

EARL, CURLEY & LAGARDE, P.C.
ATTORNEYS AT LAW

Telephone (602) 265-0094
Fax (602) 265-2195
www.ecllaw.com

3101 North Central Avenue
Suite 1000
Phoenix, Arizona 85012

September 20, 2016

Mr. Gordon Sheffield
Zoning Administrator
City of Mesa Planning Division
55 N. Center Street
P.O. Box 1466
Mesa, Arizona 85211

**RE: Longbow Marketplace
SWC Recker Road and the Red Mountain Freeway (Loop 202)
Request for Minor Modification to Development Standard**

Dear Gordon,

Our office represents Kitchell Development (“Kitchell”), the developer, and Dover Associates LLC (“Dover”), the property owners, of the approximate 10 acre Phase 1 property located at the southwest corner Recker Road and the Red Mountain Freeway (Loop 202). This irregular shaped property is generally bounded by the Loop 202 Freeway along the north, Recker Road along the east, Longbow Parkway along the south and 56th Street alignment along the west (See attached aerial photo and site plan).

The purpose of this letter is to request and provide justification for administrative approval of a minor modification to a City development standard relating to the northern parking lot for this retail center – as permitted through Chapter 33, Section 11-33-7 of the Mesa Zoning Ordinance. This request seeks a deviation from the standard calling for a maximum of 8 contiguous parking spaces between parking lot islands up to a maximum of 12 contiguous spaces between islands. It should be noted that this maximum of 12 contiguous parking spaces occurs in only four parking rows. The balance of the parking rows do not exceed 10 contiguous spaces. (See attached Parking Diamond Exhibit illustrating the comparative Landscaping in the Parking Fields.)

In exchange for this minor increase in spacing for the northern parking field, the project proposes to add large diamond shaped landscape planters between parking lot islands, with a shade tree in each planter, and an increase in the size of the minimum island from 8-feet x 30-feet to 9-feet x 36-feet (See attached Parking Diamond Exhibit and Planter Diamond Detail Exhibit). When consideration is given to the expanded diamond planters and increased size of the landscape parking islands proposal, this request actually results in more landscaped area in the parking fields than the Ordinance requires. In other words, this request does not actually reduce the amount of landscaped area in the parking lot, it merely shifts the landscaping into slightly fewer larger islands and tree filled landscape parking diamonds. A GeoWeb load support system (or equivalent) will be utilized under these parking diamonds that extend into the parking field to

protect the tree's root system from soil compaction from the weight of parked cars. These 12 foot square diamonds also provide a much larger area to absorb water and exchange air into the area around each tree.

Background

On behalf of Kitchell and Dover, we recently applied for site plan and design review approvals to construct Phase 1 of Longbow Marketplace. These applications are currently undergoing staff review. The site plan and design review request is for 10 acres of an overall approximately 49 acre shopping center site in the Longbow Master Plan. This commercial site was originally zoned by the City in 2002 with an amendment in 2008 as part of the Longbow Development Master Plan. Sprouts Farmers Market is the anchor tenant in Phase 1 and they have expanded their typical store with new features to meet the needs of this strategic Northeast Mesa location.

Kitchell proposes to develop the 10 acre Phase 1 of the approved regional level commercial center site that will eventually serve the retail and commercial service needs for both the local residential neighborhoods as well as the larger area. Uses planned in this center may include but are not limited to, grocery, bakery, drugstore, bookstore, sporting goods, music, garden supplies, gas station, specialty shops, restaurants, fast-food, service retailers, apparel, medical and dental offices, indoor recreational facilities, theaters, and retail sales of new merchandise and other uses of similar character.

The Phase 1 site plan layout provides one (1) major entry off of Recker Road and one (1) major entry off on Longbow Parkway. The site plan depicts approximately 64,000 sq. ft. of retail space comprised of one large anchor tenant (Sprouts) and approximately 20,500 sq. ft. of shop space.

Request

The Zoning Ordinance allows the Zoning Administrator the ability to approve a minor modification to a Development Standard when the applicant demonstrates that the intent of Chapter 33 can be satisfied, if not exceeded, in accordance with Section 11-33-7. We therefore seek Zoning Administrator administrative approval to allow an Alternative Landscape Plan (ALP) deviation to allow the maximum of 8 contiguous parking spaces between landscaped islands up to a maximum of 12 contiguous parking spaces between parking lot islands, with the conditions outlined in this letter that will provide additional large diamond shaped planters and increase the size of the other landscape islands as reflected on the attached exhibits. Again, this request is only for the northern parking field and it should be noted that this maximum of 12 contiguous spaces occurs in only 4 of the parking rows. The remainder of the parking rows within the northern parking fields do not exceed 10 contiguous spaces.

The Zoning Ordinance requires parking lot landscape islands to be installed at each end of a row of stalls and in between for maximum 8 contiguous parking spaces. It also requires landscape islands to be a minimum of eight feet wide and 15 feet in length for single-row and 30 feet in length for double-row parking. We believe the intent of this section is to improve the overall appearance of the parking lot's appearance, break up the potential for a stark "sea of asphalt,"

September 20, 2016

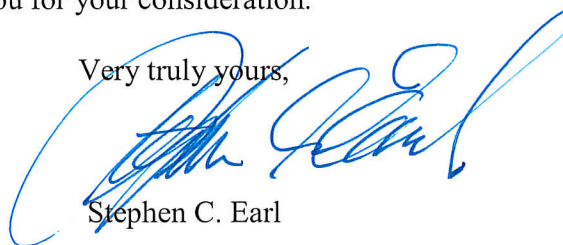
Page 3

and offer pedestrians significant areas of shade from the tree canopies. While it may seem that we are seeking to reduce the amount of required landscaping area, the opposite is actually true. The request increases the spacing requirement in the northern parking field, but in that area it also adds a 6-foot x 6-foot diamond tree island at a greater frequency than the Ordinance otherwise suggests. For example, if you follow the Ordinance requirement “not to exceed 8 contiguous spaces” there would be 8 contiguous parking spaces before you have a landscape break or a tree. But if you use the proposed design alternative of up to a maximum of 12 contiguous spaces, which includes 2 landscape diamond tree planters, there would be a landscape break or tree at a maximum of every 4 contiguous spaces. This design alternative provides more trees along a row of parking spaces and more shade throughout the parking fields. It should be noted that the ALP also increases the size of the landscaped islands.

As designed, these 6-feet by 6-feet diamond tree planters include a 6-inch vertical curb to protect the tree and permeable pavers surrounding the landscape area. The overall planter diamond feature is actually a 12-feet by 12-feet design feature to address Staff’s concern with permeability of this larger diamond feature. We propose to use the Geoweb load support system, or equal, to avoid compaction and damage to root growth (See Geoweb Exhibit and attached Planter Diamond Detail Exhibit.). In addition to providing the diamonds, this request will also increase the depth and width of landscape islands from the Ordinance requirement of 8-feet x 30-feet (240 s.f.) to 9-feet x 36-feet (324 s.f.), which provide an additional 84 square feet of landscape area. When you add the 6-feet x 6-feet landscape diamonds, the increase frequency of trees, and increase size of the parking lot island, as provided with this request, it provides more landscaping that the Ordinance requires. By allowing this ALP to occur, it will provide more even disbursement of trees throughout the parking field and a more balanced tree allocation. Again, this request is for only the northern parking field as shown on the site plan.

We therefore believe the request meets the findings of this chapter and warrants administrative approval. The minor deviation proposed here will provide a better overall parking lot experience with closer tree spacing. Thank you for your consideration.

Very truly yours,



Stephen C. Earl

SCE/ROT

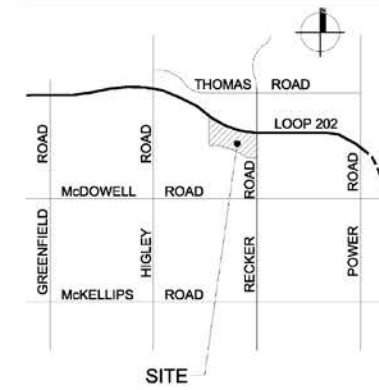
Attachments: Aerial Photo
Site Plan
Parking Diamond Exhibit
Planter Diamond Detail
GeoWeb Soil Stabilization Information



PROJECT DATA

Total Site Area:	395,862 S.F. (9.1 AC.)
Building Area:	64,562 S.F.
Coverage:	16.2%
Parking Provided:	410 Spaces
Parking Ratio:	6.4 / 1,000 S.F.

VICINITY MAP

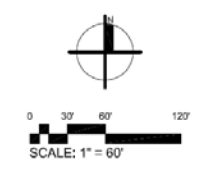
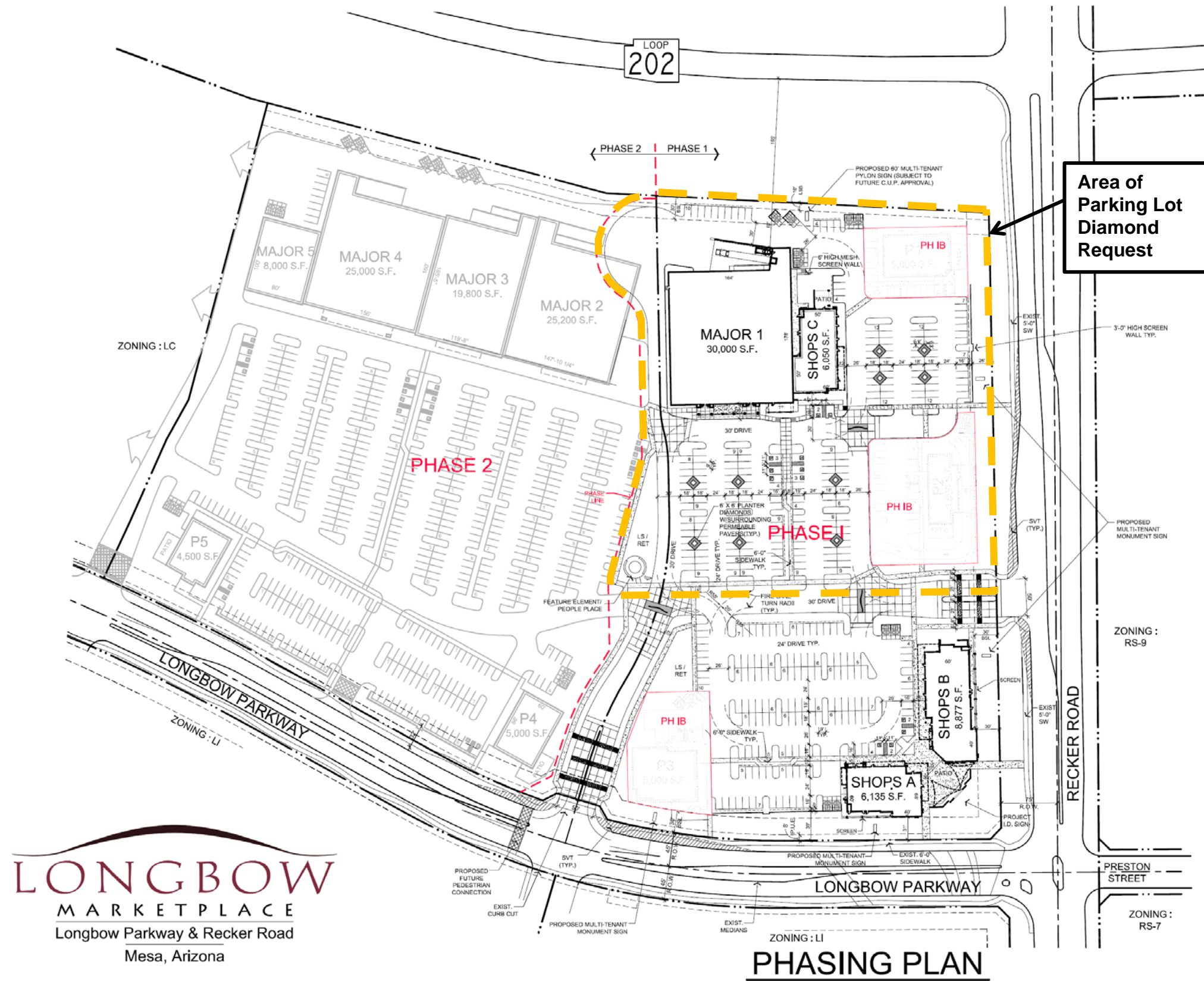


LONGBOW
MARKETPLACE
Longbow Parkway & Recker Road
Mesa, Arizona

09-19-16
15069-ST16

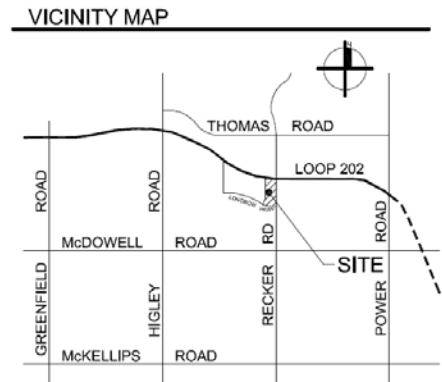


Butler Design Group, Inc
architects & planners



PROJECT TEAM

Developer Kitchell Development 1707 E. Highland Phoenix, Arizona 85016 Contact: Brad Anderson Ph: (602) 264-4411	Architect Butler Design Group 5017 E. Washington St. Ste 107 Phoenix, Arizona 85034 Contact: Rick Butler Ph: (602) 957-1800
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Longbow
MARKETPLACE
Longbow Parkway & Recker Road
Mesa, Arizona

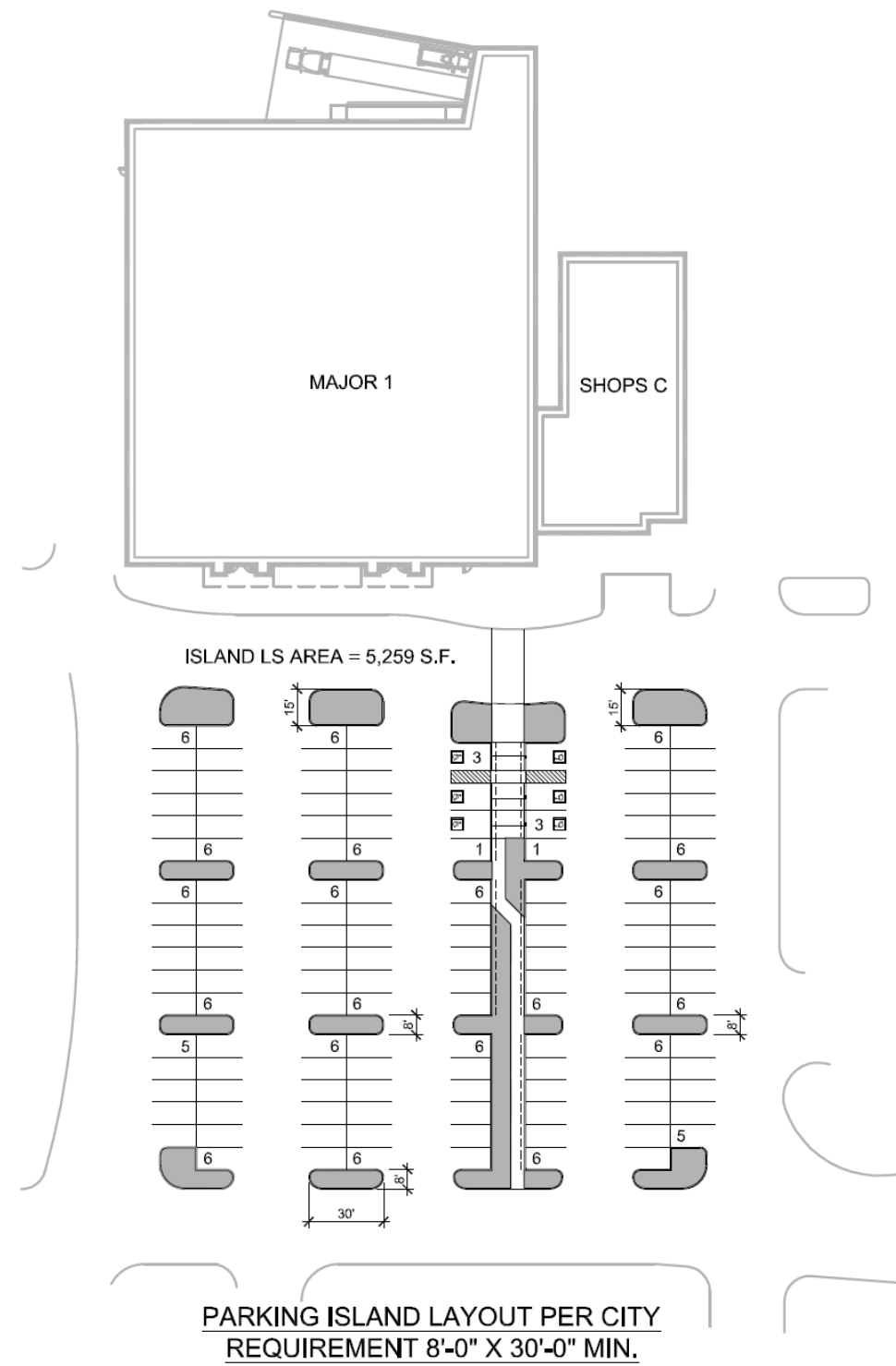
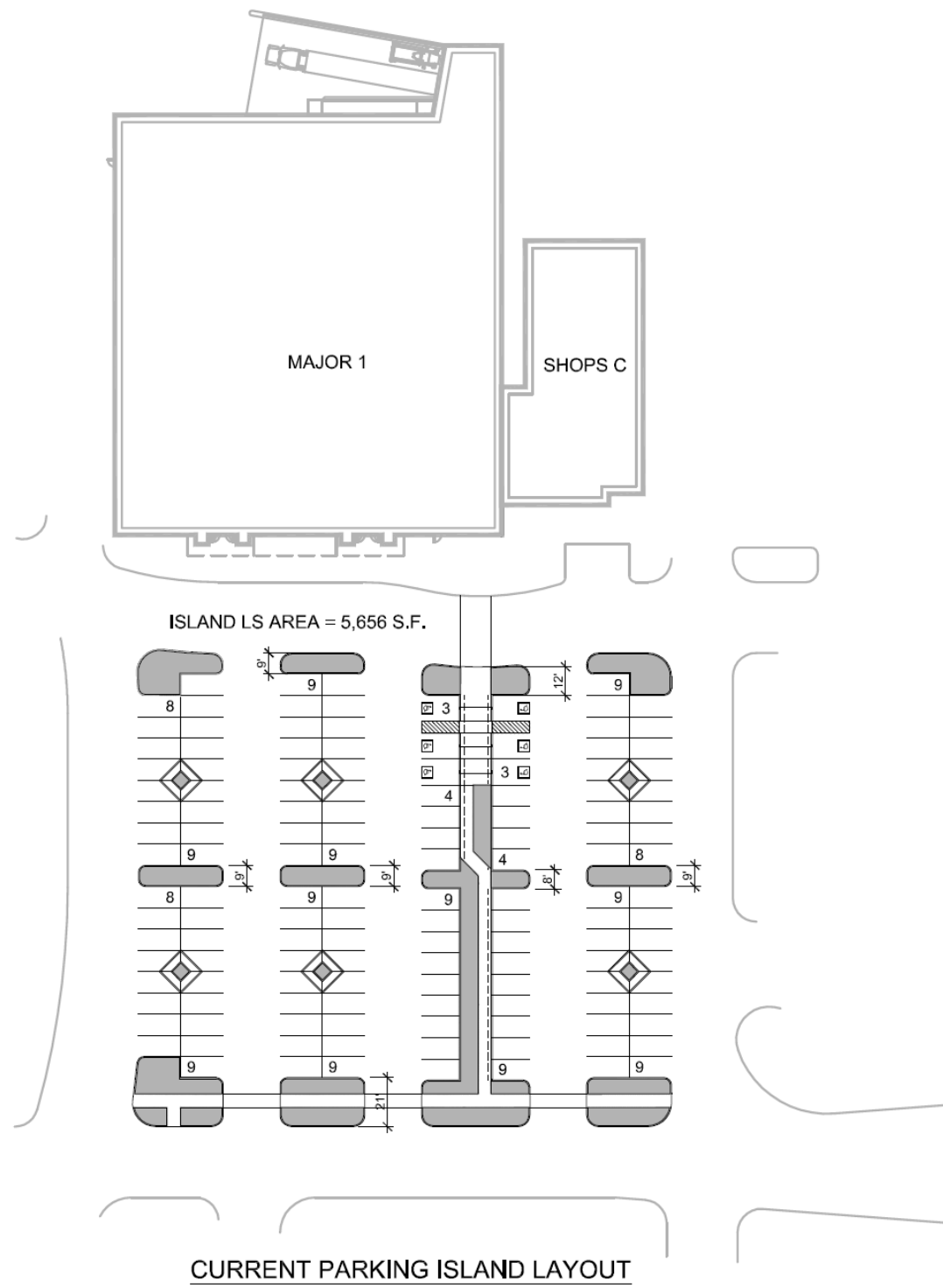


09-16-16
15069-ST19

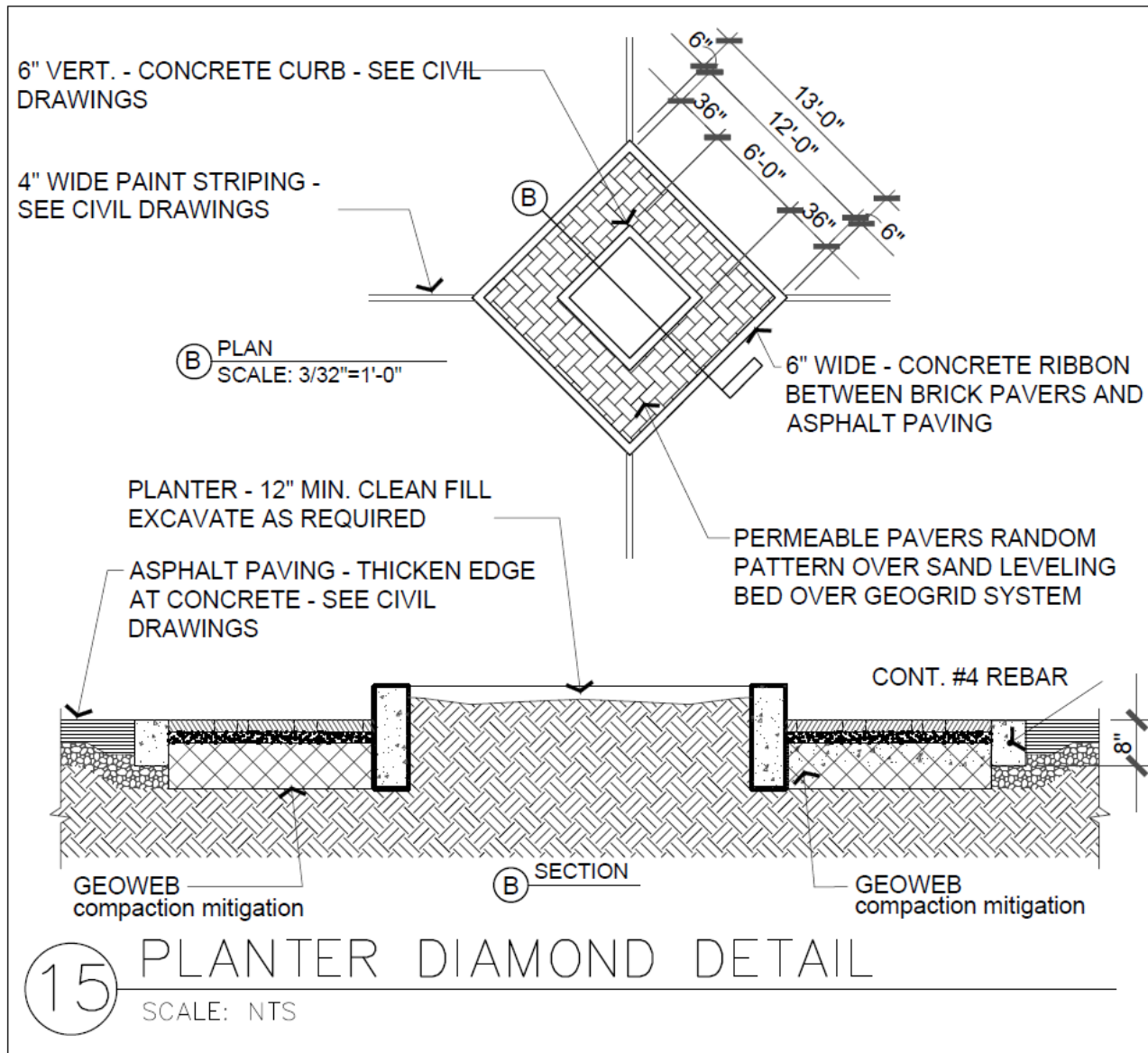


Butler Design Group, Inc
architects & planners

PHASING PLAN



PARKING DIAMOND EXHIBIT





SOIL STABILIZATION



GEOWEB[®]
load support
OVERVIEW

The GEOWEB logo icon consists of a yellow square containing two vertical black bars with a wavy pattern, positioned above a black and white grid pattern.

KEY COMPONENTS

The complete GEOWEB® load support system may include some or all of the following:

TYPICAL COMPONENTS

- GEOWEB® sections
- Cell infill materials
- Geotextile separation layer
- ATRA® Key connection device

OPTIONAL COMPONENTS

- Geocomposite drainage materials
- ATRA® Anchors
- Polymeric tendons

SIZE OPTIONS

GEOWEB® sections are available in various cell sizes, cell depths and section lengths to address specific project needs. Load support system details are influenced by the characteristics of subsoil strength, applied load, available granular infill and surface type. Generally, the heavier the applied load and/or the poorer the quality of subsoils, the greater the required cell depth. Presto's free project evaluation service can help determine suitable cell size and depth.



INTEGRAL SYSTEM COMPONENTS

The following components may be integrated to meet design requirements and to facilitate and expedite construction.

1 ATRA® KEY CONNECTION DEVICE



For quick and easy connection of GEOWEB® sections, exclusive ATRA® keys significantly reduce contractor installation time and provide a three-times-stronger connection of GEOWEB® sections.



2 ATRA® ANCHORS

Anchors are typically not part of the permanent design requirements for load support, but are used to aid construction. With 1/2 inch rebar stakes or 10-12 mm dia. rods, ATRA® Anchors are easier to drive than J-hook stakes, improving installation productivity.



3 TENDONS

Tendons may be required for providing additional hold-down and stability in the following applications:

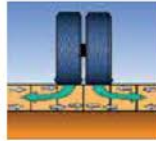
- Traffic loadings on a grade
- Wet or saturated soil conditions on trails or access roads through wetlands
- Boat ramps or low-water-crossings



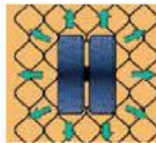


RESULTS SUPPORTED BY RESEARCH

Test results from numerous research initiatives confirm the benefits of confined aggregate within the GEOWEB® cellular confinement system vs. unconfined aggregate.



- Reduces thickness and weight of structural support elements by **50 percent or more.**



- Allows subgrade materials to **withstand more than 10 times** the number of cyclic-load applications before accumulating the same amount of permanent deflection.
- Provides **over 30% stress reduction** when supporting aggregate under pavement.

KEY APPLICATION AREAS

The GEOWEB® system creates a stabilized structural support system, providing considerable benefits to unstable soils in key areas:

- 1 Base stabilization** under paved surfaces
- 2 Surface stabilization** for unpaved permeable surfaces
- 3 Over-excavation alternative** eliminates full depth removal
- 4 Hard-surface pavements** – flexible, poured in place

1 Base Stabilization UNDER PAVED SURFACES

As base support, the GEOWEB® load support system creates a stabilized layer under asphalt, concrete or modular block pavements that hold up under heavy, repeated traffic.

Selection of infill materials for base stabilization is determined by anticipated load characteristics and overall performance requirements. The system is **especially effective in soft-soil areas** where substantial pavement problems and regular maintenance costs exist or are anticipated as a result.



STABILIZING BASE MATERIALS WITHIN THE 3D GEOWEB® SYSTEM:

- Requires 50% or less base material when material is confined to achieve the same load support requirements.
- Minimizes load-related deformation and settlement, and reduces pavement degradation and cracking common with soft subgrades.
- Allows the use of lower quality granular infill, even over soft subgrades.



2 Surface Stabilization FOR UNPAVED AND PERMEABLE SURFACES

With permeable infill, the GEOWEB® surface stabilization system provides a cost-effective alternative to hard surface pavements with many environmental benefits. By confining aggregate infill, the system improves the load distribution characteristics of unpaved roads and pavement areas, reducing long-term maintenance requirements and costs.

With topsoil/aggregate infill, the GEOWEB® material creates a vegetated surface that supports occasional loads.



STABILIZING INFILL MATERIALS WITHIN THE 3D GEOWEB® SYSTEM:

- Distributes pressures from dynamic and static loadings throughout the system, reducing lateral and vertical displacement of the infill and surface rutting.
- With aggregate infill, performs double duty as an on-site water detention/retention storage "basin"; may eliminate requirements and costs for on-site stormwater containment systems.
- Reduces stormwater surface runoff, maximizes groundwater replenishment.
- Contributes to green building LEED® credits for stormwater management and is a Low Impact Development (LID) solution.

3 Over-Excavation Alternative ELIMINATES FULL DEPTH REMOVAL

When faced with unsuitable soils requiring full depth removal, the GEOWEB® system can significantly reduce excavation. The infilled GEOWEB® system forms a stabilized base layer, highly effective in solving support challenges **without full removal of poor soils**. In many cases, lower cost onsite granular materials may be used in place of costly imported aggregate..



4 Hard-Surface Pavements FLEXIBLE, POURED IN PLACE

Replace a deep cross-section of reinforced concrete with a thinner poured-in-place, non-reinforced GEOWEB® solution that is easier and quicker to install, requires no forms, and controls cracking. Assures even, precise concrete depth as GEOWEB® cell walls act as a continuous form.



THE GEOWEB® SYSTEM

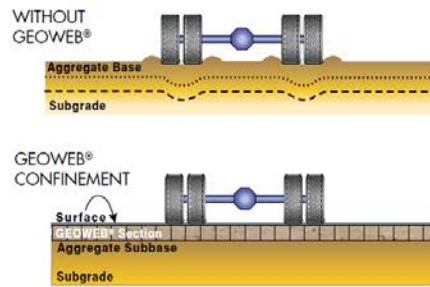
LOW-COST LOAD SUPPORT SOLUTIONS

The Presto GEOWEB® load support system is a highly effective, economical solution to road, parking, and yard surface problems that result from subgrade material failure or surface or base material instability. Under concentrated or distributed loads, the 3D cellular structure confines infill material and controls shearing, lateral and vertical movement of the infill material.

As a **base stabilization system** under pavement, the GEOWEB® material significantly improves pavement life cycle costs. When confined, **base material requirements can be reduced by 50% or more** by substantially reducing the loading on sub-surface soils. As a result, reduced excavation and granular infill needs reduce overall installation cost.

GEOWEB® System Benefits

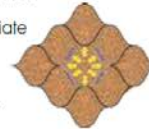
- Produces a stiff base with high flexural strength; acts like a semi-rigid slab by distributing loads laterally.
- Minimizes impact of differential and overall settlement even on low-strength subgrades.
- Increases effective structural number, reducing fill depth requirement by 50%.
- May allow use of poor-quality granular fills in place of more costly imported materials.
- With permeable infill, reduces stormwater runoff, and may reduce need and costs for stormwater ponds.



As a **surface stabilization system**, the GEOWEB® structure distributes surface pressures for dynamic and static loading, controlling rutting and reducing long-term maintenance requirements and costs. Using permeable infill with a high porosity, the system offers environmental and stormwater management benefits.

COMPARED TO PLANAR GEOGRID SYSTEMS:

- The GEOWEB® system's affect is immediate and works on a principal of hoop strength. Geogrids require tension to activate, initiated by partial deformation.
- A single layer of GEOWEB® performs well over soft subgrades and allows heavy equipment to deliver structural fill right to the edge of construction. Geogrids require 2-3 layers for same benefit and require low pressure equipment.



Typical Applications

- Permanent and temporary site access roads
- Permeable, load-supporting surfaces
- Intermodal/port facilities/storage yards
- Roadway shoulders (vegetated or porous aggregate)
- Base for asphalt, concrete, and modular block pavements
- Stabilized drainage layer
- Railroad track ballast/subballast structures
- Trails and walkways
- Boat ramps and low water crossings
- Pile cap structures
- Foundation mattresses & pipeline protection



COMPREHENSIVE SERVICES AND RESOURCES

Presto GEOSYSTEMS® and its distributors/representatives offer the most-complete services in the industry to support project design and installation requirements.

Free Project Evaluation Service:

We analyze specific project needs and provide recommended preliminary designs for each project.

Construction Services:

Qualified on-site field support specialists can be available for construction training, and start-up installation supervision.

RESOURCES:

- Engineering analysis/technical overviews
- SPECMAKER® specification development tool
- Technical resources binder/case studies
- Detailed construction guides and videos

PRESTO GEOSYSTEMS® COMMITMENT — *To provide the highest quality products and solutions.*

Presto GEOSYSTEMS® is committed to helping you apply the best solutions to your soil stabilization problems. Contact Presto GEOSYSTEMS® or our worldwide network of knowledgeable distributors/representatives for assistance.

LEADING-EDGE INNOVATION

Presto is the original developer of the geocell technology and leads the industry in research and development resulting in meaningful product improvements, innovative features, advanced engineering methodologies, proven field results and ultimately long-term solutions to challenging problems.

UNSURPASSED QUALITY

Presto's commitment to quality begins with manufacturing and continues through final installation.

- Quality management system certified to ISO 9001:2008 and CE Certification.
- Sections manufactured from high-quality polyethylene provide consistent and maximum seam weld strength.
- Materials engineered to established geosynthetic industry guidelines.
- Sections backed by a 10-year limited warranty.



670 N Perkins Street • Appleton, Wisconsin
800-548-3424 or 920-738-1328 • Fax: 920-738-1222
Email: info@prestogeo.com • www.prestogeo.com

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