



**APPLICATION
to
REZONE
and for
DESIGN REVIEW BOARD
&
SITE PLAN APPROVAL

POWER 42 INDUSTRIAL PARK
PRS20-00693**

**On approximately 39 acres located on
Power Road & South of Elliot Road
Mesa, Arizona**

1st Submittal December 21, 2020

2nd Submittal February 8, 2021

3rd Submittal March 8, 2021

1. PROJECT TEAM

Power 42 Industrial Park

Land Owner & Developer

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2. DEFINITIONS

The following words or terms, when used in this Planned Area Development Overlay District, shall have the meanings set forth below:

Applicant: Gilmore Planning & Landscape Architecture, Inc. on behalf of the Property Owners.

City: The City of Mesa, Arizona

Owner/Developer: There are two property owners associated with this PAD Application:

Power Lender Partners LLC, that represents the larger area of 39.2 acres. The County Assessor identifies four (4) parcels: 304-17-008X, 304-17-008Y, 304-17-009B, and 304-17-009C.

Rockall Power LLC is the second Property Owner representing 2.36 acres, parcel 304-17-008W.

The final City Resolution approving this application shall extend to any affiliated entities and any successors in title to whom the Owner(s) have assigned the rights and responsibilities of Owner/Developer.

Improvements: "Improvement" or "Improvements" shall mean, with respect to any site area, any building, structure, or construction which may affect the appearance of the site, including by way of illustration, but not limitation, all land preparation or excavation, fill and grading, utilities, landscaping, buildings, parking areas, curbing, walls, poles, towers, antenna, lighting, driveways, and signs.

Outdoor Storage: Storage occurring outside of a building or structure of materials including, but not limited to: supplies, equipment, finished goods, lumber, construction materials, pallets, vehicles, etc. for more than 24 hours. Outside Storage does NOT include:

- (i) The onsite parking of passenger vehicles for tenants and their employees, visitors and clients.
- (ii) The onsite parking of "over-the-road" trailers or intermodal containers used in the normal course of business.
- (iii) Construction materials and equipment for use on site as part of a permitted construction project.

PAD: The Planned Area Development Overlay District for the Property that is the subject of this document. This Planned Area Development (PAD) is intended to be a stand-alone document of zoning regulations for this industrial property. Provisions not specifically regulated by the PAD are governed by the Mesa Zoning Ordinance. This PAD provides the regulatory zoning provision designed to guide the implementation of the overall development plan through the City of Mesa development review and permit process. The zoning and development standards provided herein amend various provisions provided by the City of Mesa Zoning Ordinance (as adopted and periodically amended). In the event of a conflict between a use, a development standard, or a described development procedure between the City of Mesa Zoning Ordinance and the PAD, the PAD shall prevail.

PAD Standards: Regulations for lot area, height, and setbacks that are defined within this PAD, and shall govern the development of this Property.

Zoning Ordinance: The Zoning Ordinance of the City of Mesa with a revision date of January 28, 2019.

3. PROJECT OVERVIEW

On behalf of Power Lender Partners LLC & Rockall Power LLC, (Owners), Gilmore Planning & Landscape Architecture (Applicant) in association with Ware Malcomb Architects (WMA), respectfully submits for consideration this application to rezone a portion of the Subject Property that is currently General Industrial (GI) to Light Industrial (LI), establishing the LI as the base zoning on the Subject Property, and with a new PAD Overlay over both properties. The total land area for both parcels is 41.85 gross acres / 40.0 net acres (Subject Property). This site is located approximately one quarter mile south of Elliot Road on the east side of Power Road in Mesa, Arizona. Refer to the Vicinity Map **Exhibit 1** for the site's general location.

In addition to this rezoning request, there are joint applications for the portion designated as the Power 42 Industrial Park for Design Review Board and Site Plan Approval. Power Road Self Storage will submit for Design Review Board and Site Plan Approval following the Council Approval of this PAD application. Please refer to **Exhibit 6** for copies of the letters from Power Lender Partners LLC and Rockall Power LLC indicating their shared cooperation for these applications.

3.1 Subject Property Ownership

The two property owners and their land areas are identified as follows:

<u>Power Lender Partners LLC</u> , represents the larger area:	Gross	39.18 Ac
The County Assessor identifies four (4) parcels: 304-17-008X, 304-17-008Y, 304-17-009B, and 304-17-009C.	Net	37.75 Ac

<u>Rockall Power LLC</u> , is the second representing:	Gross	2.67 Ac
The County Assessor identifies one (1) parcel 304-17-008W.	Net	2.22 Ac

Gross Acres to CL of So. Power Rd:	41.85 Ac
Net Acres after 65' ROW Dedication:	39.97 Ac

3.2 Existing Site Conditions

The Subject Property is currently in agricultural production. The site is relatively flat with the existing grade falling from east to west to facilitate the flood irrigation. Along the south property line is an irrigation delivery lateral within a 20' wide easement under the control of the Roosevelt Water Conservation District (RWD). Please refer to the Existing Site Conditions & Surrounding Land Uses Map attached as **Exhibit 2**.

3.3 Existing & Proposed Zoning

The existing zoning is Light Industrial and General Industrial with a PAD Overlay (Zoning Case No Z07-124, Ordinance No 4806). That 2007 PAD was specific to a concept plan that was incorporating a variety of light industrial buildings, larger warehouses, seven small industrial lots zoned General Industrial (GI) along the east property line, and all lots interconnected by private streets. That previous zoning case included the self-storage site to be developed by Rockall Power LLC, which at that time was under one ownership. The

Property is within the Airport Overlay Area 3 of the Phoenix Mesa Gateway Airport and subject to those land use restrictions. The compatibility matrix within the Airport Land Use Compatibility Plan – 2017 indicates that the proposed use is not in conflict with those defined restrictions.

This application seeks to establish Light Industrial as the base zoning and establish a new PAD Overlay. There is one deviation requested for the self-storage facility at the northwest corner fronting onto Power Road, and three deviations requested within the Power 42 Industrial Park portion of this PAD application:

3.3.1 Self-Storage Parcel: Rockall Power LLC is requesting a reduction of the landscape setback along their east property line from 15' to 5'. This will facilitate the efficient use of the property along the rear yard and retain a landscape buffer for a hedge in front of the screen wall.

Power 42 is requesting three deviations:

3.3.2 Building Height: the current maximum height is forty feet (40') as referenced in the MZO Chapter 7, Table 11-7-3. This PAD requests a maximum building height of fifty-two feet (52'). Of the four light industrial buildings, only Buildings 2 and 4 are expected to exceed the 40' maximum to 52'. It is the nature for these types of logistics facilities to incorporate higher ceiling heights to improve the efficiency of automated racking systems, for both current and future technologies. These two structures are set further away from Power Road and buffered by the structures facing Power Road. The impact on the surrounding properties is negligible.

3.3.3 Parking Reduction: Per MZO Chapter 32: On-Site Parking, a parking ratio of 1/900 square feet is required for warehousing and storage. Building 1 can satisfy the ordinance for required parking. For Buildings 2, 3, and 4, the project is requesting a reduced ratio in accordance with the Parking Calculations below. The Office calculation maintains the current code requirement of 1/375sf, and the net average ratio for Power 42 Industrial Park is one space per 967sf required. The proposed ratio is consistent with similar warehouse structures within this PMGA market area.

Parking Calculation for Power 42 Industrial Park

Parking Calcs	Bldg SF	Office	at 1/375 sf	Warehouse	at 1/900 sf	Total Req'd	Total Prov'd	Ratio / Bldg
Bldg 1	25618	3900	11	21718	25	36	47	1/545sf
Bldg2	203840	25072	66	178768	199	265	216	1/944sf
Bldg 3	74880	10483	28	64397	72	100	82	1/913sf
Bldg 4	<u>238160</u>	<u>11908</u>	<u>32</u>	<u>226252</u>	<u>252</u>	<u>284</u>	<u>216</u>	<u>1/1103</u>
Total	542498	51363	137	491135	548	685	561	1/967sf

3.3.4 Foundation Landscape Allocation: The foundation landscape for Buildings 2 and 4 are intended to address the area requirements as outlined in MZO 11-33-5: however; to satisfy the same area average, this PAD requests that instead of matching dimension lost with the same dimension gained per 11-33-5.A.2.B, that the total landscape area remain the same but achieved using larger blocks of landscaped area to create the same calculated result. By eliminating parking stalls in close proximity to the office entrances, the common area open space near these entries is enhanced, the total area of the foundation landscape achieves the same total area, and the fire apparatus proximity requirement is met.

3.4 General Plan Conformance

The Mesa 2040 General Plan identifies an approximate 30 square miles centered around the Phoenix Mesa Gateway Airport (PMGA) as an Economic Activity Area. This *“Gateway Employment Center provides the largest opportunity for new growth in Mesa”. “Given the large size of the area, a wide range of employment activities are anticipated with an emphasis, on education, aerospace/aviation, and technology industry clusters. Particular emphasis will be placed on preservation and growth of aviation related employment opportunities”.*

The Mesa Gateway Strategic Development Plan further defines this regional area by creating four districts. This Subject Property is within the Inner Loop District. This Strategic Development Plan describes the vision for land uses in the Inner Loop District as containing: *“a wide variety of uses. The District should provide a high-quality, mixed use environment that is compatible with increasing over-flight activities associated with Phoenix-Mesa Gateway Airport operations. Since this area will be subject to the most revisions to the airport noise contours, land uses in this area may need to be generally nonresidential and the City should weigh new developments carefully”.*

In August of 2018, the Council approved the Inner Loop District Update. The project site is located within the Inner Loop District of the Mesa Gateway Strategic Development Plan and situated within the Mixed Use Activity District (MUAD) – Community Scale that extends south from Elliot Road to the mid-section, which is the south side of the subject property. The area immediately south and extending to the Loop 202 is designated as Employment - Business Park. The Inner Loop District Plan describes MUAD – Community Scale District that *“typically contain one or two big box buildings and associated shops and pad sites. These character types are typically at the intersection of two arterial streets and are typically auto-dominant unless part of a Transit District. The primary goal of this character type is to provide high quality opportunities for commercial and entertainment activities consistent with the needs of today’s consumer”.*

There are 42 acres of partially developed property separating the Subject Property from the Elliot Road frontage, which is located at the intersection of two arterials, Elliot and Power

Roads. The Roosevelt Water Conservation (RWD) District recently opened their new district office fronting onto Elliot Road at 6937 E. Elliot Rd. Further south is the existing Evo Swim School and the Leman Academy Charter School, which is immediately north of the Subject Property. These existing projects will discourage any serious interest in a regional shopping center and/or entertainment center with any other commercial hospitality uses. Proximity to a school will limit certain commercial activities further limiting the interests of commercial site selectors. It is also reasonable to assume that commercial developers will not pursue “Community Scale” commercial properties that are not located on an arterial intersection. The ability to attract the MUAD- Community Scale District type users one quarter mile off an arterial intersection is highly unlikely. Although the potential for any significant commercial development is unlikely, the project is intending to develop structures designed for multi-tenant uses facing onto Power Road. These business park projects can attract in-line commercial retail uses, smaller sit-down restaurants, office users, and light industrial uses that rely on the exposure to arterial traffic for retail sales while also including indoor storage space for secured inventory. These multi-tenant spaces typically include attractive store front architecture that involves more windows, a higher level of detail given to entrances, facades and an appropriate mix of building material.

The Inner Loop District Plan describes the Employment – Business Park designation as *“areas that contain a number of separate businesses, offices, light industrial facilities, accessory and supporting uses joined together through the street, sidewalk, and/or open space systems and usually have common landscaping and signage. They are typically low intensity developments comprised mainly of office, office/warehouse, research and development, and similar uses.”*

This is a very broad description that is intended to promote a wide variety of economic development opportunities within proximity of the PMGA. The existing LI-PAD and GI-PAD zoning has already established light industrial and general industrial uses on the property. The existing PAD Overlay qualified the land use relative to a specific site plan. This application intends to retain and expand the LI base zoning, but with a new PAD Overlay with two deviations relative to the Master Site Plan, attached as **Exhibit 3**.

Under the Goals and Objectives of the Inner Loop District Update, Goal 1 is focused on protecting the expansion of PMGA operations. Objectives 1.1.3 and 1.2.1 are promoting development that will not conflict with the flight patterns and growth of the airport, which is typically residential development or certain commercial uses that attract and retain a higher percentage of shoppers concentrated in big box like uses for longer time periods. The proposed self-storage facility and light industrial uses typically have a much lower rate of occupancy relative to their building areas. It is the Project Team’s expectation that this Power Road Industrial project will not create any conflicts with PMGA. Goal 2 is focused on creating a regional employment center with in the Inner Loop District. Objective 2.1.2 suggests creating *“an overall balance in the types of jobs in the area to serve the needs of*

businesses and residents". Objective 2.1.4 calls for mixed use development "*to address the jobs to housing balance needed for a sustainable area*". For area users and the growing employee base developing around PMGA and along the Elliot Road Technology Corridor, this proposed Power Road Industrial project can directly support that goal for job diversity as well as providing a balance for residential growth within Eastmark, Hawes Crossing, and the residential growth west of Power Road in Gilbert.

This proposed development will be subject to the land use restrictions of the Airport Overlay Area 3 and this LI-PAD, but otherwise fully conforms to the current 2040 General Plan designation.

3.5 PAD Enhancements

Building Heights: The light industrial zoning permits 40' building heights by right. The project intends to develop the multi-tenant buildings 1 and 3 facing onto Power Road with interior ceiling heights of 32' that will keep these structures within the 40' height limit. The roof lines and facades are offset to break up the massing. The multiple entrances and the varied use of building material textures, glazing, and colors draws attention to the quality of the architecture versus the presence of a singular industrial box.

Buildings 2 and 4 are situated further off Power Road where their additional height at 52' will be essentially screened from Power Road by Buildings 1 and 3. The architecture will reflect the character of the front facing facades of buildings 1 and 3 in terms of material, colors, but the massing is different given the scale of these larger structures. The landscape setback along the north, east, and south sides are currently set at 15' in accordance with the current PAD and the LI zoning district.

Power Road Streetscape: The underlying light Industrial zoning requires a minimum 15' landscape setback along arterial frontages. The current PAD requires a 30' landscape setback. This new PAD will retain the 30' landscape setback and include a low screen wall. A new landscape will be installed to enhance the appearance and to screen the parking.

Pedestrian Link to Regional Trail: The City of Mesa has committed to a regional trail network that will align with the RID Canal along the east property line. Although there is no schedule to develop the regional trail, this Project will install a pedestrian walk along the south side of Cabot Drive between Power Road and a common open space feature adjacent to the east property line. A gate will be installed at a later date providing direct access to the trail. Details of this trail access to be addressed with the Mesa Parks & Rec Dept and the Engineering Dept with the final improvement plans for Cabot Drive.

3.6 Surrounding Land Uses

Refer to **Exhibit 2** - Existing Zoning and Surrounding Land Use Plan that illustrates the area's existing zoning and surrounding land uses, described as follows:

North: There are two property owners to the north, Leman Academy, a Charter School on 10 acres, and the District Office for the Roosevelt Water Conservation District on 17 acres extending north to Elliot Road along the west side of the RWD Canal. Both of these properties are zoned Light Industrial (LI).

East: The land area east is defined by the RWD Canal that is centered in a 100' wide ROW.

South: South of the Subject Property is an extensive family-owned Farmers Market on approximately 25 acres zoned Light Industrial (LI).

West: The land area west of Power Road is within the Town of Gilbert and currently in agricultural production. Gilbert's General Plan is calling for both GO - General Office and GC - General Commercial. The existing zoning is primarily BP – Business Park that extends south from Elliot Road to what appears to be the RWD lateral canal near the south alignment of the Subject Property, then continuing south as GC – General Commercial zoning.

3.7 Summary

The Owners are seeking to rezone the property to L1-PAD and GI-PAD so that they may develop the property in response to the development activity that has become very active around this north end of the Phoenix Mesa Gateway Airport. The first phase of development will be the project infrastructure including utilities and off-sites. With the north median break located between the Subject Property and the proposed Self-Storage on the north adjacent parcel, these two properties will be able to pursue development independently, but with shared access and similar development character. Power Road Industrial is intending to develop approximately 542,000 square feet of highly functional and affordable industrial, manufacturing, and distribution space. On-site development of these structures may be phased based on the market demand for these uses, which is currently very strong.

This project site and proposed uses are ideally suited for this location because of its desirable marketing window off Power Road, the proximity to the Elliot Road Technology Corridor, and the direct access south to the Loop 202. The current market expansion in and around PMGA is related to the City's commitment for infrastructure expansion, the Loop 202, State Route 24, the expansion of services at the Phoenix Mesa Gateway Airport, and the expanding employee base associated with Eastmark. This Project will help meet the City's goal to encourage a diversity of employment types providing increased job opportunities for Mesa residents. The proposed development can enhance the City's sales tax revenue, property tax base, generate employment opportunities and provide an excellent location for destination oriented light industrial uses seeking to benefit from the commerce associated with the expanding PMGA.

In conjunction with this Rezoning and Site Plan Approval application is a separate application for Design Review. The Master Site Plan, Building Elevations, Landscape Plan and Infrastructure Plans are included with this Application. Development of this property will begin as soon as the Council approves the final version of this application and site plan, and the Design Review Board has approved the architectural character and proposed landscape for the Power Road frontage and the site landscape for these facilities.

The location of this project site relative to the PMGA will require that the Owners satisfy the supplementary provisions of the Mesa Zoning Ordinance, Section 11-19-5, that requires: airport disclosure, noise mitigation as required by code, an aviation easement, solar development in accordance with FAA guidelines, and a FAA 7460 application if required. GPLA did share a discussion with Tony Bianchi, PMGA Planning Manager, to review the site location, site plan, building heights, and land uses. Tony will share the PMGA requirements for development within the AOA-3 and those conditions will become stipulations for approval of this application.

There is a concurrent application for a Design Review Board (DRB) presentation for this project that will establish the architectural character and site improvements including the project landscape and screen walls for this entire project. Comments received from Staff Review and DRB Hearing will be factored into the Site Plan Approval Hearing before the Planning & Zoning Board.

4. GENERAL DEVELOPMENT PLAN

Project Description

The two structures facing onto Power Road, Buildings 1 and 3, are designed for multi-tenant occupancy. Eventual users for these front facing buildings may include showrooms for the sale of goods, offices, and storage for inventory with rear loaded truck access. This arrangement of the structures places these smaller commercial/light industrial multi-tenant users facing onto Power Road as encouraged by the Inner Loop District Land Use Plan. Because these buildings have rear loaded truck courts, this proposed configuration with a single aisle of parking between Power Road and the front of these buildings is the most efficient use of property. This orientation can also facilitate the screening of the truck courts and the larger warehouses further east. The dominant visual elements of the building on Power Road are the multi-faceted façade with upgraded materials, the lower screen wall separating the parking, and thoughtfully implemented landscape design, all of which will establish the marketing window for Power 42 Industrial Park.

Buildings 2 and 4, the larger warehouse/distribution structures may also attract multi-tenant uses, but whose users are also requiring a larger capacity for their inventory. Access will be provided by private streets that have been designed to reduce the conflicts between vehicles and trucks. The interior streetscape and foundation landscaping will enhance the character of the project and further buffer/screen views from Power Road. These larger truck courts will be completely screened and the site plan eliminates conflicts between cars, pedestrians and trucks. Outdoor storage is a permitted use within the interior side and rear yard areas or outside required yards subject to the standards of Section 11-30-7 A and B.

The project architecture shall use a consistent selection of materials and colors to provide continuity throughout the project, refer to the building elevations attached as **Exhibit 4**. The project landscape will also adopt a consistent theme throughout the project by selecting low water plant material and no turf.

In accordance with Section 11-7-3(B)(1)(d) of the MZO, this project must provide common open space and amenities for the useful enjoyment of employees and visitors to the site. The minimum requirement for this common open space is one percent (1%) for structures exceeding 30,000sf. The total proposed building area on the attached PAD Site Plan is 542,000. The 1% value totals 5,420sf of common open space that can be placed in various areas within the project. These areas shall be furnished with eating areas, site furniture (such as benches, tables, waste receptacles, planters) with shade trees providing 50% coverage of these open space areas. Refer to **Exhibit 5** Concept Landscape Plan for the location of these Common Open Spaces.

The Mesa General Plan is proposing a regional trail network that includes the RWD Canal that aligns with the east property line. Although there is no existing trail at this time, there may be some opportunity in the future to establish a pedestrian connection at the terminus of Cabot Drive, allowing access for Project employees for daytime use. This trail could also provide an alternative for those employees preferring to walk or ride bicycles to work. As stated previously, a sidewalk

will be installed along the south side of Cabot Drive connecting the project's pedestrian network to a common area open space that could provide gated access to this future trail.

The RWD Lateral along the south side of the property is a delivery canal for irrigation water that extends nearly 3 miles west to Greenfield Road. In discussions with Tabatha Langland, Water Operations and Engineering Supervisor for RWD, she made it clear that RWD would prefer to keep the open lateral in its current condition. The required maintenance for these larger systems is much easier and cost effective, especially considering the long-term history.

4.1 Land Use

Power 42 Industrial Park will be developed in accordance with all land use regulations and development standards applicable to Section 11-7-2 and 11-7-3 for the "L-1 Light Industrial" district, and Section 11-19 for Airfield Overflight Area AOA-3 of the Mesa Zoning Ordinance except as modified herein for Building Heights and Parking.

4.2 Development Regulations

Any use established or conducted within this PAD shall comply with the City's Design Guidelines and the following standards, except as modified within this PAD:

- 4.2.1 Screen walls shall conform to the standards as defined in Chapter 7 Employment Districts and Chapter; 11-30-9 Development Standards C, D, and E of the Mesa Zoning Ordinance. 11-30-4 Fences and Freestanding Walls 11-30-7 Outdoor Storage 11-30-9 Screening 11-30-13 Truck Docks, Loading, and Service Areas.
- 4.2.2 Landscaping, walls and screening shall conform to the standards for this district as defined in Chapter 33; Landscaping of the Mesa Zoning Ordinance, except as modified herein.
- 4.2.3 Signage shall be designed in accordance with Chapter 41; Signs of the Mesa Zoning Ordinance. A comprehensive sign plan will be processed with the first phase of development.

5 SITE DEVELOPMENT STANDARDS

Power 42 Industrial Park shall be developed in accordance with the following standards:

5.1 Dimension Requirements and Bulk Regulations

The general site area, building height, building and landscape setbacks for the Project shall be in accordance with the following PAD Standards:

<u>Bulk Regulations</u>	<u>Ex. PAD (Z07-24):</u>	<u>Light Ind (LI)</u>	<u>Prop PAD Standards:</u>
Minimum Site Area:	9,500sf (.22Ac)	1 acre	1 acre
Minimum Lot Width:	180 ft. Avg..	100 ft.	100 ft.
Minimum Lot Depth:	285 ft. Avg.	100 ft.	100 ft.
Maximum Lot Coverage:	N/A	90%	65%
Maximum Building Height	30 ft	40 ft.	52 ft. (1)
Minimum Common Open Space	NA	1% of Bldg Sf	1% of Bldg Sf
<u>Minimum Building / LS Setbacks</u>			
Power Road (Front):	30 ft./30 Ft.	15 ft / 15 ft	60 ft. / 25 ft. Avg.
North PAD Boundary	15 ft. / 15 ft.	0 ft / 15 ft	60 ft. / 15 ft. Avg.
East PAD Boundary	15 ft. / 15 ft.	Bldg Ht / 15 ft	60 ft. / 15 ft. Avg.
South PAD Boundary	15 ft. / 15 ft.	0 ft / 15 ft	60 ft. / 20 ft. Avg. (2)
Interior Front Yard on Private St	N/A (1)	0 ft / 0 ft	60 ft. / 5 ft. Avg.
Interior Side Yard on Private St	N/A (1)	0 ft / 0 ft	25 ft. / 0 ft.
Interior Rear Yard on Private St	N/A (1)	0 ft / 0 ft	30 ft. / 0 ft.
Interior Side Yard	N/A (1)	0 ft / 0 ft	10 ft. / 0 ft.
Interior Rear Yard	N/A (1)	0 ft / 0 ft	10 ft. / 0 ft.
<u>Parking (Table 11-32-3-A)</u>			
	<u>Parking Ratio Req'd</u>	<u>Parking Req'd</u>	<u>Parking Ratio - PAD</u>
Warehousing & Storage	Per Code	1 Space / 900	1 Space / 1,200sf
Office	Per Code	1 Space / 375	1 Space / 375sf

Notes

- (1) Parapet walls, mechanical screening, and architectural embellishments shall be limited to 10' above the roof line. Base reference for building height shall be the midpoint elevation along the adjacent curb of Power Road. Building Heights shall also be influenced by the requirement to file Form 7460 with the FAA, a prerequisite for filing Building Permit Application.
- (2) The RWD Canal Easement is 20 feet in width and reflects the 20-foot Landscape Setback.

5.2 Site Lighting

Lighting shall be provided throughout the Project in accordance with Section 11-30-5: Lighting and Illumination of the Mesa Zoning Ordinance. Site lighting shall be provided for security throughout all parking areas, service areas, and building entries and exits.

5.3 Site Design, Grading, and Drainage

- Site Planning/Circulation: The Subject Property fronts onto Power Road that will be improved to a 6-lane arterial with a raised median island. There will be three access drives into the property. Of these three, the center access identified as Cabot Drive will have full turning movements and the north and south entrance points will be right-in and right-out only. These access roads will be developed as private streets with cross access easements to extend the vehicular circulation to all five lots. As the main entrance, Cabot Drive will have enhanced landscaping and modern signage to emphasize the first-class nature of the Park. The location of the truck docks / service courts is situated behind the front two buildings and screened from Power Road. The truck docks for the two larger logistics structures are situated where both structures are essentially screened from any Power Road visibility.

The Master Site Plan included as **Exhibit 3** illustrates the location of these three access points, the multi-tenant industrial buildings and the adjacent self-storage facility facing Power Road as well as the two larger logistics structures situated toward the east half of the property. The interior circulation is illustrated along with areas proposed for retention. A streetscape design will emphasize Cabot Drive as the primary drive with similar and consistent streetscapes for the other two access drives.

- Site Grading & Drainage: The site is relatively flat with the existing grade falling generally from east to west. The Project will be responsible for collecting storm water flows from both historic off-site from the north and from on-site runoff. The sizing of new catch basins, storm drains and retention basins will be determined according to the current design criteria in the City of Mesa's Engineering Design Standards.
- Roosevelt Water Conservation District: there is a RWD irrigation delivery lateral located on-site along the south property line that extends west to Greenfield Road. This lateral is an eight-foot (8') concrete channel that is within a 20' wide easement that must be protected from any site development. There is a ten foot (10') wide RWD service drive along the north side of the channel that must be retained for maintenance of the channel. In accordance with the request of RWD management, the project seeks to keep the lateral as an open channel. Separation will be maintained by a fence and/or screen wall.

5.4 Screen Walls

CMU screen walls set at a minimum height of six feet (6') will define the perimeter of the property along the north, east, and south sides. Where the truck docks face the north and south sides, the 6' screen walls will increase to 8'0" and will also extend from the building corners where public visibility may be visible. Along the south property line, the screen wall will be placed on the south side of the 20' wide RWD canal easement. Along the Power Rd frontage, low screen walls not to exceed 3.5 feet will be installed to screen the parking. These front screen walls will incorporate offsets at forty-foot (40') intervals as required within 11-30-4 of the Mesa Zoning Ordinance.

6. PROJECT LANDSCAPE**6.1 Landscape Theme**

A Master Landscape Theme has been designed for both the Power Road streetscape and project landscape on-site. Proposed landscape standards for the project will equal or exceed the size and quantities of plant material referenced in Chapter 11, Section 33 of the Mesa Zoning Ordinance. The proposed landscape theme has been prepared as a Preliminary Landscape Plan that illustrates the layout, quantities, and sizes of plant material. The Preliminary Landscape Plan has been prepared to provide an appropriate level of detail for the Design Review Board illustrating the Common Open Space areas and the required foundation landscape. Placement and massing are intended to show compatibility with the Project's architectural design. The landscape plans and details in the PAD are conceptual only and may be modified as reviewed and approved by the City. The goals for the project landscape include the following:

- Create an attractive low water landscape that presents a lush and distinctive landscape, enhancing the Power Road streetscape and screening the interior truck courts.
- Allow for the spacing and concentration of required quantities to create view corridors into the Property and at strategic locations based on the location's architectural features. Where public viewing needs to be screened, concentrate a mix of deciduous and non-deciduous plant material.
- Provide foundation landscaping around the structures that complement the architectural elevations in terms of massing and scale of plant material.
- Design hardscape features and site furniture within the common open space areas that compliment with the proposed architecture in a meaningful and complementary manner.
- Design common area open spaces that enhance the employee experience, yet blend with the landscape theme throughout the Project.

- Design the project landscape within the common area open spaces to make the pedestrian network highly visible and convenient with shade.
- Plant material selected for color, texture, scale, and seasonal flowering placed in a thematic pattern can reinforce the landscape theme throughout the project.

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 Master Plant Schedule has been prepared and included with the Concept Landscape Plan, **Exhibit 5**.

6.2 Landscape Area

The amount of landscaped area for the Property shall equal or exceed an overall value of 10% of the total net, developable area of the Property. This landscaped area shall include: landscape setbacks, parking lot landscaping, individual or shared retention basins, street frontage landscape, foundation planting areas, and all other areas of the Property not containing buildings, structures, or pavement.

The Preliminary Landscape Plan illustrates the potential to divide the 1% Common Open Space amenity of 5,100sf into three or four areas on site that will be improved for the benefit of the employees and guests. The defined areas will provide seating and tables for coffee and lunch breaks, and shade trees for additional seasonal comfort. Final details to be resolved with the Design Review and Site Plan Approval presentations.

6.3 Landscape Design

The size and quantities of plant material shall conform to the landscape standards in Chapter 33 of the Mesa Zoning Ordinance, except as modified herein. Details of the landscape theme and layout with quantities and sizes of plant material will be subject to staff review and resolved with the Design Review Board Approval.

A Preliminary Landscape Plan has been prepared and included here as **Exhibit 5**.

7. ACCESS AND CIRCULATION

Power Road has been designated as an arterial street. The existing east half right-of-way indicates 45' with a parallel 10' wide parcel under private ownership. Based on the Pre-App comments, the required east half right-of-way will be sixty-five feet (65') plus an adjacent eight foot (8') wide public utility easement. Power Road is partially improved with just four lanes of traffic (two each way), and a tapered center left turn lane that begins at the north and south ends of the property and reduces to a dual yellow striped line near the center of the frontage. Although Power Road is currently under the jurisdiction of Maricopa County, The City of Mesa's Transportation Plan calls for Power Road to be a Primary Arterial with 6 lanes of traffic and a raised 16' wide median within a 130' wide ROW. Initial indications from Mesa Staff suggests that the City of Mesa will annex Power Road in 2025.

There will be one median break at the Cabot Drive alignment permitting 4-way full turning movements. At the south end of the property will be an exit only driveway for northbound traffic, and at the north side the driveway will be right-in and right-out only between Building 1 and the Self-Storage Property. These access drives are illustrated on the Master Site Plan, **Exhibit 3**. The proposed locations are necessary to achieve the Property's full development potential in accordance with the City's long-range plans for development around PMGA.

7.1 Street Improvements

Street improvements will include an additional third lane of northbound traffic, curb, gutter, and sidewalk. Plans will be approved by the MCDOT, but constructed per City of Mesa standards and in conformance with the approved stipulations of this Application. Dedications for additional rights-of-way will occur with a Plat and/or Map of Dedication or as determined by the City of Mesa Engineering Department.

7.2 Water Service

The Owner shall install all onsite water improvements required to serve the Property in accordance with Mesa's Engineering Standards in effect at the time of Permit Application. There is an existing 16" DIP water line within Power Road. Details of the final layout are referenced on the Preliminary Utility Plans prepared by Wood Patel and included with this submittal.

7.3 Sanitary Sewer Service

The Owner shall install all onsite sanitary sewer improvements required to serve the Property in accordance with Mesa's Engineering Standards in effect at the time of Permit Application. There is an existing 12" PVC sanitary sewer line and a 12" pressurized sewer main within Power Road. Pre-App comments suggest the service 12" PVC sewer line will be available for this project. Details of the final layout are referenced on the Preliminary Plans and included with this submittal.

7.4 Site Retention

Retention will be provided for the required 100yr-2hr storm event for the site and the adjacent half streets. Surface retention will be utilized in the open areas as much as possible with any remaining volume being stored in an underground retention system. The stored volume will be drained within the required 36 hours. Any offsite flows generated from the adjacent parcel to the north will be passed through the site as sheet flow.

7.5 Electrical, Telephone, and Cable Services

Owner shall be required to bury the existing powerlines along the Power Road frontage including all site electrical, telephone and cable improvements required to serve the Property.

EXHIBITS

1. Vicinity Map
2. Existing Conditions / Existing Zoning and Surrounding Land Uses
3. Master Site Plan
4. Architectural Building Elevations
5. Conceptual Landscape Plans
6. Letters confirming Joint Applications