

Introduction

On behalf of Ryan Companies US, Inc., we are pleased to submit this narrative and supporting documentation requesting Site Plan Review and Special Use Permit for PHX062, (“Project PHX062” or the “Project”) west of the southwest corner of Signal Butte and Elliot roads.

Background

The Project is comprised of an approximately 42.94-acre parcel that is zoned Planned Community (“PC”) and the Regional Center/Campus Land Use Group (LUG-C) and is located in Development Unit 6 North (DU6N). The project is bordered by a data center to the East and vacant land to the North, West and South.

General Plan Designation

The General Plan designation for the Project is Mixed Use Community. This designation requires a mixture of uses that will create a complete and identifiable community. The Project fits squarely into this General Plan designation. It is the intent of the developer to create an employment center for the surrounding community.

Strategic Development Plan and Airfield Overlay Area

Additionally, the Project is within the Mixed Use Community District of Mesa Gateway Strategic Development Plan (the “MGSDP”). The project complies with the goals of the MGSDP. The Project is also in the Airfield Overlay Area and will comply with the requirements of that plan.

Request

This application is for Site Plan Review of the Project and Special Use Permit. As proposed, the site plan will include 3 buildings with approximately 465,541 square feet of which approximately 7,349 square feet will be office and the remainder data center. The Special Use Permit is for reduced parking where 332 spaces are required and 154 are being provided.

Narrative

As stated above, PHX062 proposes 3 buildings covering approximately 465,541 square feet for data center and office uses. There will also be one security building of approximately 120 square feet that will control access to Project. The employee parking, as discussed further below, will be landscaped in a manner that will provide an attractive streetscape and provide covered parking. Two buildings will be 41 feet to top of parapet where 50 feet is allowed and the third building will be 18 feet. The Project will incorporate an employee/visitor amenity that resembles an outdoor plaza.

Circulation

The site will be accessed from two entrances on Elliot Road. The western drive will serve as the main point of entry. This drive will align with the driveway across Elliott and will be a full access drive. The eastern drive will be right in right out only and will be used as the secondary entrance for trucks and emergency vehicle access to the lot. All offsite improvements associated with the Project will be built to City of Mesa standards at the time of development.

Internal roadways will be between 20' and 40' wide providing efficient internal circulation and will meet the City's fire truck turning radius requirements

Parking

CP Exhibit 14.4 requires 1 space for 300 sf for office and 1 space for 1000 sf of the first 150,000 sf of warehouse space and 1 space for every 2000 sf for the remainder of the buildings. This results in a requirement of 332 stalls. The Project is proposing 152 employee spaces. The parking requirements and request for a reduction for required parking will be discussed in greater detail below. A landscaping setback has been provided along Elliot Road providing appropriate buffers to the parking areas while still achieving an attractive streetscape. Outdoor bicycle parking will be provided in accordance with City code. A parking study has been submitted with the application.

Safety and Site Constraints

This project has been designed in a manner that will allow the buildings to function effectively while still maintaining the necessary separation between pedestrian and auto traffic as well as the security of the facility and maintaining an attractive streetscape from Elliott Rd.

Signage

The Project has an existing Comprehensive Sign Plan (CSP) in place (BA13-010 & BA15-030) and all signage will be in accordance with that CSP. The CSP is in compliance with City Code.

Architecture

As shown in the attached package of plans, elevations, and simulated views, the two principal buildings on this site are separated by the pedestrian and vehicular public way of East Elliot Road by a setback area filled with rich native-species landscape planting serving as the initial visual screening of the site. Following this setback, an articulated masonry fence in warm neutral tones screens the principal buildings and interior roadways and parking areas as a second layer of visual screening. One of the two main buildings is jogged back from the public way to provide space for an exterior parking area, small masonry security building, and guard station, all minimal and clad in warm neutral tones. The visible parking area is visually dominated by tree and shrub planting as well as streamlined white metal shade canopies for visitors and their vehicles. The principal buildings are minimal, single-story structures, visually enclosed by two panel systems – articulated concrete on the long faces and metal louver screening wraps on the ends, both painted in warm neutral tones to reflect the local landscape. At the end of the buildings closest to public roadways, tall panels of horizontal metal louvers wrap the elevated air cooled chiller platforms to provide full visual screening of cooling systems and equipment. This screening is recessed at its structural uprights to provide a rhythm of vertical articulation. Similarly, the walls are articulated by vertical channels between sections of varying shades, above and below a horizontal band of window-like ventilation openings, screened by vertical metal louvers in a dark neutral grey tone that matches the chiller platform screening system. Vertical metal panel enclosure boxes painted in the same dark neutral tone conceal scuppers and drainage and provide additional vertical rhythm to the facades. The

shadow play on the louver systems and vertical screening enclosures provide interest against the varied shades of the tilt-panels of the building, where colors and vertical division patterns vary above and below the continuous horizontal band of louvered ventilation openings. From the public way viewpoints on East Elliot Road, the louver-wrapped chiller platforms are most visible, with some elements of the articulation of the building closest to the public way partially visible as well. The security building has utilized design elements from the main building and the screen walls to ensure it is incorporated into the overall theme of the campus. The buildings, screening, fencing and landscape for this site has been developed with Mesa and Eastmark design guidelines as a reference, with the end goal of a materiality and appearance that is informed by and complimentary to the local landscape and vernacular styles of building.

Open Space

Open space requirements have also been met for both required sidewalk plazas and outdoor amenities with outdoor gathering areas with onsite furniture. Pursuant to Section 11-7-3(B)(1)(d), the areas will be equal to or larger than 1% of the building gross floor area and are labeled on the site plan. There will be contiguous pedestrian access from the employee parking to the building to meet all accessibility requirements.

Landscape Design and Stormwater Retention

The Project will be landscaped in accordance with all applicable Mesa ordinances. The landscape materials will be consistent with native plant materials found in the region, are drought tolerant and contribute to the reduction of heat island effects. The landscaping design will also promote the streetscape desired by ensuring the

The stormwater retention will utilize surface basins and sized to accommodate the two-hour 100-year event. Retention basins will be landscaped and maintained by the owner. Storm water requirements will be mitigated with surface storm water retention and integrated with the landscape and building design for a cohesive design project.

Special Use Permit for Parking Reduction

In accordance with MZO 11-32-6 a Special Use Permit (“SUP”) may only be granted if all of the following criteria are met:

1. Special conditions – including but not limited to the nature of the proposed operation; proximity to frequent transit service; transportation characteristics of persons residing, working or visiting the site – exist that will reduce parking demand at the site;
2. The use will adequately be served by the proposed parking; and
3. Parking demand generated by the project will not exceed the capacity of or have a detrimental impact on the supply of on-street parking in the surrounding area.

The request meets the three part test detailed above. As it relates to the first prong, this project clearly has special conditions. The size and use of the building requires an employee/visitor parking field that, due to the nature of the proposed operation, does not require the amount of parking required by code. The end user has extensive experience in operating this type of building and allows them to fully understand the transportation needs of

its employees and visitors. The end user has made the determination that the parking proposed in this submittal is sufficient to operate this facility.

As for the second prong, based on the end user's knowledge of other sites, the use will be adequately served by the proposed parking. The third prong is addressed in part by the answer to the second prong. As it relates to the supply of on street parking, there are no plans known to the applicant of having on street parking in this area.

Submitted with this application is a parking study that will justify the request. With all three parts of the test satisfied, we respectfully request approval of the SUP.

Conclusion

On behalf of Ryan Companies US, Inc., we respectfully request approval of the Site Plan and the SUP detailed in this submittal. Ryan Companies US, Inc. is excited to bring forth a high quality development.