

Introduction

On behalf of Ryan Companies US, Inc., we are pleased to submit this narrative and supporting documentation requesting Site Plan Review, Design Review approval, Alternative Landscape Plan and a Special Use Permit to allow a high end business park (“Ryan at PMG” or the “Project”) on the northwest corner of Ray and Ellsworth roads. This Project will bring employment to this rapidly developing area.

Background

The Project is comprised of an approximately 35-acre parcel that is already zoned light industrial. The Project is a rectangular parcel with a flagpole shape that allows for connection to both Ellsworth and Ray Roads while surrounding the hard corner of that intersection. The project is bordered by Ray Road to the South, SR 24 to the west, vacant industrial land to the north, Ellsworth Road to the east and vacant land to the south and east.

General Plan Designation

The General Plan designation for the Project is Mixed Use Activity District/Employment. This designation requires large scale community and regional activity retail, offices, services and entertainment uses. Additionally, the goal of the Employment Character designation is to provide a wide range of employment in high quality settings. The Project fits squarely into this General Plan designation. While the subject site is 35 acres of light industrial, the immediate neighbor to the north has retail, multi-family and light industrial. This project meets the Employment Character by building a high end business park that will have a mix of showroom and light industrial uses. It is the intent of the developer to create an employment center for the surrounding community.

Strategic Development Plan

Additionally, the Project is within the Mixed Use Community District of Mesa Gateway Strategic Development Plan (the “MGSDP”). The MGSDP requires a wide variety of uses with intense development expected at the subject site. The MGSDP calls out height and density for the Project while still allowing a pedestrian friendly environment. The MGSDP is complying with the MGSDP by proposing five buildings on the 35 acres with a maximum height of 46 feet. Additionally, the buildings are designed to have the entrances, doors and windows face the street and have the truck courts facing the interior of the property. The buildings are also, as seen on the attached elevations, designed in such a manner to be aesthetically pleasing from the surface streets as well as the freeway.

Requests

Four requests are being filed concurrently. The first request is for Site Plan Review of the Project. As proposed, the site plan will include 5 buildings with approximately 510,000 square feet. The second request seeks design review of the Project’s site plan, landscaping and elevations. The third request is for a Special Use Permit for heights up to 46 feet on buildings 1, 2 & 3 where 40 feet is currently allowed. Buildings 4 and 5 will comply with the 40’ maximum allowed height. There are portions of the buildings that will exceed the standard maximum 40’ building height at 46’ due to screening requirements while achieving minimum clear heights

and proper roof drainage. The final request is for an Alternative Landscape Plan (ALP) as allowed under the Mesa Code of Ordinances as further outlined in the Landscaping section below.

Narrative

Ryan at PMG proposes five new multi-tenant buildings covering approximately 510,000 square feet for warehousing and light industrial uses. As seen on the attached elevations, the building vernacular is set as a contemporary design intended to meet the needs of current and future markets within the commercial industrial marketplace. The primary structural element of the project is development with tilt-up concrete construction, but the buildings have been enhanced with textured form liner, integrally colored CMU veneer accents, metal canopies, and patterned $\frac{3}{4}$ " 'V' reveals to create paint breaks with neutral paint tones in the light to medium shades of gray. The massing of the structures are designed to break up long expanses of concrete with vertical and horizontal breaks on the exterior wall that help to define scale and hierarchy of elements. The parapets are not contiguous to allow massing forms to take shape and to allow proper screening of future utilities on the roof with 2' vertical breaks.

The buildings are intended to be single story with clear heights ranging from 28' to 32' clear to allow high pile storage with integrated ESFR fire protection systems for maximum flexibility for various industrial uses. The entries have been enhanced to give the appearance of a two-story volume utilizing the clear heights for maximum visibility to the entry elements. Horizontal beam canopies are utilized at the entries as a way finder but also as an element to create horizontal accents along the entries helping scale the vertical massing.

The tenant mix may include manufacturing, warehousing or storage with ancillary office and other uses.

Circulation

The site will be accessed from two entrances on Ray Road and one entrance on Ellsworth. Developer will construct the portion of Point Twenty-Two Drive on its property and access points will be provided as shown on the attached plans. Both Ray Road entrances will allow for full turn movements on the existing Ray Road alignment and westbound deceleration lanes will be constructed required as by the City. The Ellsworth Road access point will be right in right out only with a southbound decel land on Ellsworth Road. The site circulation has also been designed to accommodate the future Ray Road realignment with the southeast Ray Road access point following the proposed alignment of the north/south spur road connecting old Ray Road with new Ray Road. We also designed the southwest Ray Road access point to function as, at a minimum, right in, right out access point following the Ray Road realignment.

All roadways associated with the Project will be built to City of Mesa standards at the time of development. Internal roadways will be between 24' and 30' wide providing efficient internal circulation and will meet the City's firetruck turning radius requirements. This site plan promotes internal pedestrian connectivity for the development while connecting to the pedestrian path of the development to the north. The building configurations have been

strategically placed to showcase the front of the buildings and allow screening of utilitarian areas such as trucking and trash collection. Balancing aesthetics with functionality is critical to meet the demands of current and future markets which creates a successful project for both the City of Mesa, future tenants, and the owner.

Truck Courts

This Project was designed to ensure that the truck courts for the buildings were faced internally so that the streetscape of the Project would be the primary facades of the buildings. Additionally, the layout was designed to segregate the office areas and street traffic from the truck and loading function. The truck court will be screened with 8-foot-high screening walls and the truck courts entrances will be secured with rolling gates. Following a modern aesthetic, functionality is critical to serving future tenants with highly functioning truck courts facing inward to best screen those areas from public view.

Parking

The parking for this Project will be calculated at 25% industrial and 75% warehousing and storage. MZO 11-32-3 requires 1 space for 600 sf for industrial and 1 space for 900 sf of warehousing and storage. The Project is proposing 510,351 sf which would require 216 spaces for industrial and 429 spaces for warehousing and storage for a total of 645 parking spaces. The Project is proposing 729 spaces for the development. Any trailer parking spaces will be contained within the truck courts areas and will be screened by walls or buildings from the streets and freeways. Additionally, the Project will be in compliance with all applicable Mesa ordinances regarding parking screening throughout the development. Parking areas are separated from onsite buildings by at least 10 feet. Screening walls for parking areas have also been provided in accordance with City requirements. To better achieve the recommendations for "Quality Design Development Guidelines" a large landscaping setback has been provided along Ray Road providing appropriate buffers to the parking areas. Outdoor bicycle parking will be provided in accordance with City code.

Signage

The submittal includes a Comprehensive Sign Plan (CSP) indicating the intended signage locations for the project. The CSP is in compliance with City Code.

Open Space

Open space requirements have also been met for both required sidewalk plazas and outdoor amenities with outdoor gathering areas with site 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. Enhanced landscape areas along the edges of the property have been included to help with screening from the adjacent roads and properties. There will be contiguous pedestrian access to each of the buildings to meet all accessibility requirements.

Landscape Design, Alternative Landscape Plan and Stormwater Retention

The Project will be landscaped in accordance with all applicable Mesa ordinances except for the modification detailed below. 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 high end business park theme carried throughout the development.

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

In accordance with MCO 11-33-7, we are requesting an alternative landscape plan ("ALP") to allow a twelve (12) foot foundation base where fifteen (15) is required along the front of buildings 1, 2 and 3 and as depicted on the site plan. Foundation base is allowed to be modified by an ALP as codified in 11-33-7 (b)(4).

An applicant must demonstrate that it is meeting at least 8 of the 12 design principals set out in the ordinance. Applicant is accomplishing this as follows:

1. **Innovative Design** - Specific plant groupings at the entries to the site followed by entry drive planting leading one into the site. Along the buildings accent plant material has been used to highlight the office locations. The parking lot planting has its own design theme as well as the street frontage landscaping.
2. **Plant Variety** - A diverse plant palette has been used including shade trees, deciduous trees and flowering accent trees. Shrubs of all sizes have been used in various shades of green to grey. Accent plant material and ornamental grasses have been incorporated to break up the textures of the plant material. Flowering accent groundcovers have been selected for key areas like building entries.
3. **Naturalistic Design** - The plant palette is a low water use, drought tolerant, regionally appropriate selection. Many of the plants selected are native to the high desert on the outskirts of Mesa as well as the Arizona Southwest. The perimeter planting and the retention basin planting is natural by design. The foundation plantings are more formal.
4. **Compatibility with Surrounding Uses** - The perimeter planting and street frontage planting provided exceeds the city required minimum. In addition, a large number of the trees proposed are 36" box trees which will give the project a more mature feel from the time of planting. This will help screen the site from adjacent properties as well as incorporate the project into the area in a shorter amount of time. The plant palette used is similar to and ties into existing landscapes near this site.
5. **Water Efficiency** - The landscape irrigation system is a low water use, efficient drip system. The system is separated by trees and shrubs. Most of the site drainage is collected by site retention basins. The retention basins are naturally landscaped with low water use / native plant material. No high water use turf grass has been proposed.
6. **Storm Water Management** - All retention basins have a top dressing of decomposed granite rock and have a live coverage of plant material across at least 50% of open space landscape area.

7. **Tree Substitution** - We are proposing all trees to be a minimum of 24" box size as opposed to some areas where the city will allow for 15 gallon sized trees. In addition a large number of the trees proposed are 36" box. This will give the site a more mature landscape feel in a shorter amount of time.
8. **Plant Viability and Longevity** - Specific plants have been used in narrow planting areas around the building and in retention basin areas that will get a lot of water at certain times of the year. The location of the plant material has been carefully drawn so that the plant material can achieve a healthy, mature size. This will also ensure that the plant material does not need to be over trimmed and sheared in order to keep up or out of the way of pedestrians.

In order to receive approval of the ALP, an applicant must show the following four things which is codified in MCO 11-33-7(c)(2):

- a. There are unique characteristics of the property, site design, or use that warrant special consideration to modify or deviate from the requirements of this Section and that the characteristics were not self created.
- b. The ALP meets or exceeds the minimum requirements of this section, while recognizing the unusual site designs or use restraints on the property.
- c. Approval of an ALP will provide for increased consistency and compatibility with adjacent properties.
- d. The ALP conforms to the allowable modifications listed in subsection B, above, and no exceptions to the limitations on the standards that may be modified.

The modification requested is to reduce the foundation base to 12 feet where 15 feet is required. The reason for reducing the foundation base is life/ safety issues as it relates to the Fire Code. The Fire Code requires overhead apparatus access must be between 15-30 feet from the building. The Zoning Ordinance requires a 15 foot foundation base and the adjacent parking space to be 18 feet long which would mean the overhead apparatus access would be 33 feet away from the building and thereby not in compliance with the Fire Code.

This request meets section a of the test for an ALP because of the unique shape of the parcel combined with the height of the buildings that warrant special consideration. As detailed above, the MGSDP requires height and density of the buildings and because of the height of the buildings Fire Code requires overhead apparatus access rather than a regular ladder truck. Due to the unique shape of the lot and the various ordinances, the issue was not self created. This request also meets section b and c of the test because, as detailed above, this project meets 8 of the required design principles where 6 is required. Finally, section d is met because the reduction of foundation base is specifically called out in Subsection B of the ordinance as an allowable modification. For the reasons stated above, we would respectfully request approval of the ALP.

Special Use Permit for Height

In accordance with MZO 11-70-5 a Special Use Permit ("SUP") may only be granted if all of the following criteria are met:

1. Approval of the proposed project will advance the goals and objectives of and is consistent with the policies of the General Plan and any other applicable City plan and/or policies;
2. The location, size, design and operating characteristics of the proposed project are consistent with the purposes of the district where it is located and conform with the General Plan and with any other applicable City plan or policies;
3. The proposed project will not be injurious or detrimental to the neighborhood or to the general welfare of the City; and
4. Adequate public services, public facilities and public infrastructure are available to serve the proposed project.

As mentioned above, the request for the SUP is to allow building heights up to 46 feet where 40 feet is allowed. The request meets the four part test as set out in Mesa Ordinance. As it relates to sections 1 and 2 of the test, the Project is designated in the Mixed Use Activity District/Employment of the General Plan and the Mixed Use Community District of the Mesa Gateway Strategic Development Plan. The height request is consistent with the General Plan designation. The Mesa Gateway Strategic Development Plan calls out that buildings should be as tall as allowed by the flight plan of the airport. It also calls out for the most intense development patterns at the location of the project. Granting this SUP is advancing the goals of the General Plan and specifically addressing an objective of the Mesa Gateway Strategic Development Plan.

As to section 3, this project will not be injurious or detrimental to the neighborhood or the general welfare of the City. We will continue to work with Phoenix Mesa Gateway Airport and the FAA to seek any required approvals for this project. The additional 6 feet of height will help the City fill a need of these types of buildings and promote additional employment in the area. It has been the developer's experience that these building heights are required in order to attract the type of high quality tenants that Mesa and the developer is looking to ultimately occupy these buildings. As to section 4, there is no concern about having the adequate public facilities, services or infrastructure to serve the buildings at the height requested. With all four parts of the test satisfied, we would respectfully request approval of the SUP.

Conclusion

On behalf of Ryan Companies, Inc., we would respectfully request approval of the four items detailed in this submittal. As Ryan Companies US, Inc.'s first industrial project in the City, we are excited to bring forth a high end business park that will provide employment for Mesa citizens and the surrounding communities.