METSO USA INC.
BUILDING EXPANSION
PLANNED AREA DEVELOPMENT

8223 East Pecos Road

Case No. ZON24-00137

Associated Design Review Case No. DRB24-00175

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METSO USA INC.
PLANNED AREA DEVELOPMENT

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I. PROJECT OVERVIEW

Metso USA Inc, ("Metso") is proposing to expand their existing ±10-acre site/facility at 8223 East Pecos Road, Maricopa County Assessor Parcel Number: 304-61-014B (the "Property"). The Property is located within proximity to the Phoenix-Mesa Gateway Airport (i.e. north of the Property) and Pecos Advanced Manufacturing Zone. The site is surrounded by mostly industrial/warehouse as well as some office/storage type facilities. The property was originally zoned to Light Industrial ("LI") along with an approved companion design review case in 2013 for the existing Metso's facility.

The proposed expansion, and due to the changes in the City's Zoning Code City since the original 2013 approval, requires the addition of a Planned Area Development ("PAD") overlay to accommodate the light industrial development. The PAD will amend typical and commonly requested industrial development standards (e.g., parking, setbacks, design, etc.) to accommodate this light industrial user. As a companion to this PAD application, we are also seeking concurrent Preliminary Site Plan and Design Review approvals for Metso's proposed expansion/overall site on the Property.

Metso has been operating successfully for many years in Mesa and they are looking forward to expanding their facilities to accommodate their needs and demand.

- Metso USA Inc.

More specifically, Metso established the Mesa service center in 2015. A total of 127 employes are based out of this location, with an additional seven (7) open job postings. The current headcount is a significant increase since July of 2022 when there were 63 employes. This location is one of many Metso service centers throughout the world. The Mesa location was strategically picked due to its centralized proximity to Arizona's Mines and the southwest regions mineral processing facilities.

Due to an increase demand for mineral products and to meet the need from their mining customers Metso needs to expand the existing Mesa service center. This expansion will allow for the installation of two (2) large Computer Numerical Control ("CNC") machining centers as well as additional assembly bays, inspection bays, quality areas, and welding systems. Two (2) new indoor overhead cranes will be installed and the existing 65 ton indoor overhead cranes will be upgraded with features that will improve safety and efficiency. Besides safety improvements to the cranes, existing high bay lights will be replaced by LED lights to increase light levels, $400,000 has been set for guarding and general safety improvements, and the additional space will decrease congestion.

Another core value at Metso is sustainability, along with converting the existing 96 high-bay lights to LED which will eliminate the equivalent Carbon dioxide ("CO_2") emissions estimated at 55 metric tons of CO_2, a solar system will be installed which will also eliminate the equivalent approximately 375 metric tons of CO_2 emissions per year. The service center which predominantly repairs and rebuilds large castings and fabrications also plays a major impact on the circular economy. With the proposed expansion, sales are expected to nearly double in the next 5 years. With the increased sales additional jobs will be necessary and created.

The proposed expansion includes an advanced and fully-equipped training center to bridge the knowledge gap between people, equipment, and operational goals. The new Metso Academy Training Center will support multiple ways of learning, outfitted with state-of-the-art simulators and digital training assets, in addition to classroom and hands-on learning areas. These trainings are on the newest technologies of which many are part of Metso's Planet Positive offerings. This equipment plays a crucial role in the processing of minerals for the clean energy transition. This will be Metso's first ground up dedicated training center in the world. The training center will attract up to 20 individuals per training with a target of 90 trainings per year.

The Mesa Metso location is favorable for both Arizona customers but will also attract a significant number of customers from domestic and international locations. Almost all are expected to stay in local hotels and dine at local restaurants. After full ramp up the expected financial impact including travel, lodging, rental cars, and dining is estimated to be $6,300,000 to $8,100,000 per year.

Finally, the total project budget is more than $16,000,000. This expansion will increase the impact the city of Mesa has on the Arizona mining industries safety, sustainability, and success.

- Metso USA Inc. – *The Sustainability Story*.

Metso USA Inc. purpose is to "Enable sustainable modern life" and sustainability is at the heart of our strategy. A large part of their sustainability focus is on climate change and limiting global warming to 1.5 degrees. Climate change is one of the biggest challenges to sustaining our way of life, and Metso USA Inc. can play a significant role in not only addressing it but also accelerating the change.

Metso USA Inc. can create the biggest positive change by enabling their customers to achieve their sustainability goals. They are partnering with their customers, suppliers and communities for the drive towards net zero and the decarbonization of customer industries by accelerating the energy transition.

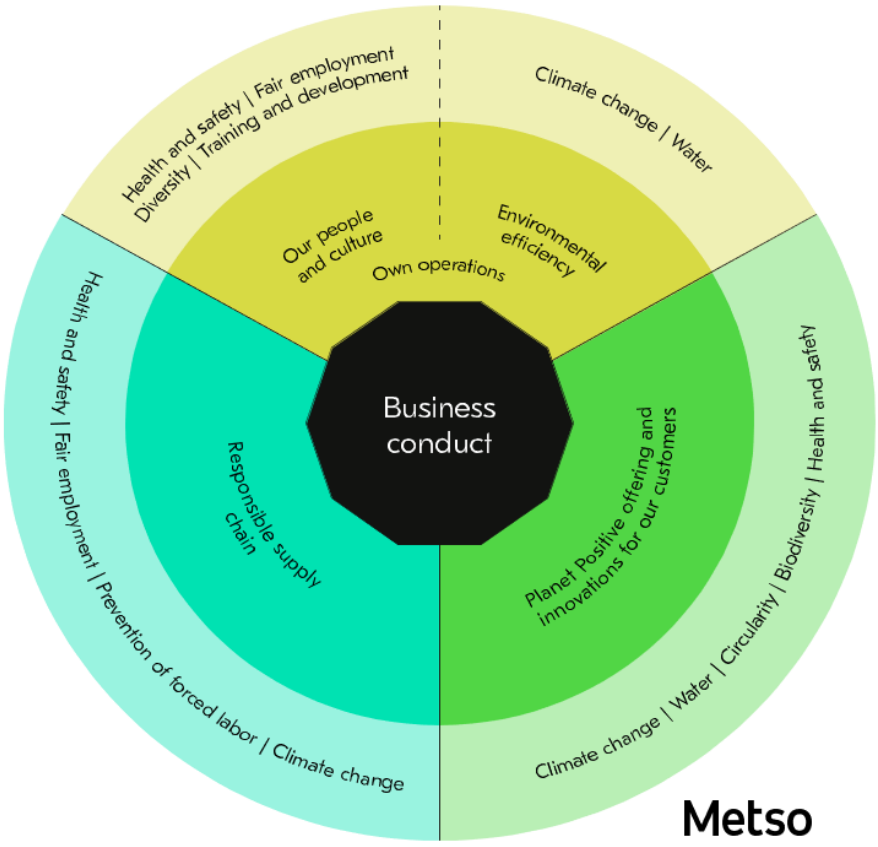
Limiting climate change to 1.5 degrees requires a major and rapid transformation. Metso USA Inc.'s goal is to work towards changing from carbon fuels towards renewables and other low-carbon technologies. To meet the challenge, significant technological innovation is needed – to make equipment more energy efficient and capable of operating effectively using full-time, stable, and interruptible renewable power supply, retrofitting, and incorporating new technologies into existing flowsheets and eliminating or drastically decreasing the carbon footprint and usage of virgin materials in consumables.

A move to net zero is likely to also require large amounts of carbon capture and storage, capturing methane emissions, and large-scale offsetting. It is therefore important for equipment and services suppliers like Metso USA Inc. to support the decarbonization of the mining industry by helping to ensure that a rapid increase in production of battery minerals is achieved, and equipment suppliers don't become a bottleneck in the transition.

Central to Metso USA Inc.'s sustainability efforts are their Planet Positive offering. Planet Positive products are demonstrably more energy or water-efficient compared to an industry benchmark or a previous generation product in the market, help their customers cut CO2 emissions, or achieve other sustainability priorities such as reducing pollution. Planet Positive Services can improve customers' processes to achieve similar benefits.

Metso USA Inc. defines the level of performance needed to qualify as Planet Positive to ensure that designated products and services can make a meaningful contribution to their customers' efforts toward reaching their own climate and other environmental targets. An important note is that the definition of which products are Planet Positive is based on objective metrics and has received limited assurance. It is however Metso USA Inc's label and not comparable to what other companies are selling as "green or low-carbon."

Metso USA Inc.'s proposal to expand its operations at their existing facility if Mesa, Arizona, adheres to the above sustainability principles mentioned. Moreover, the expansion will serve to continue to further these sustainability principles to the broader mining industry/market/public as well as being a company that embodies them as well.



City of Mesa Plans/Zoning

The Property is designated as Mixed-Use Activity within the City's 2040 General Plan and is within the City's Pecos Advanced Manufacturing Zone ("PAMZ"), which envisions the area developing with high-skilled technical manufacturing and ancillary uses. The Property is also within the Gateway Area Business District and the Mesa Gateway Strategic Development Plan – the "Logistics and Commerce District." As previously approved in 2013, the proposed continuation/expansion by Metso is compatible within these city plans.

The Property is located within Airfield Overflight Area-3 ("AOA-3"), due to its proximity to the Phoenix-Mesa Gateway Airport. The Airfield Overflight Area is an overlay zone to provide compatibility and airspace protection for the airport. AOA-3 generally corresponds to the area covered by dense, low-altitude flights, and noise. The proposed Metso existing facility/expansion area fits within the AOA-3.

The City's LI zoning district accommodates the planned uses and development standards for the project, while the PAD overlay (as amended) seeks appropriate modifications for the Metso existing facility/expansion. The proposed modifications to the LI PAD zoning are consistent with the City's General Plan and the zoning of nearby properties now and in the future. Metso's proposed industrial use is well-suited for the immediate area and compatible with both planned and existing developments. The Property is ideally located just south of Phoenix-Mesa Gateway Airport – the second major airport serving the Greater Phoenix metro region – and within easy access to the nearby State Route 24 freeway extension and Loop 202 freeway, which are important regional transportation corridors.

As previously noted, the proposed Metso existing facility/expansion is consistent with the desired land uses for the area as identified in the City's planning and policy documents, which include manufacturing facilities, large warehouses, distribution facilities, and other similar uses. Simply put, uses in the area should be compatible with the increasing over-

flight activity of the adjacent airport as well as the need for continued growth of employment and businesses to this part of the city of Mesa.

The proposed Metso existing facility/expansion will be in conformance with the city of Mesa's many goals/objectives/policies for this area by providing for an appropriate, airport-adjacent use (i.e., the new Metso Academy Training Center and expansion of the increase demand for mineral products and to meet the need from their mining customers).

Site Layout

The Metso existing facility will remain "as is" with the expansion area to be developed in a single phase. The overall development will include approximately 27,654 square feet of new space within along with approximately 9,000 square feet of potential space for "canopy shade mobile structures" in the rear potion of the outdoor area for keeping equipment, materials, etc. out of the sun. These future "canopy shade mobile structures" will be utilized during construction for materials, etc. and envisioned to continue beyond for Metso uses. However, the final number/size of these "canopy shade mobile structures" has not yet been determined but will be processed later. The existing two (2) direct access points along Pecos Road will remain.

These proposed expansion with the existing facility will require a new parking amount of 130 parking spaces. Additionally, new parking canopy structures will incorporate solar panels on top of them to provide a sustainable (energy) along with vehicular shade. These parking structures will mainly consist of painted vertical & horizontal steel supports to match the "Sand" color finish of the existing building along with B-decking roofing systems.

Building Design

The PAD is seeking a 54-foot maximum height for the Property, which this height was previously approved in 2013. The height proposed is consistent with the approved LI PAD zoning. The design character of these proposed expansions is essential to the success of the project. The design approach will be to match the existing buildings façade as well as aligning with the City's quality development design guidelines. The expansions will share the same design language for a cohesive continued business park site. The goal is to provide street facing glazing and entries at the new office training facility with prominent design features that match the existing building due to the high visibility of the project along an arterial road. Site entrances off the major road will not be affected by any of these proposed project expansions. Service and parts addition will provide some egress man doors as well as an OH roll-up door. The pre-engineered metal building expansion will continue its same metal panel exterior & color finish along with adding some additional egress man doors.

Landscape and Amenity Concept

The landscape design is devised to complement the use/existing building architecture/expansion, with landscaping improvements where necessary. The overall design will be an attractive, low-water landscaping solution. Landscape buffers are

provided along the street frontage and complemented with existing parking lot screen walls. The spacing and concentration of required planting quantities is strategic to enable desired views into the site while screening parking and other undesirable views. Where public viewing needs to be screened, a concentrated mix of deciduous and non-deciduous plant material will be provided as well as solid walls/opaque gates.

The Preliminary Landscape Plan illustrates a common amenity area will be located near the main building entry area and is logical/strategic for employees and guests to gather in comfort.

Plant material will be selected for color, texture, scale, and seasonal flowering and placed in a thematic pattern to reinforce the landscape theme. Final details of the project's landscape design will ultimately be discussed and resolved with the concurrent Design Review Board application request.

Infrastructure / Utilities & Drainage

Water will be provided to the Property by the city of Mesa and is available from existing infrastructure within Pecos Road. Metso will upgrade, as needed, the necessary water facilities to adequately provide life-safety fire suppression for the development. Sewer connections exist to the site via the city of Mesa system and the expansion will be adequately served with existing sewer connection.

As previously stated, access to the Property will be provided by two (2) driveways from Pecos Road. Pecos Road, in front of and abutting has been improved per City standards. No additional work to the street frontage is necessary.

The grading and drainage for the Property will be designed to retain the 100-year, two-hour storm event in accordance with the City's drainage design guidelines. Storm drainage will be conveyed via internal drains or external downspouts designed for the building with overflows crossing the parking lots/paved areas into catch basins or curb openings that will outfall to a combination of surface and/or underground retention areas.

II. RELATIONSHIP TO ADJACENT PROPERTIES

The Property is surrounded by vacant land and developing industrial projects. The area is zoned Light Industrial (LI), Employment Opportunity (EO) Floating Zone for the Pecos Advanced Manufacturing Zone, and General Industrial (GI) zoning districts The area is heavily influenced by the Phoenix-Mesa Gateway Airport to the north (e.g., noise, overflight pattens, compatibility of uses, etc.). The properties to the east/west/south are planned or approved to accommodate industrial projects of similar size/scale. The Metso Project has been and will continue to be a natural fit/expansion with the adjacent industrial developments/ airport and will continue to spur additional business opportunities along this corridor.

It is worth noting, the Pecos Industrial Rail Access and Train Extension ("PIRATE") Project is anticipated to be about 1/2-mile north of the Property. PIRATE is a public/private opportunity to invest in high-skilled American manufacturing jobs while reducing greenhouse gas emissions and local air pollution by taking over 29,000 truckloads off U.S.

highways and local roadways each year. The Metso project (expansion) is, and will continue to be, a compatible use with this future rail extension and this extension will be a catalyst for the area's further rapid development.

With that being said, the Metso project is consistent with, and compatible with, the existing and anticipated uses in the immediate area.

III. PLANNED AREA DEVELOPMENT (PAD)

The purpose of this application is to request modifications to accommodate Metso's current development with a reasonable expansion for future growth/success. The Metso PAD is specifically tailored to provide a quality project, while also providing needed flexibility to accommodate their expansion.

A. Permitted Uses:

All uses allowed under the current city of Mesa Light Industrial (LI) zoning district are permitted within this proposed PAD.

B. Development Standards & Table:

The development standards of the Light Industrial (LI) district shall apply unless otherwise modified by this PAD and specifically this section. The table on the following page provides the common development standards for development in the LI district along with the proposed PAD standards. Deviations from the LI district are noted with double asterisk (**). Further detail and justification for the deviations are provided in Section C below.

Employment District – LI Development Standards (Table 11-7-3) ** Denotes deviation requested via PAD		
Standards	LI Zoning Ordinance Standards	Proposed PAD Standards
Lot and Density Standards		
Minimum Site Area (acre)	1.0	1.0
Minimum Lot Width (ft)	100	100
Minimum Lot Depth (ft)	100	100
Building Form and Location		
Maximum Height (ft)	40	**54

Minimum Setback along Property Lines or Building and Parking Areas		
Front and Street Facing Side	**Arterial Street**: 15 ft **Major or Midsection Collector**: 20 ft **Industrial/Commercial Collector**: 20 ft **Local Street**: 20 ft **Freeways**: 30 ft for buildings, 15 ft for parking structures	**Pecos Road** is a 4-lane Arterial Street with a 15 ft requirement.
Interior Side and Rear: Adjacent to AG, RS, RSL or RM Districts	1 ft. of setback for each foot of building height with minimum 20 ft. setback.	1 ft. of setback for each foot of building height with minimum 20 ft. setback.
Interior Side and Rear: Adjacent to Commercial and PEP Districts	1 ft. of setback for each foot of building height with minimum 20 ft. setback.	1 ft. of setback for each foot of building height with minimum 20 ft. setback.
Interior Side and Rear: Adjacent to LI, GI, or HI Districts	0 (none) for a building setback	0 (none) for a building setback
Minimum Separation between Buildings on Same Lot (ft.)	0 (none)	0 (none)
General Site Development Standards (Chapter 11-30)		
Screening	**Parking Areas: 11-30-9(H):** Parking areas and drive aisles shall be screened from street(s) with masonry wall, berm or combination of walls/berms. **11-30-9(H).6:** When using a screen wall there shall be a landscaped setback of at least 5 feet between the screen wall and the parking area.	**Parking Areas: 11-30-9(H):** Parking areas and drive aisles shall be screened from street(s) with masonry wall, berm or combination of walls/berms. ****11-30-9(H).6:** When using a screen wall there shall be a landscaped setback of at least **2 feet** between the screen wall and the parking area.

Screening **(Continued)**	**Trash and Refuse Collection Areas:** **Section 11-30-12:** 1. General Applicability Requirements. Solid waste and recycling container enclosures are required for new dwelling groups consisting of 4 or more dwelling units and for all commercial or industrial developments in which the aggregate gross floor area exceeds 10,000 square feet.	**Trash and Refuse Collection Areas** ****Section 11-30-12:** 1. General Applicability Requirements. **Solid waste and recycling container enclosures are not required when located within truck loading, trailer parking courts, and/or behind screen walls.** Enclosures located outside of these areas will follow standards requirements or approved alternatives of Section 11-30-12.
Screening **(Continued)**	**Truck Docks, Loading and Service Areas:** **Section 11-30-13(C):** Docks, loading and service areas in any district except the GI and HI districts shall be screened from public view. Screening shall consist of a solid masonry wall at least 8 feet in height or opaque automated gates.	**Truck Docks, Loading and Service Areas:** ****Section 11-30-13(C):** Docks, loading, and service areas **visible from Pecos Road**, behind a solid masonry wall. **The screening used or combination of screening used to be at least 6 feet in height**. **A combination thereof of landscaping, solid masonry wall, and/or screening option may be used.** **Existing 6-foot high walls/roll gates to remain.**
On-Site Parking, Loading and Circulation (Chapter 11-32)		
Vehicle Parking Spaces **Required**	**Table 11-32-3.A: Group Industrial Building & Uses:** 75% at 1 space per 500 sqft plus 25% at 1 space per 375 sqft (779 spaces required)	****Table 11-32-3.A: Group Industrial Building & Uses:** 130 employee & visitor parking spaces **No parking required for the "canopy toppers over outdoor storage containers" in the rear ½ of the property (the storage area) as these <u>will not be conditioned structures</u> and are considered storage.**

Landscaping (Chapter 11-33)		
Interior Parking Lot Landscaping	**11-33-4 (A) Applicability.** The interior parking lot landscaping standards of this Section apply to all off-street parking lots containing 10 or more parking spaces. They do not apply to vehicle/ equipment storage lots or vehicle and equipment sales lots. In addition, refer to Chapter 32 for additional parking lot standards.	****11-33-4 (A) Applicability:** The interior parking lot landscaping standards of this Section apply to all off-street parking lots containing 10 or more parking spaces. **They do not apply to vehicle/equipment storage areas, or truck parking, or docking areas.** In addition, refer to Chapter 32 for additional parking lot standards.
Foundation Base along Exterior Walls	**11-33-5 (A).1** **Exterior Walls with Public Entrances**. A 15-foot-wide foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall. For buildings with corner entries, both adjacent walls require a 15-foot-wide foundation base.	****11-33-5 (A).1** **Exterior Walls with Public Entrances**. **A minimum 9'-6" wide** foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall. For buildings with corner entries, both adjacent walls require a 15-foot-wide foundation base.
Landscaping	**11-33-3 (B). 2: - REQUIRED LANDSCAPE YARDS.** Non-Group C-O-I Development. Properties that are not part of a group C-O-I Development, as defined in Chapter 87, must provide a 15-foot landscape yard except where a cross-access drive aisle occurs within the required landscape yard.	****11-33-3 (B). 2: - REQUIRED LANDSCAPE YARDS.** Non-Group C-O-I Development. Properties that are not part of a group C-O-I Development, as defined in Chapter 87, must provide **a minimum 5-foot landscape** yard except where a cross-access drive aisle occurs within the required landscape yard.

Landscaping (Continued)	**11-33-5 (b): FOUNDATION BASE** A minimum 5-foot-wide foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall adjacent to drive aisles as illustrated.	****11-33-5 (b): FOUNDATION BASE** **No minimum foundation base shall be required behind the screen walls/gate (i.e., the side and rear yards).**
	****Tree Exception**	****Installed solar parking canopies shall maintain a 10-foot clear zone with no trees to maintain proper solar capture and maintenance. All other low-level landscaping and groundcovers shall be provided**

C. Justification for PAD Standards

Below is a summary of the development standard modifications being requested for this PAD along with some justifications for the deviations.

1. Screening of Parking Areas.

To clarify this is just along Pecos Road only and provides flexibility of design.

2. Screening and Location of Truck Docks, Loading and Service Areas.

Metso will have adequate screening storage, loading, parking, and bay doors from Pecos Road. The proposed screening is visually appealing; however, Metso is proposing to revise screening standard to allow for the existing walls/opaque gate on the Property. The existing 6-foot-tall screening and/or landscaping has proven to be sufficient and adequate due to the elongated lot. The intended visual relief along Pecos Road has been and will continue to be accommodated.

3. Parking Spaces Required. Due to the nature of Metso's operations and the need for future "canopy toppers over outdoor storage containers" in the rear ½ of the Property, there shall be no parking required for them since they are not conditioned structures. Metso is committed to designing functional, useful spaces for their employees and visitors, and they want to ensure that there is reasonable and ample parking based on their anticipated needs while also avoiding unnecessary (heat generating) surface parking areas. The request is warranted and necessary for Metso and their proposed development.

4. Site Planning and Design Standards. By virtue of the construction type (and the functional use (warehouse / training facility) with an existing/approved building/site a strict adherence to all Design Standards is not practical. Specifically, per Ordinance Section 11-7-3, not more than 50% of the total façade may be covered within one (1) single material. Obviously, this is an impossibility for a pre-engineered building. The building structural perimeter is largely comprised of metal and colored block except for openings for doorways, glazing, loading doors, etc. Hence a 50% veneer coverage is challenging and counter to the preferred aesthetic appeal or context of the area and existing building/site.

Accordingly, Metso proposes the **following amendments to the City's Site Planning and Design Standards**:

a. Building facades that are in areas behind screen walls, berms, and/or gates shall not be considered 'publicly visible'.

b. Use of concrete colored block and paint changes as well as the metal buildings themselves shall be considered separate and distinct materials.

c. At least one (1) color variation is to be considered as a separate and distinct material.

d. Reveals on the building and exposed downspouts in the rear shall be considered part of the subdividing of areas to meet wall articulation requirements.

e. Installed solar parking canopies shall maintain a 10-foot clear zone with no trees to maintain proper solar capture and maintenance. All other low-level landscaping and groundcovers shall be provided.

IV. QUALITY DEVELOPMENT DESIGN GUIDELINES COMPLIANCE

In accordance with the City's Quality Development Design Guidelines for industrial developments, the Metso project will utilize effective site planning, architectural design, landscaping and shade, and other design elements to create an attractive, functional development and mitigate any potential visual impacts. The specific design elements utilized to comply with the city's Quality Development Design Guidelines are provided below:

A. Site Design:

Building Placement and Orientation

The building has been oriented to provide a strong relationship with the street while screening truck/storage areas from public right-of-way. Outdoor public space is provided. The main entrance has been placed along the northern façade, facing Pecos Road, to create a clear point of entry as well as a visually appealing view from the street frontage.

Parking Loading and Vehicular Access

The proposed development will have a visitor adjacent to the north façade and and employee parking areas towards the rear/side of the building screened from view via opaque gates/walls. The visitor/employee parking areas are specifically designed to minimize the potential for accidents and provide a safe environment for cars and pedestrians. Perimeter parking will be buffered with walls and landscaped setbacks obscuring views of these parking areas, as much as possible.

Loading and service areas will be clearly delineated to avoid conflicts, as much as possible.

Landscaping and Shading

The streetscape and onsite additional landscaping will blend naturally with their existing landscaping installed previously. The landscape theme has been prepared as a Preliminary Landscape Plan that illustrates the layout, quantities, and sizes of plant material. The placement and massing are intended to show compatibility with the project's architectural design.

Note: The landscape plans and details in the PAD are preliminary only and may be modified as reviewed and approved by the city during the Design Review process.

The goals for the project landscape include the following:

- Create an attractive low water landscape design that presents the appearance of a lush and distinctive landscape palette while enhancing the arterial frontage and screening the interior truck/storage area as much as possible.

- Allow for the spacing and concentration of required quantities at strategic locations to enhance pedestrian visual cues/relief from hard surfaces as well as shade opportunities that blends well with the architectural features. Where utilitarian uses/equipment needs to be screened then a concentration of a mix of plant material (where appropriate and reasonable) is provided to assist with blocking/deflecting one's view.

- Hardscape and common open areas will complement the proposed architecture/site plan along Pecos Road in a meaningful and complementary manner.

- Make the pedestrian sidewalks along Pecos Road highly visible and safe, while providing convenient shading opportunities.

- Plant material selected for color, texture, scale, and seasonal flowering used can reinforce the landscape theme and visual relief throughout the site.

- Plantings shall be cognizant of the future solar parking canopies and designed to enhance the solar panels usefulness, longevity and minimize opportunities conflict with trees.

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

The landscaped area for calculation purposes shall include landscape setbacks, parking lot landscaping, retention basins, street frontage landscape, foundation planting areas, and all other areas of the Property not containing buildings, structures, or pavement.

Final design details will be discussed and confirmed with the concurrent Design Review Board application submittal package.

Exterior Lighting

Building lighting will comply with Ordinance Section 11-30-5 and the fixture design will complement the architectural theme. The building entry areas will be accentuated with accent lighting to help create a focal point. Energy efficient lighting, such as LED, will be used throughout the project and glare will be minimized using soft or reflected lighting. Reasonable levels of lighting will help create a sense of security.

B. Architectural Design:

General Design

The proposal is to have different heights, but the PAD is seeking a 54-foot maximum height for the Property, which this height was previously approved in 2013. The height proposed is consistent with the approved LI PAD zoning. The design character of these proposed expansions is essential to the success of the project. The design approach will be to match the existing buildings façade as well as aligning with the City's quality development design guidelines. The expansion will share the same design language for a cohesive continued business park site. The goal is to provide street facing glazing and entries at the new office training facility with prominent design features that match the existing building due to the high visibility of the project along an arterial road. Site entrances off the major road will not be affected by any of these proposed project expansions. Service and parts addition will provide some egress man doors as well as an OH roll-up door. The pre-engineered metal building expansion will continue its same metal panel exterior & color finish along with adding some additional egress man doors.

The overall expansion fits nicely with the existing facility. This includes windows, offsets, colored block, colors, metal building, and varied building heights where possible. The building colors have been selected to create a clean design that will stand the test of time and match the existing structure.

Massing and Scale

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

Wall Articulation

The design provides architectural interest and variety that relate to human scale in the following ways.

- Changes in plane - As identified and visually appropriate along Pecos Road, the building plans provides nice offsets along the facades and create both push-and-pull as well as "flow" to break up the façades and add visual depth/movement.

- Change in texture - Through use of concrete color block and metal as well as paint colors.

- Pattern – Corrugated building material, colored block, metal, and windows utilized to significantly break up large wall expanses along Pecos Road. Within and behind the building are more utilitarian in design consistent with the use.

- Windows - Low windows, and clerestory windows are utilized.

- Equivalent Elements:

  Pre-Enginnered Metal Buildings: They are integral part of this specific user and make up a significant percentage of the façade. They are a separate and distinct material from the typical block or concrete walls. They provide interest and subdivide the overall façades which help to reduce the scale.

Roof Articulation

The design incorporates elements that have a vertical modulation and/or create the appearance of such. There are height changes appropriate located with the existing and proposed expansion.

Materials and Colors

The building will be constructed of durable, high-quality materials appropriate for the arid climate and intense sun exposure.

Service Areas and Utilities

A combination of screen walls and/or landscaping will be used to screen and soften these areas.

V. ALTERNATIVE COMPLIANCE

It is worth noting, Metso also proposes the following amendments to design standards.

1. Building facades that are in areas behind screen walls, berms, and/or gates shall not be considered 'publicly visible'.

2. Use of concrete colored block and paint changes as well as the metal buildings themselves shall be considered separate and distinct materials.

3. At least one (1) color variation is to be considered as a separate and distinct material.

4. Reveals on the building and exposed downspouts in the rear shall be considered part of the subdividing of areas to meet wall articulation requirements.

In addition to all previously stated Amendments to Design Standards (IV.C.), Metso is seeking Alternative Compliance for the following provisions from Section 11-7-3.B of the Mesa Zoning Ordinance:

a. Publicly visible facades (i.e., viewed from rights-of-way or private property), may not have blank, uninterrupted wall lengths exceeding 50-feet without including at least two (2) of the following: change in plane, change in texture or masonry pattern, windows, or an equivalent element that subdivides the wall into human scale proportions.

b. Vary building height, providing at least two (2) changes in height or roof forms that are varied over different portions of the building through changes in pitch, plane, and orientation.

c. All parapets must have detailing such as cornices, moldings, trim, or variations in brick coursing.

d. Primary entrances along major facades shall be clearly defined with facade variations, porticos, roof variations, recesses or projections, or other integral building forms.

e. To reduce the apparent massing and scale of buildings, facades shall incorporate at least three (3) different and distinct materials.

f. No more than fifty percent (50%) of the total façade may be covered with one (1) single material.

Due to the existing building and future expansion for Metso and standard method of construction for these types of buildings, it is challenging to create the same type of detailing that is used on smaller commercial buildings. Multiple changes in plane are not conducive to this type/size of industrial building. The design team has used a combination of design characteristics (i.e., forms, color, texture, and material where logical and appropriate) to give the building visual interest and appropriate scale and "flow," where possible. The primary entry on Pecos Road has been designed as a focal point with additional forms, materials, and glazing.

The following proposals shall be considered as Alternative Compliance:

a. We propose a "change in articulation" in lieu of 50-feet due to the large scale and practical function of the building. The building has been designed with ample articulation along the façades. This articulation includes use of windows, changes in tonality and pattern (e.g., concrete color block, paint, corrugate metal) and the provision of building height changes (appropriate located) to enhance the visual overall appeal of the building to add visual interest.

b. Change in plane happens at offset panels which create shadow lines and plane change. Changes in pitch, plane and orientation are achieved through the incorporation of color, forms, paint, and textures in the façade design as well as height changes.

c. The proposed elevations include a table with a detailed breakdown of the various façade elements. It is worth noting, pre-engineered/corrugate metal buildings are an integral part of the proposed use/user and make up a significant percentage of the façade, but they break up the façade help visual enhance the appearance as well as reduce the scale.

d. The design team has worked diligently to ensure that there are visual elements of interest via the color, material and/or texture, windows, etc. along the façades where logical and most appropriate (i.e., Pecos Road).

VI. PHASING

It is anticipated that the expansion will occur in a single phase.

VII. SUMMARY

In summation, the Property is appropriately situated to accommodate Metso's operations. This area has long been anticipated as a major employment/industrial hub and this application represents a significant step towards continuing and enhancing that vision. The minor deviations via the PAD and Preliminary Site plan are consistent with this project and the area. The Metso PAD will continue to complement the surrounding area and provide substantial benefits and employment opportunities to the city of Mesa.