

The Homestead at Lehi Crossing

Project Narrative



Rezoning, Special Use Permit, Site Plan Review, Design Review
and Removal of an Historic Overlay for a Proposed Multi-Family
Residential Community on Approximately 9 Acres Located at the
Southeast Corner of Gilbert and McDowell Roads

Application No.: ZON21-00129

Dates Submitted / Revised / Revised / Revised / Revised: February 16, 2021 / May 3, 2021 / August 9, 2021 / August 24, 2021 / September 30, 2021

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I. Introduction:

Withey Morris PLC submits this application on behalf of Sweetwater Companies LLC (the "Applicant") in regard to The Homestead at Lehi Crossing, a proposed 222-unit, 3-story multi-family residential development on approximately 9 acres located at the Southeast corner of Gilbert and McDowell Roads in Mesa (the "Development"). The proposed density is approximately 24.7 dwelling units per acre, which is well below the 43 du/acre permitted under the requested zoning. This narrative is accompanied by a revised site plan, landscaping plan, and building elevations that were resubmitted via the online portal on 9/30/2021.

The proposed name of this Development, "The Homestead at Lehi Falls," is in recognition of the historic significance of the Property which was the former Crismon Farm Homestead. The name also recognizes the unique character of this area and the adjacent trail system which passes a manmade Salt River Project ("SRP") waterfall located to the Southeast of our Property.

Sweetwater is an experienced multi-family developer based in the East Valley with over 15 years of combined development experience in different regions of the inter-mountain west. Sweetwater looks for development opportunities where they can satisfy a market demand while also working with the community and other stakeholders to create a best-in-class project. Sweetwater recently completed Providence Square in Rexburg, Idaho (a 4-level 284-unit residential community) in the Fall of 2020. Providence Square is adjacent to primarily single-level, single-family homes in a suburban setting. In order to secure the zoning and entitlements, Sweetwater worked to ensure ingress and egress traffic at Providence Square would have minimal impact to the surrounding community. Additionally, Sweetwater worked to ensure the buildings at Providence Square were placed far in excess of existing setback requirements in order to preserve the single-family feel of the adjacent neighborhoods. By working with the community and local city government, Sweetwater was able to build a residential property that was complementary to the surrounding community.

Sweetwater has a similar intent with the proposed development at Gilbert Rd and McDowell. This development will be Sweetwater's first development in Arizona, however Sweetwater has done extensive due diligence in connection with this property. First, before agreeing to terms on the subject property, Sweetwater conducted a rigorous market analysis to determine that a luxury residential community in North Mesa was feasible and in-demand. After confirming that was in fact the case, Sweetwater connected with several reputable operators, architects, and contractors currently doing similar developments in the local area. In fact, Sweetwater engaged Mark-Taylor residential to assist with a portion of the market analysis, and is in ongoing conversations with Mark-Taylor to operate and manage this future property. Additionally, Sweetwater met with McShane Construction as a reputable contractor to help facilitate early design and construction elements. Finally, Sweetwater chose Gary Todd & Associates as the architect based on that firm's incredible experience and expertise in creating and designing luxury residential properties. Suffice to say, Sweetwater has assembled an "A+" team to ensure a successful development and positive outcome to the surrounding community.

Ryan Nelson and Kevin Chaka, from Sweetwater, have been directly involved in all aspects

of this application process and met directly with the surrounding community. To achieve the proposed Development, the Applicant is requesting a rezoning from RS- 43-HL to RM-5 Planned Area Development ("PAD"), along with Site Plan and Design Review approval for the site plan, building elevations, landscaping and other aspects of the Development as discussed below. A Special Use Permit is also requested in order to include an approximately 1,500 square foot café open to the public (to be named the "Crismon Soda Shop" in honor of the previous historic Crismon Farm homestead)) that will be integrated into the Development and accessible to the public. We envision members of the Mesa community stopping to enjoy a drink and meal as they wrap up a morning walk or horseback ride along the Sunset Trail, which is adjacent to the SRP canal system in this area. The trail system is an important community amenity and the Development will serve to enhance the trail experience with new landscaping just north of the trail. As the Crismon Farm homestead no longer exists on the Property, this application also includes the removal of the Historic Overlay ("HL" designation of the existing zoning of the Property). This was successfully removed on June 1, 2021. However, the historic significance of this site will be memorialized in both the name of the development and the name/theme of the Crismon Soda Shop.

It is important to note our team did not file the formal application without first receiving substantial feedback from the community. To that end, prior to the submittal of the related pre-application, and throughout the time needed to prepare and amend this formal submittal, we have completed extensive neighborhood and community outreach going far beyond anything required by the City of Mesa zoning and development process, including: **(1)** a full neighborhood meeting on September 21, 2020, held after sending formal notifications to the neighborhood in accordance with City of Mesa standards (this meeting was held prior to even filing the Pre-Submittal Conference application); **(2)** discussions and an onsite meeting with City of Mesa Planning Department staff and virtual meetings with City of Mesa appointed and elected officials; and **(3)** additional in- person and virtual neighborhood meetings with members of the Lehi Community directly south of the Development location. Ryan Nelson of Sweetwater and Adam Baugh of Withey Morris have held in-person meetings with neighbors adjacent to the proposed development beginning in January 2021 and extending throughout the course of the entitlement case, including meetings on-site, at nearby residences, and various virtual meetings with neighbors, in addition to other phone calls and emails from those who have reached out with questions.

As a result of these initial meetings and the formal meeting on May 26th, 2021, we have made numerous improvements and changes to the proposed Development: **(1)** the design was adjusted, and a line-of-sight study was completed, to ensure and confirm our neighbors to the south will maintain an unobstructed view of the distant mountain ranges; **(2)** the number of proposed units was first reduced from 320 to 300, and following our Pre-Submittal application and further discussions with the neighbors, further reduced to 262 units (an 18% reduction in unit count since our first conversation with the surrounding neighbors), and finally this latest submittal of 222 units (a 30.6% reduction in unit count since our initial conversations) **(3)** improved traffic conditions by reducing the number of residents and reconfiguring internal circulation and adhering to ADOT's and the City's preferred egress and ingress design; **(4)** revised the site plan configuration and design based on neighborhood comments to address issues related to access, quality of design and architecture, and connectivity to area trails, and other design elements; and **(5)** lowered building height from 4 stories to 3 stories to further minimize the profile of the building as viewed from the South

looking North.

Additionally, the Applicant completed a parking study submitted with previous applications which supports the proposed parking ratio (1.8 spaces per dwelling unit / 404 total parking spaces) as more than sufficient to meet the needs of the proposed community. Based on the ratios utilized in the parking study completed for the previous plan of 262 units, the current Development only requires a total of 271 parking spaces (267 for the multi-family residence and 4 for the commercial Crismon Soda Shop use.) Therefore, even with the deviation, a surplus of 133 spaces, or approximately 49%, is being provided for this Development. Our team will continue to engage with the Lehi community and other stakeholders as we move through the process. We are committed to continuing to exceed the standard notification and outreach standards.

II. Property Overview:

The Property is comprised of one approximately 9-acre parcel (APN 141-06-253B) (the "Property") (previously nine separate remnant parcels sold by the Arizona Department of Transportation ("ADOT") from the development of the Loop 202 Red Mountain Freeway ("Loop 202")), which is adjacent to a portion of our northern boundary. The Property was previously owned by the City of Mesa and later conveyed to private ownership. The Property location is as depicted below:

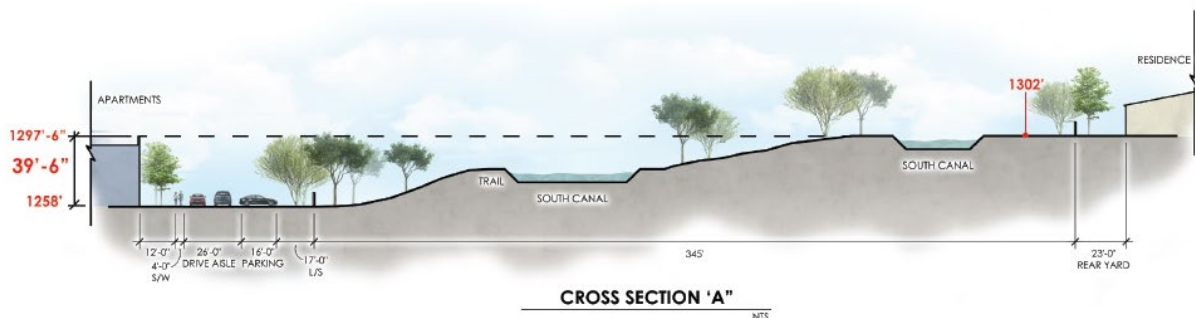


The Property is encumbered by numerous unique conditions which inhibit standard commercial and office uses due to the recessed visibility of the site. Since industrial uses

would not be compatible, the unique nature of the Property makes a quality multi-family development the highest and best use for the site. The unique grading/lowered elevation combined with a significant portion of Salt River Project ("SRP") owned land acting as a buffer to our south, also allows the proposed four-story building to be nestled approximately 50 feet below the grade of the Lehi Community, allowing for complete preservation of homeowners' views.

The unique conditions include: **(1)** development of the Loop 202 and the related development of, and access to, both Gilbert Road and McDowell Road; **(2)** the realignment of Lehi Road; **(3)** the existence of two major canals of the Salt River Project ("SRP", the "South Canal" and the "Eastern Canal"); and **(4)** the natural "mesa" to the south of the Development upon which the Lehi Community resides. As a result of these unique land conditions, the existing topography of the Property is ideal for this development because the Development will actually sit approximately 50-feet below the adjacent residential developments to the south ("Groves at Hermosa Vista" and "Village View Estates 2"), and approximately 20-feet to 30-feet lower than Gilbert Road and McDowell Road, respectively. At its lowest point, the Property sits approximately 30-feet below the Loop 202. A topographic survey of the Development and surrounding area has been prepared and was submitted with previous submittals.

During our September 21st, 2020 neighborhood meeting, multiple neighbors emphasized that our line of sight studies needed to incorporate that numerous neighbors to our south have half-walls facing north. In response to this request, you will see that our updated line-of-sight exhibits utilize a half-wall scenario and still emphasize that views will be preserved. In this particular one depicted below (Cross Section 'A'), you'll also note that the proposed multi-family buildings will be placed in excess of approximately 420-feet away from existing single-family homes:



Moreover, the current average elevation of the subject Property is 1,258 feet. However, after listening to concerns about the overall height of the building, Sweetwater and its team determined a three-story structure will be feasible. The average Lehi yard is at 1,306 feet, ranging from 1,303.3' on the far West side and gradually increasing to 1,308' on the far East side. With the proposed three-story building, no point of the building, including mechanical parapets and screening, will exceed the lowest point of the upper canal to the South.

III. Site History:

Since the original Crismon Farm Homestead use of this land and the removal of the historic building subsequent to the construction of the Loop 202, the site has remained vacant as a result of challenging land conditions. The grade differential makes commercial development extremely difficult due to the lack of visibility, no signage opportunities, and concerns regarding commercial traffic by ADOT. In fact, it should be noted that in prior discussions between the Property owners and ADOT, ADOT indicated it will not support a commercial/retail development as the primary use at this location.

While evolving the concept for the design of the development, our team looked back at the rich history of the area and the influence of the Crismon family as the early owners of the Property. Through our research, we located a photograph from the Mesa History Museum of an original Crismon farm house believed to have previously been located on the Property. With this historic imagery as a starting point, we discovered a few new homes in the adjacent neighborhood to the south that were very reminiscent of the historic farm house and discovered a unique opportunity to combine the history of the area with a rich use of contemporary farmhouse design cues.

The design of this Development, both in terms of the site and buildings, as well as the name of the Development ("The Homestead at Lehi Crossing") and the name of the café (the "Crismon Soda Shop"), help to protect, honor and reflect this cherished heritage as is also indicated in the Site Plan and Design section below.

IV. Requested Entitlements:

As noted above, this Project proposes the following entitlements:

- Rezoning from RS-43-HL to RM-5 Planned Area Development ("PAD")
- Removal of the Historic Overlay (completed on June 1, 2021)
- Site Plan Approval
- Design Review Approval
- Special Use Permit Approval for the Crismon Soda Shop Use

Rezoning, PAD, & Removal of Historic Overlay:

The proposed rezoning is from RS-43-HL (Single Residence; One-Acre; Historic Overlay) to RM-5 PAD (Multiple Residence; 43 d.u./acre, Planned Area Development, along with removal of the Historic Overlay). Site Plan and Design Review approval for the site plan, building elevations, landscaping and other aspects of the Development are also requested.

The City of Mesa Planning Department notes the historic overlay was added to the Property in 2001 for the Crismon Farm Homestead, and that the structures on the property were later removed. Consequently, Sweetwater and its team was able to have a hearing with the Historic Preservation Board on June 1st and successfully removed the historic overlay. However, in honor of the historic significance of the Crismon family and the former farm house on the Property, we propose to name the Project "The Homestead at Lehi Crossing," and the name of the café to be the "Crismon Soda Shop." See associated rendering below

as well as a full-size rendering that was submitted via the online portal on September 30th, 2021.



The Planned Area Development (“PAD”) overlay is being requested in conjunction with the requested rezoning to RM-5 to allow for variations to the development standards of the RM-5 zoning district; specifically in regard to certain building and landscaping setbacks, as well as parking. The proposed development standards are as follows (those that differ from the RM-5 zoning district are in **bold**):

Development Standard	RM-5 Development Standard	Proposed RM-5 PAD Development Standard
Minimum Lot Area (sq. ft.)	6,000	±9.00 acres (392,040 sq. ft.)
Minimum Lot Width (ft.)	60	29’ at the Gilbert Road emergency access
Minimum Lot Depth (ft.)	65	1,164 linear feet
Maximum Density (dwelling units/net acre)	43	24.7 DU/acre
Minimum Density (dwelling units/net acre)	20	24.7 DU/acre
Minimum Lot Area per Dwelling Unit (sq. ft.)	1,000	1,496 sq. ft./DU
Maximum Height (ft.)	50	39’ 6” / 3 stories Only 12% of the roofline, due to architectural embellishments, reaches the maximum height of 39’ 6”. 88% of the roofline is only 37’ 6”.
Rooftop Stairwells	Permitted to exceed maximum 50’ height by 12 feet or 62’ total	38’ to top of stairwells Stairwells will be placed toward the northern portion of the buildings pushed

		back from the Lehi neighborhood to the south.
Maximum Lot Coverage (% of lot)	70%	±63.9% (76,700 SF) provided
Minimum Yards (ft.)		
Front and Street-Facing Side [NC-U standards in Table 11-6-3(B)]	0'	77'-6" provided at McDowell Road
Interior Side and Rear: 3 or more units on lot [NC-U standards in Table 11-6-3(B)]	45' (15 1 st story plus 10 feet per add. story)	83'-6" provided at the site yard (202 Freeway); 391' rear yard (southwest corner of the site) and 15' provided along the canal
Minimum Separation Between Buildings on Same Lot [See 11-5-5(A)]		
Detached covered parking canopies	None required	Provided
Maximum Building Coverage (% of lot)	65	19.9% (77,900 sq. ft.)
Minimum Open Space (sq. ft./unit)	120	Minimum required is 31,440 sq. ft. Minimum provided 36,200 sq. ft. including both private and public open space
Additional Standards		
Fences and Walls	Section 11-30-4	Front Yards. Development's front yard wall exceeds the 4.5' maximum height. A 6' CMU block across the front yard and side yard to provide a secure perimeter along Gilbert and McDowell Roads <i>Side and Rear Yards.</i> A freestanding 4' farm fence runs along the rear yard perimeter adjacent to the South Canal trail. Access gates are provided for public access to the trail
Landscaping	Chapter 33, Landscaping	Foundation base calculations show the north, south & west elevations have an average base dimension less than the 15' minimum dimension required. Asking for a deviation of 5'. Requesting a landscaping reduction along south perimeter due to 24' waterline easement. Asking to provide 25 36" Box Trees vs the 68 total trees required.
Landscape Setback	Per Section 11-33-3-B of the MZO, a 25' landscape setback is required between a non-single residence use and single	The site plan provides 15' landscape setback on the south property line and a 10' landscape setback on the west property line.

	residence use.	
Limitation on Paving of Front and Street-Facing Side Yards	Section 11-5-7(A)(1)(d)	Not applicable
Off-Street Parking and Loading	Chapter 32, On-Site Parking, Loading, and Circulation	<p>Stall size requirement met 466 parking spaces for residential are required; 404 parking spaces are provided. However, the development's parking ratio of 1.8 spaces per dwelling is appropriate for a multi-residence development.</p> <p>Based on the previous parking study ratios provided as part of the previous submission, a total of 271 parking spaces are required (267 for the multi-family residence and 4 for the commercial use.) Therefore, even with the deviation, a surplus of 133 spaces, or approximately 49%, is being provided for this development.</p>
Parking Canopies	<p>Per Section 11-32-3-D-2 of the MZO, multiple-residence projects shall provide a minimum of one covered parking space per unit.</p> <p>Based on the number of units, this MZO would require 262 covered parking spaces.</p>	<p>A deviation is being requested for this requirement to allow for 200 covered parking spaces, even though we're currently anticipating 217 covered parking spaces. Appendix D requirements, as well as two waterline easements on the property, have forced a reduction in covered spaces. Sufficient spacing between carport structures along the building needs to be provided to allow fire department access. In addition to this, no carports have been placed within waterline easements to satisfy the utility requirement.</p>
Pedestrian Connections	Section 11-30-8	Pedestrian connections are provided throughout the property to include across parking; and walkways are at least 5' wide and paved with a hard, durable surface
Projections above Height Limits	Section 11-30-3, Exceptions to Height Limits	Requirements met. Elevator shafts do not exceed 39' 6".
Projections into Required Yards	Section 11-5-5(B)(2)(v)	Requirements met.

Development Standard	RM-5 Development Standard	Proposed RM-5 PAD Development Standard
Screening	Section 11-30-9	All rooftop screening elements do not exceed height of tallest piece of installed equipment
Signs	Article 5 , Signs	Requirements met
Trash Storage and Screening	Section 11-30-12	Requirements met
Visibility at Intersections	Section 11-30-14	Requirements met

The Homestead at Lehi Crossing meets the intent for a PAD as it will provide a creative, high-quality development not only for the residents, but also for the surrounding neighborhood including full access to the Crismon Soda Shop. The site location offers and encourages an opportunity to connect to the nearby community through those on horse and foot utilizing the adjacent trail system. As noted in our preliminary site plan, the existing horse and recreation trail (“Sunset Trail”) remains outside of the Project boundaries and there will be no interference with the continuance and enhancement of this recreational use. We are proposing three access points to the trail from our future community, with the northern most access point available to the public and visitors who may avail themselves of the proposed small retail shop integrated into our project. We envision families taking advantage of the Crismon Soda Shop followed by a walk along the trail.

Special Use Permit for the Crismon Soda Shop:

Based on comments received during our outreach efforts regarding a need for limited retail/service uses in this area, our proposal includes an approximately 1,500 square foot public café (to be named the “Crismon Soda Shop”) on the ground floor of the development, near the office. The use(s) will be designed to not only serve the residents of the development, but also the surrounding neighbors.

To that end, this submittal includes a request for a Special Use Permit (“SUP”) required for the commercial Crismon Soda Shop shop non-residential use within the proposed RM-5 zoning district. The Crismon Soda Shop will be open to the public and a great point of congregation and interaction for all who enjoy the adjacent trail system. We intend to collect and display historic photographs of the original Homestead structures and other significant moments of historic significance. The Historic Preservation narrative included with this resubmittal includes a depiction of the new name for the Development (“The Homestead at Lehi Falls”) and renderings of the Crismon Soda Shop.

Per Section 11-31-9 of the Mesa Zoning Ordinance (Commercial Uses in any Residence District), any Special Use Permit request for a commercial land use classification in a residence district shall be reviewed in accordance with the following criteria (the required criteria are noted below in *italics*, with the response immediately following):

- ***Applicable Policies.*** *The use is found to be in compliance with the General Plan, and with applicable Sub Area Plans, Neighborhood Plans and other recognized development plans or policies, and will be compatible with surrounding uses*

As noted in the City of Mesa comments related to the Pre-Submittal Conference Meeting, the proposed multi-family residential development is consistent with the General Plan character area designation for this property of Neighborhood with a Suburban sub-type. The accessory commercial Crismon Soda Shop use supports the primary multi-family use while also creating a neighborhood amenity providing benefits to the public and those who frequently enjoy the adjacent trail system.

- **Site Plan.** *A finding that an acceptable site plan has been submitted for review and consideration.*

The site plan submitted for the Development indicates a small café of approximately 1,500 square feet that is integrated within the residential building. With its ground-floor placement, it is accessible to both the residents of the proposed development and nearby communities, particularly those making use of the existing Sunset Trail to the south.

- **Operational Plan.** *A finding that an acceptable operational plan in narrative form has been submitted for review and consideration, which includes, but is not limited to, descriptions of acceptable measures to ensure ongoing compatibility with adjacent uses, Such policies shall include, but are not limited to, the name and telephone number of the manager or person responsible for the operation of the facility; complaint response procedures, including investigation, remedial action, and follow-up; and litter control measures; and,*

The operational plan for the proposed commercial use is very basic in nature, in that the cafe use will be integrated into the operations of the residential use. Therefore, no activities will be allowed to occur that may be potentially disruptive to the Development's residences. In addition, the management of this new residential community will be identified as the responsible party for the commercial use(s), and will also be responsible for addressing complaints in a manner consistent with resident policies and for operational characteristics such as litter control and maintenance.

- **Addresses Adverse Impacts.** *Evidence that acceptable documentation is present demonstrating that the building or site proposed for the use shall adequately provide paved parking and on-site circulation in a manner that minimizes impacts on adjacent sites; and existing or proposed improvements to the site shall minimize dust, fugitive light, glare, noise, offensive smells and traffic impacts on neighboring residential sites.*

As the proposed commercial use(s) are integrated into the building and will ultimately be managed by the operators of the new development, all operations will be carried- out in a manner that is consistent with resident policies. Parking and access, especially non-vehicular, has been designed so that the commercial use(s) can be utilized by the public, as well as residents.

General Plan:

This application does not require a general plan amendment. The Development is located within the "Neighborhood" Character Area of the City of Mesa General Plan, and is also

located within the “Suburban” subarea. As a multi-family residential development with a proposed density of approximately 24.7 dwelling units per acre, the proposed use conforms to these designations. The Development is not located in any Special Planning Area or Airport Planning Area.

V. Site Plan & Design Review – Considerations & Overview:

Design Considerations:

While many see the existing circumstances noted previously as severe constraints in terms of the Property’s potential, as developers of quality multi-family residences, our team views these conditions as an opportunity to bring forward an extremely attractive and much-needed development to this area of Mesa with low visibility from the adjacent properties and roadways. This is evidenced with the design of the Development through building and parking placement, roof-top view considerations to preserve existing view corridors, and the high-quality of the elevations and materials for all of the buildings.

Based on concerns expressed at the initial neighborhood meeting and subsequent meetings with neighbors, our plans provide attractive screening for all rooftop equipment and the roofline remains well below the grade of these adjacent homes. Additionally, in response to specific requests, all lighting will be faced inward toward the development with appropriate shielding.

Our preliminary building elevation creates a blend of the simple lines prevalent in early farm home design reminiscent of Mesa’s heritage, such as those used with the former Crismon Farm homestead, along with the careful selection of both traditional and contemporary materials. We have utilized a robust blend of board and batten, stucco and stone to create an articulation of mass, color, texture and light into our Contemporary Farmhouse concept. We have also introduced the use of rust color metal panels to accent main entries and facilitate easy wayfinding. The pattern methodology of materials and massing is intended to break down the buildings to a more intimate scale.



The site location offers an opportunity to connect to the nearby community through those on horse and foot utilizing the adjacent trail system. As noted in our site plan, the existing horse and recreation trail (“Sunset Trail”) remains outside of the Development boundaries and there will be no interference with the continuance and enhancement of this recreational use. We are proposing three access points to the trail from our future community, with the northern most access point available to the public and visitors who may avail themselves of the

proposed small retail shop integrated into our project. We envision families taking advantage of a small retail use followed by a walk along the trail. The specific design and concept for this retail space is still being determined through thoughtful engagement with our neighbors

and city officials to continue to not only improve the design of the Development, but also its compatibility and interactions with the surrounding trail system. The Applicant notes the City requested in the review comments that this project provide a pedestrian connection from the west end of the site to Gilbert Road. The existing trail along the canal, just south of the property, connects to Gilbert Road. We are asking for the trail to satisfy this request and City Staff comment.

The developer of the Project has already taken steps to enhance the Property by removing dead vegetation and refuse, and otherwise cleaning-up the location.



Additionally, the developer had a preliminary discussion with SRP on May 26th, 2021 to explore a combined effort to enhance access to the trail for the surrounding community. As part of this combined effort, the developer secured control of two parcels adjacent to the Property and located near the trailhead that could be utilized for future enhancements to the trail experience.

Line-of-sight view studies and other exhibits have been provided as necessary to demonstrate how mountain views are preserved while the visibility of the Development is limited from the residential uses to the south, as well as from the adjacent roadways.

The Development's architectural aesthetic is grounded in the rich history of the property's early homesteaders, the Crismon Family. The Crismon homestead and farm was built in the 1800s, housing three generations of the family. A photograph from the Mesa Historical Museum is believed to be of an original structure on the farm – Uncle Jonnie's House. The architecture of this historic imagery is also reflected in the character of the adjacent homes in the Lehi neighborhood. This aesthetic aligned with sensitive site and building design, provides for a beautiful and unique project that is integrated into the Lehi neighborhood. The Development provides sensitive solutions to the site and architectural design required by the City of Mesa's Quality Development Design Guidelines for Residential Projects while also recognizing the historical roots of the Crismon Farm homestead.

As has been noted throughout this Project Narrative, the historic significance of the Crismon Farm homestead is acknowledged, honored and protected through not only the overall design intent and theme of the Project, but also through both the name of the Development ("The Homestead at Lehi Crossing") and the name of the café (the "Crismon Soda Shop").

Site Design

The Property sits below the surrounding major arterials of Gilbert and McDowell Roads, insulating the development from passing traffic. As well, the development is tucked below the surrounding Lehi neighborhood, with a maximum building height under 39' 6" so as not to block the majestic views of the McDowell Mountain Range treasured by the neighbors. The

development is also integrated into and further enhances the existing equestrian and pedestrian fabric of the area. Pedestrian walkways throughout the site connect to the existing horse and pedestrian trail alongside the South Canal. A public retail space facing the public trail is located at the main entry of the building, providing a landmark and meeting place for residents and neighbors utilizing the trail system.

A new drive off of McDowell Road is the primary access to the development. The new drive bends alongside the southeast face of the building, leading directly to the rust-colored metal clad clubhouse entry, leasing office and retail area. The main entry includes enhanced paving and an outdoor urban patio space to complement the retail. A secondary drive is provided at the southwest corner of the site onto Gilbert Road to provide emergency access to and through the site. Covered parking is evenly distributed to the perimeter of the property to accommodate resident and guest parking while also preventing a summer heat island that would be inhospitable to the neighbors and residents.

Site landscaping is sensitive to the natural surroundings and features Red-push Pistache, Fantex Ash, Evergreen Elm and Live Oak as shade trees around the perimeter. The entry and focal areas of the project include Palo Verdes & Mesquites to transition from the existing street frontage to the neighborhood character. Accent trees, including Mulga Acacia, Mexican Bird of Paradise and Texas Mountain Laurel, adorn the site and provide additional texture and color. All shrubs, accents and groundcovers are low water use species, providing environmentally sensitive vegetation with a lush palette, enhancing the landscape of the Development and the existing neighborhood (See Landscape Plan).

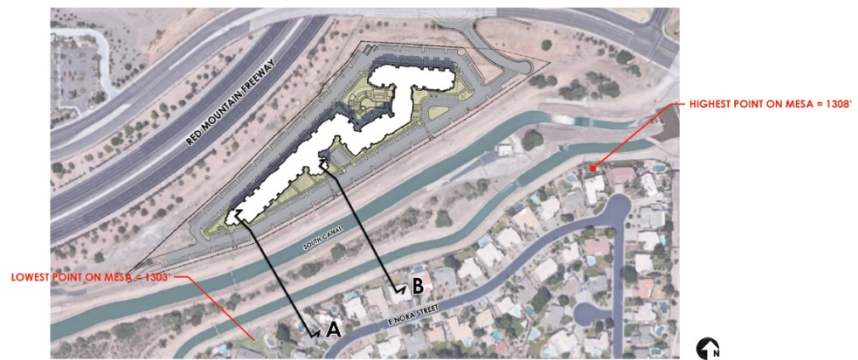
Architectural Design

The site design, building mass, and architectural character are contextually appropriate designs with similar material textures to the historic foundation and contemporary design, integrating the development into the personality of current development in the surrounding neighborhood. The four-story building mass serpentine through the site, breaking-up the building frontage and providing intimate multi-use turf and seating areas for small group gatherings. This building mass form and organization centrally integrates and protects the amenity courtyard, effectively screening activities to include any outdoor noise from the residential neighbors. The central amenity space features a pool courtyard with a resort theme to include large pool & spa, multi-use and game turf areas, covered patio areas, cabanas, lounge seating and outdoor kitchen, providing an affordable yet luxurious lifestyle that young professionals and young couples desire from multifamily living.

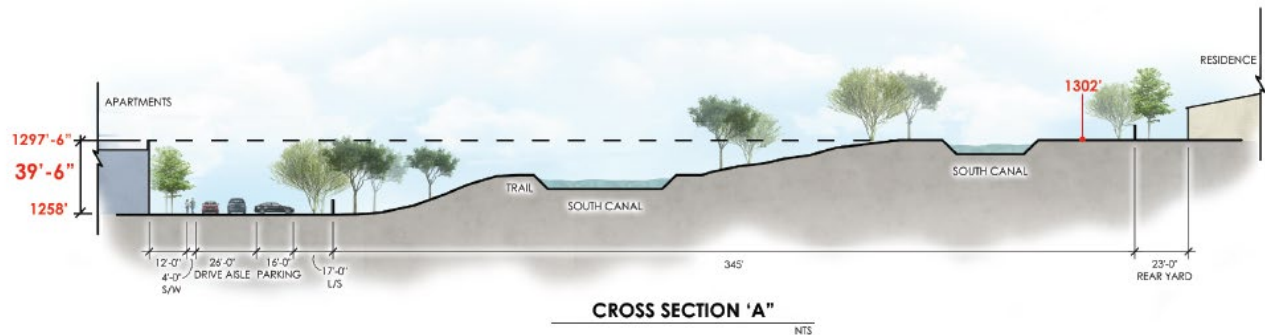
To remain sensitive to the adjacent neighbors to the southeast, the building is setback 68.5' at the rear and sides from the property line, creating a 345' buffer to the single-family residential homes above. 10' landscape setbacks at the west side of the property featuring broadleaf trees of a similar nature to the existing neighborhood also provides a lush landscape buffer between the development and Gilbert and McDowell Roads.

The residents in the neighboring Lehi area have a line of sight directly across to the roofline of the project. To ensure a pleasant aesthetic for the neighbors, the articulated massing and sloped roof breaks up the roofline.

As noted previously, during our September 21st, 2020 neighborhood meeting, multiple neighbors emphasized that our line of sight studies needed to incorporate that numerous neighbors to our south have half-walls facing north. In response to this request,



you will see that our updated line-of-sight exhibits utilize a half-wall scenario and still emphasize that views will be preserved. In this particular one depicted below (Cross Section 'A'), which has also been updated to ensure that the scale of the exhibit accurately portrays existing and proposed conditions, you'll also note that the proposed multi-family buildings will be placed more than 400-feet away from existing single-family homes:



The development's Contemporary Farmhouse Style design concept features articulated pitched roofs and facades to breakup long planes, providing interesting building massing while creating a more intimate architectural scale. A rich blend of board and batten, stucco and stone reinforces the Farmhouse Style with color, texture and light. Rust-color metal panels accent the main entry for wayfinding. The development features a light exterior façade of "Greek Villa" (SW7551, LRV 84) board and batten and "Dorian Grey" (SW7017, LRV 39) stucco with "Mount Vernon" Sawtooth Ledge Stone serving as a visual weight, grounding the development. The building's sloped roof elements feature a Timberline "Charcoal" Ultra High Definition roof shingle that resembles wood shakes that can still be found in the Lehi and surrounding neighborhoods today. The result is a successful and sensitive design blend of the site's historical architecture with the Contemporary Farmhouse style of the existing single-family neighborhoods (See Materials Board dated April 19, 2021).

We believe this development provides high-quality and contextually sensitive design solutions given the unique topography of the site. With this in mind, there are several City Development Standards that we are unable to achieve at this time, including:

- Parking. 466 spaces for residential are required however only 404 are provided. A parking study has been completed and previously provided. The ratios in the parking study suggest that only 271 parking spaces are needed for this Development.
- Covered parking spaces. Due to existing waterline easements that traverse portions of

the Property, the ability to provide covered parking spaces is significantly impacted. Additionally, compliance with fire department access has also reduced the number of covered parking spaces. The number of proposed covered parking spaces is 217, while the requirement is one covered parking space per unit (total of 222 required parking spaces).

- Landscape Setback. Landscape setbacks of 15' along the southern property line and 10' along the western property line are proposed, where a minimum landscape setback of 25' is required.

VI. Mesa's Quality Development Design Guidelines

The City of Mesa has established a set of Quality Development Design Guidelines to shape and reinforce the quality of design in our community. The following guidelines are fundamental to the design and development of our project.

“Multiple residence buildings should promote a walkable, healthy neighborhood by engaging the street, offering sidewalks and pedestrian paths, and using attractive design that reflects the scale and character of adjacent buildings. Multiple residence buildings in mixed use districts support the density of an urban center and create vibrant, active, walkable neighborhoods to live, work, socialize, and relax.”

A. Site Design

1. Neighborhood Character. The overall character of the development utilizes materials and forms that are influenced by the site's history as well as the architectural character found in the adjacent neighborhoods. The Contemporary Farmhouse Style includes the use of board & batten as well as stucco, grounded by a dark stone base. The site provides connectivity through the project development and directly to the adjacent compatible use of the existing public equestrian and pedestrian South Canal trail system, providing three trail access gates for resident and public use. Common open spaces areas and amenities are provided to the residents through semi-private multi-use turf areas, private pool and spa courtyard organized to mitigate sound to the adjacent neighbors; as well as public common patio seating outside of the retail space for public.

2. Building Placement and Orientation. The development's building placement serpentine through the project site to breakup long building masses. Pitched mansard roofs and articulated facades also breakup long planes, providing movement with the building massing while creating an intimate scale. Entries in the building mass connect to pedestrian paths both from private resident entrances and public retail areas, integrating the building's setbacks and step back into an overall pedestrian scheme. In addition, all screening of ground-mounted and roof-mounted mechanical and utility equipment are integrated and complement the overall building design. Ground-mounted equipment will be screened by use of architectural metal screens and roof-mounted equipment will be located behind parapets and mansard roofs or will utilize architectural screens so as not to detract from the building's aesthetic.

3. **Parking and Garage Placement.** All parking is designed to be distributed to the building perimeter, providing a short and direct walk to multiple building entrances. Enhanced paving is used to identify all pedestrian pathways crossing parking. Metal panels to accentuate public areas are featured at the building's main entrance, providing wayfinding for pick-up and drop-off zones for riders and rideshare operators.

4. **Landscaping and Shading.** The development's landscape is designed to complement the existing landscape of the site and provides a transition from the existing street frontage to the surrounding neighborhood character. Shade trees provide sun protection along pedestrian pathways and along the canal perimeter. Site landscaping is sensitive to the natural surroundings and Shrubs, accents and groundcovers are low water use species, providing environmentally sensitive vegetation with a lush palette throughout the year. Weather and sun protection are provided by deep overhangs on the patios and balconies of the development. In addition, covered canopies are provided throughout common amenity spaces to include the public patio area adjacent to the retail to provide reprieve from our desert southwest sun.

Nearly 10% of the site is provided as public and private open space (36,200 square feet / ~9.2%), which exceeds the amount that is required (31,440 square feet).

We also note that within the existing offsite easements controlled by Salt River Project ("SRP") for the two existing canals, we are proposing to place additional landscaping (primarily trees), subject to SRP approval.

B. Architectural Design:

1. **Primary Entries.** The primary entry of the development faces the South Canal, creating a connection interplay between the development's public retail area and the Sunset Trail system. The primary entrance is clad with metal panels and flanked with a covered colonnade on both sides, providing simple wayfinding to the public leasing and retail areas.

2. **Massing and Scale.** The development's wall planes are articulate to add interest and reduce the perceived size of the development. The building form utilizes a blend of simple lines with the careful selection of both traditional & contemporary materials. The pattern methodology of materials and massing breaks down the building to a more intimate scale.

3. **Articulation.** The development site sits below Gilbert and McDowell Roads. As such, it was important for a variation in building materials and hardscape to help users with wayfinding. The main entrance features metal panels at the leasing/clubhouse/retail. Flanked by shade canopies, the building massing at the main entry also announces a variation in the building use with a two-story volume allowing a visual cue to and through the building. The building's façade articulates, bumping out and in, omitting any possible windowless and blank walls, reinforcing

the design massing philosophy to breakdown the building mass.

4. *Materials.* The development's design is inspired by the simple lines and materials found in Uncle Jonnie's House and other farmhouse structures from the 1800s; as well as from the existing architectural character of the surrounding neighborhoods. The development utilizes a rich blend of board & batten, stucco and stone to create an articulation of mass, color, texture and light similar to what is found in some of the most recent Lehi and surrounding neighborhood homes. Rust colored metal panels are provided to accent main entries and facilitate easy wayfinding. These materials and colors seamlessly integrate into the surrounding community, while providing a residential connection to the rich history of this Property (See the Materials Board of dated April 19, 2021).

Amenities:

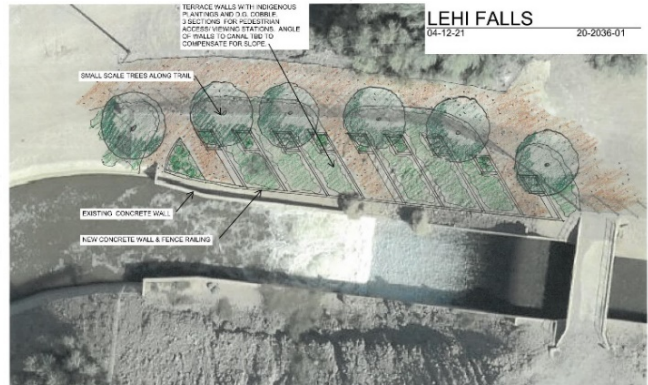
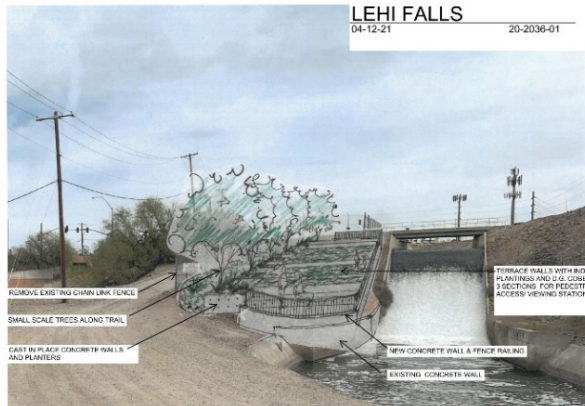
The Development offers a number of amenities to its residents, such as a pool, clubhouse and fitness center. The site plan and building configuration have been designed in a manner to screen and provide noise buffers from the outdoor pool amenity. Rather than facing the pool area south toward our adjacent neighbors, the pool and outdoor gathering areas face north and are surrounded by a portion of the buildings to create both visual and sound mitigation.

As mentioned previously, another amenity will be the development's connectivity to the trail system adjacent to the two existing SRP canals ("South Canal" and "Eastern Canal"). This trail extends both to the east and west of the Development, and is currently designed for walking, running and equestrian use. The Development offers an opportunity to connect to the nearby community through those who utilize this adjacent trail system. Three access points to the trail are proposed, with the northern-most available to patrons of the Crismon Soda Shop cafe and the surrounding neighborhood. This easement area is proposed to be landscaped, pending SRP's approval.

The Development will enhance the community's trail experience by adding onsite landscaping (along the Southern portion of the Development site along the Northern side of the existing trail) with additional trees and shrubs, and/or providing lighting for security purposes. Improvements to the trail system will require approval by the City of Mesa and/or Salt River Project.

Exhibits indicating the proposed improvements to trail system are provided with this application, and indicate a collaborative effort of how the trails system would appear pending City of Mesa and SRP approvals. The City of Mesa has contemplated numerous ways of improving the trail and SRP area, including an innovative enhancement project called "The Landing at Lehi Falls." This enhancement plan contemplated how the trail system could be maintained and enhanced where appropriate. While our development team cannot control the area to the south of the Property owned by SRP, Sweetwater is committed to ongoing discussions with the City of Mesa and SRP to find ways to enhance this area. The proposed improvements to our Development's landscaping adjacent to the trail will go a long way toward achieving this goal. While we are committed to working with SRP and the City of Mesa to bring this full vision of the trail system to fruition, the Development can only guarantee the improvements within the Property's existing parcel lines. It is our hope a

partnership with SRP and the City of Mesa will bring the aspirational exhibits provided below, to fruition in the coming years.



A Conceptual Rendering from the Sunset Trail Facing East



A Conceptual Rendering Standing on the Sunset Trail Facing West

Sustainability:

Parking canopies are proposed to include solar panels that will generate electricity for this development and the electrical grid in general. With the surrounding neighborhood in mind, we are not proposing roof-top solar panels to avoid any unsightly roof-top structures.

VII. Access:

The Development proposes primary access via McDowell Road. There is presently a signalized “T”-type intersection with McDowell Road as the through road, and Lehi Road extending northward from the intersection.

As conceptually approved by ADOT, this intersection will be re-designed as a round-about type of intersection, with a stub-out southward into the Development, as depicted on the Site Plan.

A related Traffic Impact Analysis was previously included with this application, as previously reviewed and approved by ADOT and the City of Mesa.

Emergency only access will be provided via an existing access onto Gilbert Road at the Southwest corner of the development.

The conceptual site plan tentatively indicates a parking ratio of 1.8 parking spaces per unit, resulting in 404 provided parking spaces (466 required), which we believe is appropriate given the projected tenancy and the availability of transit via the existing Park & Ride facility (approximately 375-feet) located at the Northeast corner of Gilbert and McDowell Roads. This facility currently offers express and regular bus service that can be used by the residents of the Development.

Sidewalks and/or internal pathways will be provided within the Development to offer connections to both Gilbert and McDowell Roads for pedestrians and cyclists utilizing the Park & Ride facility and other area amenities.

Additional non-vehicular connectivity to area trail systems is discussed in the “Amenities” section.