT right-of-way, and then further south the Walmart Supercenter and the Mesa Marketplace Swap Meet. To the east is retail, Signal Butte Road, and vacant Arizona State Trust land. These uses and their corresponding General Plan and Zoning designations are set forth in the table below.

Table 1 – Existing & Surrounding Conditions

Direction	General Plan Character Area	Existing Zoning	Existing Use
North	Neighborhood and Mixed-Use Activity	RM-4, LC, & RS-7 PAD	Multi-Family Residential / Retail, Southern Ave.
East	Mixed-Use Activity and Employment	RU-43	Signal Butte Road, Vacant (State Land)
South	Mixed-Use Activity	N/A	US 60 / ADOT ROW
West	Mixed-Use Activity, Specialty Medical Campus, and Employment	RM-4, LC & LI	Regional Drainage Channel, Medical Campus and Offices, Hotel, Senior Living
Project Site	Mixed-Use Activity	LC	Vacant

As shown in Figure 2, below, the Property is currently designated in the City of Mesa 2040 General Plan as Mixed-Use Activity District and is classified on the Zoning Map as Limited Commercial (LC), as shown in Figure 3, on the following page.

Figure 2 - Mesa 2040 General Plan Map

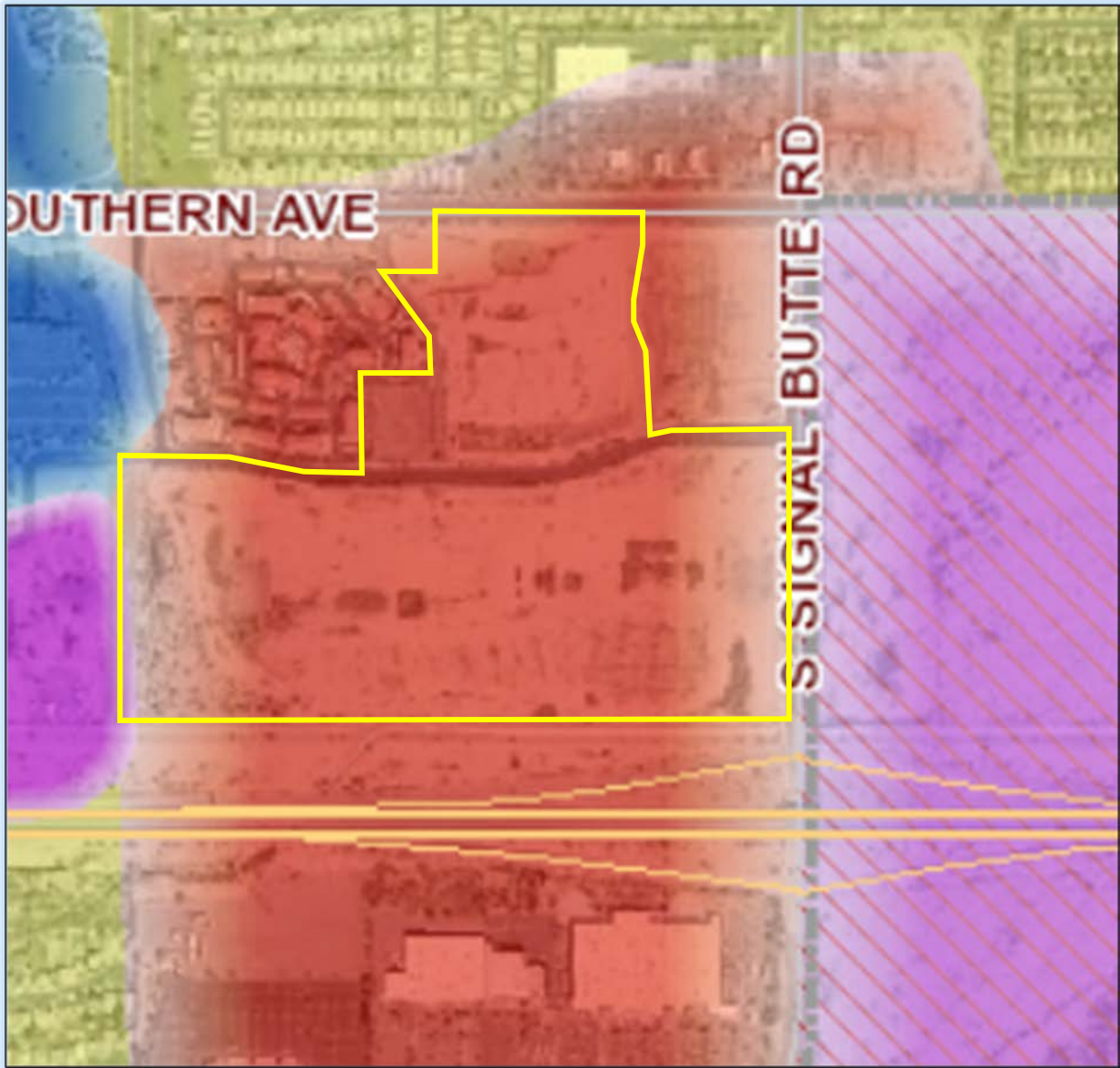
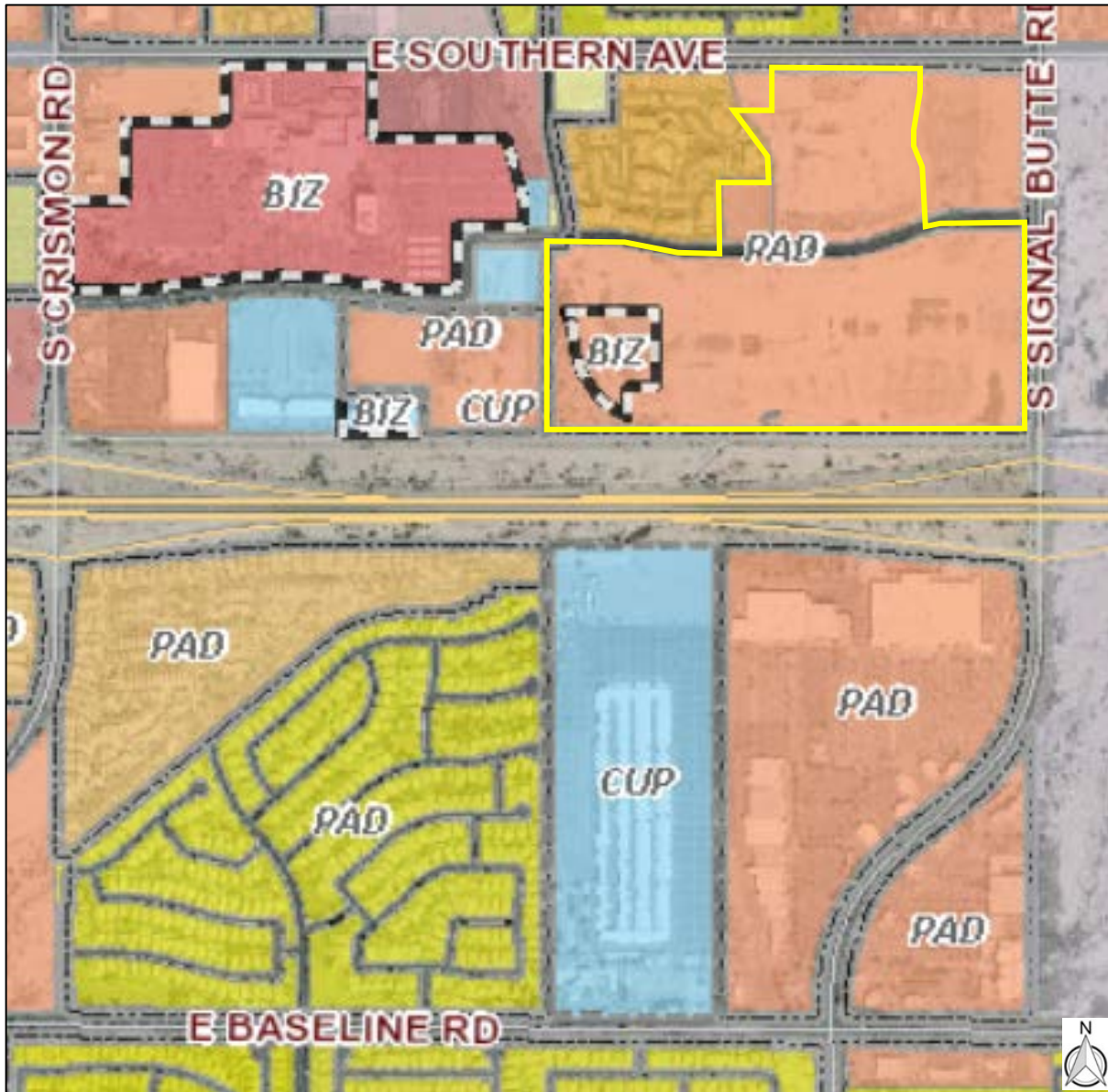


Figure 3 - Mesa Zoning Map



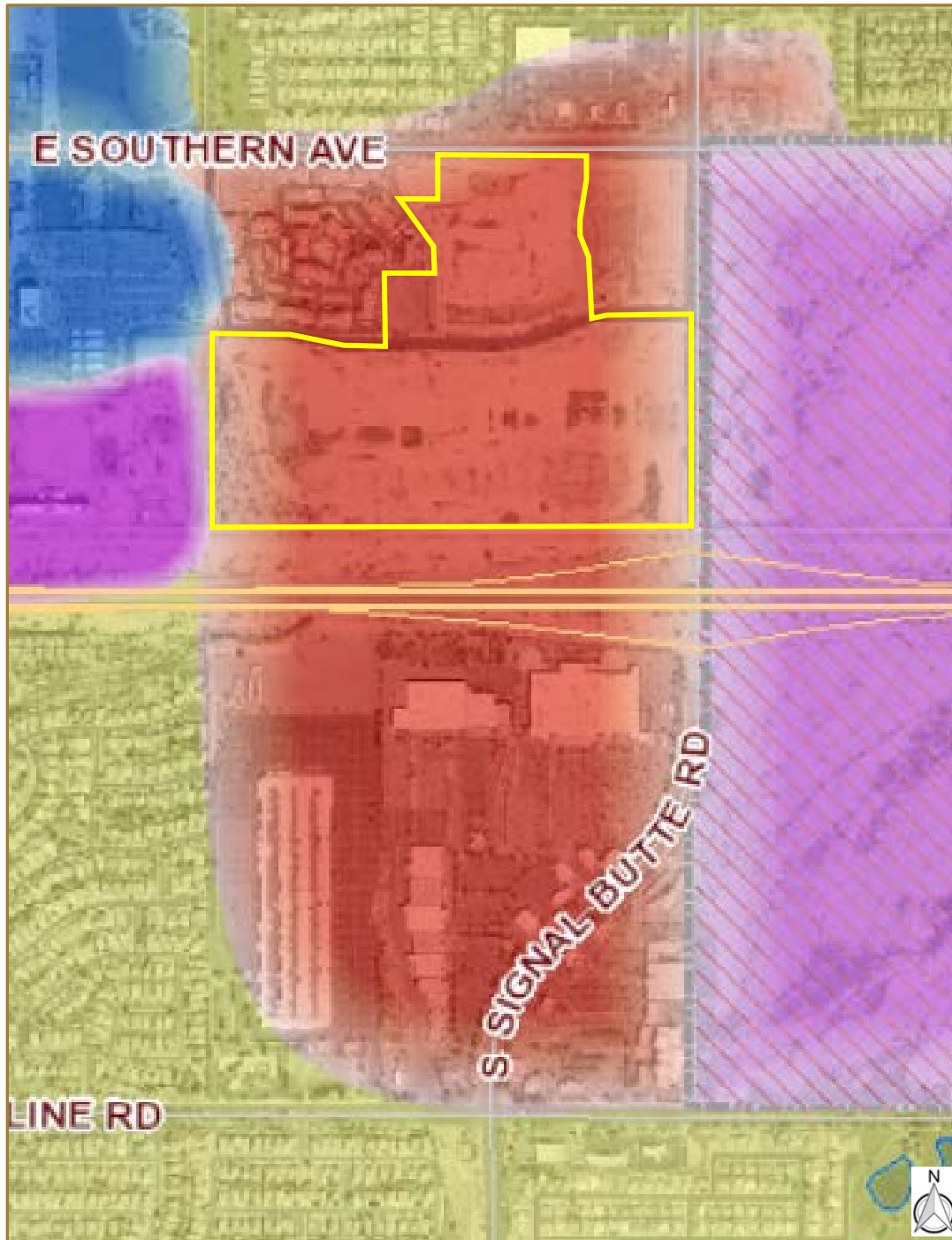
The entire site is currently vacant and is unremarkable in its topography, but slopes gently from the northeast to the southwest. A very large 230 kv power line and retention basin affect the southwest corner of the property, which is located on Parcel D2. The power line will remain, of course, but the basin will likely be reconfigured in some manner to accommodate underground storage at the time of development of Parcel D2. Please note that the regional drainage channel along the far west side, is technically not a part of this project site and will remain.

General Plan Analysis

The existing General Plan Character for the property is Mixed-Use Activity District. The site is a part of a distinguishable area comprising approximately 343.96 acres within the Mixed-Use

Activity designated area stretching from Southern Avenue (and a little to the north) to Baseline Road between Signal Butte Road and Cheshire shaded in red on the next page.

Figure 4 – Existing General Plan Character Areas



The Mesa 2040 General Plan explains, generally, that Mixed-Use Activity Districts are “primarily retail areas and entertainment centers, but often also include offices, multi-residential, and other supporting uses” (see Mesa Gen. Plan p. 1-8). Then, later in the specific section explaining the

Mixed-Use Activity Area, the 2040 General Plan recognizes that the Mixed-Use Activity Districts “often include other uses such as office, entertainment and residential.” Interestingly, the 2040 General Plan expressly recognizes that when redevelopment occurs, that such areas “*may take on a significant residential character*” which is precisely the case here with the prior Target Center never materializing. (See Mesa 2040 Gen. Plan p. 7-16).

The Mesa 2040 General Plan uses gross acres when describing various character areas throughout the plan. For the purposes of this narrative, and the data available to us, we will primarily use the more precise net acres (without right-of-way) for various calculations in measuring land uses in this mixed-use activity area, which actually diminishes or reduces the acres attributable to a specific use. For example, the entire Signal Butte/Southern/Baseline Mixed-Use Activity Area is approximately 350 gross acres. Notably, a portion of this area is affected by the US 60 Freeway, arterial and collector roads. Removing such rights-of-way, we calculate the net acreage of the Signal Butte/Southern/Baseline Mixed-Use Activity Area to be approximately 277 acres. Thus, to use a more precise calculation, we will use net acreage even though it reduces the denominator of total acreage and skews the analysis.

Currently, properties which are zoned LC and LI account for 92.59% of the net acres within the Signal Butte/Southern/Baseline Mixed-Use Activity Area; whereas multi-family zoned properties only account for only 6.57% of the total net acreage (i.e., the area excluding rights-of-way). Assuming this proposal is accepted by the City of Mesa, the change would result in 18.16% of the net acreage within this MUA Signal Butte/Southern/Baseline Mixed-Use Activity Area being designated as multi-family. Thus, our clear conclusion is that our proposed redevelopment of the Mountain Vista Marketplace project to include some multi-family uses, would not violate the Mesa 2040 General Plan. If one were to include the gross acreages (as is typically done) in the context of a General Plan, the numbers would only decrease. For example, the total of the proposed multi-family uses would decrease to only 14.97% of the total area.

If one were to simply focus on the north side of the freeway, including north of Southern Avenue, (which we think is myopic and not in keeping with industry standards for analyzing market demands, trade circles, and related economic factors), the numbers are still well within the standards. For example, the current LC uses account for 84.9% of the net acres (60.65% of the gross acres), and the multi-family use accounts for 13.4% of the net acres (9.57% of the gross acres). As proposed, the LC uses would account for 61.28% of the net acres (42.68% of the gross acres), while the multi-family uses would account for 37.01% of the net acres (25.78% of the gross acres).

Going even a step further and focusing solely on the 160 gross acres between the US 60 Freeway and Southern Avenue, which we think is unnecessary and unwise, the numbers still tell a solid story. For example, the current LC uses account for 81.43% of the net acres (56.27% of the gross acres), and the multi-family use accounts for 16.47% of the net acres (11.38% of the gross acres). As proposed, the LC uses would account for 52.41% of the net acres (36.22% of the gross acres), while the multi-family uses would account for 45.49% of the net acres (31.44% of the gross acres). The tables below help to illustrate and analyze these comparisons. Please also note that the existing LC zoning on site does allow residential development subject to compliance with a

specific set of rules, known as the “40/65/25 rule”. A Development Agreement is being made between the City of Mesa and Mountain Vista which will prohibit residential uses on the 14.99 acre Parcel A and 3.57 acre Parcel F1. When accounted for, these restrictions will contribute to a lower residential count.

Table 2 - Table of Percentage Use – Mixed-Use Activity Area (EXISTING)

	Entire Mixed-Use Activity Area (350 acres - both sides US 60 Freeway)			North Mixed-Use Activity Area (190 Acres - North side US 60 Freeway)			Mountain Vista Mixed-Use Activity Area (160 Acres)		
Land Use / Zoning District	Net Acres	Gross %	Net %	Net Acres	Gross %	Net %	Net Acres	Gross %	Net %
LC	204.03	58.25%	73.66%	115.37	60.65%	84.90%	90.04	56.27%	81.43%
LI	52.41	14.97%	18.92%	N/A	N/A	N/A	N/A	N/A	N/A
RM-4	18.21	5.20%	6.57%	18.21	9.57%	13.40%	18.21	11.38%	16.47%
RS-43	2.32	.66%	.84%	2.32	1.22%	1.71%	2.32	1.45%	2.10%

Table 3 - Table of Percentage Use – Mixed-Use Activity Area (PROPOSED)

	Entire Mixed-Use Activity Area (350 acres - both sides US 60 Freeway)			North Mixed-Use Activity Area (190 Acres - North side US 60 Freeway)			Mountain Vista Mixed-Use Activity Area (160 Acres)		
Land Use / Zoning District	Net Acres	Gross %	Net %	Net Acres	Gross %	Net %	Net Acres	Gross %	Net %
LC	171.94	49.09%	62.08%	88.28	43.78%	61.28%	57.95	36.22%	52.41%
LI	52.41	14.97%	18.92%	N/A	N/A	N/A	N/A	N/A	N/A
RM-4 & RM-5	50.31	14.36%	18.16%	50.31	26.44%	37.01%	50.31	31.44%	45.49%
RS-43	2.32	.66%	.84%	2.32	1.22%	1.71%	2.32	1.45%	2.10%

Furthermore, and based on the analysis of the Signal Butte/Southern/Baseline Mixed-Use Activity District, and the historical development patterns of this and the surrounding properties, we strongly believe that this area is an excellent location for the proposed mix of uses, including some additional, high quality, multi-family uses, together with commercial, hospitality, office, employment and retail uses. This analysis is supported by an Economic Analysis of Mountain Vista PAD Amendment, prepared by Elliot Pollack & Co., and dated January 2020, which is provided as part of this application at Appendix 13.

A key takeaway from the Pollack Economic Analysis can be found on pages ii and iii of the Executive Summary, which read as follows:

However, the uses proposed for Mountain Vista meet the definition of a Mixed Use Activity District if the entire District is taken as a whole. The

freeway is not a barrier to shopping and travel patterns of residents. The analysis outlined in this study concludes the following:

- The demand for retail uses in the area surrounding Mountain Vista is satisfied by the Superstition Gateway power center. Combined with other retailer centers that are situated along the US 60 corridor between Power and Meridian Road, there is limited demand for additional power center development.
- There is substantial additional acreage approaching 900 acres along the US 60 corridor designated for Mixed Use Activity District that is available for future development if demand increases. Mountain Vista will contribute to the Signal Butte Mixed Use District by providing a variety of compatible land uses including retail, office, hotels, and multifamily residential.
- Consumer spending within the retail market area along the US 60 shows weakness because of the modest household incomes in the area and the abundance of part-time, seasonal residents.
- While freeways can be a barrier in certain instances in the travel pattern of residents, there are numerous examples of major shopping centers that are built along one side of a freeway, but which clearly depend upon the spending patterns of households within the entire trade area surrounding the property. In fact, retail developers desire a location adjacent to a freeway to enhance access to their site and to expand their trade area to a wider audience, even though the cost of the land will be higher than farther from the freeway. Major retailers typically require a location on a freeway as well. Two examples of freeway-oriented retail development that are built only on one side of the freeway right-of-way include:
 - Crossroads Town Center at Gilbert Road and the Loop 202.
 - San Tan Village power center is built on the west side of the Loop 202 at Williams Field Road.

Returning to the Mesa 2040 General Plan, the proposed Mountain Vista redevelopment project fully implements the goals and objectives of the Mesa 2040 General Plan. The 2040 General Plan describes the Mixed-Use Activity District Character Area as:

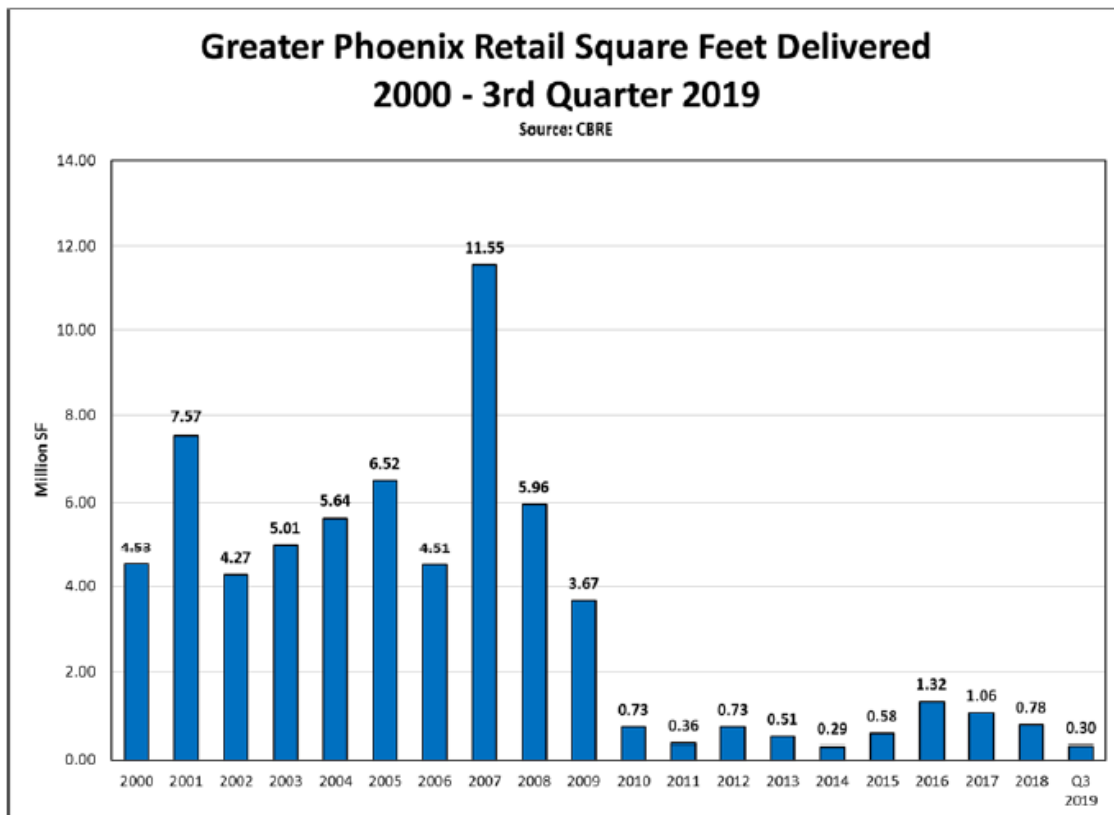
“Largescale (typically over 25 acres) community and regional activity areas that usually have a significant retail commercial component including shopping areas such as malls, power centers, or lifestyle centers that are designed and developed

to attract customers from a large radius. These districts often include other uses such as office, entertainment and residential. The goal is to help these districts be strong and viable centers of commercial activity that attract people to unique shopping and entertainment experiences.”

At 79.45 net acres, this site is part of the larger 350.24 acre mixed use area, and thus qualifies as a “Regional-Scale District.” Because it is “regional” in nature, the area as whole must be evaluated as a whole. Accordingly, it would be improper to evaluate the north side of the freeway completely independently from the south side of the freeway, just as it would to evaluate the area south of Southern Avenue without taking into account the commercial business on the north side of the intersection of Southern Avenue and Signal Butte.

A simple rhetorical question proves the point: If the two areas were so separate and distinct, then why wouldn’t Walmart (who owns and operates a store on the south side of the US 60) build a second store on the north side of the US 60 and capture all of the north area business? The answer is simple and does not need further explanation. Nonetheless, page 10 of the Economic Analysis includes a graph chart which is quite telling as to the amount of retail square feet delivered in the greater Phoenix area over the past two decades. As illustrated below, the amount is abysmally low compared to pre-recession numbers.

Figure 5 – Greater Phoenix Retail Square Feet



Looking closer at the Economic Analysis of Mountain Vista, page 20 provides a pointed analysis of retail in general, and specifically in this part of Mesa, which reads:

The retail marketplace has been significantly impacted by both E - Commerce and the rise of supercenters and warehouse clubs. For the Greater Phoenix area, the Great Recession resulted in much slower population and employment growth and retailers have become much more cautious in planning for new stores. Some ten years after the end of the recession, retail development has not returned to prior construction levels. This trend may continue for the foreseeable future.

The US 60 corridor is well represented by major retailers. While there may be some voids in the market, they are few. Weaknesses in the corridor are noted at the Superstition Springs Center which has two vacant anchor buildings and a third anchor, JC Penney, which is considered vulnerable to changing retail trends. From a demographic perspective, the abundance of mobile home parks and part-time residents also contributes to a weak retail environment.

Given the obvious weaknesses in the retail market, the question should be what can be done to supplement and strengthen what we have. The answer is that we need to think differently and truly embrace mixed use with larger residential components. Moreover, it should clearly be noted that the language in the General Plan recognizes that these regional scale districts should include “high density multiple residence districts” as part of the overall mix of uses. Accordingly, Mountain Vista will synthesize into the development plan a compatible mix of retail/commercial, office, and residential uses all supported by regional market demands in the area. The property will attract new residents and customers and capture additional sales tax from outside the City as residents from Apache Junction, Gilbert, and Queen Creek will patronize the businesses and restaurants within the center.

Despite these obvious economic disadvantages, Bela Flor has worked diligently to preserve the important areas fronting Superstition Springs Freeway for future uses that are consistent with that location. Thus, careful thought and planning have been devoted to the uses and design of those buildings especially along the freeway frontages. This master plan provides for a greater intensification than typical suburban development, as will be explained below in more detail.

Mountain Vista – Project Details

The overall project and proposed uses are thoughtfully laid-out along a central east-west access/pedestrian corridor following the existing Hampton Road alignment, which connects Signal Butte Road to Crismon Road. The central north-south access corridor is the existing 105th Place that starts on Southern Avenue and today ends at Hampton Avenue. Project designers propose to extend that private road further south to continue the common theming and provide greater internal circulation. Together, these central axes form the quadrants of the project and start to establish the development sites, limits and land uses within the overall project.

There can be no dispute that market demand for traditional retail stores and uses has changed dramatically in the last decade. Yet, we believe there is still a sufficient demand for retail uses on this project site, but in the size, location and scale shown on the proposed plan. Accordingly, and given that Southern Avenue is on the north and Signal Butte is on the east, these two arterial roadways lend themselves to keeping and maintaining LC uses along these frontages. Similarly, with the US 60 Freeway along the south, it is important to maintain the LC uses within this area. To the west, closer to the Mtn. Vista Hospital, LC uses have remained to allow medical offices and other related uses to easily locate near this medical hub.

1. Purpose and Theme

The PAD overlay is used for the purposes of establishing unique, customized zoning districts to fit the facts and circumstances of the project. In the instant case, we are proposing a PAD overlay to help facilitate a more urban and dense type of development within the LC, RM-5, and RM-4 zoning districts. Inspiration for the development was primarily derived from the development team's goals and objectives as well as the goals and ideals of the 2040 General Plan and the unique location of the property. The Mountain Vista site specific Design Guidelines emulate the introductory concept in the City of Mesa Gateway Strategic Development Plan, which reads as follows:

“With the emphasis on form as opposed to use, these graphics will also serve to demonstrate how building types might be mixed among each other to create the character desired within particular areas of the plan. Height, density, and other building characteristics of similar nature within an area will allow for mixed uses to occur while the form remains consistent and complementary. This section also includes models and photos of buildings with mixed uses. These buildings not only help to meet the needs of a live/work/play environment, but can also provide transition both in form and use.”

Mountain Vista complies with the purposes outlined in Section 11-6-1 of the MZO, which among other things, provides for the following themes in a Commercial and Mixed-Use District:

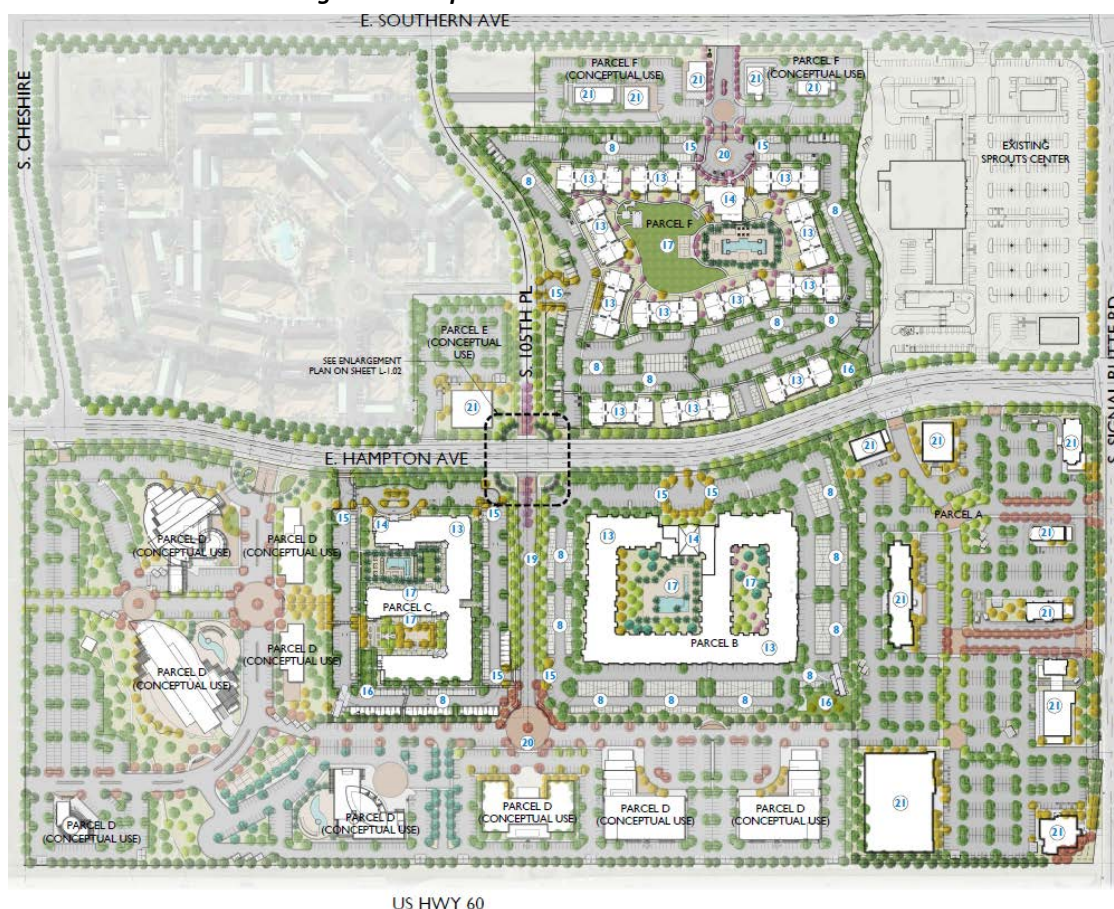
- Well-planned, balanced growth of commercial areas.
- Expand office uses and the variety of goods and services.
- Encourage mixed-use commercial/residential uses to reduce vehicle miles traveled.
- Establish development standards to ensure an attractive development along streets.
- Promote development features that support a pedestrian-sensitive environment.
- Provide appropriate buffers and transitions between commercial and residential uses given the mixed-use context.

2. Project Description

As indicated previously, Mountain Vista is designed to be a master planned community with a mixture of uses, on a total site area of 79.45 net acres. The total building square footage of the proposed development described in this narrative is anticipated to be approximately 1,800,000 sq. ft., which includes the existing Sprouts Shopping Center and the Cortland at Mountain Vista Apartments. This estimate is based on both existing site plans and a conservative .25 FAR for the conceptually approved site plans. This is a dramatic increase (approximately 34%) in the amount of sq. ft. from the prior approved 2007 Super Target plan, which was 1,387,365 sq. ft. We believe that Parcel D1 has the most potential for future growth and FAR's on this parcel could easily surpass .25.

The overall development is laid out with a high degree of connectivity as can be seen in the Master Site Plan, the Pedestrian Circulation Plan and the Vehicular Circulation Plan. The design of each parcel will provide for human safety and comfort through shade and cooling strategies, solar orientation, and the deliberate use of materials to reduce solar radiation and the heat island effect.

Figure 6 – Proposed Mountain Vista Master Plan



As illustrated in the above Master Site Plan, Mountain Vista is a synchronized development which orients around the intersection of Hampton Avenue and 105th Place, while providing commercial

and nonresidential development along the major arterials, freeways and closer to the existing Mountain Vista Hospital. The various uses are linked by a system of pedestrian connections and the vehicular connection roads.

Mountain Vista will provide for safe and efficient solid waste collection. Trash and recycling collection bins will be located in accordance with City standards and will comply with the M62 standards for solid waste, traffic, and fire safety standards and will be screened from view in enclosures with a minimum height of 6 feet. The enclosures' design, materials, and construction will be integrated into the site design, comply with the Mountain Vista Design Guidelines, and will include gates composed of a solid, heavy-gauge metal or a heavy-gauge metal frame and use materials that will screen collection bins from view.

Future changes to the location and design of the solid waste facilities will be reviewed for approval through City of Mesa administrative process.

3. Mountain Vista Proposed Uses and General Site Plan Data

This PAD incorporates an appropriate balance of both commercial and residential uses. Subject to the allowed uses, included under Appendix 15, and MZO Sections 11-6-2 and 11-5-5, which will guide the uses allowed depending on the parcels zoning designation. The table below provides a broad and general description of the proposed uses and general site plan data. More detail is provided below pertaining to each parcel.

Table 4 – Summary of Project Uses and Site Plan Data*

Parcel	Permitted Uses (See Appendix 15 for Details)	Bldg. Gross Floor Area (sq. ft.)	Lot Area (net sq. ft.)	Lot Ac. (net)
A	LC Uses (excepting residential)	133,354	653,128	14.99
B	Multifamily Residential Uses (RM-5)	462,985	482,867	11.09
C	Multifamily Residential Uses (RM-4)	290,165	290,159	6.66
D	All LC Uses	290,000 to 400,000 ⁽¹⁾	1,159,942	26.63
E	All LC Uses	10,000 to 19,000 ⁽²⁾	94,392	2.17
F1	LC Uses (excepting residential)	16,080 ⁽³⁾	155,656	3.57
F2	Multifamily Residential Uses (RM-4)	278,196	624,888	14.35
	Total	1,480,780 to 1,599,615	3,461,032	79.45

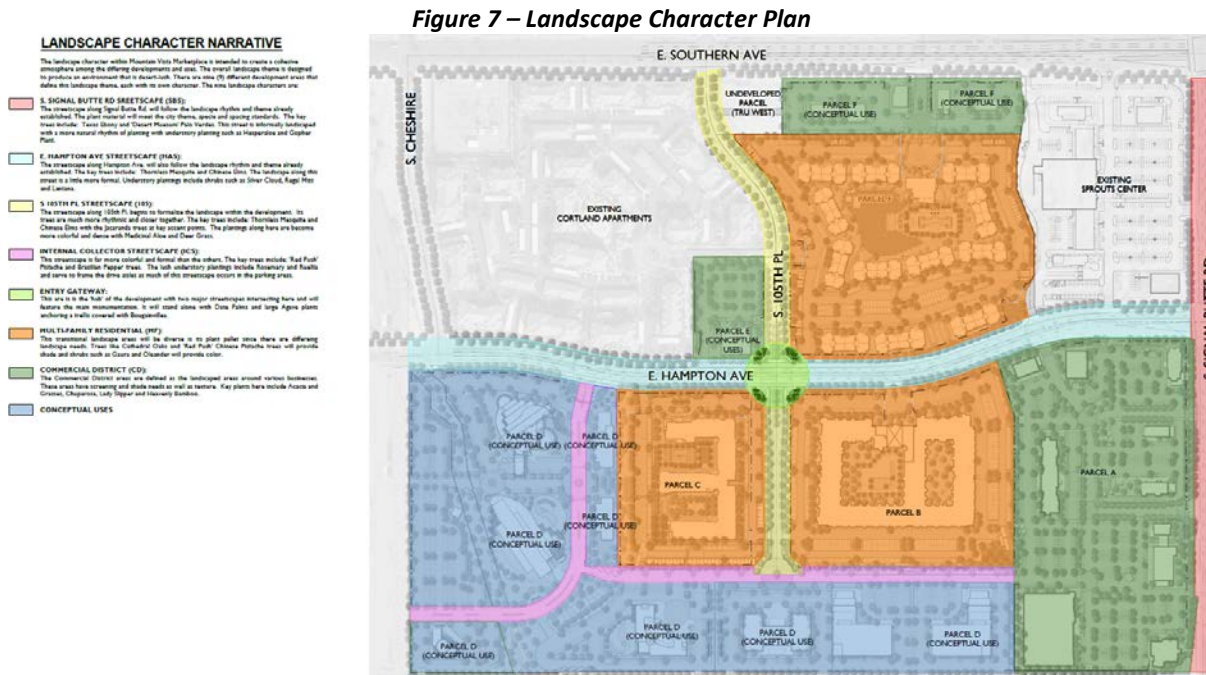
(1) Range based Conceptual Site Plans ranging from .25 FAR to .35 FAR. Actual sq. ft. may vary at the time of development based on uses and users.

(2) Based on prior approved site plan from 2007 showing a 10,000 sq. ft. building. Using a FAR of .2, this could increase to approximately 19,000 sq. ft. Actual sq. ft. may vary at the time of development based on uses and users.

(3) Range based Conceptual Site Plans. Actual sq. ft. may vary at the time of development based on uses and users.

4. Landscaping – Generally

The Landscaping for the project has been carefully thought out and planned, especially along the central corridors. Rather than tossing out the old, the design team included the existing landscaping along Hampton and 105th Place, and built on that solid foundation. Included with the Mountain Vista Design Guidelines is an approved plant palette and theming sections that will help provide cohesiveness while also providing individuality between the various components of the project. Below is an illustration of the Landscape Character Plan included with this application.



Careful attention has also been brought to the intersection of Hampton and 105th through deliberate monumentation and theming to help give a sense of arrival and consistency throughout the project. Below is the proposed monumentation and landscape plan for this corner.

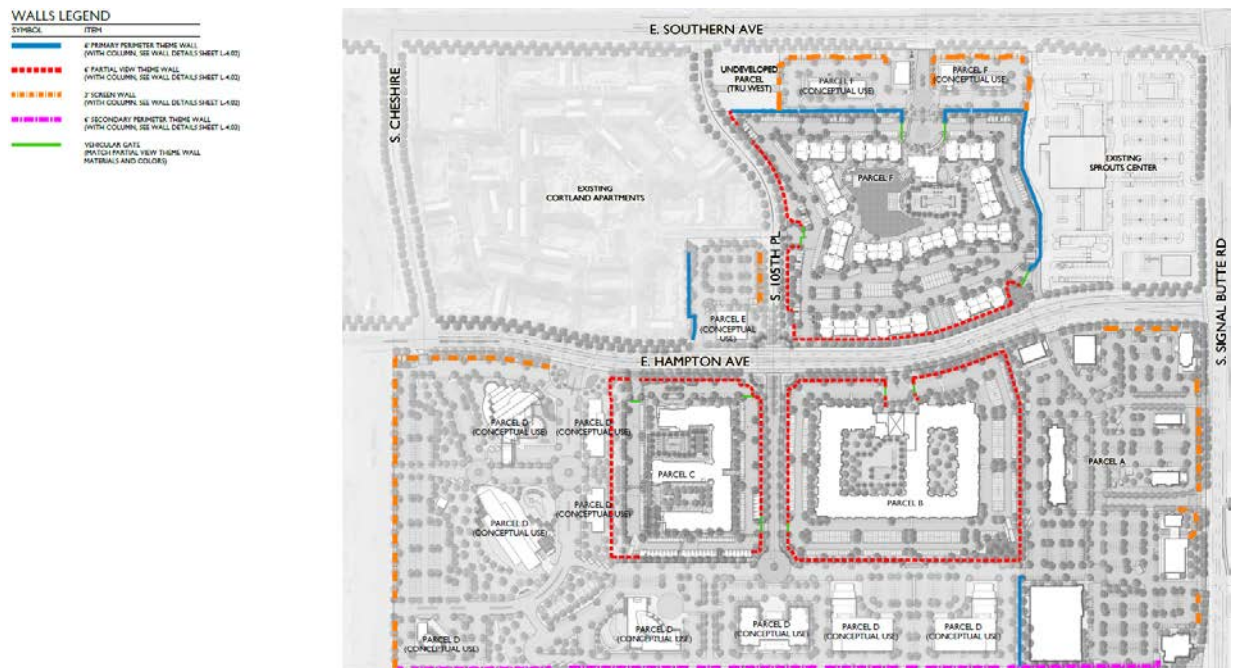
Figure 8 – 105th & Hampton Monumentation and Landscape



5. Wall /Fence Theming

Project designers have also incorporated and planned for theme walls and fences to be constructed throughout the site. Where appropriate, solid walls are planned for as shown in the legend below. But, where possible, view fencing has been used to help keep the feeling of openness as well as improved CPTED.

Figure 9 – Wall Plan



The wall / fence theming will also be coordinated with the Street Trees, as set forth in the Street Tree Diagram Plan, shown below.

Figure 10 – Street Tree Diagram



6. Circulation

Both Vehicular and Pedestrian Circulation have been carefully thought out and coordinated with the master utility plan. The two diagrams below show how project designers, using the existing road system have built upon and enhanced the overall project flow by ensuring that cross access is provided between the major parcels thus allowing multiple entry and exits points for vehicles. Similarly, pedestrian connections have been made throughout each site. Of course, where a site is conceptually site planned, final location and routes will be determined at the time of development, but will match and connect with the adjacent properties.



Figure 11 – Vehicular Circulation Plan

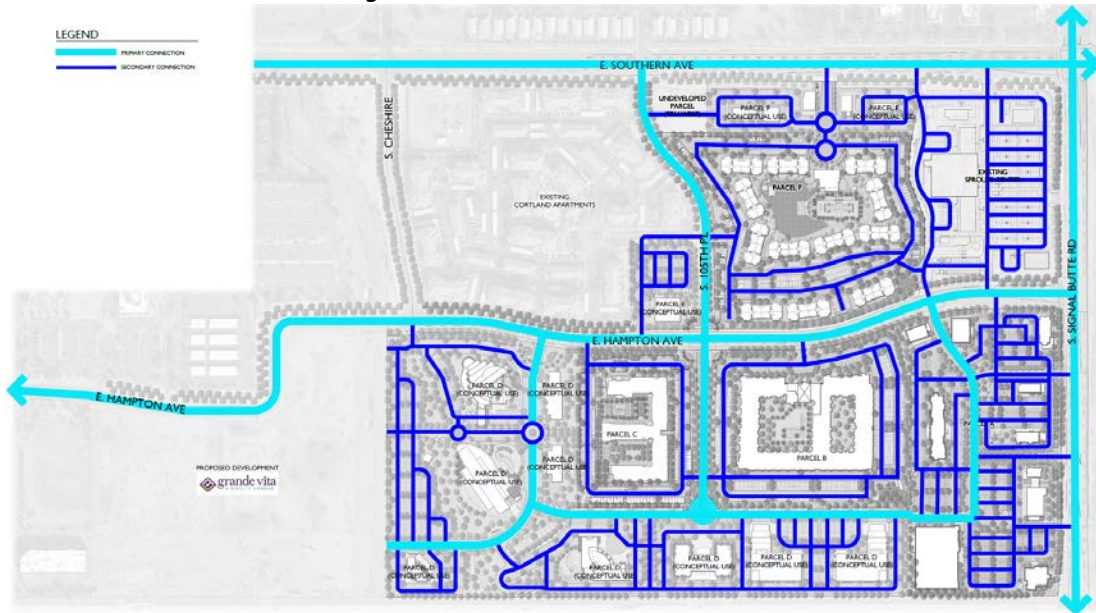
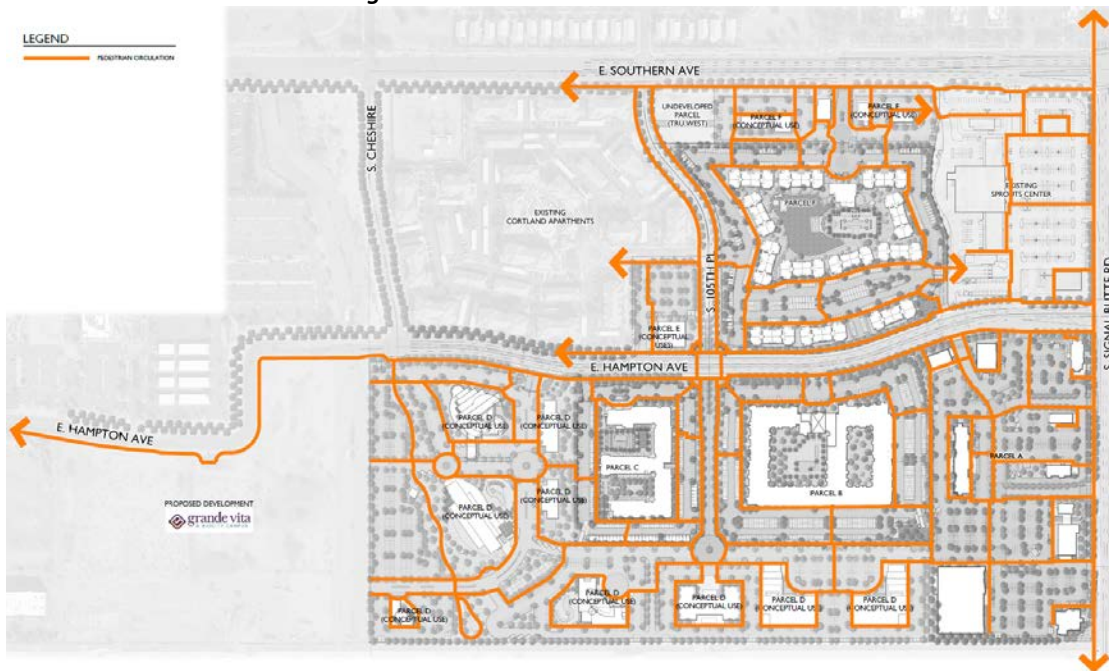


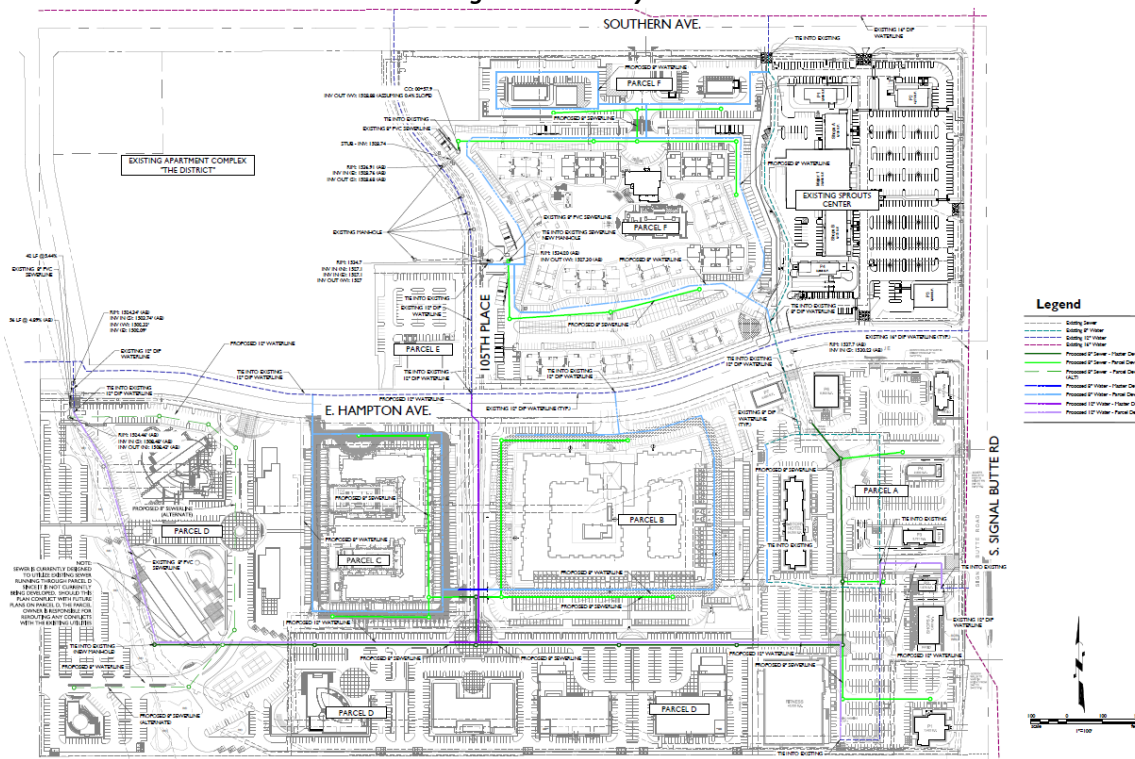
Figure 12 – Pedestrian Circulation Plan



7. Utilities

As noted above, when the original project was constructed in 2007-08, the utilities were installed, but the bulk of them were not used. So, given the request today, the parties will be relocating the bulk of the utilities in Hampton Avenue and the new 105th Place south of Hampton Avenue as shown on the Preliminary Master Utility Plan, below in Figure 13.

Figure 13 – Utility Plan



8. Development Standards - Generally

In this case, using a combination of planning tools, including the PAD overlay and the approved Design Standards that are incorporated into this Narrative, they, together, will allow this project to fit neatly within the overall area and the requested zoning districts. Except as set forth in this Project Narrative, this PAD zoning request incorporates the development standards established in MZO Section 11-6-3 LC zoning, MZO Section 11-5-5 RM zoning, and all other applicable zoning sections. The few minor deviations described below in more detail, we believe are justified by the project's enhanced characteristics that differ from a typical zoning request.

The descriptions and tables below describe each component of the project and provide the per Parcel applicable development standards. The tables also list the requested deviations for each Parcel.

9. Phasing

Phasing of the project will occur according to market demands. It should be noted that this Property has been vacant since it was first annexed into the City of Mesa, despite its favorable zoning status. Of course, changes to the master infrastructure, utility and storm water plans will occur with the first phase of development (whatever that happens to be), and will include the installation of 105th Places south of Hampton Avenue. Landscaping adjacent to the right-of-way will remain to the greatest extent possible. It would be inappropriate and naïve to force any type of use or user to construct before another for the simple reason that neither the developer nor the City control all aspects of the timing of development.

It is anticipated that Parcel A, together with Parcels C and F2 are mostly likely to be developed first, with Parcel B, occurring shortly thereafter. We next anticipate Parcel F1 to develop given the additional interest in the area. The last parcels to develop will be Parcels D and E. For additional information as to why these Parcels will take longer, please review the Economic Analysis of Mountain Vista PAD Amendment, prepared by Elliot Pollack & Co., and dated January 2020, which is provided as part of this application at Appendix 13.

10. Parcel Specific Descriptions

Parcel A (Thompson Thrift) – Parcel Specifics and Development Standards

Parcel A is approximately 14.99 net acres in size and will remain zoned LC, but become subject to the Master Plan, Mountain Vista Design Guidelines and the updated Mesa Quality Design Development Guidelines (QDDG). Specifically, and relating to Parcel A, the request is to rezone Parcel A from LC (PAD) to LC (PAD) and to allow for heights up to 60 ft. to allow for a hotel use. Other likely users here are retail, shops, banks, offices, fitness and full and limited service restaurants. A complete list of potential uses on this Parcel A is included later in Appendix 15, attached to this narrative. It should be expressly noted that no residential uses of any kind, including vertical mixed use, will be allowed on Parcel A.

Additionally, this request is for approval of a site plan, together with a general location for an internal vehicular circulation route and utilities, which may need to be relocated as part of the overall changes to the area. Please note that the site plan shown is specific in nature and the end user will not need to separately submit for site plan approval so long as their proposal is generally consistent with this approved plan. However, the elevations are conceptual in nature. Thus, complete elevations will be provided later and reviewed consistent with the approved Mountain Vista Design Guidelines, this Project Narrative and the Mesa Zoning Ordinance, including the Mesa Quality Design Development Guidelines. Additional modifications to some development standards are discussed below in more detail in Table 5.

Proposed access points are from both Signal Butte and Hampton, with an additional vehicular circulation drive that will connect through Parcel D1, back to the extension of 105th Place, which will be constructed south (via a private drive similar to how 105th Place exists between Hampton and Southern). After much discussion, the access points shown on the site plan have proven acceptable with City of Mesa Staff and ADOT respectively.

The site plan shows a sit-down restaurant at P1 and four restaurant uses with drive-thru capability (Buildings P2, P3, P4 and P5). These buildings can be utilized for a variety of uses including coffee shops, traditional “fast-food” restaurants and by sit-down restaurants which have incorporated drive-thru operations into their business. A Development Agreement is being completed to ensure desirable development. Site designers had to balance various business and design standards when configuring these buildings.

Building P5 directly engages the corner at the Signal Butte and Hampton intersection with the drive-thru placed behind the building. Buildings P3 and P4 do not have parking between the

building and ROW but site configurations call for a 26' drive aisle between the buildings and the ROW, which is consistent with city code. Pedestrian connections to Signal Butte are facilitated over the drive aisle. The drive-thru on P3 and P4 are located behind the respective buildings (not parallel to the street). Building P2 is proposed to be constructed in tandem with the Shops A Building which ensures that the drive-thru use does not dominate the public street frontage (see QDDG 4(A)(1)(e)). All of the buildings along Signal Butte will be adequately screened with site walls and enhanced landscaping.

Pedestrian connections are provided to each of the adjacent parcels as shown on the attached Pedestrian Circulation Plan. While precise routes shown through Parcel A may be modified in the future, the master plan principle being established with this case is to help provide certainty for future development of all of the Parcels that connectivity is an essential requirement.

Storm water will be retained on site per City of Mesa Standards, with the bleed-off to the private basin located in the SWC of the Mountain Vista project.

Table 5 – Parcel A (Thompson Thrift) LC Development Standards		
	Required Development Standards	Proposed Development Standards
Maximum Building Height	30 ft.	60 ft.
<u>Minimum Building Setbacks</u>		
Front and Street Facing Side:		
Arterial (6 or 4 lane)	15 ft.	15 ft.
(Signal Butte):		
Midsection Collector	15 ft.	15 ft.
(Hampton Avenue):		
Freeway:	30 ft.	20 ft.
Interior Side and Rear:	20 ft. (1 st Story)	20 ft. (1-story)
Adjacent to RM District:	15 ft. (each additional story)	15 ft. (each additional story)
Interior Side and Rear		
Adjacent to Non-residential	15 ft.	15 ft.
District (each story):		
Setback at Street		
Intersections for Buildings	Arterial w/ Major / Midsection	
and Patios (covered or	Collector (Signal Butte Road /	
uncovered) – Minimum	Hampton Avenue): 25 ft.	25 ft.
radius (ft)		
<u>Minimum Landscape Setbacks</u>		
Front (Signal Butte Road):	15 ft.	15 ft.

Table 5 – Parcel A (Thompson Thrift) LC Development Standards		
	Required Development Standards	Proposed Development Standards
Side (Hampton Avenue):	15 ft.	15 ft.
Side (South/US 60 Freeway)	15 ft.	10 ft.
Rear(West/Parcel B)	15 ft.	15 ft.
<u>Building Form Standards</u>		
Minimum Separation Between Buildings on Same Lot		
Bldg. Height ≤ 20 ft.	25 ft.	25 ft.
Bldg. Height between 20-40 ft.	30 ft.	30 ft.
Bldg. Height > 40 ft.	35 ft.	35 ft.
<u>Parking</u>		
Parking (all ratios per standards in MZO Chap. 32, except as modified herein.)	Total Required = 881 spaces Fitness Ratio = 1:100 sq. ft. Restaurant = 1:75 sq. ft. (1:200 sf for outdoor seating area) Restaurant w/ drive thru = 1:100 sq. ft. (1:200 sf for outdoor seating area) Retail = 1:375 sq. ft. Hotel = 1:1 room	Total Proposed = 681 spaces (NOTE: 719 spaces provided on site plan) Fitness Ratio = 1:200 sq. ft. Restaurant = 1:75 sq. ft. (1:200 sf for outdoor seating area) Restaurant w/ drive thru = 1:100 sq. ft. (1:200 sf for outdoor seating area) Retail = 1:375 sq. ft. Hotel = 1:1 room
ADA Parking	15	28
Bike	61	62

Parcel B (Talos) – Parcel Specifics and Development Standards (Site Plan Approval)

Parcel B is approximately 11.09 net acres in size and the request is to: (i) rezone Parcel B from LC (PAD) to RM-5 (PAD) to allow for a 345 unit, 4-story, multifamily project with a net density of 31.11 du/ac and heights up to 60 ft., and (ii) site plan approval.

Talos Holdings' premier urban 345-unit high-density luxury apartment development occupies an 11.09 net acre parcel within Mountain Vista. The project will consist of one large building with 2 central courtyards and several 12.5 ft. wide carriage ways that provide connections via pass-throughs that allow both residents and emergency personnel to access the internal courtyards

under the second floor of the building. The requested building height of 60 ft. is meant to accommodate the 4-story building plus the roof mounted equipment and associated parapet screening walls. The main entrance is from Hampton Avenue with an exit only onto the proposed extension of 105th Place to the south. The main entrance includes a pull off area for the call box and split entry gates to allow both residents and guests to easily enter the site without negatively affecting traffic on Hampton Avenue. The club house, pool, gym and service center will be directly accessible both externally and internally. The property will host a state-of-the-art access control system enabling residents to open main gates and front entrance doors via a smart phone app. This type of technology ensures maximum access control and significantly reduces the need for vehicular staking.

This high density urban multifamily project will be a leading-edge apartment development. Amenities will include a resort-style pool, fitness center, dog park and dog wash, open courtyards, a sky lounge with great views of the mountains that surround the project, valet trash service, billiards ball in the courtyard, state of the art access control system accessed through residents smart phones, gated for safety, Luxor package system and easy connectivity to nearby retail grocery shopping and entertainment. All residents will also benefit from the 300 Mbps wireless internet pre-installed in each apartment home as well as smart home thermostats, locks, lamps and plug amenities. There is also dry-cleaning lockers where residents can leave their dry cleaning in the morning and then pick it up later without having to take it to the cleaners themselves.

For over three decades, Talos is known for providing Better Life, Better Living for residents. A pioneer in offering coaching and training for its residents, as an amenity, Talos is passionate about its belief in people and providing a community where residents can thrive. At Mountain Vista this passion will go far beyond other planned developments. Mountain Vista's Master Plan community consists of like-minded developers committed to building a strong and healthy community. Talos will participate in this community building through Mountain Vista's co-sponsored programs, activities, walking trails, and other features to provide a seamless integration of various land uses. Storage units are also available to residents and many residents participate in providing small animal day care to other residents.

Some existing utilities will be re-routed and re-aligned as part of the Master Plan process. Talos Holdings will submit separately for Design Review approval, consistent with the approved Mountain Vista, which will be reviewed consistent with the Mesa Zoning Ordinance, this Project Narrative and the approved Mountain Vista Design Guidelines. Additional modifications to some development standards are discussed below in more detail in Table 6.

The Talos project will consist of approximately 22 efficiency units, 135 1-bedroom units, 172 2-bedroom units, and 16 3-bedroom units, with an average unit size of 948 sq. ft. Talos is proposing a total of 567 parking spaces, for a parking ratio of 1.64 spaces per unit, which are detailed in Table 3, below. A separate parking study performed by Southwest Traffic Engineering, has been provided to support the requested parking ratio of 1.64, which attached as Appendix 14 to this submittal.

The total open space required is 41,400 sq. ft. based on 120 sq. ft. per unit in a project containing 345 units. The total open space provided is 112,432 sq. ft. The common open space is approximately 77,999 sq. ft. and includes the outdoor space provided for social and recreation in the courtyards, the dog park, and the outdoor space to the north and west of the building. The private open space provided is approximately 34,433 sq. ft. located in the privately accessed patios and balconies. This exceeds the minimum requirement for 28,300 sq. ft. Approximately 30,653 sq. ft. of the private open space is covered meeting the 20,700 sq. ft. minimum requirement. The unit plan patio areas and balconies are designed to meet or exceed the minimum private open spaces dimensional requirements of 6' x 10' on upper floors and 10' x 10' at the ground floor. Each unit will meet or exceed the minimum 60 sq. ft. private open space requirement for studio and one-bedroom units, 100 sq. ft. for two-bedroom units, and 120 sq. ft. for three-bedroom units. See table below for private open space information by bedroom and unit type.

Landscaping is provided throughout the site and along the perimeter boundaries. Landscaping is coordinated between parcels through the Mountain Vista Design Guidelines which encourage uniformity, with a slight nod to individualization. Each of the perimeter landscape setbacks include placement of a view wall that also acts as a parking screen wall due to its construction, which is wrought iron view fencing (4 ft.) on top of a solid wall (2 ft.). These details are included in the Wall Plan submitted with this application. This design allows for both site security and preserving the feeling of connectivity between the various parcels. This approach also is consistent with CPTED principles of allowing “eyes-on” the various areas. Furthermore, because screen walls are allowed within perimeter landscape areas, the applicant is requesting that where a screen wall is setback from a property line, that the whole landscape area is treated as the perimeter landscaping area, not just the distance from the wall to the property line. These distances are noted below in the Development Standards table and shown on the Site Plan.

Solid waste for the residents will largely be handled through a trash compactor located in the southeast corner of the property, near the dog park. Residents will not be allowed to access or operate the trash compactor, per Mesa Standard Detail M-62-02-02, Note 3. Residents will utilize one of several internal garbage shoots that will lead to rollaway bins operated by onsite management and staff. The roll away bins will be stored in the trash compactor enclosure. Although residents will have limited access to the enclosure near the compactor to access the roll away bins, the compactor will be located at the rear of the enclosure behind a keyed access gate. Only the trained and certified maintenance staff will have access to the key to operate the trash compactor, which will be emptied on a routine schedule. No trees will be planted within 10 feet of any solid waste enclosure bin or compactor.

The primary access point is from Hampton Avenue, with a secondary and exit only driveway onto 105th Place, which will be extended south (via a private drive similar to how 105th Place exists between Hampton and Southern). Pedestrian connections are provided to each of the adjacent parcels as shown on the attached Pedestrian Circulation Plan.

Storm water will be retained on site per City of Mesa Standards, with the bleed-off to the private basin located in the SWC of the Mountain Vista project.

All elevations are included with this submittal. The elevations show attached garages on the ground floor of the east and south elevations. The east and south elevations contain significant building façade articulation including recessed garages and projections every three (3) garages. However, there are more than three garages without a building entrance. We consider the articulation shown to be an equivalent feature but out of an abundance of caution have included a deviation request from the standards of MZO 11-5-5(B)(4)(f)(iii).

Elevations for this project, we believe, exceed the minimum applicable Mountain Vista Design Guidelines. The north and south facing elevations (facing Hampton and the US 60 freeway) have the most sweeping architectural features and will be the most engaging and dramatic.

Table 6 – Parcel B (Talos) RM-5 Development Standards		
	Required Development Standards	Proposed Development Standards
Minimum Lot Area (sq. ft)	6,000	483,080
Minimum Lot Width:	60	781 ft.
Minimum Lot Depth:	65	506 ft.
Maximum Building Height (ft)	50 ft.	60 ft.
Total Number of Units	N/A	345
Maximum Density (dwelling units/net acre)	43	31.11 (net)
Minimum Lot Area per Dwelling Unit (sq. ft.)	1,000	1,372 sq. ft.
Attached Garages (per MZO 11-5-5(B)(4)(f)(iii))	Maximum three (3) garages unless major architectural feature, such as building entrance or equivalent feature	Per Plan
Minimum Yards (See NC-U Standards in Table 11-6-3(B))		
Front and Street Facing Side: Collector:	0 ft.	Per Plan as follows: 21 ft. 8 in. to theme wall 27 ft. 7 in. to edge of curb

Table 6 – Parcel B (Talos) RM-5 Development Standards		
	Required Development Standards	Proposed Development Standards
Interior Side and Rear (adjacent to RM):	Single Story: 15 ft. Multiple Story: 10 ft. per story	Per Site Plan as follows: 10 ft. (east side property line to edge of pavement) 20 ft. 4 in. (south property line to edge of pavement) 27 ft. 4 in. (north property line to edge of pavement) 48 ft. (west property line to edge of pavement) 29 ft. 7 in. (west back of curb on 105 th to edge of pavement)
Landscape Setback – Non-single Residence Use to Non-single Residence Use (per MZO 11-33-3(B)(2))	15 ft.	See Minimum Landscaping Areas Described Above for Dimensions
<u>Building Form Standards</u>		
Minimum Separation Between Buildings on Same Lot	None	None
Maximum Building Coverage	65%	24.11% 116,470.68 sq. ft.
Minimum Open Space (sq ft/unit)	120 sq. ft. per unit (41,400 sq. ft.)	47,893
<u>Private Open Space</u>		
Studio & 1 Bedrooms	At least 60 sq. ft.	Efficiency = 62 sq. ft. 1 Bdrm = 75 sq. ft.
2 Bedrooms	At least 100 sq. ft.	102 sq. ft.
3 Bedrooms	At least 120 sq. ft.	120 sq. ft.
Ground Level Decks & Patios (no dimension less than 10 ft.)		10 ft.
Above Ground Balconies (min. 8 ft. wide, 6 ft. deep)	6 ft. deep 8 ft. wide	6 ft. deep 10 ft. wide

Table 6 – Parcel B (Talos) RM-5 Development Standards		
	Required Development Standards	Proposed Development Standards
<u>Parking Requirements</u>		
Multiple Residence Parking (2.1 spaces per dwelling unit)	740 (required)	Counts: 567 Total Spaces 170 Surface Parking 52 Tuck Under Spaces 52 Tandem Spaces 293 Covered Spaces 14 Handicapped Overall Parking Ratio =1.64 Spaces per unit
Accessible Parking		14
Covered Parking (1 space per dwelling unit)	345	345
Bicycle Parking (1 per 10 spaces)	35	35
Parking Spaces between Landscape Islands	8 spaces	8 spaces
Covered Parking Spaces Dimensions	15 parking stalls (max.)	15 spaces
Landscape Islands between Parking Canopies	24 ft. (min)	24 ft.

Parcel C (Sparrow Partners) – Parcel Specifics and Development Standards (Site Plan Approval)

Parcel C is proposed to be developed by Sparrow Partners. Sparrow's proposed development is designed for residents aged 55 years and older who are looking to maintain an active lifestyle. This high-quality vibrant development will provide residents the opportunity to live in a community designed for active adults aged 55 years and older with a wide variety of amenities and services available within the community. Thus, the request is to rezone Parcel C to RM-4 (PAD) with a maximum height of 55 ft.

The Sparrow project consists of a high-quality, 189-unit, multifamily community designed to accommodate active adult 55+ living with age-appropriate amenities. The proposed use is consistent with the character of the surrounding area and special attention has been given to the landscaping and architectural designs to create a high-quality attractive multifamily development. The development will add new housing for ages 55+, expanding on the current mixture of housing types available in the area.

The proposed density will be 28.35 units per net acre (189 units on 6.66 net acres) and will be 4-stories and approximately 48 ft. in height, but we have requested 55 ft. to allow for screening parapets, elevator and mechanical equipment on the roof.

Sparrow is requesting a total of 247 parking spaces, which is a 1.30 parking ratio. This ratio, given the age of the tenants, is more than sufficient and is consistent with Sparrow's previous developments in both Arizona and Texas. Sparrow's experience constructing and managing Active Adult projects, instructs them that these types of developments do not require the amount of parking typically needed at conventional multifamily projects. Once further informed about these communities, municipal organizations have consistently approved reductions to standard parking requirements. A ratio of 1.30 parking spaces per unit sufficiently provides adequate spaces for residents, staff and guests alike for this type of use.

Factors which contribute to reduced parking utilization and demand from residents are as follows:

- ✓ The vast majority are not actively employed and are "retired", thereby not requiring daily commutes.
- ✓ Many of our residents are single, with couples even sharing a vehicle.
- ✓ 65% - 70% of units are single-bedroom floorplans.
- ✓ There are no 3-bedroom floorplans.
- ✓ Residents do not have children or additional occupants living with them.

Reduced parking requirements, in turn, create additional space that Sparrow can creatively use to incorporate more landscaping, resident programming and aesthetic improvements into the site plans (e.g. the expansion of dog parks, walking trails, event space, a larger pool or courtyard). Each of the improvements Sparrow implements at these communities is intended to benefit the resident's lifestyle and overall well-being.

Landscaping is provided throughout the site and along the perimeter boundaries. Landscaping is coordinated between parcels through the Mountain Vista Design Guidelines which encourage uniformity, with a slight nod to individualization. Each of the perimeter landscape setbacks include placement of a view wall that also acts as a parking screen wall due to its construction, which is wrought iron view fencing (4 ft.) on top of a solid wall (2 ft.). These details are included in the Wall Plan submitted with this application. This design allows for both site security and preserving the feeling of connectivity between the various parcels. This approach also is consistent with CPTED principles of allowing "eyes-on" the various areas. Furthermore, because screen walls are allowed within perimeter landscape areas, the applicant is requesting that where a screen wall is setback from a property line, that the whole landscape area is treated as the perimeter landscaping area, not just the distance from the wall to the property line. These distances are noted below in the Development Standards table and shown on the Site Plan.

Some existing utilities will be re-routed and re-aligned as part of the Master Plan process. Sparrow will submit separately for Design Review approval, consistent with the approved Mountain Vista Design Guidelines, which will be reviewed consistent with the Mesa Zoning

Ordinance, this Project Narrative and the approved Mountain Vista Design Guidelines. Additional modifications to some development standards are discussed below in more detail in Table 7.

The Sparrow project will consist of 132, 1-bedroom units, 57, 2-bedroom units, with an average unit size of 802 sq. ft. As noted above, Sparrow is proposing a total of 247 parking spaces, which is detailed in Table 4, below. A separate parking study performed by Southwest Traffic Engineering, has been provided to support the requested parking ratio of 1.30, which is being prepared and is attached as Appendix 14 to this submittal.

Private open space will be provided for each unit within the Sparrow development. All studio and one-bedroom units have a minimum of 66 sq. ft. and a maximum of 125 sq. ft. of private area, exceeding the 60 square foot minimum with an average of 77 sq. ft. of private area. Two-bedroom units have a minimum of 66 sq. ft. (B1 and corner units of B3) and a maximum of 143 sq. ft. of private areas, with an average of 100 sq. ft. of private area. A total of 28 units (B1 and B3 units) are requesting a deviation from the minimum of 100 sq. ft. with all other units exceeding the minimum required. See table below for Private Open Space information by bedroom and unit type.

Unit Type	Number of Units	Private Open Space (sq. ft.)	Average Private Open Space (sq. ft.)
1 Bedroom - 60 sq. ft. minimum			
A1	44	66	77
A2	8	105.5	
A3	60	66	
A4	20	125	
2 Bedroom - 100 sq. ft. minimum			
B1	16	66	100
B2	13	125	
B3	12	62	
B4	16	143	

The Sparrow development will be a gated development with multiple vehicular and pedestrian connections to the surrounding properties. Vehicle access to the Sparrow development is provided via Hampton Avenue and the private 105th Place. The development has three (3) access gates with the northern two (2) from the Hampton Avenue access point being controlled by remote control or opened by a keypad at the front drop-off area near building 1, and the southern gate operated only by remote control. All residents will utilize their remote control to open the gate and visitors will utilize the access gate keypad at drop-off area north of building 1. If a visitor/guest is denied at the keypad at the drop-off area the northern drive aisle has been widened to allow for a vehicle turn around and exit to Hampton Avenue. Pedestrian connections to the surrounding properties are proposed to the north, east, south, and west with gated access points to allow residents to access to each of the surround parcels/developments.

Solid waste for the residents will be addressed through a trash compactor located in the southwest corner of the property. Residents will not be allowed to access or operate the trash compactor, per Mesa Standard Detail M-62-02-02, Note 3. Rather, a valet trash vendor will collect residents' trash from their doorsteps and transport to the trash compactor enclosure where maintenance staff will operate the trash compactor. Residents will not have access to the compactor. Only the trained and certified maintenance staff will have access to the key to operate the trash compactor, which will be emptied on a routine schedule. No trees will be planted within 10 feet of any solid waste enclosure bin or compactor.

Storm water will be retained on site per City of Mesa Standards, with the bleed-off to the private basin located in the SWC of the Mountain Vista project.

Table 7 – Parcel C (Sparrow) RM-4 Development Standards		
	Required Development Standards	Proposed Development Standards
Minimum Lot Area (sq. ft)	6,000	290,165
Minimum Lot Width:	60	425.69
Minimum Lot Depth:	94	610.09
Maximum Building Height (ft)	40 ft.	55 ft.
Total Number of Units	N/A	189
Maximum Density (dwelling units/net acre)	30	28.34
Minimum Lot Area per Dwelling Unit (sq. ft.)	1,452	1,535
Minimum Yards		
Front and Street Facing Side: Collector:	25 ft.	20 ft. Landscaping 104.1 ft. to building
Interior Rear (3 or more units on lot):	Single Story: 20 ft. Multiple Story: 15 ft. per story	10 ft. (trash enclosure SWC) 15 ft. to garages (south side)
Interior Side 3 or more units on lot):	Single Story: 20 ft. Multiple Story: 15 ft. per story	11 ft. (trash enclosure SWC) 11 ft. to parking stalls 93.8 ft. to building
Landscape Setback Non-single Residence Use to Non-single Residence Use (per MZO 11-33-3(B)(2))	15 ft.	See Minimum Yards Above

Table 7 – Parcel C (Sparrow) RM-4 Development Standards		
	Required Development Standards	Proposed Development Standards
<u>Building Form Standards</u>		
Minimum Separation Between Buildings on Same Lot		
One-story building	25	25
Two-story building	30	30
Three-story building	35	35
Maximum Building Coverage	55%	19.59% (58,845 / 290,165)
Minimum Open Space (sq ft/unit)	150 (150 x 189 = 28,350 sq. ft.)	150 98,012 (33.8%)
<u>Private Open Space</u>		
Studio & 1 Bedrooms	At least 60 sq. ft.	Total 1-Bdrm Units = 132 units Unit A1 (1 Bdrm) = 66 sq. ft. Unit A2 (1 Bdrm) = 105.5 sq. ft. Unit A3 (1 Bdrm) = 66 sq. ft. Unit A4 (1 Bdrm) = 125 sq. ft.
2 Bedrooms	At least 100 sq. ft.	Total 2-bdrm Units = 57 units Unit B1A (2 Bdrm) = 66 sq. ft. Unit B2 (2 Bdrm) = 125 sq. ft. Unit B3 (2 Bdrm) = 62 sq. ft. Unit B4 (2 Bdrm) = 143 sq. ft.
3 Bedrooms	At least 120 sq. ft.	N/A
Ground Level Decks & Patios (no dimension less than 10 ft.)		6 ft.
Above Ground Balconies (min. 8 ft. wide, 6 ft. deep)	6 ft. deep 8 ft. wide	5 ft. deep Meets
<u>Parking Requirements</u>		
Multiple Residence Parking (2.1 spaces / unit)	397 (2.1 x 189 = 397)	Active Adult = 1.3 spaces per units Total Proposed: 247 (1.30 spaces/unit)
Covered Parking (1 space / unit)	189	189
Standard Parking Spaces	N/A	57
Accessible Covered:	N/A	5

Table 7 – Parcel C (Sparrow) RM-4 Development Standards		
	Required Development Standards	Proposed Development Standards
Accessible:	N/A	1
Bicycle Parking (1 per 10 spaces)	25	13
Parking Spaces between Landscape Islands	8	Per Code
Covered Parking Spaces Dimensions	15 stalls maximum length	Per Code
Landscape Islands between Parking Canopies	24 ft. (min)	Per Code

Parcels D1 & D2 (Signal Butte BFC) – LC (Conceptual Site Plan)

Parcels D1 and D2 are approximately 26.63 net acres in total size and the request is to rezone these Parcels D1 & D2 from LC (PAD) to LC (PAD) and to establish a maximum building height of 100 ft., which will allow for additional height of the future buildings along the US 60 Freeway, which may be approved by City of Mesa Staff on a plan specific basis, subject to Site Plan Review and approval. Likely users on Parcels D, include offices (of all varieties), medical, research, commercial, entertainment, education, employment, public & semi-public, hospitals & clinics, all commercial use classifications. A complete list of potential uses on this Parcels D1 & D2 are included later in this narrative as part of Appendix 15. Additionally, this request is approval a conceptual site plan, together with a general location for a spine circulation route and utilities, which will have to be relocated as part of the overall changes to the area. Please note that the site plan shown is conceptual in nature and that future end user(s) will separately submit for site plan approval, which will be reviewed consistent with the Mesa Zoning Ordinance, this Project Narrative and the approved Mountain Vista Design Guidelines. Additional modifications to some development standards are discussed below in Table 8.

Additionally, this request is for approval a conceptual site plan, together with a general location for a spine circulation route and utilities, which will have to be relocated as part of the overall changes to the area. Please note that the site plan shown is conceptual in nature and the end user will separately submit for site plan approval, which will be reviewed consistent with the Mesa Zoning Ordinance, this Project Narrative and the approved Mountain Vista Design Guidelines. Additional modifications to some development standards are discussed below in more detail in Table 8. The Developer of Parcels D1 & D2 will submit separately for Design Review approval, consistent with the approved Mountain Vista Design Guidelines.

Proposed Access points are from Hampton, 105th Place and tertiary through Parcel A. There is a main vehicular circulation drive that will connect through Parcel D1 & D2 and interconnect the

Parcels south of Hampton Avenue. Some of these access points will be solidified now with others in the future through working with City of Mesa Staff at the appropriate time.

Pedestrian connections are provided to each of the adjacent parcels as shown on the attached Pedestrian Circulation Plan. While precise routes are not known yet through Parcels D1 & D2, the connection points are being established with this case to help provide certainty for future development of all of the Parcels.

Storm water will be retained on site per City of Mesa Standards, with the bleed-off to the private basin located in the SWC of the Mountain Vista project.

Table 8 – Parcels D1 & D2 (Signal Butte BFC) LC Development Standards		
	Required Development Standards	Proposed Development Standards
Maximum Building Height	30 ft.	100 ft. Plan Specific (to be addressed at Site Plan Review)
<u>Minimum Building Setbacks</u>		
Front and Street Facing Side: Arterial: Midsection Collector:	15 ft. 15 ft.	15 ft. 15 ft.
Interior Side and Rear: Adjacent to RS District:	N/A	N/A
Interior Side and Rear: Adjacent to RM District:	20 ft. (1 st Story) 15 ft. (Each additional story)	Per code
Interior Side and Rear: Adjacent to Non-residential District (each story)	15 ft.	15 ft.
Setback at Street Intersections for Buildings and Patios (covered or uncovered) – Minimum radius (ft)	Major / Midsection Collector w/ Major/Midsection Collector: 15 ft. Major / Midsection Collector w/ Collector / Industrial / Commercial: 15 ft.	Per Code
<u>Building Form Standards</u>		
Minimum Separation Between Buildings on Same Lot		
Bldg. Height ≤ 20 ft.	25	25
Bldg. Height between 20-40 ft.	30	30

Table 8 – Parcels D1 & D2 (Signal Butte BFC) LC Development Standards		
	Required Development Standards	Proposed Development Standards
Bldg. Height > 40 ft.	35	35
<u>Parking</u>		
Parking (per standards in MZO Chap. 32)	Per Code	Per Code

Parcel E (Signal Butte BFC) - Parcel Specifics and Development Standards

Parcel E is approximately 2.17 net acres in size and the request is to rezone this Parcel E from LC (PAD) to LC (PAD). Likely uses on this site are office, retail, commercial or medical. A complete list of potential uses on this Parcel E is included later in this narrative. Additionally, this request is approval a conceptual site plan. This parcel was originally approved for a 9,025 sq. ft. building and associated parking, which layout remains unchanged at this time, although we are contemplating a 10,000 sq. ft. building as an appropriately sized building on the site.

Please note that the site plan shown is conceptual in nature and that future end user(s) will separately submit for site plan approval, which will be reviewed consistent with the Mesa Zoning Ordinance, this Project Narrative and the approved Mountain Vista Design Guidelines.

Additional modifications to some development standards are discussed below in more detail in Table 9, below. The Developer of this Parcel E will submit separately for Design Review approval, consistent with the approved Mountain Vista Design Guidelines.

Proposed Access points are from Hampton and 105th Place. Pedestrian connections are provided to each of the adjacent parcels as shown on the attached Pedestrian Circulation Plan. While precise routes are not known yet through Parcel E, the connection points are being established with this case to help provide certainty for future development of all of the Parcels.

Storm water will be retained on site per City of Mesa Standards, with the bleed-off to the private basin located in the SWC of the Mountain Vista project.

Table 9 – Parcel E (Signal Butte BFC) LC Development Standards		
	Required Development Standards	Proposed Development Standards
Maximum Building Height	30 ft.	30 ft.
<u>Minimum Building Setbacks</u>		
Front and Street Facing Side:		
Arterial:	15 ft.	15 ft.
Midsection Collector:	15 ft.	15 ft.
Local Street:	20 ft.	20 ft.
Interior Side and Rear: Adjacent to RS District:	N/A	N/A
Interior Side and Rear: Adjacent to RM District:	20 ft. (1 st Story) 15 ft. (Each additional story)	20 ft. (1 st Story) 15 ft. (Each additional story)
Interior Side and Rear: Adjacent to Non-residential District (each story)	15 ft.	15 ft.
Setback at Street Intersections for Buildings and Patios (covered or uncovered) – Minimum radius (ft)	Major / Midsection Collector w/ Major/Midsection Collector: 15 ft. Major / Midsection Collector w/ Collector / Industrial / Commercial: 15 ft.	Per Code
<u>Building Form Standards</u>		
Minimum Separation Between Buildings on Same Lot		
Bldg. Height ≤ 20 ft.	25	25
Bldg. Height between 20-40 ft.	30	30
Bldg. Height > 40 ft.	35	35
<u>Parking</u>		
Parking (per standards in MZO Chap. 32), which may be modified per typical City processes.	Per Code	Per Code

Parcels F1 & F2 (DHI Communities) – Parcel Specifics and Development Standards

ASCEND at Mountain Vista is a mixed-use commercial retail and gated multi-family residential development of approximately 17.92 total acres (Parcel F1 = 3.57 acres, Parcel F2 = 14.35 acres),

located at the southeast corner of East Southern Avenue and 105th Place, as part of the Mountain Vista Master Plan.

Parcel F1 is approximately 3.57 net acres in size and the request is to rezone this Parcel F1 from LC (PAD) to LC (PAD). Likely uses on this site are commercial, retail and office. A complete list of potential uses on this Parcel F1 is included later in Appendix 15, attached to this narrative. Additionally, this request is for approval of a conceptual site plan. Please note that the site plan shown is conceptual in nature and that future end user(s) will separately submit for site plan approval, which will be reviewed consistent with the Mesa Zoning Ordinance, this Project Narrative and the approved Mountain Vista Design Guidelines. Additional modifications to some development standards are discussed below in more detail for each individual parcel. No residential uses of any kind, including vertical mixed use, will be allowed on Parcel F1.

On Parcel F2, the proposal is to develop a multifamily project, known as ASCEND. The vision for ASCEND is to create a unique living and business environment that caters to a variety of lifestyles within one of Mesa's most desirable places to live. The project offers multiple types of highly-stylized apartment residences which will create a walkable, inviting community that integrates enhanced architectural elements and building design and a blend of attractive open space areas.

The development team is proposing a 300-unit residential community comprised of 2 and 3-story residential buildings. The commercial retail portion is shown in concept only, and is intended to provide an array of businesses to support the needs of the residents, easily within reach by foot.

The dwellings on the multi-family site are located as to define an immense common open space and the perimeter street conditions, and are accentuated with visually stimulating architectural themes, styles, and colors to create an appealing community. Each unit will have Class-A interior finishes such as fully insulated wood construction, dual-paned, (Low-E rated) vinyl windows for improved cooling for the units, expansive covered patios for each unit, storage rooms, premium quartz countertops with modern wood cabinetry, latest wood plank flooring styles, decorative entry and interior trim accents, large walk-in closets, streamlined appliances and key entry gated access to covered parking spaces conveniently accessible for each unit which are in addition to ample surface parking areas for their guests.

On the residential site, there are twelve distinct 3-story buildings, containing 1-level flats, one clubhouse with a social area, adjacent to the expansive common open space area, six loft unit buildings with garages, and three single bay private garage buildings. The development accommodates (156) one-bedroom units ranging from 776-790 sq. ft., (126) two-bedroom units at 1,048 sq. ft., and (18) three-bedroom units at 1,282 sq. ft in size. The average size of these units is 927.32 sq. ft.

The multi-family and commercial buildings will share a language of contemporary architecture, rendered in an elegantly hued desert color palette. The building style is referred to as a Warm Modern in the Mountain Vista Design Guidelines. The use of inter-changing colors will also articulate the weaving of architectural components and common use facilities as they are experienced by residents and visitors at the pedestrian scale as well as from the perimeter

streets. All of these elements will tie together with the architectural imagery to provide a strong identity for the site that complements the area and creates an appealing environment for both residents and guests. The site's theme wall includes partial view walls to encourage visibility between the development and adjacent uses.

All the residential units have direct access to the sidewalk system that runs through the project and connects to all of the amenity spaces, the adjacent streets and to the commercial parcel through pedestrian gates. Solar shading by use of shade trees and the proximity of adjacent buildings is provided along these pedestrian pathways. Decorative walkways provide for pedestrian movement throughout the parking areas. Pedestrian access is provided to adjacent uses and streets.

Landscaping is provided throughout the site and along the perimeter boundaries. Landscaping is coordinated between parcels through the Mountain Vista Design Guidelines which encourage uniformity, with a slight nod to individualization. The 105th Place and Hampton Avenue perimeter landscape setbacks include placement of a view wall that also acts as a parking screen wall due to its construction, which is wrought iron view fencing (4 ft.) on top of a solid wall (2 ft.). These details are included in the Wall Plan submitted with this application. This design allows for both site security and preserving the feeling of connectivity between the various parcels. This approach also is consistent with CPTED principles of allowing "eyes-on" the various areas. Furthermore, because screen walls are allowed within perimeter landscape areas, the applicant is requesting that where a screen wall is setback from a property line, that the whole landscape area is treated as the perimeter landscaping area, not just the distance from the wall to the property line. These distances are noted below in the Development Standards table and shown on the Site Plan. A six-foot solid theme wall is provided adjacent to commercial parcels on the north and east.

The overall construction and design of the buildings proposes energy efficient building and construction elements and techniques to mitigate environmental intrusion. Underscoring the importance of energy efficiency, the residential buildings will be equipped with EnergyStar appliances, light fixtures, and high-performance HVAC units. Vinyl windows and building insulation will be used to further improve cooling and heating of the buildings and will meet the Model Energy Code requirements. Further, the use of turf and carefully placed shade trees and landscaping are intended to mitigate the potential heat island effect.

The developer is committed to set the standard in providing a high-quality development for residents and guests. Impressive life-style amenities are proposed throughout the residential site. Resort-style amenities include an expansive clubhouse building that is positioned at the main point of entry visible from Southern Avenue to create a dramatic sense of arrival to the project. The clubhouse will accommodate the leasing offices, conference/business center, gourmet kitchen area, lounge area, and fitness center. Residents will have options to enjoy activities such as cooking demonstrations, multiple flat screen plasma TVs to showcase movies/other programs, recreational-type amenities such as pool tables, game areas and interactive video game stations or just relax within the various lounge areas.

Outdoor common amenities are located in an oversized common open space, surrounded and defined by apartment buildings and the clubhouse. The outdoor common amenities consist of a swimming pool, heated spa, ramadas and barbeques. The open space will accommodate pedestrian amenities such as benches, shade trees, aesthetic paving treatments to encourage pedestrian use and connectivity to various facilities on the site. The ramadas act as outdoor rooms, complementing the community's architecture and provide places for socializing, relaxing and contemplation.

Much thought and care has gone into the site design and architecture to afford residents and visitors a rich and fulfilling lifestyle at ASCEND at Mountain Vista. The ambiance of this community will bring vibrancy and set a new standard in this area.

A modification to the foundation base requirements is requested. With the angled orientations and the many jogs within the footprint of buildings on Parcel F2, approval for a 20 feet minimum average distance is being requested. This average distance of separation is calculated by the following methodology: For each location in which the distance is less than 20 feet, a corresponding location along the same side exceeds the minimum depth by the same amount (for example, if the distance is reduced to 10 feet at one location, a portion extends to 30 feet in distance at another location on that same side between the buildings).

Additional modifications to some development standards are discussed below in more detail in Table 10, including a modification of the parking standards. DHI is proposing a total of 560 parking spaces at a ratio of 1.87 parking spaces per unit, which is detailed in Table 10, below. Please note the requested 1.87 parking ratio exceeds what was approved by Mesa City Council for Aviva Apartments, which is at a 1.8 parking ratio. Both this project and Aviva have a similar bedroom count mix, comparable project size and location in the City of Mesa. A separate parking study performed by Southwest Traffic Engineering, has been provided to support a parking ratio of 1.5, which is being prepared and is attached as Appendix 14 to this submittal. The proposed 1.87 parking ratio is above the 1.5 recommendation provided for in the parking study.

The primary access (ingress and egress) points are from both Southern Avenue and 105th Place, neither of which are not located on a public street, so the stacking requirements of M-42 do not specifically apply. Nonetheless, the operational depth of these entrances satisfies the principles of Detail M-42. There is also an emergency only access point in the southeast corner.

Pedestrian connections are provided to each of the adjacent parcels as shown on the attached Pedestrian Circulation Plan.

Solid waste for the residents will be addressed through a trash compactor located in the southeast corner of the property. Residents will not be allowed to access or operate the trash compactor, per Mesa Standard Detail M-62-02-02, Note 3. Rather, a valet trash vendor will collect residents' trash from their doorsteps and transport to the trash compactor enclosure where maintenance staff will operate the trash compactor. Residents will not have access to the compactor. Only the trained and certified maintenance staff will have access to the key to operate the trash

compactor, which will be emptied on a routine schedule. No trees will be planted within 10 feet of any solid waste enclosure bin or compactor.

Storm water will be retained on site per City of Mesa Standards, with the bleed-off to the private basin located in the SWC of the Mountain Vista project.

Table 10 – Parcel F1 (DHI) LC Development Standards		
	Required Development Standards	Proposed Development Standards
Maximum Building Height	30 ft.	30 ft.
<u>Minimum Building Setbacks</u>		
Front and Street Facing Side: Arterial: Midsection Collector:	15 ft. 15 ft.	15 ft. 15 ft.
Interior Side and Rear: Adjacent to RS District:	N/A	N/A
Interior Side and Rear: Adjacent to RM District:	20 ft. (1 st Story) 15 ft. (Each additional story)	20 ft. (1 st Story) 15 ft. (Each additional story)
Interior Side and Rear: Adjacent to Non-residential District (each story)	15 ft.	15 ft.
Setback at Street Intersections for Buildings and Patios (covered or uncovered) – Minimum radius (ft)	Arterial w/ Arterial: 25 ft. Arterial w/ Major / Midsection Collector: 25 ft. Arterial w/ Collector / Commercial / Industrial: 25 ft. Major / Midsection Collector w/ Major/Midsection Collector: 15 ft. Major / Midsection Collector w/ Collector / Industrial / Commercial: 15 ft. Collector / Industrial / Commercial w/ Collector / Industrial / Commercial: 15 ft.	Per Code

Table 10 – Parcel F1 (DHI) LC Development Standards		
	Required Development Standards	Proposed Development Standards
<u>Building Form Standards</u>		
Minimum Separation Between Buildings on the Same Lot:		
Bldg. Height ≤ 20 ft.	25	25
Bldg. Height between 20-40 ft.	30	30
Bldg. Height > 40 ft.	35	35
<u>Parking</u>		
Parking (per standards in MZO Chap. 32):	125	138
Accessible Parking:		5
Total:		143

Table 11 – Parcel F2 (DHI) RM-4 Development Standards		
	Required Development Standards	Proposed Development Standards
Minimum Lot Area (sq. ft)	6,000	624,888
Maximum Building Height (ft)	40	40
Total Number of Units	N/A	300
Maximum Density (dwelling units/net acre)	30	20.91
Minimum Lot Area per Dwelling Unit (sq. ft.)	1,452	2,082
<u>Minimum Yards</u>		
Front and Street Facing Side:		
4- lane Arterial:	20 ft.	20 ft.
Collector:	25 ft.	25 ft.
Local Street:	20 ft.	20 ft.

Table 11 – Parcel F2 (DHI) RM-4 Development Standards		
	Required Development Standards	Proposed Development Standards
Interior Side/Rear: 3 or more units on lot	Single Story: 20 ft. Multiple Story: 15 ft. per story	North = 15 ft. from wall to edge of curb South = 25 ft. from edge of ROW to buildings East = 15 ft. from property line to edge of curb / building / compactor West = Varies, but minimum is as follows: West = 45 ft. from property line to closest building West = 20 ft. from curb of 105 th to closest screen wall / building
Landscape Setback Non-single Residence Use to Non-single Residence Use (per MZO 11-33-3(B)(2))	15 ft.	See Minimum Yards Above for Dimensions. This setback to include parcel's perimeter theme wall and foundation.
<u>Building Form Standards</u>		
Minimum Separation Between Buildings on Same Lot One-story building Two-story building Three-story building	25 30 35	See Plan Sheet A1.3 20 ft. Average* 20 ft. Average* 20 ft. Average*
Attached Garages (per MZO 11-5-5(B)(4)(f)(ii))	Three (3) foot recess from garage door to upper story façade.	Outer garages on loft buildings provide one (1) foot recess from garage door to upper story façade.
Maximum Building Coverage	55%	23.1%
Minimum Open Space (sq ft/unit)	150	895
<u>Private Open Space</u>		
Studio & 1 Bedrooms	At least 60 sq. ft.	Loft = 42 sq. ft. minimum 1 Bdrm = 42 sq. ft. minimum
2 Bedrooms	At least 100 sq. ft.	90 sq. ft. minimum
3 Bedrooms	At least 120 sq. ft.	90 sq. ft. minimum

Table 11 – Parcel F2 (DHI) RM-4 Development Standards		
	Required Development Standards	Proposed Development Standards
Ground Level Decks & Patios (no dimension less than 10 ft.)		No dimension less than 7 ft.
Above Ground Balconies (min. 8 ft. wide, 6 ft. deep)	6 ft. deep 8 ft. wide	6 ft. deep 7 ft. wide
Parking Requirements		
Multiple Residence Parking (2.1 spaces per dwelling unit)	630	1 Bdrm = 1.5 spaces per unit = 156 units x 1.5 = 234 spaces 2+ Bdrms = 2 spaces per unit = 144 units x 2 = 288 spaces Guest = 1 space per 8 units = 38 spaces Total Spaces = 560 (1.87 spaces/unit)
Covered Parking (1 space / unit)	300	Garage = 86 Carport = 220 Total = 306
Standard Parking Spaces	N/A	Non-compact minimum 448 spaces (80% minimum)
Accessible Uncovered:	N/A	7
Accessible Covered:	N/A	5
Bicycle Parking (1 per 10 spaces)	56	56
Parking Spaces between Landscape Islands	8	8

*For each location in which the distance is less than 20 feet, a corresponding location along the same side exceeds the minimum depth by the same amount; (for example, if the distance is reduced to 10 feet at one location, a portion extends to 30 feet in distance at another location on that same side between the buildings).

PAD & the Mountain Vista Design Guidelines

The proposed development will incorporate the Mountain Vista Design Guidelines attached as one of the appendices. The Mountain Vista Design Guidelines inform the design of project elements, including but not limited to architectural design, colors and materials, landscaping, hardscape design, accessories, and lighting.

The illustrative site plan together with the Mountain Vista Design Guidelines relating to Mountain Vista demonstrate compliance with the criteria for the utilization of the PAD in the zoning process as established in MZO Section 11-22-1. Mountain Vista exceeds the expectation of the intent for PAD Districts with a creative, high-quality development. Mountain Vista complies with the zoning ordinance requirement that the property exceed 5 acres and the PAD's Development Standards comply with Section 11-22-4, which allows planned options for specified land uses. Furthermore, as described below, Mountain Vista either meets or exceeds the expectation of the intent for Planned Area Development Overlay (PAD), as follows:

- A. Well designed and integrated open space and/or recreational facilities held in common ownership and of a scale that is proportionate to the use;

Answer: Mountain Vista, with its associated pedestrian networks, landscaped entries, and various amenities will offer local residents and visitors a high-quality environment. The entries, landscape buffers, and onsite amenities are integrated and of appropriate scale for the uses and the neighborhood and will be held in ownership by the end users.

- B. Options for the design and use of private or public streets;

Answer: Both private and public streets are integrated into Mountain Vista. Additionally, the private driveways are designed to create an interconnected system to promote efficient and safe pedestrian and vehicular circulation.

- C. Preservation of significant aspects of the natural character of the land;

Answer: The property has historically been nondescript, vacant desert land which typically does not lend itself for preservation in the traditional sense. The project has been designed with tree-lined pathways and a substantial amount of open space and amenities that create a livable environment.

- D. Building design, site design, and amenities that create a unique and more sustainable alternative to conventional development;

Answer: Mixed-use developments by nature utilize land and space more efficiently than traditional use-defined development patterns. Mountain Vista provides a site design that brings residences, amenities, and services into close proximity. The proposed parking and complimentary uses lessen peak parking demands and satisfy the goal to promote a more sustainable environment.

- E. Sustainable property owners' associations;

Answer: The functionality and integrated relationship among the mixed-use elements of Mountain Vista will continue to be governed by a comprehensive declaration of commercial restrictions, easements, and agreements ("Declaration").

- F. Maintenance of property held in common ownership through the use of recorded covenants, conditions, and restrictions;

Answer: See above item E.

- G. Single or multiple land use activities organized in a comprehensive manner, and designed to work together in common and in a synergistic manner to the benefit of both the project and the neighboring area.

Answer: Mountain Vista includes uses that function in a synergistic manner to create a destination for surrounding communities. To ensure the integrity of the organization of the proposed uses, Mountain Vista has established the Mountain Vista Design Guidelines that will add value to the site and surrounding area.

General Plan Conformance

As noted previously, Mountain Vista is fully consistent with the Mixed-Use Activity Center of the Mesa 2040 General Plan. This character area contemplates developments of more than 25 acres designed to attract customers from a large radius. Mountain Vista's street theme links to the adjacent retail uses and offers a thoughtfully designed mix of commercial, employment, and residential uses that provides greater balance and ability to draw people from a regional area, including neighboring municipalities.

As to Mountain Vista's residential districts, the General Plan's Mixed-Use Activity District states: *"Neighborhoods are the foundation of communities and cities. To be a great city where people want to live, work and play, we need a variety of great neighborhoods."* The proposed development satisfies this objective by the carefully planned mix of uses offering employment, services, and livable spaces within a single comprehensive master plan, with appropriate connections and transitions between uses.

Furthermore, the following characteristics and qualities of strong neighborhoods, as described in the City's General Plan for great neighborhoods, are utilized in Mountain Vista's development proposal:

- *Safe, Clean and Healthy Living Environment*
 - *Maintenance of streets, sidewalks, street lighting, etc. to ensure roadways, paths and trails are safe; improve lighting where needed*
 - *Locate and design public spaces so that there is a high degree of natural surveillance*
 - *Provision of active outdoor open space for all ages, including pocket parks and other non-traditional neighborhood-based recreational facilities*
 - *Maintain attractive, well-kept public spaces in neighborhoods*

Answer: Addressing these points, Mountain Vista's multi-family uses are an integral part of the overall development, they will have individual ownership associations /management groups that will maintain the open space amenities, shared landscape, pedestrian, and parking areas. As such, this will provide for efficient management and maintenance by the various ownership groups and their respective successors. The mixed uses create a broad spectrum of tenants to support the quality of the project, and promotes an additional incentive to maintain the site to ensure the property's condition remains at marketable levels for the retail and commercial uses.

- *Building Community and Fostering Social Interaction*
 - *Designing new developments with anchors or focal points, such as schools, parks or shopping areas that are designed and located to facilitate meetings and interactions*
 - *Providing pedestrian systems that link residents to neighborhood focal points to naturally bring people together*

Answer: Mountain Vista's primary access ways will include landscaped pathways and pedestrian connections that serve all of the nearby residential and commercial users. Open space amenities serving the residential create multiple focal points that promote outdoor experiences and gathering spaces for persons from a variety of circumstances. Mountain Vista community building includes co-sponsored programs, activities, walking trails, planned shuttle service and seamless integration of various land uses.

- *Connectivity & Walkability*
 - *Block lengths developed consistent with the character area standards*
 - *Intersections developed consistent with the character area standards*
 - *Trees and shade provided along streets and pedestrian ways consistent with the character area standards in a way that does not interfere with nighttime lighting of the street, sidewalk and paths*
 - *Providing shade and comfortable places to stop along a street or trail*

Answer: Pedestrian and vehicular walkways were created in such a way as to provide connectivity between various parcels. Community engagement has been created via a joint developer effort which has focused on quality and engagement between the Parcels. The private and public roads offer efficient entries into the various Parcels and serve as the structure for pathways between the different land uses.

- *Neighborhood Character & Personality*
 - *Establishing a unique sense of place*

- *Creating neighborhood boundaries and limiting through traffic into the neighborhoods*
- *Street planting programs, signage treatments, or other such visual elements that can bring identity and recognition to a neighborhood.*

Answer: Mountain Vista, as a mixed-use commercial-residential community, adheres to the above principles by means of the Mountain Vista Design Guidelines that promote a distinct and attractive design that incorporates architectural and landscape elements into a viable residential and commercial center. The design standards set the stage for a sign program that will contribute to the property's unique design as well as facilitate wayfinding to the respective uses.

- *Quality Design & Development*
 - *Unique public or community spaces that provide a focal point to draw people together.*
 - *Maintaining a pedestrian scale and attractiveness along streets,*
 - *Unique public or community spaces that provide a focal point to draw people together.*
 - *Maintaining a pedestrian scale and attractiveness along streets.*

Site Planning and Design Review Guidelines

Mountain Vista incorporates the following Site Planning Guidelines to implement efficient and orderly growth on the subject property. It is proposed that all future submittals be reviewed through the Planning Administrative Site Plan Review application to comply with the Mesa Zoning Ordinance, this Project Narrative and the approved Mountain Vista Design Guidelines. The general site planning standards are as follows:

Hampton Avenue:

- This main east-west axis will be along Hampton Avenue which serves as Mountain Vista's main entry with pedestrian-oriented design features consistent with the development standards, Mountain Vista Design Guidelines, and this application's landscape plan.
- Planting and lighting will highlight the central intersection area where monument signs unify the various Parcels.

105th Place:

- The other mid-axis is 105th Place and will serve as Mountain Vista's primary north/south vehicular and pedestrian connectivity. A continuous pedestrian path with shade trees shall run along the side of 105th Place.

The Mountain Vista Site plan will meet or exceed MZO Standards and the Mountain Vista Design Guidelines, with the exception of the deviations described in this Narrative. Accordingly, with the approval of the Mountain Vista PAD and the associated Mountain Vista Design Guidelines, any future design reviews for site plans, building elevations or landscaping within the Project will be reviewed consistent with the approved Narrative and Mountain Vista Design Guidelines and the MZO.

As the development of Mountain Vista evolves over time, it is possible that certain buildings shown on the master site plan may develop with uses allowed in the underlying zoning district and not specifically referenced on the site plan. It is also possible that uses designated on certain lots may move to other locations of the master site plan. As long as the project develops in general conformance with the intent of the Mesa Zoning Ordinance, the zoning districts established by this application, and the Mountain Vista Design Guidelines approved for this Project, the Developer shall have flexibility to change specific building uses and configurations, including respective changes to the landscape plan, under the City's applicable review process.

The parameters for minor and major modifications to approved plans are found in MZO Sections 11-67, 11-69, and 11-70.

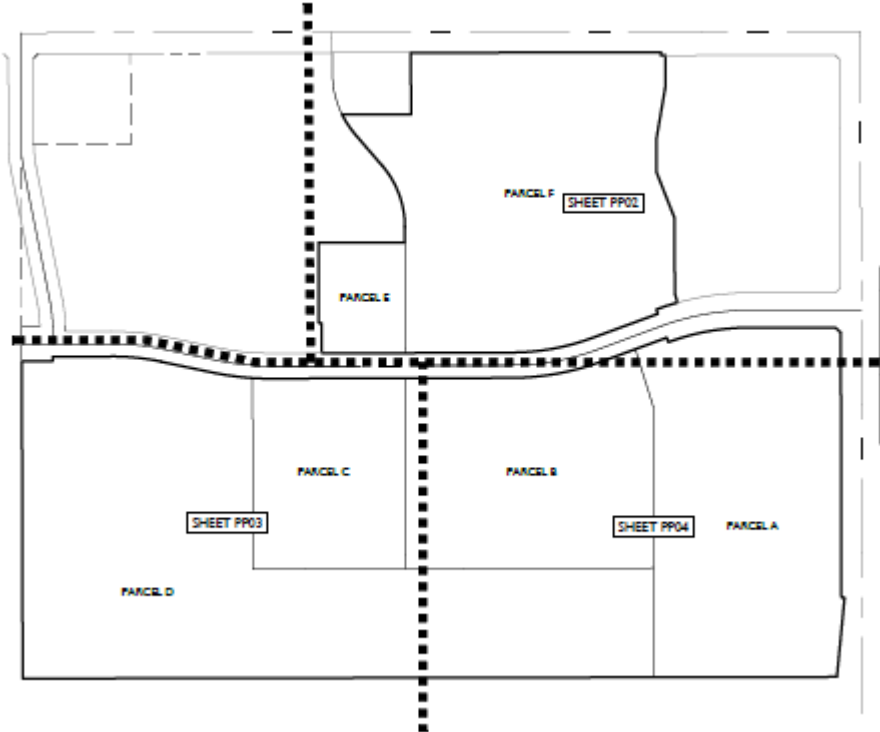
Each Parcel, as required by the Mesa Zoning Ordinance, will receive its own Design Review Approval, consistent with the Mesa Zoning Ordinance, this Narrative and the established Mountain Vista Design Guidelines. Following the initial Design Review Approval for a Parcel, any future design reviews relating to minor changes to buildings and site plans within the project, such changes may not be required to proceed to a formal Design Review public hearing process, but will be analyzed and considered through the City's administrative design review process.

This process still affords the opportunity for the Planning Director to review and approve the plans. If plans are found to not be in substantial conformance with the entitlement approvals, the City could refer the requests to the Design Review Board for its review and comment and to provide input that will inform the Planning Director's ultimate decision.

Preliminary Plat

The Preliminary Plat for Mountain Vista is submitted in conjunction with the zoning and design review approvals. Final engineering reports and associated documents will be submitted and reviewed by the City at the time of construction document approval for each Parcel. A Final Plat will be processed to allow the construction to happen on each of the lots according to City Standards. A copy of the proposed preliminary plat cover sheet is shown below.

Figure 14 – Preliminary Plat



Appendices

- 1) Illustrative Master Plan
- 2) Overall Development Plan
- 3) Landscape Master Plan
- 4) Pedestrian Circulation Plan
- 5) Vehicular Circulation Plan
- 6) Entry Monument Plan (105th Pl. & Hampton Ave. Monumentation Plan)
- 7) Preliminary Plat
- 8) Preliminary Master Utility Plan
- 9) Mountain Vista Design Guidelines
- 10) Preliminary Drainage Report
- 11) Preliminary Water Report
- 12) Preliminary Sewer Report
- 13) Economic Analysis of Mountain Vista PAD Amendment, prepared by Elliot Pollack & Co., and dated January 2020
- 14) Parking Study – Southwest Traffic Engineering
- 15) Mountain Vista Table of Allowed Uses
- 16) Support Letters
- 17) Specific Plans – Parcel A (Thompson Thrift)
- 18) Specific Plans – Parcel B (Tallos)
- 19) Specific Plans – Parcel C (Sparrow)
- 20) Specific Plans – Parcel F (DHI)