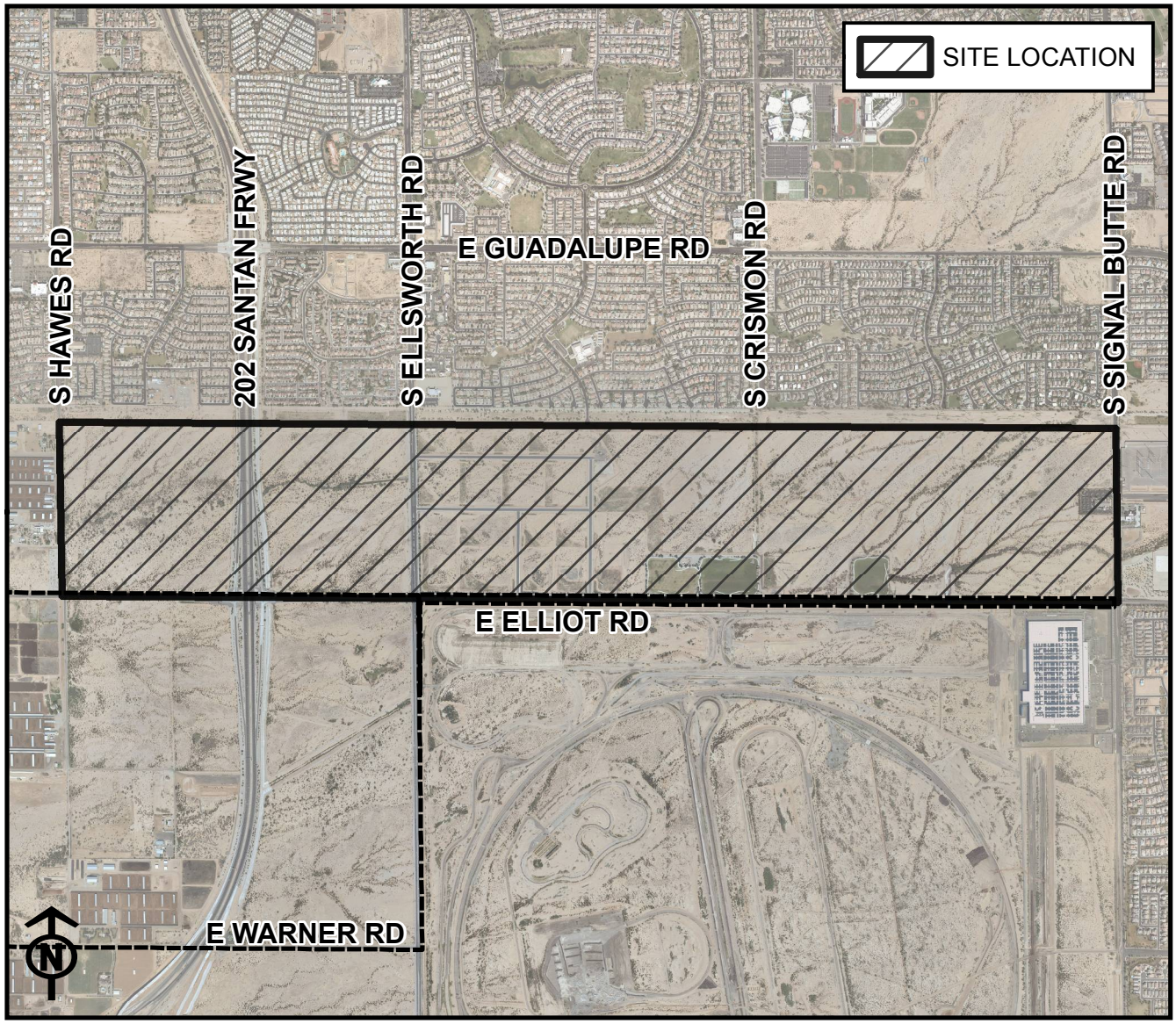

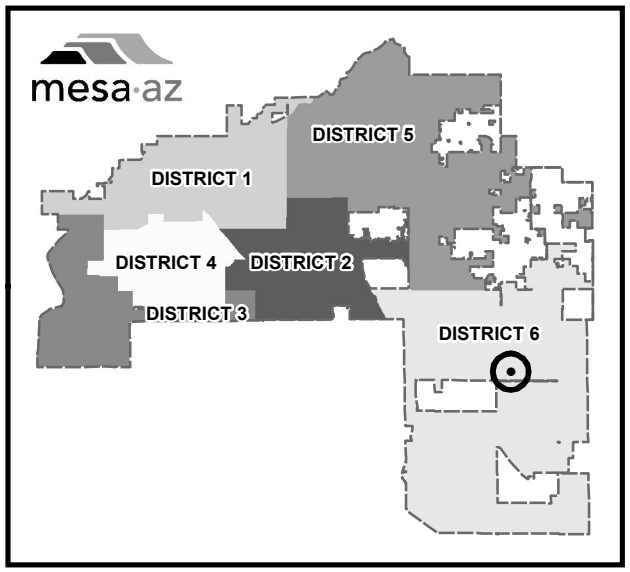

PLANNING AND ZONING VICINITY MAP

CASE:

Z14-045

PROJECT:

ELLIOT ROAD TECH CORRIDOR

ADDRESS:

THE 8400 BLOCK THROUGH 10800 BLOCK OF EAST ELLIOT ROAD (NORTH SIDE)

REQUEST:

REZONING TO CREATE THE ELLIOT ROAD TECHNOLOGY CORRIDOR PLANNED AREA DEVELOPMENT OVERLAY. THIS REQUEST WILL ESTABLISH A ZONING OVERLAY ON THE SITE TO GUIDE FUTURE DEVELOPMENT OF EMPLOYMENT USES.

mesa·az

Planning and Zoning Board

Case Information

CASE NUMBER:	**Z14-45**
LOCATION/ADDRESS:	The 8400 block through 10800 block of East Elliot Road (north side).
GENERAL VICINITY:	Located between Hawes Road and Signal Butte Road on the north side of Elliot Road to the Salt River Project transmission line easement approximately one-half mile to the north.
REQUEST:	Rezoning to create the Elliot Road Technology Corridor Planned Area Development Overlay.
PURPOSE:	This request will establish a zoning overlay on the site to guide future development of employment uses.
COUNCIL DISTRICT:	District 6
OWNER:	Various owners.
APPLICANT:	City of Mesa
STAFF PLANNER:	Tom Ellsworth

SITE DATA

PARCEL NUMBER(S):	Multiple parcels
PARCEL SIZE:	1.5± sq. miles
EXISTING ZONING:	LC, LC PAD, PEP, PEP PAD, LI PAD, AG, and AG PAD
GENERAL PLAN DESIGNATION:	Regional Commercial, Business Park and, Mixed Use Employment

SITE CONTEXT

NORTH:	Residential – zoned RM-2 PAD and RM-6 PAD
EAST:	(across Signal Butte) SRP substation, Water Treatment Facility, and Fire Station – zoned PS
SOUTH:	(across Elliot Road) Undeveloped and Employment – zoned AG and PCD
WEST:	(across Hawes Road) Agriculture – zoned AG

STAFF RECOMMENDATION: Approval with conditions
P&Z BOARD RECOMMENDATION: ☐ Approval with conditions. ☐ Denial
PROPOSITION 207 WAIVER SIGNED: ☐ Yes ☐ No

HISTORY/RELATED CASES

January 22, 1990: Annexed into the City (Ord. 2482 and 2483)

April 2, 1990: Establishment of city zoning on annexed property AG, RS-43, and LC (Z90-09 and Z90-10)

May 21 2007: (Northeast corner of Hawes and Elliot) Approval of a conceptual master plan for a Regional Retail Center zoned LC PAD and conceptual LC zoning (Z07-33).

January 22, 2008: (Northeast corner Elliot and Ellsworth) Approval of a master plan for an industrial/employment park, zoned LC PAD, PEP PAD, and LI PAD (Z07-114).

May 19, 2008: (Northwest corner Elliot and Ellsworth) Approval of the Elliot Fiesta Development Master Plan for a retail and employment center, zoned C-2 PAD and PEP PAD (Z08-14).

PROJECT DESCRIPTION/REQUEST

The City of Mesa, through the Office of Economic Development, is requesting the establishment of Limited Industrial (LI) zoning with a Planned Area Development (PAD) Overlay for the Elliot Road Technology Corridor. The corridor includes all properties on the north side of Elliot Road to the north line of the SRP transmission line easement between Hawes Road on the west and Signal Butte Road on the east.

The purpose of the LI PAD request for the Elliot Road Technology Corridor includes the following:

1) Expedite the entitlements process to attract high technology industries to Mesa
2) Establish site planning design guidelines to ensure compliance with the City of Mesa General Plan and Mesa Gateway Strategic Development Plan
3) Establishes the maximum height limitations within the corridor as follows:
   a. The maximum building height shall be 50’ for development within 600’ of the north line of the SRP transmission line easement.
   b. The maximum building height shall be 150’ in all other areas.

The proposed Planned Area Development overlay includes the adoption of design principles as well as an additional building height allowance to create the desired technology corridor while protecting the adjacent residential neighborhood. Use restrictions are proposed through a separate Development Agreement to ensure the area is retained for high tech industrial development.

There are multiple parcels under separate ownership within the corridor. The intent of the rezoning is to provide an “opt in” Light Industrial zoning district for these owners in an effort to attract development. Each owner that chooses to participate will need to formally “opt in” to the zoning case. Otherwise, each owner will need to file an independent rezoning case, as necessary, as a precursor to development.

NEIGHBORHOOD PARTICIPATION

The City has completed a Citizen Participation Plan in order to inform neighboring property owners of the project, solicit feedback, and address any comments or concerns that may arise. The Citizen Participation Plan included a contact list consisting of all registered neighborhoods within one-mile, all property owners within 1,000 feet of the overlay area. Each person or entity

on the contact list was sent a letter providing general information on the request with contact information and notice of the community meeting and Planning and Zoning Board Hearing date. A draft copy of the overlay document was placed on the Planning Division's website to allow access for neighboring property owners to review the proposal and provide comments and feedback.

The City hosted a community open house meeting on August 13, 2014 at Canyon Rim Elementary School, 3045 S. Canyon Rim. Representatives from the Office of Economic Development, Planning Division, and City Manager's office were on-hand to provide information and answer questions. There were 34 neighboring property owners and interested citizens in attendance at the meeting. The following concerns and comments were received at the meeting:

- Increased traffic in adjacent neighborhood and adjoining arterial roads
- Safety of the elementary school children in the neighborhood because of increased traffic
- Safety of the high school and junior high school kids in the area because of increased traffic
- Increased noise
- Use of dangerous chemicals
- Unsightly parking lots
- 24-hour work schedules
- Unsightly buildings
- Will there be uniform wall standards between residential and overlay area?
- What will be the buffer between residential and overlay area and will it be sufficient?

City staff provided the following answers in response to these concerns and comments:

- Only Crismon Rd. (an arterial road) will connect the overlay area with the neighborhoods, thus minimizing traffic impact and safety issues on the neighborhood and the elementary school.
- Some traffic increases on arterial roads such as Hawes, Ellsworth, Crismon and Signal Butte are expected, the arterial roads will continue to be widened to planned widths as development occurs within the area. The Transportation Master Plan has included the proper street widths and types to ensure adequate traffic volumes can be met for the anticipated types of development.
- The City will enforce its existing noise ordinance for excessive noise.
- The overlay zone includes architectural and landscape guidelines that will require more attractive buildings, pedestrian areas and roadways.
- A uniform wall standard will be put in place that will minimize the sight of parking lots. The proposed design standards will require the review and approval of the treatment of the perimeter walls and landscaping. The perimeter will be developed as each property is developed. The design standards are being proposed to create a uniform and cohesive design on the perimeter.
- The SRP Transmission Line easement is approximately 250' wide. The easement restricts the type of plant material and building that can take place under the easement.

This will provide a substantial buffer between the residential uses to the north and any proposed employment uses within the corridor. The development standards within the overlay also require a greater degree of scrutiny for compatibility with the residential neighborhoods to the north for any development within 300' of the transmission line easement.

- There could be additional traffic on Crismon Rd. which would affect the high school and junior high school. Almost all high schools and junior high schools in the East Valley are built on major arterial roads that carry much more traffic than Crismon. The street system within the City is planned to accommodate the volumes of traffic anticipated throughout the City as outlined within the City's Transportation Master Plan. The anticipated increase in traffic volumes associated with this or any development within the City are all taken into consideration as part of the plan. The resulting street system will be sufficient to handle the anticipated volume of traffic.
- We do not expect many companies in the overlay area to be using dangerous chemicals in their operations. Those that do are required to follow federal safety regulations. The overlay does not allow the use of Hazardous Materials by right. Any development that requires the use of hazardous materials in their manufacturing will require the review and approval of a Council Use Permit by the City Council through the public hearing process.
- The City cannot control work hours for the companies within the overlay area, but incoming and outgoing traffic will only be along major arterials and not affect neighborhood streets. As specific developments are reviewed routes for heavy equipment traffic and hours of operation can be negotiated and implemented as part of the approval as specific development are reviewed.

Staff has received several phone calls of general concern and inquiry that are along the same lines as those discussed at the meeting. To date there is no formal opposition to the request.

CONFORMANCE WITH THE GENERAL PLAN

The City of Mesa 2025 General Plan states that Mesa will have sustainable economic centers located at various "hubs" throughout the City. These hubs will emphasize quality, high-paying jobs. The employment sector will offer higher than average wage scales and excellent employment security. The intent is to develop a healthy economy that will operate at the cutting edge of technology.

One of these economic hubs is planned for the southeast portion of the planning area in the vicinity of Phoenix-Mesa Gateway Airport. Originally, this location was referred to as the Gateway Sub-Area or the San Tan Urban Economic Hub. The area is well situated to provide a large international trade center supported by the Phoenix-Mesa Gateway Airport. It is envisioned to become a second urban center of the City, with a mixture of residential, commercial, employment, recreational, and public uses. The Elliot Road Technology Corridor is located within this sub area.

The intent of this sub area is to provide an employment center that maximizes the benefit of the nearby airpark while providing jobs for the large amount of residential development in the area.

The purpose of the Land Use Element of the Mesa 2025 General Plan is to guide future growth and development in the City. The basic vision of the Mesa 2025 General Plan is "to provide for a

prosperous and economically balanced community, to address the need for future housing and employment opportunities, and to support Mesa as a sustainable community in the 21st century."

Within the General Plan there are several goals, objectives and policies established to help achieve this basic vision. The goals and related objectives and policies applicable to this request are as follows:

Goal LU-1: Develop a land use pattern throughout the City that creates orderly municipal growth, achieves compatibility with surrounding communities and is consistent with the General Plan.

> **Objective LU-1.1:** Create the most advantageous economic and environmental balance of build-out land uses based on community and regional characteristics.
>
> > **Policy LU-1.1a:** Continue to evaluate the appropriate mix of land uses to achieve the desired mix of residential, employment, and public uses.
>
> **Objective LU-1.2:** Encourage urban growth in a planned, orderly manner with high quality development and sustainable urban development patterns.
>
> > **Policy LU-1.2b** Update the planning-related ordinances and programs to implement the General Plan and to encourage creative and innovative design in community.

Goal EPC-1: Promote a high level of environmental quality with a safe, healthy, and enjoyable environment for Mesa residents.

> **Objective EPC-1.2:** Integrate air quality planning with the land use and transportation planning process.
>
> > **Policy EPC-1.2f:** Promote land use patterns that decrease automobile travel between home and the workplace.

The current land use designation on the majority of the property is Business Park. This is described as:

> "…areas where professional and medical office parks, research and development opportunities, light manufacturing, data and information processing centers are integrated in a campus setting with ancillary restaurants, retail and other supportive establishments. Appropriate locations offer direct principal arterial and arterial road access, connections to potable water and sanitary sewer, and proximity to public safety services. Business Park areas should extensively buffer light Industrial uses from other less intense employment or high-density residential uses. Business Park areas are located on, and with direct access to principal arterial and arterial streets, rail facilities, and airports."

The Elliot Road Technology Corridor conforms with the Business Park designation and will guide the development of a campus like setting of high tech industries that will be walkable with an integrated platform of ancillary land uses that support the primary employment related land uses.

Mesa Gateway Strategic Development Plan (MGSDP)

The MGSDP was developed with the intent of recognizing the opportunities related to the Phoenix-Mesa Gateway Airport and the implementation of a vision that capitalizes on this asset. The primary goals were to create a solid employment base for the City of Mesa while allowing for a mix of land uses in close proximity to one another for the purpose of long-term economic stability. The plan further defines specific districts and outlines their "Focus", desired "Form", "Goals, Standards, Block Character, and Design".

The Elliot Road Technology Corridor is located within both the Inner Loop (west of the 202) and Mixed Use Community (east of the Loop 202) Districts of the MGSDP. Given the proximity to Gateway Airport and the designated flight corridor for planes leaving the airport, this corridor has been envisioned to be developed with a variety of industrial, business park, and commercial uses.

The MGSDP identifies several goals that support its ultimate vision. The proposed LI PAD rezoning complies with and facilitates these goals by providing the underlying entitlement for the employment uses. The most relevant goal to this request is Goal 2 related to job creation:

GOAL 2: Create a regional employment center with a mix of jobs, emphasizing the attraction of at least 100,000 high-wage, high value jobs

STAFF ANALYSIS

SUMMARY:

The proposed Planned Area Development Overlay for the Elliot Road Technology Corridor will provide an essential Economic Development tool that will attract high quality employment development to the area. The overlay document outlines the desired land uses, and specifies design standards that will create an environment that will produce a high quality built environment.

The area included in the Elliot Road Technology Corridor has been planned for employment related uses for over 20 years. The installation of high capacity utilities along Elliot Road, as well as the recent acquisition of the former First Solar facility by the Apple Corporation, indicates the need and desire for "shovel ready" development. The city's initiation of this rezoning case is a direct effort to rezone the corridor to Light Industrial so that prospective high tech employers can move directly into a more abbreviated site planning process and build their needed facilities. This will bring high quality jobs to Mesa and support the goals of the 2025 Mesa General Plan as well as the Mesa Gateway Strategic Development Plan.

CONCLUSIONS:

Staff is recommending approval of the Elliot Road Technology Corridor Overlay subject to the following conditions:

CONDITIONS OF APPROVAL:

1. Compliance with the development and design standards as described in the project narrative.
2. The existing zoning on the property will remain in place until such time as the individual property owners complete the following:
    a. Sign an "opt-in" form.
    b. Enter into a development agreement with the City.
    c. Signs a "Consent to Conditions & Waivers of Land Use Law Claims" form.

Citizen Participation Report for
Elliot Road Technology Corridor Planned Area Development Overlay Zone

Date: August 14, 2014

Purpose: The report provides results of the implementation of the Citizen Participation Plan for the Elliot Road Technology Corridor Planned Area Development Overlay Zone (Overlay Zone). The proposed Overlay Zone will cover the area bounded by Hawes Rd. on the west, Signal Butte Rd. on the east, Elliot Rd. on the south and the Salt River Project power transmission lines on the north (approximately a half mile to the north of Elliot Rd). This is an application for the creation of an overlay zone that will allow landowners within the overlay area to opt in at any given time to change their zoning from its current zoning designation to LI (Light Industrial). This report provides evidence that citizens, neighbors, public agencies and interested persons have had adequate opportunity to learn about and comment on the proposed plans and actions addressed in the application. Comments, sign-in lists, and letters are attached.

Contact:
Kim Lofgreen
20 E. Main St., Suite 200
Mesa, Arizona 85201
(480) 644-3962
email: kim.lofgreen@mesaaz.gov

Neighborhood Meeting: Citizens were invited and attended a neighborhood meeting held at Canyon Rim Elementary School, 3045 S. Canyon Rim, Mesa, Arizona 85212. 34 citizens signed in and attended the meeting. An additional 5-10 people attended but did not sign in.

Correspondence: A letter was mailed to ____ registered neighborhood associations within one mile of the overlay, ____ homeowners associations within one mile of the overlay area, and ____ property owners within 1,000 feet of the overlay area. (See attached lists and example of the letter mailed.)

Results: more than 34 citizens attended the neighborhood meeting where they were introduced to the plan and had the opportunity to comment and ask questions.

1. **Summary of concerns, issues and problems**
   - Increased traffic in adjacent neighborhood and adjoining arterial roads
   - Safety of the elementary school children in the neighborhood because of increased traffic
   - Safety of the high school and junior high school kids in the area because of increased traffic
   - Increased noise
   - Use of dangerous chemicals
   - Unsightly parking lots
   - 24-hour work schedules
   - Unsightly buildings
   - Will there be uniform wall standards between residential and overlay area?
   - What will be the buffer between residential and overlay area and will it be sufficient?

2. **How concerns, issues and problems are being addressed**
   - Only Crismon Rd. (an arterial road) will connect the overlay area with the neighborhoods, thus minimizing traffic impact and safety issues on the neighborhood and the elementary school.
   - Some traffic increases on arterial roads such as Hawes, Ellsworth, Crismon and Signal Butte are expected, the arterial roads will continue to be widened to planned widths as development occurs within the area. The Transportation Master Plan has included the proper street widths and types to ensure adequate traffic volumes can be met for the anticipated types of development.
   - The City will enforce its existing noise ordinance for excessive noise.

- The overlay zone includes architectural and landscape guidelines that will require more attractive buildings, pedestrian areas and roadways.
- A uniform wall standard will be put in place that will minimize the sight of parking lots. The proposed design standards will require the review and approval of the treatment of the perimeter walls and landscaping. The perimeter will be developed as each property is developed. The design standards are being proposed to create a uniform and cohesive design on the perimeter.
- The SRP Transmission Line easement is approximately 250' wide. The easement restricts the type of plant material and building that can take place under the easement. This will provide a substantial buffer between the residential uses to the north and any proposed employment uses within the corridor. The development standards within the overlay also require a greater degree of scrutiny for compatibility with the residential neighborhoods to the north for any development within 300' of the transmission line easement.

3. Concerns, issues and problems not addressed and why

- There could be additional traffic on Crismon Rd. which would affect the high school and junior high school. Almost all high schools and junior high schools in the East Valley are built on major arterial roads that carry much more traffic than Crismon. The street system within the City is planned to accommodate the volumes of traffic anticipated throughout the City as outlined within the City's Transportation Master Plan. The anticipated increase in traffic volumes associated with this or any development within the City are all taken into consideration as part of the plan. The resulting street system will be sufficient to handle the anticipated volume of traffic.
- We do not expect many companies in the overlay area to be using dangerous chemicals in their operations. Those that do are required to follow federal safety regulations. The overlay does not allow the use of Hazardous Materials by right. Any development that requires the use of hazardous materials in their manufacturing will require the review and approval of a Council Use Permit by the City Council through the public hearing process.
- The City cannot control work hours for the companies within the overlay area, but incoming and outgoing traffic will only be along major arterials and not affect neighborhood streets. As specific developments are reviewed routes for heavy equipment traffic and hours of operation can be negotiated and implemented as part of the approval as specific developments are reviewed.