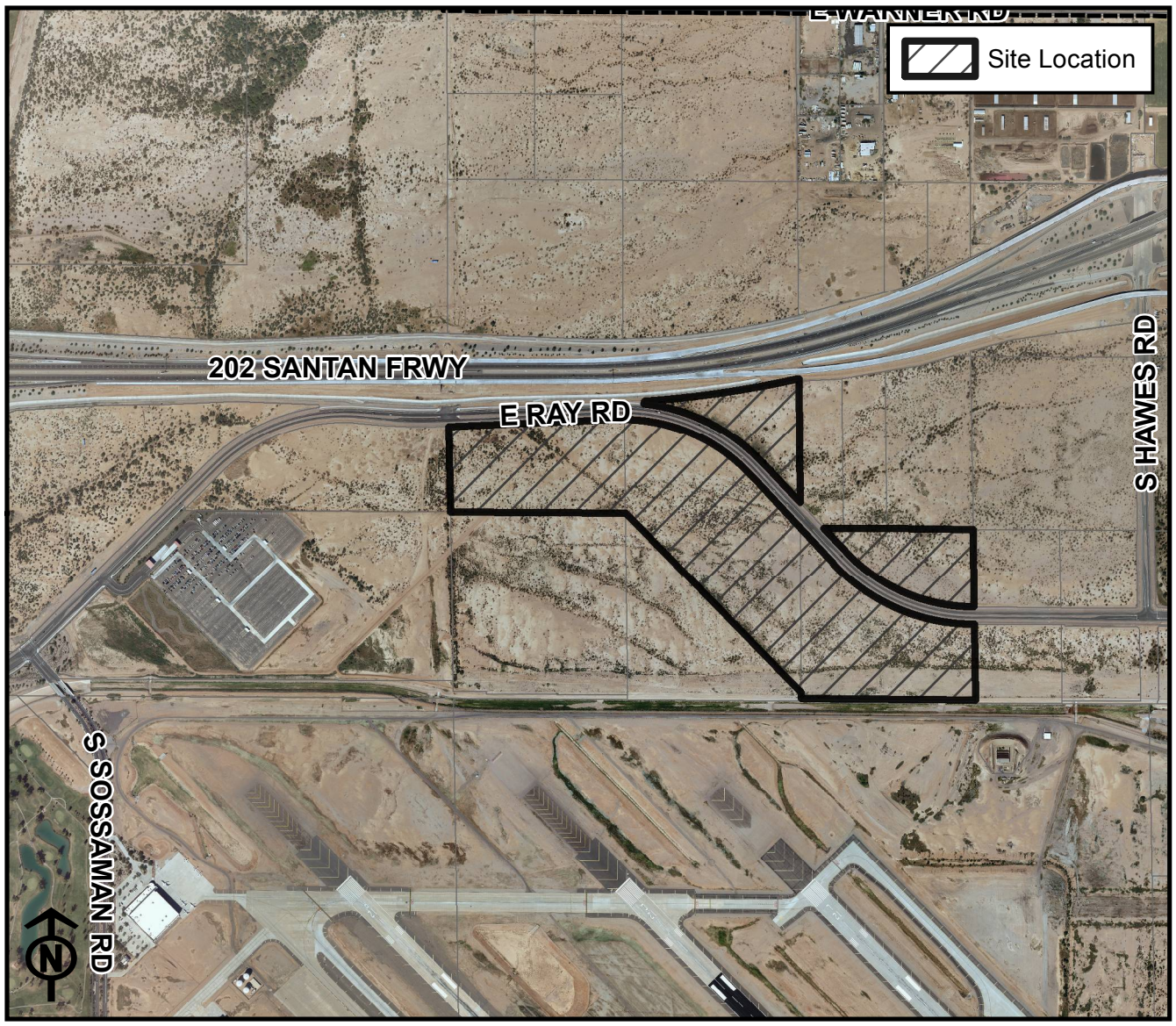
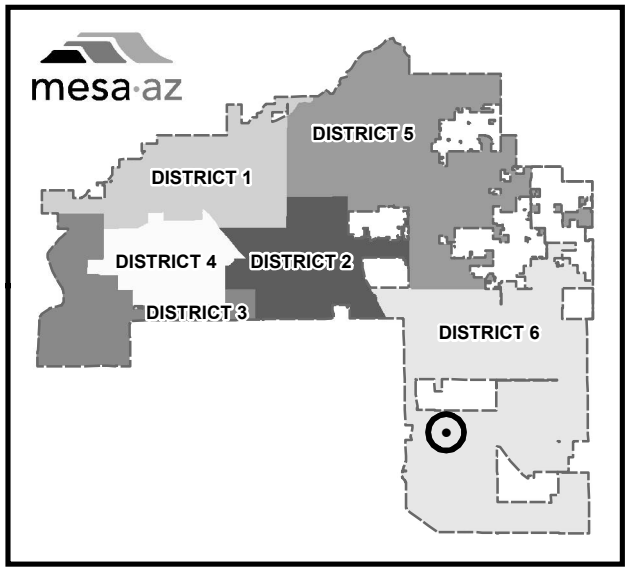




PLANNING AND ZONING VICINITY MAP

CASE:
Z14-060

PROJECT:
MARWEST AT PHX-MESA GATEWAY

ADDRESS:
8000 THROUGH 8200 BLOCKS OF E RAY RD (NORTH AND SOUTH SIDE)

REQUEST:
REZONE FROM LI AF AND AG AF TO LI AF PAD. THIS REQUEST WILL FACILITATE THE DEVELOPMENT OF A FUTURE EMPLOYMENT PARK.

mesa·az

Planning and Zoning Board

Case Information

CASE NUMBER:	**Z14-60** PLN2014-0543
LOCATION/ADDRESS:	The 8000 through 8200 blocks of East Ray Road (north and south sides).
GENERAL VICINITY:	Located east of Sossaman Road on the north and south sides of Ray Road
REQUEST:	Rezone from LI AF and AG AF to LI AF PAD.
PURPOSE:	This request will facilitate the development of a future employment park.
COUNCIL DISTRICT:	District 6
OWNER:	Vance Marshall, VJ Crismon LLC
APPLICANT:	Casey Carlton, Ascension Group Architects LLP
STAFF PLANNER:	Tom Ellsworth

SITE DATA

PARCEL NUMBER(S):	220-81-740H
PARCEL SIZE:	11.1± acres
EXISTING ZONING:	Limited Industrial - LI
GENERAL PLAN DESIGNATION:	Character Type: Employment / Mixed Use Activity District Sub-type: Industrial
CURRENT LAND USE:	Undeveloped

ZONING HISTORY/RELATED CASES:

Oct. 16, 2000:	Annexed into the City of Mesa (Ord. 3815)
Oct. 5, 1987:	Comparable zoning, AG-AF and M-1-AF established (Z00-87; Ord. 3885)

SITE CONTEXT

NORTH:	(across Santan Frwy) Undeveloped – zoned AG-AF
EAST:	Undeveloped – zoned AG-AF
SOUTH:	Phoenix-Mesa Gateway Airport – zoned LI-PAD
WEST:	Undeveloped – zoned LI-AF

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

PROJECT DESCRIPTION/REQUEST

The applicant is requesting to rezone approximately 79.2 acres of undeveloped property from Agriculture (AG) with an Airfield Overlay (AF) to Limited Industrial (LI) with an Airfield Overlay (AF) and a Planned Area Development Overlay (PAD). The site is located on the north and south sides of Ray Road just east of Sossaman Road on the north side of Phoenix-Mesa Gateway Airport. The purpose of this request is to facilitate the development of a mixed use industrial park with supporting commercial uses that will attract a variety of light industrial and commercial users seeking to develop businesses in close proximity to the commerce associated with the Phoenix-Mesa Gateway Airport.

The current request is for the establishment of the Limited Industrial Base zone with a PAD overlay to limit land uses allowed within the LI zoning district that are not compatible with the Gateway Strategic Development Plan and the proximity to the airport. This is also being accomplished through a companion Development Agreement that is being processed and heard separately by the City Council.

The PAD is also establishing basic development guidelines to guide the first phase of development of the site. The first phase of development will establish the architectural character and site improvements including the project landscape and screen walls for the entire project. The standards proposed within this PAD are designed to support a high aesthetic standard, while recognizing the industrial/employment character of the immediate area both to the west and east. More specific Design Guidelines will be required with the first phase of development to guide the overall design theme. These guidelines will be reviewed in conjunction with the specific site plan for the area. The future site planning of the site as well as the more detailed Design Guidelines will be required to be reviewed and approved by the Planning and Zoning Board. The applicant has provided a conceptual site plan to illustrate how future development of the site may appear.

The intent of the PAD is to direct the attention of the market to develop a variety of architecturally compatible projects that enhance the Airport/Campus District as defined in the Strategic Development Plan for Phoenix-Mesa Gateway Airport. Some of the specific land uses of interest include: business park, light industrial, and supporting office and retail users who will want to take advantage of the visibility off the Loop 202-Santan Freeway, the traffic generated along East Ray Road, and the commerce associated with the Phoenix-Mesa Gateway Airport.

NEIGHBORHOOD PARTICIPATION

The applicant has implemented a Citizen Participation Plan that included mailing letters to all surrounding property owners within 500’ of the site and all HOA’s and Registered Neighborhoods within one mile. The applicant has also contacted and had discussions with Phoenix-Mesa Gateway Airport to discuss the request. The airport has standard comments and concerns regarding the following:

- No structures or features within 6’ of the airport fence line
- Airport disclosure
- Noise mitigation, if applicable
- Avigation easement
- No sources of glare or wildlife attractant at the runway’s end
- Solar development in accordance with FAA guidelines
- An FAA 7460 determination on building height for site plan approval or permitting

The applicant has responded to these comments and staff has included standard conditions of approval to address these comments.

To date staff has not received any comments or concerns from citizens regarding this request.

CONFORMANCE WITH THE MESA 2040 GENERAL PLAN

Criteria for review of development

State statutes require that all adopted zoning and rezoning ordinances be consistent with the adopted General Plan. Determining consistency with the General Plan requires a review of the proposal against the character area requirements and the other goals and policies of the Plan and any adopted sub-area plans. The following criteria have been developed for use during the review process to determine whether or not the proposed development is achieving the vision and goals established in this Plan and thus meeting the statute requirements.

1. Is the proposed development consistent with furthering the intent and direction contained in the General Plan?

One of the three guiding principles of the General Plan is the further development of diverse and stable jobs. In particular, in the Mesa Gateway area is identified as an area for development of a wide variety of employment uses. ***The proposed zoning and use of this property is consistent with these Plan objectives.***

The Plan also describes 5 key elements to be considered with development to help move the City toward the goal of becoming a more complete, recognizable City. Two of those key elements deal with providing high quality development and responding to our desert environment. ***This proposed development helps achieve these desired goals.***

2. Is the proposed development consistent with adopted sub-area or neighborhood plans?
This area is within the Mesa Gateway Strategic Development Plan (MGSDP) boundaries. The MGSDP was adopted with the following vision: “Mesa Gateway will be an internationally recognized destination for those looking for a sustainable place in which to live, work, learn and recreate. It will provide industries with an economically efficient business climate and its workforce and residents with access to the global resources desired of a knowledge-based economy.”

The proposed development is located within the Airport Campus District of the MGSDP. This district refers to the area encompassing the ASU Polytechnic/Chandler-Gilbert Community College Campus, the Phoenix-Mesa Gateway Airport, and the area immediately outside the airport’s future main terminal. It is envisioned as a mixed use district centered around educational opportunities, research and development functions, and airport-related uses that support the traveling public. Uses on the airport will relate to the uses across the airport boundary. Development in this area will be high-intensity and pedestrian- oriented. Its pedestrian friendliness will distinguish this district from more typical airport-adjacent developments.

The transitional area or boundary of this quadrant will predominantly be high intensity employment uses that integrate well with the on-airport uses. Uses in this area will also address the needs of travelers and visitors and provide a smooth transition from the airport into the rest of the community. High density residential uses can be integrated within a mixed-use development, when appropriate. This area will be a hub of visitor activity and create the first and last impression visitors have of the community. It must therefore provide a very high-quality image.

The proposed development is consistent with the sub-area plan.

3. Is the proposed development consistent with the standards and guidelines established for the applicable character type(s)?

Figure 7-1 shows this area designated as a mixture of Employment/Mixed Use Activity District character type. This proposal is more in line with the Employment District character type this character type is defined as – *Large areas devoted primarily to industrial, office, warehousing and related uses; may include associated commercial uses.* The focus of the employment districts is a character type that is primarily used for employment-type land uses at least 20 acres and typically have minimal connections to the surroundings.

The sub-types in Employment Districts are Business Parks; Industrial; and Employment Core. Based on the MGSDP and other established development in this area, this property should take on the Business Park Character sub-type. The Business Park type signifies locations appropriate for office, research and development, light industrial, and supporting retail uses. These areas typically 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.

The proposed zoning to LI PAD AF is a primary zoning district for the character type and the proposed design guidelines and land uses are consistent with the form and guidelines provided in the General Plan.

4. Will the proposed development serve to strengthen the character of the area by:

- Providing appropriate infill development; ***Yes, this request will promote new development on a vacant site.***
- Removing development that is deteriorated and/or does not contribute to the quality of the surrounding area; ***This request will promote new development on a vacant site.***
- Adding to the mix of uses to further enhance the intended character of the area; ***This will establish and enhance the mix of uses existing in the character area.***
- Improving the streetscape and connectivity within the area; ***The proposed design guidelines will improve the streetscape and off-site improvements will improve the connectivity.***
- Improving safety within the area; ***Having development consistent with City standards will improve safety in the area.***
- Adding to the sense of place; ***The establishment of the proposed design guidelines will help guide future development towards well designed sense of place.***
- Meeting or exceeding the development quality of the surrounding area? ***The proposed design guidelines will guide future development and future design guidelines to establish high quality development of the surrounding area.***

5. Does the proposed development provide appropriate transitions between uses? In more urban areas these transitions should generally be accomplished by design elements that allow adjacent buildings to be in close proximity to one another. In more suburban locations these

transitions should be addressed through separation of uses and/or screening. ***Yes, the proposed development will provide for appropriate transitions.***

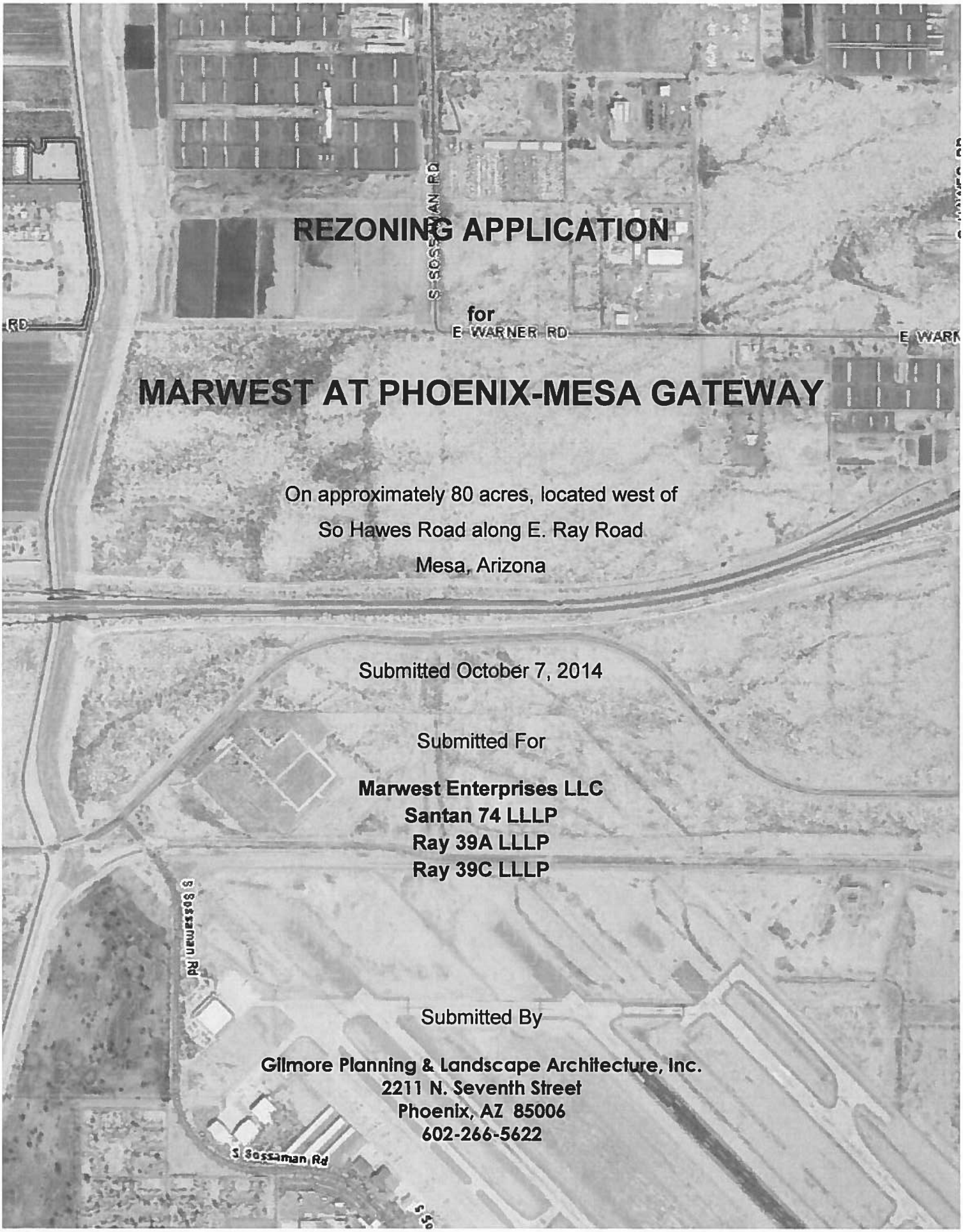
6. Compliance with the character area is based on both the zoning being consistent with the range of zoning designations approved for each character type and on the development form, design, and quality being consistent with the standards and guidelines provided in this Plan, any adopted sub-area or neighborhood plans, and the context of the neighborhood surrounding the proposed development. ***Yes, the proposed Design Guidelines and PAD Overlay are in compliance with the Employment Character Area.***

STAFF ANALYSIS

SUMMARY:
Staff is supportive of the requested rezoning from AG-AF and LI-AF to LI -PAD-AF. The proposed design guidelines and PAD modifications will establish high quality employment development in the area immediately surrounding the airport. The proposal meets the intent and goals of both the Mesa Gateway Strategic Development Plan and the Mesa 2040 General Plan.

CONCLUSIONS:
Planning staff is recommending approval of the rezoning to LI-PAD-AF. The recommendation for approval is subject to the following conditions.

CONDITIONS OF APPROVAL:
1. Compliance with the basic development as described in the project narrative, and design guidelines.
2. All future development shall require Review and approval by the Planning and Zoning Board including more specific Design Guidelines to accompany the first phase of development.
3. Compliance with all City development codes and regulations.
4. Owner granting an Avigation Easement and Release to the City, pertaining to Phoenix-Mesa Gateway Airport which will be prepared and recorded by the City (concurrently with the recordation of the Land Split or prior to the issuance of a building permit).
5. Dedicate the right-of-way required under the Mesa City Code at the time of application for a building permit, at the time of recordation of the subdivision plat, or at the time of the City's request for dedication whichever comes first.
6. Due to the proximity to Phoenix- Mesa Gateway Airport, any proposed structure is subject to an FAA filing for review in conformance with CFR Title 14 Part 77.9, (form 7460), to determine any effect to navigable airspace, air navigation facilities. An FAA determination notice of no hazard to air navigation shall be provided prior to site plan approval by the Planning and Zoning Board.



REZONING APPLICATION

for

MARWEST AT PHOENIX-MESA GATEWAY

On approximately 80 acres, located west of
So Hawes Road along E. Ray Road
Mesa, Arizona

Submitted October 7, 2014

Submitted For

Marwest Enterprises LLC
Santan 74 LLLP
Ray 39A LLLP
Ray 39C LLLP

Submitted By

Gilmore Planning & Landscape Architecture, Inc.
2211 N. Seventh Street
Phoenix, AZ 85006
602-266-5622

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1. PROJECT TEAM

Land Owner & Developer

Marwest Enterprises LLC, Santan 74 LLLP, Ray 39A LLLP, and Ray 39C LLLP. c/o David Martens
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davidmartens@marwest.net

Applicant & Land Planner

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(602) 266-5622
jgilmore@getgilmore.com

Traffic Engineer

Lee Engineering
Paul Guzek
3033 N. 44th Street
Suite 375
Phoenix, AZ 85018
(602) 955-7206
pguzek@lee-eng.com

Architect

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Phoenix, AZ 85034
(602) 957-1800
JCutberth@butlerdesigngroup.com

2. DEFINITIONS:

The following words or terms, when used in this Final 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 four (4) entities that share the ownership: Marwest Enterprises LLC, Santan 74 LLLP, Ray 39A LLLP, and Ray 39C LLLP. 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 storage of trash and refuse within approved dumpster enclosures.
(ii) The onsite parking of passenger vehicles for tenants and their employees, visitors and clients.
(iii) The onsite parking of "over-the-road" trailers or intermodal containers used in the normal course of business.
(iv) Construction materials and equipment for use on the 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.

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

Property: Approximately 79.2 acres of land within the City of Mesa under control of the Owner/Developer, as further described within this document.

Zoning Ordinance: The Zoning Ordinance of the City of Mesa with a revision date of March 8, 2012.

3. PROJECT OVERVIEW

On behalf of Marwest Enterprises LLC, Santan 74 LLLP, Ray 39A LLLP, and Ray 39C LLLP, the property owners (Owners), Gilmore Planning & Landscape Architecture (Applicant) respectfully submits for consideration this application to rezone approximately net 79.2 acres (the Property) from the City of Mesa's base zoning of Agriculture (AG/AF) to Light Industrial (L1/AF) with a Planned Area Development Overlay. The goal of this application is to establish the Light Industrial PAD zoning with the understanding that subsequent applications will follow for the Final PAD Master Plan associated with the first phase of development. The Final PAD will also include the architectural design elements required for site plan approval. The Property is situated on the north side of the Phoenix-Mesa Gateway Airport and immediately south of the Loop 202/ San Tan Freeway in Mesa, Arizona. Refer to the attached Vicinity Map - **Exhibit 1**, for the location of the Property. The Owners intend to develop a mixed use industrial park with supporting commercial uses who are seeking to develop businesses in close proximity to the commerce associated with the Phoenix-Mesa Gateway Airport.

The total land area included within this rezoning application is approximately net 79.2 acres and includes four parcels: 304-30-020L, 304-30-020K, 304-30-014A, and 304-30-014B. The west portion of 304-30-020L is partially zoned L1/AF. The four entities that represent the total ownership of the property shall, for the balance of this narrative report, be collectively referred to as the "Owners".

3.1 Existing Site Conditions

The Property is currently vacant and generally in its native condition with scattered creosote and native trees. The site is relatively flat with natural grade generally falling from the southeast to a low point along the Ray Road frontage at the northwest corner of the subject site. There is an existing 7' chain link fence with razor wire along the entire south side of the property. This fence was installed by PMGA as a security barrier. There is a 20' permanent drainage easement that is part of the Powerline Floodway, a drainage wash that aligns with the very southeast parcel. This drainage easement is on-site and parallels the north side of the south property line, which is separated from the Property by the 7' chain link fence with razor wire. Please refer to the Existing Site Conditions & Surrounding Land Uses Map attached as **Exhibit 2**.

3.2 Surrounding Land Uses

The following describes the adjacent surrounding land uses. Please also refer to **Exhibit 2** that illustrates the area's existing zoning and land uses.

North: The configuration of the property establishes several northern boundaries including East Ray Road and the Loop 202/Santan Freeway. North of the Loop 202 Freeway is additional vacant property all zoned AG/AF, but intended for future industrial development per the Mesa General Plan 2025.

East: The land area east of the Property includes private properties north and south of East Ray Road, both of which are under the same ownership, are currently vacant, and zoned AG/AF.

South: South of the Property is the Phoenix-Mesa Gateway Airport zoned L-1/AF. There is an existing 7' chain-link fence along the entire property line that aligns with the Airport property. Immediately south of the east parcel is the Powerline Floodway, a regional drainage channel for the north end of the Airport property.

West: the land area immediately west along the south side of East Ray Road is under the same ownership of Marwest Enterprises, LLC, but already zoned as Light Industrial, L-1/AF. This parcel will eventually be a part of the subdivision plat and developed with the balance of the Property

3.3 Existing Zoning

There are two existing zoning districts within the 79.2 acre Property. The major portion, approximately 76.3 acres is Agriculture (AG/AF). The remaining 2.9

acres situated at the west side of parcel 304-30-020L is currently zoned Light Industrial (L1/AF). The property was annexed in 2000 as part of a larger 1,571 acre annexation (Ordinance No. 3815), and then partially rezoned as part of a larger rezoning application (Z00-087). The AF designation establishes that the Property is within the Airfield Overlay for the Phoenix-Mesa Gateway Airport and subject to the land use restrictions associated with the Airport Overflight Area One (AOA 1), which is the area within the 65 DNL noise contour.

3.4 Proposed Zoning

The Owners are requesting to rezone the entire land area to Light Industrial - L1/AF with a PAD Overlay. The total gross land area including the existing East Ray Road right-of-way for the rezoning is 88.252 acres (**Exhibit 3**); the net ownership is 79.2 acres. The intent of the PAD is to direct the attention of the market to develop a variety of architecturally compatible projects that enhance the Airport/Campus District as defined in the Strategic Development Plan for Phoenix-Mesa Gateway Airport. Some of the specific land uses of interest include: business park, light industrial, and supporting office and retail users who we believe will want to take advantage of the visibility off the Loop 202 / Santan Freeway, the traffic generated along East Ray Road, and the commerce associated with the Phoenix-Mesa Gateway Airport. Refer to Item 4 General Development Plan for a description of the land uses associated with this proposed PAD Overlay.

3.5 General Plan Conformance

The Mesa General Plan 2025 designation for this area north of the Airport is Light Industrial and Mixed Use Employment (**Exhibit 4**). Proposed development projects will be subject to the land use restrictions of the Airport Overlay, but otherwise fully conforms to the current General Plan designation. Phoenix-Mesa Gateway Strategic Development Plan describes the vision for land uses in the Airport/Campus District as:

> *"a mixed use district centered around educational opportunities, research and development functions, and airport related uses that support the traveling public. Uses on the airport will relate to the uses across the airport boundary. Development in this area will be high-intensity and pedestrian-oriented. Its pedestrian friendliness will distinguish this district from more typical airport-adjacent developments. The transitional area or boundary of this quadrant will predominantly be high intensity employment uses that integrate well with the on-airport uses. Uses in this area will also address the needs of travelers and*

visitors and provide a smooth transition from the airport into the rest of the community."

3.6 Summary

The Owners are seeking to rezone the property to L1/AF-PAD so that they may market the property to potential users. The rezoning is only the first step in the effort to develop the property. The Owners may elect to develop portions of the property depending on who the interested users might be and their interest to develop and own or develop and lease. This northern area around the Airport is still maturing, and the development of the proposed passenger terminal and jetport facilities on the east side of the Airport should have a strong influence on the development potential for properties proximate to these new Airport projects. As potential users establish their interest, there will be subsequent applications for a Plat and individual applications for Site Plan Approval.

The PAD zoning promotes a mix of commercial, business park, and light industrial uses intended to respond to an evolving market. The Owners believe there will be substantial demand for these uses at this project location, and that those users will seek sites that are situated close PMGA, with great freeway visibility to the Santan Freeway, with average traffic counts that are projected to increase along E. Ray Road, and that has expedient freeway access. This project site and proposed uses are ideally suited for this location as a transitional development between the educational uses within the west campus area, and the new passenger terminal and air cargo services associated with PMGA. Land uses will be consistent and compatible with PMGA Master Plan and will serve to attract more uses as the synergy builds around the completion of the Passenger Terminal.

The development of the Property 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. Future site development will be further scrutinized as part of the City's Site Plan Approval process, which will be filed and processed under a separate application.

4 GENERAL DEVELOPMENT PLAN

Project Description

Marwest at PMGA intends to attract a variety of light industrial and employment users seeking to develop projects in close proximity to the commerce associated with the Phoenix-Mesa Gateway Airport. Since this application seeks only to establish the base zoning of Light Industrial with the A/F and PAD Overlay, specific project descriptions that are part of a site plan approval process will follow at a later date. The first phase of development will establish the architectural character and site improvements including the project landscape and screen walls for the entire project. The standards proposed within this PAD are designed to support a high aesthetic standard, while recognizing the industrial/employment character of the immediate area both to the west and east.

This application includes a conceptual site development plan that is intended to establish a point of reference for discussions with Staff for this application, and for use by the Owners to attract potential users. Depending on how the market responds to the expansion around the PMGA including Eastmark and the 24 Gateway Freeway, there is a strong possibility that site development could be substantially different based on the size of the user and their on-site requirements for parking and circulation.

4.1 Land Use

Marwest at PMGA will be developed in accordance with all land use regulations and development standards applicable to Section 11-7 for the "L-1 Light Industrial" district, and Section 11-19 for Airfield Overflight Area 1 AOA-1 of the Mesa Zoning Ordinance unless modified herein.

4.2 Purpose

The Owners intend to develop a mixed use industrial park with supporting commercial uses that will attract a variety of light industrial and commercial users seeking to develop businesses in close proximity to the commerce associated with the Phoenix-Mesa Gateway Airport.

4.3 Permitted Uses

The permitted uses proposed for this PAD Overlay are as follows:

EMPLOYMENT DISTRICTS	
Proposed Use	***LI (M-1)***
Public and Semi-Public Use Classifications	
Government Offices	P
Public Safety Facilities	P
Commercial Use Classifications	
Automobile/Vehicle Sales and Services	
Automobile Rentals	P
Automobile/Vehicle Sales and Leasing	P
Automobile/Vehicle Service & Repair, Minor	P
Automobile/Vehicle Washing	P
Service Station	SUP
Banks and Financial Institutions	P
With Drive-Thru Facilities	P
Building Materials and Services	P
Business Services	P
Eating and Drinking Establishments	
Bars/Clubs/Lounges	P
Coffee Shops/Cafes	P
Restaurants, Bar and Grill	P
Restaurants, Full Service	P
Restaurants, Limited Service	P
With Drive-Thru Facilities	P
Off-track Betting	P (14,15)
With Live Entertainment	P
Food and Beverage Sales	
Convenience Market	P (1,7)
Hotels and Motels	P
Laboratories	P
Light Fleet-Based Services	P
Maintenance and Repair Services	P
Medical Marijuana Dispensaries	P
Offices	
Business and Professional	P
Medical and Dental	P
Personal Services	P
Plant Nurseries and Garden Centers	P
Retail Sales	
General	P

Employment and Industrial Use Classifications	
Handicraft/Custom Manufacturing	P (5)
Light Assembly/Cabinetry	P (5)
Manufacturing, General	P (5)
Manufacturing, Limited	P (5)
Research and Development	P (5)
Recycling Facilities	
Reverse Vending Machines	P
Small Indoor Collection Facilities	P
Warehousing and Storage	
Indoor Warehousing and Storage	P
Mini-Storage	P
Wholesale	P
Transportation, Communication and Utilities Use Classifications	
Communication Facilities	
Facilities Within Buildings	Chap 35
Transportation Facilities	
Freight/Truck Terminals and Warehouses	P
Transportation Passenger Terminals	P
Specific Accessory Uses and Facilities	
Outdoor Storage	P (5)
Outdoor Display	P

Performance Standards
The following standards are referenced from Mesa Zoning Ordinance Chapter 7 Employment Districts; Section 11-7-2 Land Use Regulations

(1) Permitted if located within an office building or other commercial building and occupying no more than 1,500 square feet, and Accessory Fuel Sales are not present.

(5) Permitted only if all activities pertaining to the manufacturing or processing of the products are conducted entirely within an enclosed building. Accessory outdoor storage is permitted, but must be screened by a minimum 6' masonry wall.

(7) Granting of a SUP is required if Accessory Fuel Sales are present.

(9) Permitted only if fully screened by a minimum 7-foot high masonry screen wall composed of masonry blocks utilizing varying colors and textures arranged in an attractive design.

(13) Heliports in Employment Districts shall be set a minimum of 2 full stories above the natural grade, unless associated with a hospital.

(14) Subject to approval by the City Council and the State Racing Commission of a Tele-track Betting Establishment Permit per AAC R19-2-401 and following.

(15) Permitted only when accessory to an Eating or Drinking establishment.

4.4 Development Regulations

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

4.4.1 This PAD uses for reference the *Zoning Ordinance of the City of Mesa* with a revision date of March 8, 2012. All future references and interpretations shall be governed by the requirements of this edition of the Zoning Ordinance.

4.4.2 Screen walls shall conform to the standards as defined in Chapter 7 Employment Districts; 11-7-3 Development Standards C, D, and E of the Mesa Zoning Ordinance, except as modified herein in Section 5 Site Development Standards, item 5.4 below.

4.4.3 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.

4.4.4 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

Projects to be developed within Marwest at PMGA shall be developed in accordance with the following standards:

5.1 Dimension Requirements and Bulk Regulations

The general lot area, height, and setback regulations for the Project shall be in accordance with the following PAD Standards:

Bulk Regulations:	Allowed *Per L-1:*	*PAD Standards:*
Minimum Site Area:	1 acre	1 acre
Minimum Lot Width:	100 ft.	100 ft.
Minimum Lot Depth:	100 ft.	100 ft.
Maximum Building Height[(1)]:	40 ft.	54 ft.
Minimum Building Setbacks		
Front (E. Ray Rd.):	15 ft.	30 ft.
Front (Interior Streets):	20 ft.	20 ft.
Interior Side & Rear adjacent to Commercial & PEP [(2)]::	20 ft. min	20 ft. min.
Interior Side & Rear adjacent to L-1 ::	0 ft.	0 ft.
Minimum Landscape Setbacks:		
E. Ray Road:	15 ft.	30 ft.
Interior Streets	20 ft.	20 ft.
Interior Side & Rear adjacent to Commercial & PEP [(2)]::	20 ft. min	20 ft. min.

(1) Maximum Building Height for Distribution/Warehouse projects in excess of 300,000sf shall be 54ft. to the top of parapet walls, mechanical screening, and architectural embellishments, such as cupolas, domes, monuments, and towers. Parapet walls, mechanical screening, elevator penthouses 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 E. Ray Road. Building Heights shall also be influenced by the requirement to file Form 7460 with the FAA, a prerequisite for filing the Site Plan Approval Application.

[(2)] One (1) foot of setback for each foot of building height with a minimum 20ft. setback.

5.2 Site Lighting

Lighting shall be provided with the development of each Site 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

This Project Site faces a number of unique site design and engineering challenges, most of which are the result of the property's configuration and the limited access. Some of these design challenges include:

- *Site Planning:* The property's only frontage is along East Ray Road. It is visible from the Santan Freeway, and is centered at the north end of the PMGA where traffic counts are projected to be very high, all of which are ideal attractions for site selectors. The challenge is providing efficient access off of and onto East Ray Road that can support the minimum level of required on-site circulation. There is only one existing intersection for full turning movements near the center of the property. In order to attract the type of developments called for in the Phoenix-Mesa Gateway Strategic Development Plan, additional access in the form of full turning intersections and right-in and right-out driveways will be required. The Conceptual Site Development Plan included as **Exhibit 5** illustrates large industrial buildings primarily oriented to warehouse and distribution users, but they could also be light manufacturing uses as well as a multi-tenant business park uses. This concept plan is presented to illustrate a potential site planning solution and is intended as a place holder until the first phase of development submits for site plan approval. While the first phase of development could propose a different arrangement and size of structures, it is the proposed location of the access points indicated on this plan that will be the more critical design feature. Refer to **Exhibit 6** Conceptual Circulation Plan for the location of the median breaks and driveways.

  As referenced earlier, there is a 20 acre parcel situated to the west of this subject property that is also under the same ownership, and currently zoned for light industrial development. A shared cross access easement could extend west to the eventual Sossaman Road alignment, which could provide secondary access into the Property.

- *Site Grading & Drainage*: The site is relatively flat with the existing grade falling generally from east to west. The Property will be responsible for collecting storm water flows from both off-site along East Ray Road 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 at the time of Site Plan Approval and/or filing a Subdivision Plat.

5.4 Screen Walls Adjacent to PMGA

As noted previously, there is an existing 7' chain link fence with razor wire along the entire south side of the property that shares frontage with the Airport. This fence with razor wire was installed by the Airport to address security issues and it will remain in-place. Tony Bianchi, the PMGA Planner informed our team that there is a minimum 6' setback on-site from this fence for any improvements, including landscaping. The only proposed improvements within this 6' setback will be other chain link fences that may intersect on a property line or lease boundary and a decomposed granite material cover to help control erosion. Beyond the 6' setback, on site development will not be restricted except for building and height setbacks. Landscaping may be installed but shall not cross or overhang into the 6' setback.

6 ARCHITECTURAL DESIGN GUIDELINES

These Architectural Design Guidelines are intended to serve interested lot developers, tenants, and their design teams with general design criteria for the project. These Guidelines shall be considered and implemented, and written approval issued by the Architectural Design Committee (ADC) for projects to be developed within the Property. This approval by the ADC shall occur prior to the submittal to the City of Mesa for Site Plan Approval.

6.1 Architectural Design

An overall architectural design theme will be specified for the development with the first phase of site development. While no particular architectural style will be dictated, architectural standards for the development will be established that will stimulate creative architectural solutions for each building. The goal of the architectural standards is to encourage a variety of architectural styles while prescribing certain elements and materials that will provide architectural identity and harmony throughout the development.

6.2 Architectural Character

Architectural embellishments and detailing such as textural changes, piers, pilasters, offsets, recesses, and color combinations shall be encouraged to create interesting building facades that provide character to large buildings, provide identity to the building and building entrances, and create a sense of human scale and comfort. Please refer to **Exhibits 7A & 7B** for a collection of similar project illustrations that exemplify potential architectural elevations.

6.3 Property Owners Association / CCR's

The Owner may create a Property Owners Association (POA) that will enforce the covenants, conditions, and restrictions (CCR's) to be recorded with the Final Plat for the first phase of site development. If created, the primary function of the POA will be to serve as the Architectural Design Committee (ADC) to establish pre-development design criteria with prospective users and to manage and maintain the common area amenities associated with a mixed use employment project. The ADC will discuss and review building architecture, site improvements, landscaping and screening requirements. The ADC will complete its initial review of a project's preliminary design concepts prior to their application for Site Plan approval through the City of Mesa. Unless otherwise specified by the CC&R's, the Owner will serve as both the manager of POA and

the ADC until such date as the Owner shall elect to transfer control of the POA to its Members (lot owners).

6.4 Maintenance Responsibilities

Owner/Developer shall initially maintain Common Areas within the Project Site and any improvements thereon. At such time that a POA is created, the Developer may transfer Common Area maintenance responsibilities to the POA, who shall perform such duties pursuant to the Project's Covenants. All common area improvements installed with any phase of development will remain the responsibility of the POA until such time that adjacent on-site development occurs and those defined common area improvements and maintenance responsibilities can be transferred to the individual lot owner (s). On-site development shall be responsible to extend common irrigation beyond their lot boundaries to maintain irrigation services to the adjoining unimproved lots.

6.5 Roof Mounted Mechanical Equipment

All roof mounted mechanical equipment shall be screened from public view by building parapets or in combination with separate roof mounted screening devices. Roof mounted mechanical units shall be painted to match the roof/building color.

6.6 Building Material

A wide variety of building materials may be used to create the architectural detailing referred to above. Exterior walls shall use a combination of materials and colors to create interesting building elevations that continue and enhance the theme of the project architecture. The front elevation shall be further defined by building offsets, recessed panels, glass curtain walls or storefronts as appropriate, change in color and materials, etc., or equivalent as approved by the ADC and the City of Mesa during Site Plan Approval. All buildings located within this project shall be architecturally styled to achieve harmony and continuity of design. Building elevations shall be coordinated with regard to color, texture, materials, finishes, and form. All signage shall be integrated into the building design. Side and rear walls of buildings or structures shall be coordinated with the front walls and those publicly visible portions of the side walls.

6.7 Color Coordination

All exterior colors, materials, and finishes for the principal structure must incorporate "earth tones" to achieve design conformity. Accent features may incorporate other colors, materials, and finishes used to express unique design elements, corporate logos, and/or color.

6.8 Loading Areas

All loading areas and loading docks shall be screened from adjacent streets as follows:

a. Except for distribution facilities, all truck loading or loading docks shall be located at the rear or side of the buildings. Distribution / warehouses shall screen street views by incorporating a combination of eight foot (8') screen walls and tree massing spaced to effectively screen the truck court.

b. If located upon the side of the building, loading areas must be screened from street frontage either by an architectural feature of the building or by a combination of a continuous block wall, minimum of six feet (6') in height, or eight feet (8') as determined by the ADC and the City of Mesa.

6.9 Storage Areas

Outdoor storage is permitted only on lots designated or developed for light industrial and manufacturing uses. Outdoor storage yards for equipment and/or materials shall not be permitted unless such storage is an integral part of the primary operation, is visually screened, and located towards the rear of the property. These storage areas must be screened from street view by an architectural feature of the building or by a combination of a continuous block wall, minimum of six feet (6') in height and landscape buffer consisting of trees placed 25' oc.

6.10 Refuse Collection Areas

All outdoor refuse facilities shall be visually screened from streets and adjacent property. These refuse facilities shall have minimum six feet (6') high screen walls along with access doors and shall follow the project's design theme approved by the ADC and the City of Mesa.

7 PROJECT LANDSCAPE

7.1 Landscape Theme

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 attached as **Exhibit 8**, is intended to characterize the intended project landscape.

7.2 Landscape Area

The amount of landscaped area for the Park 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.

7.3 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 resolved with Site Plan Approval. Due to the complexity of the access and satisfying the required lines of site for turning movements, the ultimate landscape design may necessarily be reduced to satisfy the visibility clearance requirements at intersections and driveways.

8 PARK INFRASTRUCTURE AND UTILITIES

8.1 Access and Circulation

East Ray Road: is partially improved with two lanes of traffic (one each way) with a parallel bike lane and a raised 16' wide median. The City of Mesa's Transportation Plan calls for East Ray Road to be a Primary Arterial with 6 lanes of traffic. There is an existing ROW of 130' providing adequate space to expand for the roadway for additional vehicular lanes. Existing improvements include a median break for full turning movements near the midpoint of the Property. The median is finished with a raised curb and the outside lanes are finished with an asphalt turndown.

Additional median breaks and right-in and right-out driveways are illustrated on the Conceptual Site Plan and the Site Circulation Plan, **Exhibits 5 & 6** respectively. 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. Refer to the Traffic Statement prepared by Lee Engineering for a full description of the design criteria applied to the location of these median breaks.

8.2 Street Improvements

Street improvements will be 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 the Final Plat or with a Map of Dedication as determined by the City of Mesa Engineering Department when the first phase of development is presented for formal site plan approval.

8.3 Traffic Signals

The Owner shall participate in the cost for a traffic signal at the proposed location illustrated on the Conceptual Site Plan and Site Circulation Plan. Details to be resolved with the Mesa Engineering Department as a condition of completing the required off-site improvement plans. This will be subject to a future signal warrant study.

8.4 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 water line within East Ray Road. Details of the final layout will be included with Site Plan Approval.

8.5 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 sanitary sewer line within East Ray Road. Details of the final layout will be included with Site Plan Approval.

8.6 Electrical, Telephone, and Cable Services

Owner shall install all on-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. Legal Description
4. Mesa General Plan
5. Conceptual Site Plan
6. Conceptual Site Circulation Plan
7. Architectural Building Elevations
8. Master Plant Schedule

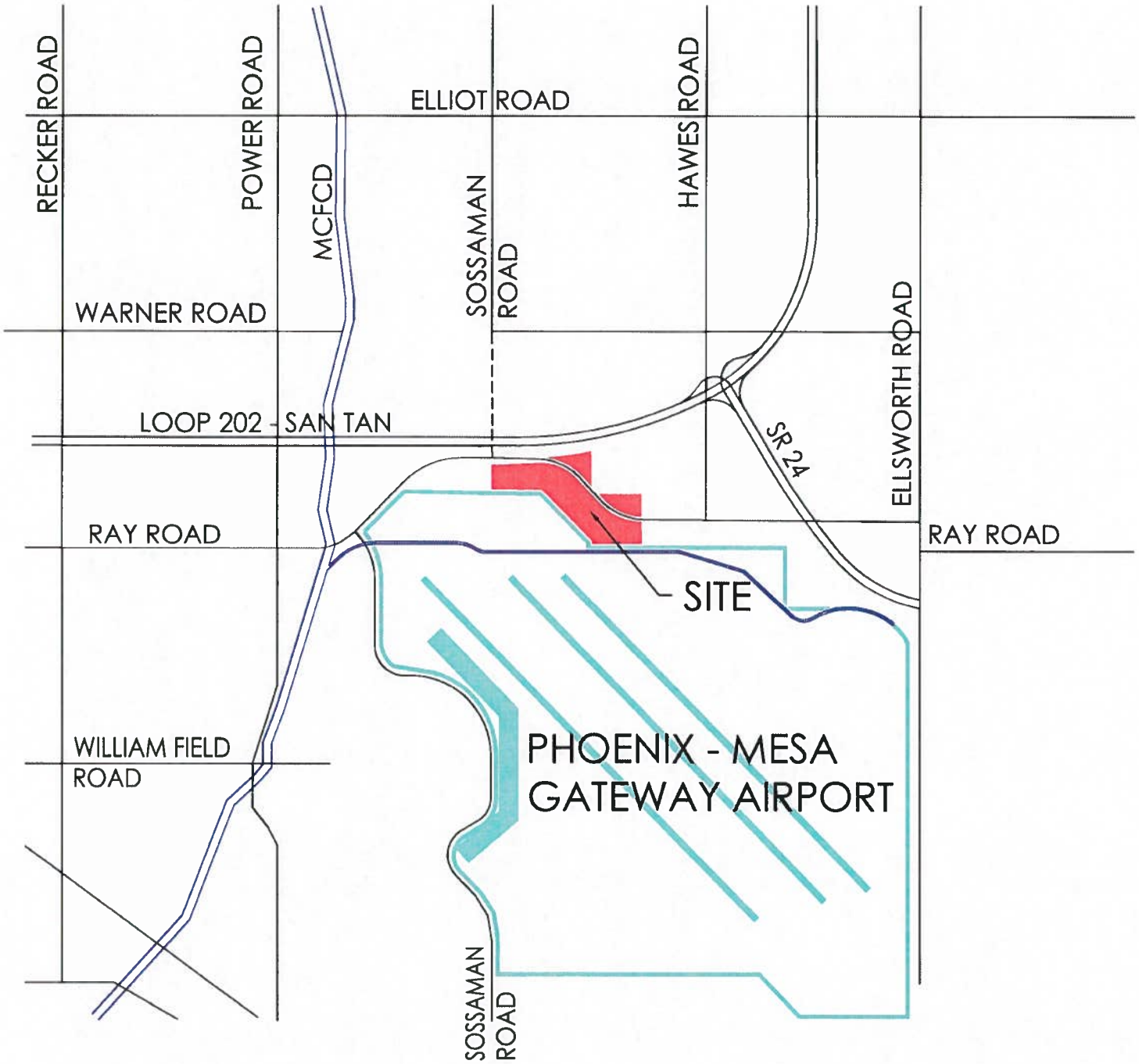

EXHIBIT 1

MARWEST AT PHOENIX-MESA GATEWAY

VICINITY MAP

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MESA, AZ

PREPARED FOR: MARWEST ENTERPRISES LLC, SAN TAN 74 LLLP, RAY39A LLLP & RAY39C LLLP

SCALE: 1" = 1000'
DATE: 10.07.14
GP JOB# 14004

0' 500' 1000'

NORTH

GILMORE
PLANNING & LANDSCAPE ARCHITECTURE

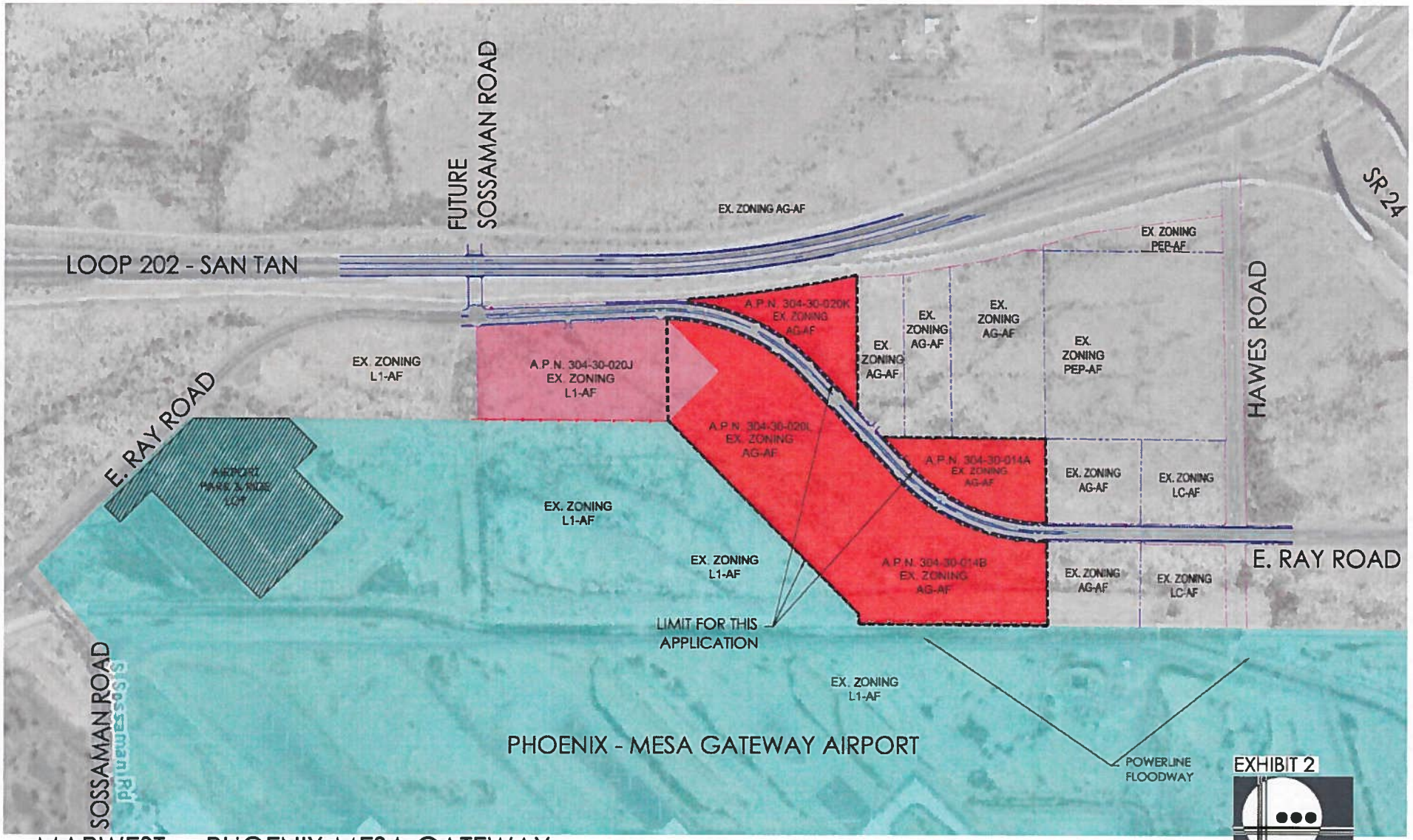


EXHIBIT 2

MARWEST AT PHOENIX-MESA GATEWAY

MESA, AZ

PREPARED FOR: MARWEST ENTERPRISES LLC, SAN TAN 74 LLLP, RAY39A LLLP & RAY39C LLLP

EXISTING ZONING & SURROUND LAND USE PLAN

SCALE: 1" = 600' 0 300' 600' 1200 NORTH

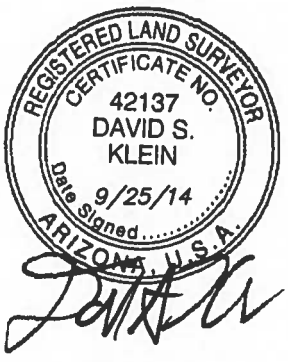
GILMORE PLANNING & LANDSCAPE ARCHITECTURE

DESCRIPTION

PROPERTY TO BE REZONED
NEAR RAY ROAD AND HAWES

A portion of the South half of Section 20, Township 1 South, Range 7 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, being more particularly described as follows:

COMMENCING at a Maricopa County Aluminum Cap marking the Southeast corner of said Section 20 from which a General Land Office brass cap marking the South quarter corner of said Section 20 bears North 89 degrees 30 minutes 22 seconds West 2644.86 feet;
THENCE North 89 degrees 30 minutes 22 seconds West 1322.43 feet to a 1/2" rebar capped 37936 at the Southeast corner of the Southwest quarter of the Southeast quarter of said Section 20 and the POINT OF BEGINNING;
THENCE continuing North 89 degrees 30 minutes 22 seconds West 1322.43 feet to a General Land Office brass cap at the South quarter corner of said Section 20;
THENCE North 00 degrees 27 minutes 46 seconds West 72.24 feet along the North–South mid–section line of said Section 20 to a brass cap stamped W.A.F.B. 23 1977;
THENCE North 44 degrees 35 minutes 31 seconds West 1900.84 feet to a brass cap stamped W.A.F.B. 22 1977;
THENCE North 89 degrees 29 minutes 54 seconds West 6.34 feet to the West line of the Northeast quarter of the Southwest quarter of said Section 20;
THENCE North 00 degrees 41 minutes 48 seconds West 779.90 feet along said West line to the centerline of Ray Road and a non–tangent curve the center of which bears South 00 degrees 26 minutes 12 seconds West 1400.00 feet;
THENCE Easterly along the arc of said curve through a central angle of 5 degrees 59 minutes 11 seconds an arc length of 146.28 feet;
THENCE North 06 degrees 25 minutes 17 seconds East 85.02 feet to the Southerly right of way line of the Santan Freeway (State Route 202) and a non–tangent curve the center of which bears North 03 degrees 49 minutes 11 seconds West 7866.26 feet;
THENCE Easterly along the arc of said curve and said Southerly right of way line through a central angle of 8 degrees 39 minutes 31 seconds an arc length of 1188.76 feet to a 1/2" rebar capped 31020 and the North–South



EXPIRES 3/31/17

SUPERIOR
SURVEYING SERVICES, INC.

21415 N. 23rd Avenue
Phoenix, AZ 85027
623–869–0223 (office)
623–869–0726 (fax)
www.superiorsurveying.com
info@superiorsurveying.com

DATE: 9/25/14 | JOB NO.: 120837

DESCRIPTION

PROPERTY TO BE REZONED
NEAR RAY ROAD AND HAWES

mid–section line of said Section 20;
THENCE South 00 degrees 27 minutes 49 seconds East 1038.15 feet along said mid–section line to the centerline of said Ray Road;
THENCE South 43 degrees 04 minutes 54 seconds East 132.41 feet along said centerline to the North line of the Southwest quarter of the Southeast quarter of said Section 20;
THENCE South 89 degrees 32 minutes 22 seconds East 1225.31 feet to a 1/2" rebar capped 21081 at the Northeast corner of the Southwest quarter of the Southeast quarter of said Section 20;
THENCE South 00 degrees 47 minutes 10 seconds East 1316.69 feet to the Southeast corner of the Southwest quarter of the Southeast quarter of said Section 20 and the POINT OF BEGINNING.

Comprising 88.252 acres or 3,844,247 square feet more or less, subject to all easements of record.

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
42137
DAVID S.
KLEIN
Date Signed 9/25/14
ARIZONA, U.S.A.

EXPIRES 3/31/17

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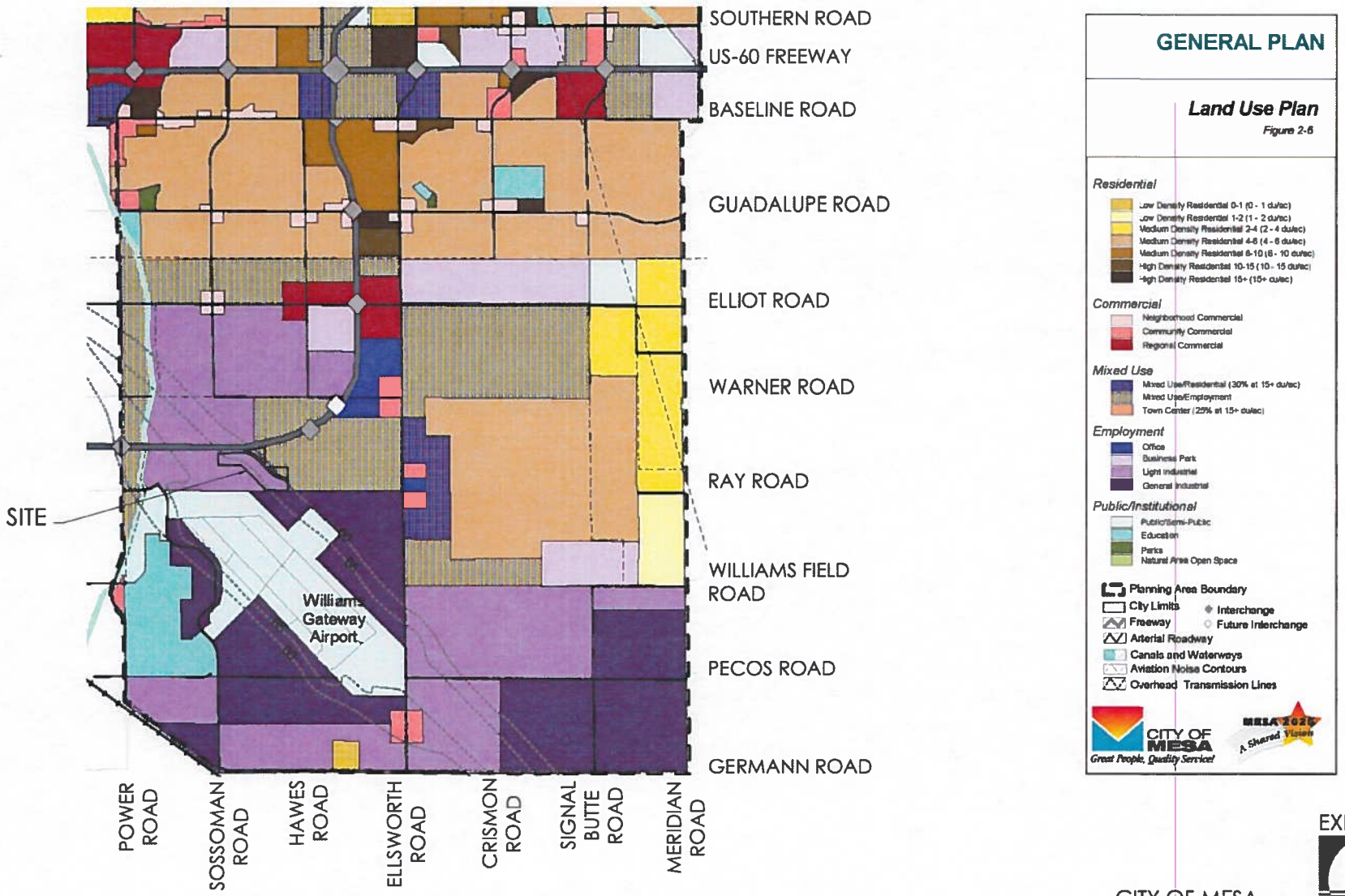

EXHIBIT 4

MARWEST AT PHOENIX-MESA GATEWAY

MESA, AZ

PREPARED FOR: MARWEST ENTERPRISES LLC, SAN TAN 74 LLLP, RAY39A LLLP & RAY39C LLLP

CITY OF MESA
2025 GENERAL PLAN

SCALE: NTS
DATE: 10.07.14
GP JOB# 14004
NORTH

GILMORE
PLANNING & LANDSCAPE ARCHITECTURE

Light Industrial / Manufacturing

Distribution Warehouse - Multi Tenant

Distribution Warehouse - Single Tenant

MASTER PLANT SCHEDULE

BOTANICAL/COMMON NAME	BOTANICAL/COMMON NAME

TREES

ACACIA ANEURA
MULGA
ACACIA SALICINA
WILLOWLEAF ACACIA
ACACIA SMALLII
SWEET ACACIA
PARKINSONIA FLORIDUM
BLUE PALO VERDE
PARKINSONIA HYBRID 'DESERT MUSEUM'
DESERT MUSEUM PALO VERDE
PARKINSONIAPRAECOX
PALO BREA
DALBERGIA SISSOO
SISSOO TREE
PROSOPIS CHILENSIS 'THORNLESS'
THORNLESS CHILEAN MESQUITE
ULMUS PARVIFOLIA
EVERGREEN ELM

SHRUBS

BOUGAINVILLEA S. "BARBARA KARST"
BARBARA KARST BOUGAINVILLEA
CAESALPINIA PULCHERRIMA
RED BIRD OF PARADISE
CALLIANDRA CALIFORNICA
RED FAIRY DUSTER
CASSIA NEMOPHILA
DESERT CASSIA
DODONAEA VISCOSA
HOPSEED BUSH
LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD'
GREEN CLOUD SAGE
LEUCOPHYLLUM LANGMANIAE 'RIO BRAVO'tm
RIO BRAVO SAGE
LEUCOPHYLLUM ZYGOPHYLLUM 'CIMARRON'tm
CIMARRON SAGE
NERIUM OLEANDER 'PETITE PINK'
DWARF PINK OLEANDER
RUELLIA PENINSULARIS
BAJA RUELLIA
TECOMA SPP.
'ORANGE JUBILEE'

ACCENTS

AGAVE DESMETTIANA
N.C.N.
AGAVE GEMINIFLORA
TWIN-FLOWERED AGAVE
DASYLIRION WHEELERI
DESERT SPOON
HESPERALOE PARVIFLORA
RED YUCCA
MUHLENBERGIA CAPILARIS 'REGAL MIST'
REGAL MIST DEER GRASS
YUCCA RECURVIFOLIA
PENDULOUS YUCCA

GROUNDCOVER

ACACIA REDOLENS 'DESERT CARPET'
N.C.N.
BACCHARIS HYBRID 'STARN'
DESERT BROOM HYBRID
CONVOLVULUS CNEORUM
BUSH MORNING GLORY
DALEA GREGGII
TRAILING INDIGO BUSH
LANTANA SPP.
'NEW GOLD' LANTANA
LANTANA MONTEVIDENSIS
PURPLE TRAILING LANTANA

EXHIBIT 8

MARWEST AT
PHOENIX-MESA GATEWAY

MASTER PLANT
SCHEDULE

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MESA, AZ
PREPARED FOR: MARWEST ENTERPRISES LLC, SAN TAN 74 LLLP, RAY39A LLLP & RAY39C LLLP

SCALE: 1" = 1000'
DATE: 09.24.14
GP JOB# 14004

0' 500' 1000'
NORTH

GILMORE
PLANNING & LANDSCAPE ARCHITECTURE

1. OVERVIEW

On behalf of Marwest Enterprises LLC, Santan 74 LLLP, Ray 39A LLLP, and Ray 39C LLLP, the property owners (Owners), Gilmore Planning & Landscape Architecture (Applicant) presents this Citizen Participation Report in conjunction with an application to rezone approximately 79.2 acres (the Property) from the City of Mesa's base zoning of Agriculture (AG/AF) to Light Industrial (L1/AF) with a Planned Area Development Overlay.

This report provides an overview of the process this team will utilize to complete the implementation of the Citizen Participation Plan for Marwest at Phoenix-Mesa Gateway Airport. The project site is located within the 8000 to 8200 blocks of East Ray Road between Sossaman Road North and Hawes Road on the north side of the Phoenix-Mesa Gateway Airport. This report provides evidence that citizens, neighbors, public agencies and interested persons will have an adequate opportunity to learn about and comment on the proposed plans and actions addressed in the application prior to Public Hearings.

Contact:
Jack Gilmore
Gilmore Planning & Landscape Architecture
2211 N 7th Street
Phoenix, Arizona 85006
(602) 266-5622
Email: jgilmore@getgilmore.com

2. ACTION PLAN

In order to provide effective citizen participation in conjunction with this application, the following actions will be taken to provide opportunities to understand and address any real or perceived impacts of the development that members of the community may have including:

1. A contact list will be developed for citizens and agencies in this area including:
   - All property owners within 500' of the Property (7).
   - All registered interest groups (4).
   - All single family residents within a one mile radius (3)
   - A surrounding ownership map with corresponding mailing labels have also been prepared and attached with this report. It is understood that the City will issue the letters of notification with related exhibits seeking public comment for consideration

prior to the P&Z Commission Hearing on December 17th. Public comments and questions may be directed to the applicant, Jack Gilmore, or to the designated Staff Planner for the City of Mesa, Tom Ellsworth. All communication from these property owners will be recorded and notes prepared and presented to Tom Ellsworth prior to the P&Z Hearing and again prior to the City Council Hearing.

2. Of particular interest for this project is the relationship with Phoenix-Mesa Gateway Airport (PMGA). PMGA shares the entire south side frontage with this Property. The City of Mesa adopted a General Plan that promotes these light industrial uses around PMGA. The Owners believe this Industrial Park with the PAD Overlay can be a complimentary neighbor supporting the various forms of commerce associated with the Airport. The Applicant has met with Toni Bianchi, Airport Planner for PMGA prior to the Pre-App Submittal and gained valuable insight to FAA site planning criteria for notifications. Following the submittal of this application, our Project Team made contact with Tony Bianchi on November 25th to discuss any questions involving his review of the application. Tony acknowledged that the application did incorporate their suggestions for screening separation along the common property line with the airport and the requirement for FAA review of building heights. There were no other concerns shared, but the Airport will want to review the subsequent applications for site plan approval.

3. Because the surrounding private properties are undeveloped and not planned for residential development, a neighborhood meeting was not required for this application. Depending on the character of responses to the letters of notification and in consultation with Tom Ellsworth, Mesa Staff Planner, responses to the notifications will be prepared either by phone, mail, or e-mail. Copies of all response communications will be shared with the Mesa Planning Dept. as they occur.

4. Presentations will be made to groups of citizens or neighborhood associations upon request as soon as possible after receiving the request, preferably before the P&Z Commission Hearing and certainly prior to the City Council Hearing. All material such as sign-in lists, comments, and meeting notes will be copied to the City of Mesa.

COMMUNICATION AND FEEDBACK WITH THE NEIGHBORS:

In preparing this application, team members have reached out to the following adjacent land owners to proactively address any potential concerns:

1. Tony Bianchi, Airport Planner, Phoenix-Mesa Gateway Airport (see below)
2. Morgan Neville representing Mesa Airport Growth Properties LLC. (7-29-14)
3. Ryan Cochran representing 202 Holdings. (7-29-14 & 8-1-14 no reply)
4. Michael Freret representing Phoenix-Mesa Gateway Airport 193 LLC

Communication with the adjacent land owners 2, 3, and 4 above did not generate any issues of concern for this first application to establish the Light Industrial (LI/AF) zoning with the PAD Overlay. Subsequent applications for Site Plan Approval will provide additional opportunities for neighboring properties to comment. With the imminent distribution of the initial Notification Letter, we hope to encourage these and the other area neighbors, registered groups, and any other interested groups or individuals to call, e-mail, or schedule an appointment to meet with the Applicant, Jack Gilmore. Our experience has taught us that open communication that responds quickly to these types of inquiries can be very effective in resolving issues.

COORDINATION WITH MESA PLANNING DEPT. & PHOENIX-MESA GATEWAY AIRPORT:

Feb 13th:	First informal meeting with Angelica Guevara to review the proposed project and to discuss details associated with rezoning.
March 3rd:	Pre-App Meeting PS14-012 (PLN 2014-0081)
March 4th:	First contact with Tony Bianchi, Airport Planner at Phoenix-Mesa Gateway Airport.
June 25th:	Meeting Toni Bianchi to review application, FAA requirements, and concept master plan.
July 11th:	File for 2nd Pre-App Meeting with PAD Overlay
July 28th:	2nd Pre-App Meeting PS14-049 (PLN No. PLN2014-0076)
July 30th:	Meeting with Mesa Transportation Staff to review site access and median breaks.
Oct. 7th:	File Rezoning Application (Z14-060)
Nov. 25th:	Follow-up call with Tony Bianchi to review the application and discuss any questions.
Dec. 2nd:	Affidavit for Posting was prepared and submitted by Dynamite Signs.

Dec. 3rd: Submit Citizen Participation Report and Notifications letters Mesa Planning Dept. for distribution to surrounding property owners and residents.

Dec. 17th: P&Z Hearing

Schedule to Complete the Citizen Participation Plan and Report

Item	Date
1.) First Meeting with PMGA:	June 25, 2014
2.) Pre-Application Meeting:	July 28, 2014
3.) PAD Application Submittal:	October 7, 2014
4.) Submit Citizen Participation Plan:	October 7, 2014
5.) Follow-up Submittal Deadline:	November 12, 2014 (NA)
6.) Submit Posting Affidavit:	December 2, 2014
7.) Submit Citizen Participation Report:	December 3, 2014
8.) Staff to Issue Letters of Notification:	December 3, 2014
9.) Planning and Zoning Board Hearing:	December 17, 2014

EXHIBITS

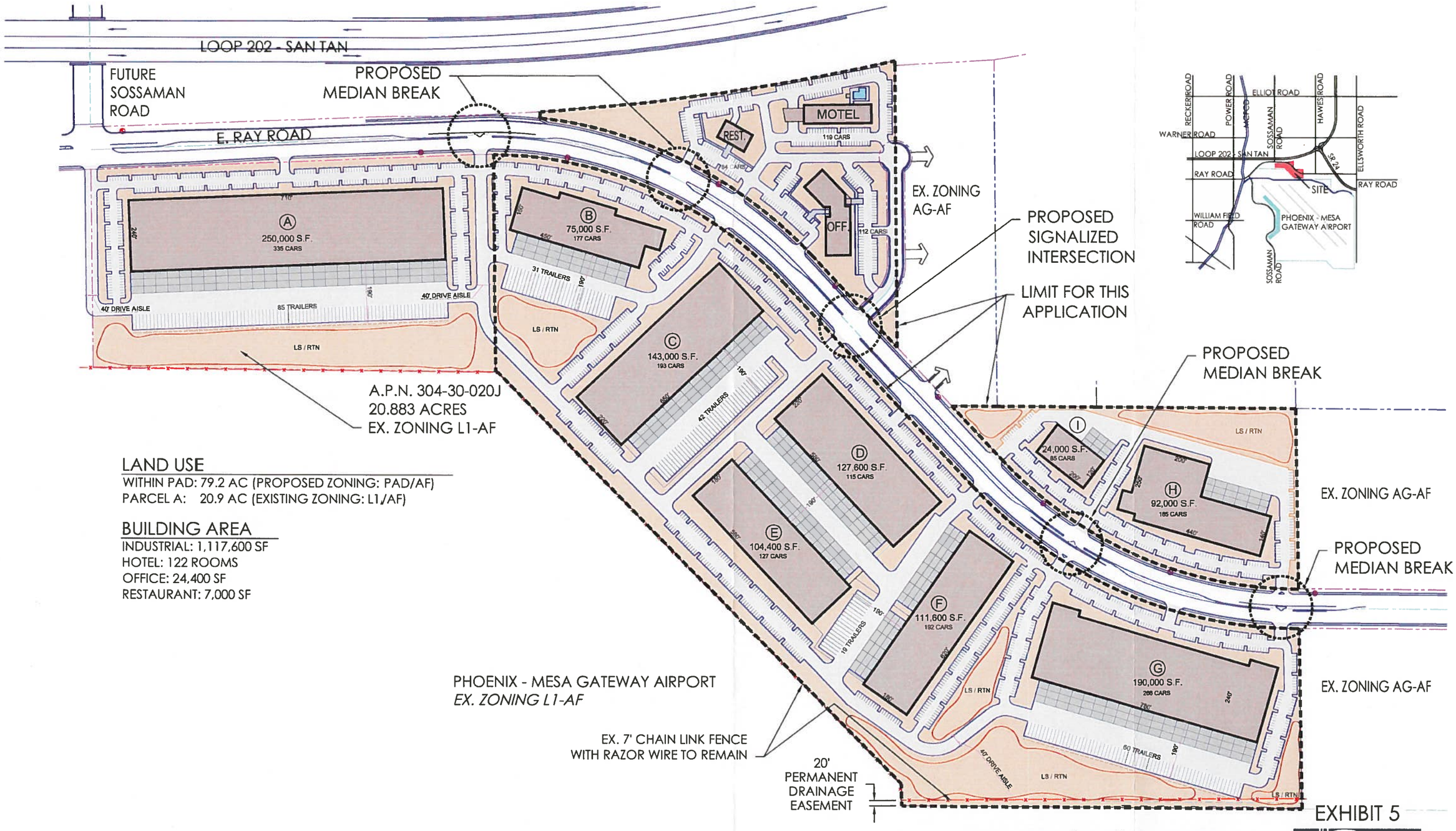
1. Location Map, Existing Land Use & Zoning Map
2. Typical Neighborhood Notification Letter
3. Surrounding Ownership Map
4. Notification List, Property Owners and Registered Interest Groups
5. Conceptual Site Plan
6. Conceptual Building Elevations

Exhibit 7A

Business Park - Multi Tenant

Business Park - Multi Tenant

Business Park - Multi Tenant



LAND USE

WITHIN PAD: 79.2 AC (PROPOSED ZONING: PAD/AF)
PARCEL A: 20.9 AC (EXISTING ZONING: L1/AF)

BUILDING AREA

INDUSTRIAL: 1,117,600 SF
HOTEL: 122 ROOMS
OFFICE: 24,400 SF
RESTAURANT: 7,000 SF

* SITE PLAN PREPARED BY BUTLER DESIGN GROUP

EXHIBIT 5

MARWEST AT PHOENIX-MESA GATEWAY

MESA, AZ
PREPARED FOR: MARWEST ENTERPRISES LLC, SAN TAN 74 LLLP, RAY39A LLLP & RAY39C LLLP

CONCEPTUAL SITE PLAN

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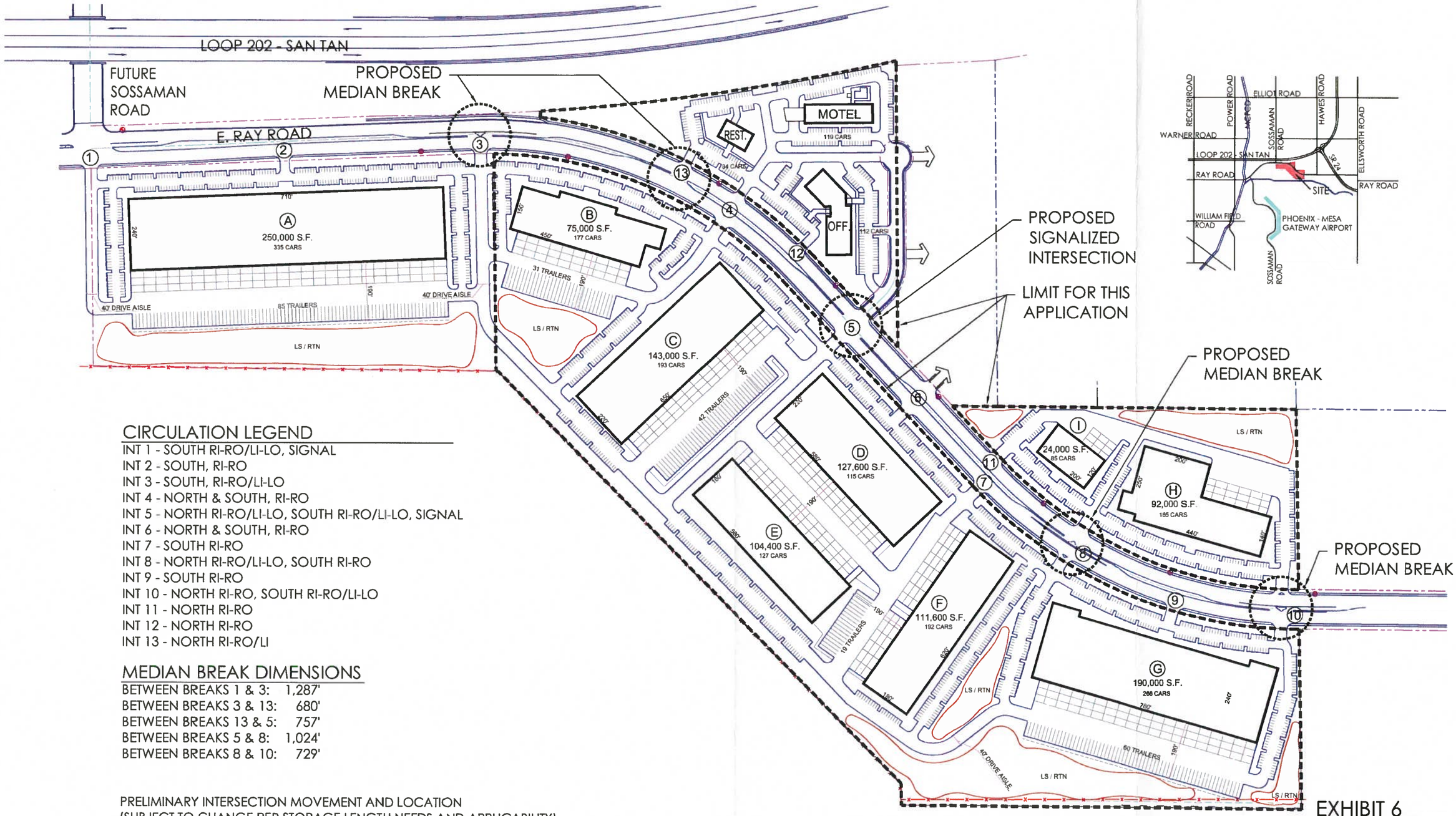
SCALE: 1" = 300'
DATE: 10.07.14
GP JOB# 14004

0' 150' 300' 600'

NORTH

GILMORE
PLANNING & LANDSCAPE ARCHITECTURE
2211 N. 7th Street T 602.266.5622
Phoenix, Az 85006 www.getgilmore.com



CIRCULATION LEGEND

INT 1 - SOUTH RI-RO/LI-LO, SIGNAL
INT 2 - SOUTH, RI-RO
INT 3 - SOUTH, RI-RO/LI-LO
INT 4 - NORTH & SOUTH, RI-RO
INT 5 - NORTH RI-RO/LI-LO, SOUTH RI-RO/LI-LO, SIGNAL
INT 6 - NORTH & SOUTH, RI-RO
INT 7 - SOUTH RI-RO
INT 8 - NORTH RI-RO/LI-LO, SOUTH RI-RO
INT 9 - SOUTH RI-RO
INT 10 - NORTH RI-RO, SOUTH RI-RO/LI-LO
INT 11 - NORTH RI-RO
INT 12 - NORTH RI-RO
INT 13 - NORTH RI-RO/LI

MEDIAN BREAK DIMENSIONS

BETWEEN BREAKS 1 & 3: 1,287'
BETWEEN BREAKS 3 & 13: 680'
BETWEEN BREAKS 13 & 5: 757'
BETWEEN BREAKS 5 & 8: 1,024'
BETWEEN BREAKS 8 & 10: 729'

PRELIMINARY INTERSECTION MOVEMENT AND LOCATION
(SUBJECT TO CHANGE PER STORAGE LENGTH NEEDS AND APPLICABILITY)

EXHIBIT 6

* SITE PLAN PREPARED BY BUTLER DESIGN GROUP

MARWEST AT PHOENIX-MESA GATEWAY

MESA, AZ
PREPARED FOR: MARWEST ENTERPRISES LLC, SAN TAN 74 LLLP, RAY39A LLLP & RAY39C LLLP

CONCEPTUAL CIRCULATION PLAN

SCALE: 1" = 300'
DATE: 09.24.14
GP JOB# 14004

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