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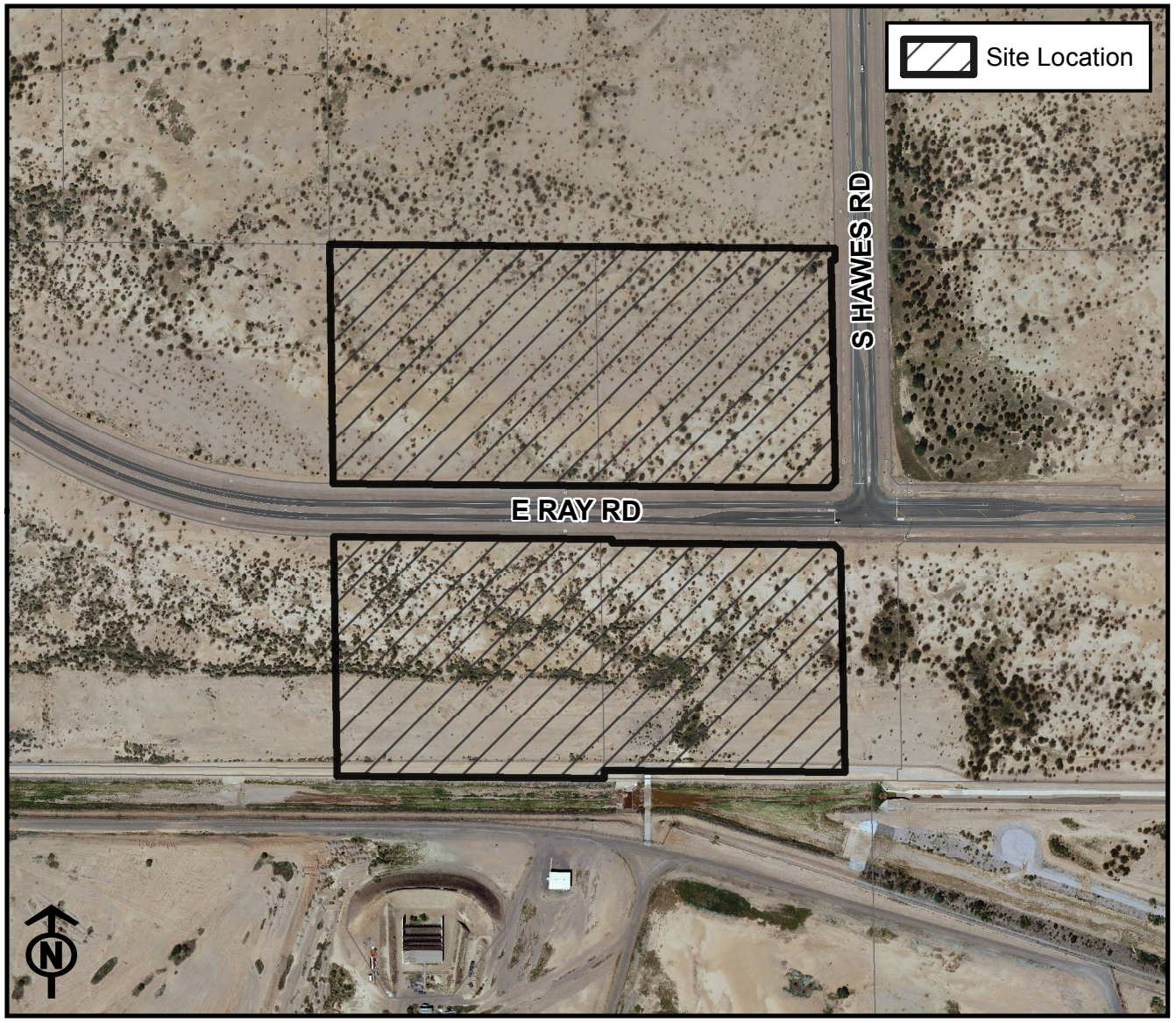
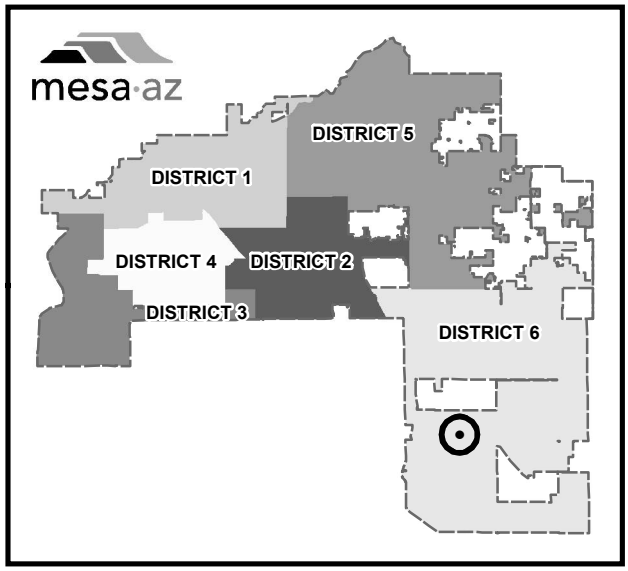




PLANNING AND ZONING VICINITY MAP

CASE:
Z14-053

PROJECT:
GATEWAY PARK

ADDRESS:
THE 8200 TO 8400 BLOCKS OF EAST RAY ROAD (NORTH AND SOUTH SIDE).

REQUEST:
REZONE FROM AG AF AND LC PAD AF TO LC PAD AF AND MODIFICATION OF PAD OVERLAY. THIS REQUEST WILL ALLOW EXPANSION OF THE GATEWAY PARK PAD. (PLN2014-00485).

mesa·az

Planning and Zoning Board

Case Information

CASE NUMBER:	**Z14-053 (PLN2014-00485)**
LOCATION:	The 8200 to 8400 blocks of East Ray Road (north and south side).
GENERAL VICINITY:	Located west of the northwest and southwest corners of East Ray Road and South Hawes Road.
REQUEST:	Rezone from AG AF and LC PAD AF to LC PAD AF and modification of the PAD overlay (33± acres)
PURPOSE:	This request will allow expansion of the Gateway Park PAD for the development of a mixed use development that is supportive of the airport with office, retail, and hotel components.
COUNCIL DISTRICT:	District 6
APPLICANT:	Park Corporation, Morgan Neville
STAFF PLANNER:	Lisa Davis, Planner II

SITE DATA

PARCEL NO.:	304-30-022H; 304-30-022J; 304-30-022F; 304-30-022G
EXISTING ZONING:	AG AF and LC AF PAD
GENERAL PLAN DESIGNATION:	Specialty District-Airport and Employment/Mixed Use Activity District
CURRENT LAND USE:	Undeveloped
LOT SIZE:	33± acres

SITE CONTEXT

NORTH:	Undeveloped– zoned PEP AF PAD
EAST:	(across Hawes Rd.) Undeveloped – zoned PEP AF PAD
SOUTH:	Phoenix-Mesa Gateway Airport – zoned LI DMP
WEST:	Undeveloped – zoned AG AF

STAFF RECOMMENDATION:	Approval with conditions
PLANNING & ZONING BOARD DECISION:	☐ Approval with conditions ☐ Denial
PROP-207 WAIVER:	☒ Signed ☐ Not Signed

ZONING HISTORY

November 16, 2000:	Annexed into the City of Mesa (Ord. #3815)
February 5, 2000:	Established City of Mesa Zoning AG-AF (Case #Z00-87, Ord. #3885)

July 8, 2010: Rezone of approximately 16 acres from AG to LC-PAD for the development of a high quality Mixed Use Employment area with office, retail, and hotel components. Gateway Park PAD

PROJECT DESCRIPTION

The applicant is requesting a rezone from Agricultural (AG) with an Air Field Overlay (AF) to Limited Commercial (LC) with a Planned Area Development Overlay (PAD) for approximately 18 acres and an amendment to expand the previously established 16 acre Gateway Park PAD, approved in 2010 (Z10-018 staff report attached). The applicant has provided revised Design Guidelines to include the entire property and remain mostly the same as was previously approved. The Design Guidelines are intended as a tool that encourages form-based development. The form-based development practices place primary emphasis on the ultimate form of the built environment and less emphasis on specific development standards and land uses. Public open space, pedestrian and open space systems and buildings with street scene presentation are emphasized.

The Limited Commercial District allows a maximum building height of two stories. The applicant has requested the PAD to allow a variation in the building height for a hotel which could range from three to ten stories. The Design Guidelines provided are intending to help create a vibrant semi-urban, mixed-use development focused on the built environment through a form-based approach. The Design Guidelines include concepts of phase development that intensifies over time, vertical and horizontal mixed uses, site design focused on internal pedestrian settings, a minimum of 12 percent of open space, and high quality architecture that is complimentary to the airport-commerce oriented vision.

Design Guidelines

The framework for site planning and design include building setbacks, build to lines and primary and secondary buildable areas. Page 14 of the Design Guidelines discusses these key development standards more in depth. The build-to zone indicates that 25% of the buildings will be within the minimum 2' and maximum 24' of the adjacent Ray Road and Hawes Road rights of way. The use of this zone is intended to bring buildings closer to the street and hide the majority of the parking behind buildings in a semi-urban environment. The Primary buildable area will have more intensity with urban building forms encouraged. The north parcel, north side of Ray, will emphasize a central access corridor for a pedestrian oriented environment. This will include an internal "main street" style access corridor that acts as an organizational element for the site. The south side of Ray, south parcel, will include a central plaza or open space that fosters a pedestrian friendly environment. The south parcel is envisioned as supportive of the airport because of its close proximity to the entrance of the airport.

Conceptual Site Design

The applicant has provided conceptual site plans that depict key development standards which include minimum build-to zones, primary and secondary buildable areas, and minimum and maximum building height. With the newly acquired parcels, the applicant has provided two conceptual layouts within the Design Guidelines showing all 33 acres (refer to pages 20 and 22). These exhibits provide conceptual examples of the physical direction for site design and building form of the property with the intention of encouraging higher intensity design solutions that break the traditional suburban mold. The overall intent is to guide development in the direction of compact building form, street-oriented building mass, internal pedestrian systems and the potential for greater density and intensity.

CITIZEN PARTICIPATION

The applicant has notified all surrounding property owners within 1000-feet of the subject site. The applicant submitted a Citizen Participation Report. The applicant also met with representatives at the Phoenix-Mesa Gateway Airport. Staff has not been contacted regarding this proposal.

CONFORMANCE WITH THE MESA 2040 GENERAL PLAN

The goal of Mesa 2040 General Plan is to establish and maintain neighborhoods and to build a sense of place in neighborhoods and commercial/entertainment districts. Rather than focusing on individual land uses, the Plan focuses on the "character of development in different areas." Character types combine concepts of land use with building form and intensity to describe the type of area being created through the development that occurs.

This request is within the Character Type of *Employment/Mixed Use Activity District* as identified on the Character Area map in the Mesa 2040 General Plan.

> *Employment Districts* is a character type that is primarily used for employment-type land uses of at least 20 acres and typically have minimal connection to the surrounding area. Examples of employment districts include areas for large manufacturing facilities, warehousing, business parks, etc. Employment districts may include supporting retail and office areas but rarely include any type of residential uses.
>
> *Mixed Use Activity Districts* are large-scale (typically over 25 acres) community and regional activity areas that usually have a significant retail commercial component including shopping areas such as malls, power centers, or lifestyle centers that are designed and developed to attract customers from a large radius. Sub type: Community-scale districts (primarily serving up to a 4-mile radius) typically contain one or two big box buildings and associated shops and pad sites.

To grow and maintain a diverse job base, Mesa must continue to develop and maintain Economic Activity Areas that provide busy, vibrant places which draw people and businesses together. This project is located in the Gateway Economic Activity Area. This area provides the largest opportunity for new growth in Mesa. Phoenix-Mesa Gateway Airport, which has three expansive runways and is equivalent in area to major airports such as Los Angeles World Airports (LAX), is an area anchor and one of the largest airports in the country with the most available developable land. Given the large size of the area, a wide range of employment activities are anticipated with an emphasis on education, aerospace/aviation, and technology industry clusters. Particular emphasis will be placed on preservation and growth of aviation related employment opportunities.

The General Plan identifies key elements to community development that are important elements of continuing to grow and develop a healthy, sustainable City. The five elements include High quality development, Changing demographics, Public health, Urban design and place-making, and Desert environment. Development of this project has the opportunity to address the elements of high quality development, urban design and place-making, and response to the desert environment. Addressing these will be done through the future site plan approval process and the Design Review approval process.

These key elements have been considered in the development of the vision statements, guiding principles, goals, policies and strategies contained in the General Plan. The Design Guidelines, final approval through Design Review is required, have been reviewed and appear to have the potential to promote the following goals, policies, and strategies:

Goal: Grow and maintain diverse and stable jobs.

Economic Development P1: Preserve designated commercial and industrial areas for future job growth.

Goal: Provide rich, high quality public spaces and cultural resources

Public Spaces P1: The design and redesign of public buildings and facilities will include consideration of how to provide dynamic public spaces where appropriate.

Public Spaces P2: Design of neighborhoods, neighborhood village centers, mixed use activity districts, downtown, and transit districts should consider and include the development of public gathering places appropriate for the scale and location of the development.

Goal: Foster a development pattern that creates and maintains a variety of great neighborhoods, grows a diverse and stable economy, and develops rich public spaces.

Character Areas P4: In areas with the Mixed Use Activity District, character development will be reviewed for the opportunity to enhance the vitality of these districts by providing the right mix of uses to meet community and regional needs, and for compliance with any approved sub-area or neighborhood plan for the specific area.

Character Areas P7: In areas with the Specialty District character, development will be reviewed for the opportunity to maintain and enhance the nature of the particular special district, and for compliance with any approved sub-area or neighborhood plan for the specific area.

Character Areas P10: This Plan continues to allow and provide for the broad range of land uses that exist within the community; however, the built form will transition over time to achieve the goals of creating a more recognizable city, improving air quality, and ensuring access to solar energy.

Utilizing the tools of the Mesa 2040 General Plan in review of the proposed project with necessary changes discussed in the Design Review section below, this request would further implement and enhance the planned Employment/Mixed Use Activity District character of the given area, help to create a greater sense of place, and make the place more economically viable into the future.

PHOENIX-MESA GATEWAY

This proposal has been reviewed against the Mesa Gateway Strategic Development Plan, adopted in December of 2008. A full review is provided in the Z10-018 staff report, attached. Staff is still supports that this project is consistent with the goals and objectives of the Plan.

A letter dated November 12, 2014 is attached is a response from the Phoenix Mesa Airport Executive Director, Jane Morris. As noted in the letter this site is located within the Mesa Gateway Airport

Overflight zones 1&2. The conditions of approval addressed in this letter have been added to the conditions approval of this report.

STAFF ANALYSIS:

SUMMARY:

Staff is supportive of the requested rezoning from AG-AF to LC PAD and the proposed Gateway Park Design Guidelines. A previously approved the PAD allows for up to 10-story building within the development. The design guidelines are generally well developed and should help provide direction that will lead building design to a semi-urban, rustic contemporary desert style character. The building placement should be organized with pedestrian activity and site circulation focused around a "Main Street" or a "Central Plaza" concept. This is intended to encourage clustering of portions of the building frontage near the intersections and along the arterial roadway corridors. Further site plan review by the Planning and Zoning Board is required.

To the north and east of this project is the approved 230-acre Gateway 202 Airpark mixed-use development, Z09-017. This project is envisioned to be a major employment center with an estimated 3.3 million square feet of development. It proposes to include offices, hotels, retail development, and urban living environments. The Gateway 202 Airpark Design Guidelines were also approved to guide the quality of the development as well as ensure the continuity of each of the development areas.

CONCERNS:

Design Guidelines

As discussed in the staff report of 2010, there is concern with the language contained within the Design Guidelines. Staff is largely supportive of the concepts, the concern and challenge for staff lies with the "shoulds" and "shalls" within the document. Staff anticipates challenges in determining whether a minimum level of adherence to the Design Guidelines has been achieved. The Design Guidelines are required to receive Design Review approval and all future development will also be required to receive Design Review approval. The initial development will establish the level of quality that will be carried through the remaining development.

Within the key development standards on page 14 of the Guidelines, the primary building area is listed as one of those standards. As part of this description, it needs to include the pedestrian focus on building entries, landscaping, that will encourage pedestrian movement.

Concept "C" On page 25 of the Design Guidelines depicts the energy station on the south parcel which indicates parking along Hawes Road frontage that is within the build to zone. According to the site design description of the build to zone, parking areas are not allowed in the build to zone. Future site plan design will need to comply with this section of the Guidelines. This illustration needs to be corrected in the Design Guidelines to avoid confusion in the future.

Entry/Exit into Airport

With the previous application, Staff had concerns with the conceptual site plans provided showing an "energy/gas station" directly adjacent to the entry into the airport property (adjacent to Hawes Road south of Ray Road). This was approved, however, with the previous application. Now that more land area is being added to the site, consideration could again be given as to whether or not an energy/gas station along this section of Hawes Road would meet the design and development goals for this main

entry into the Airport. A Special Use Permit for the gas station will be required along with site plan approval, further analysis can be done at that time.

Regional Public Trail System and Traffic / Transportation

As discussed in the 2010 report, The Mesa Gateway Strategic Development Plan includes the discussion of a Regional Public Trail System that currently ends on the west side of Power Road on the south side of the Santan Freeway. The trail is planned to extend to the East side of Power Road then continue either along the freeway corridor or the Ray Road corridor. In addition, Hawes Road from the 202 will provide a major access point to the new Phoenix-Mesa Gateway Airport terminal to be constructed on the north side of the Airport. It will be critical that this street provide smooth and easy access into the Airport. It is very likely that Hawes will need more right-of-way and have a different configuration than a typical arterial street. As development begins to occur in this area it will establish intensity, traffic patterns and access which will impact the Trail System and the Hawes Road alignment.

CONCLUSIONS:

Planning staff is recommending approval of the rezoning to LC AF PAD and the PAD amendment to Gateway Park subject to the following conditions.

CONDITIONS OF APPROVAL:

1. Compliance with the basic development as described in the Design Guidelines (without guarantee of lot yield, building count, or lot coverage).
2. Compliance with all City development codes and regulations.
3. Compliance with all conditions of Z10-018, ordinance #4997.
4. **The first phase of development within any parcels as identified in the project narrative (NWC or SWC of Hawes/Ray Roads) will include a site plan for the remaining portion of the 33 acres as stated in the Gateway Park Design Guidelines to demonstrate the site plan development potential. This is required to be updated with each subsequent site plan.**
5. **On page 16 of the Design Guidelines, the Build to Zone is applicable to the frontage adjacent to Ray Road as well as Hawes Road. As indicated on page 25 of the Design Guidelines, parking will not be allowed in the build to zone. The Design Guideline booklet is to be revised to include illustrations consistent with the requirement.**
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.**

SANTAN FREEWAY (LOOP 202)

ENTRADA AT THE SANTAN

NOT A PART

88TH STREET

KNOX ROAD (PROPOSED)

88TH STREET (PROPOSED)

RAY ROAD

HAWES ROAD

TO PHOENIX-MESA GATEWAY AIRPORT

EXISTING PROPERTY LINE

5.0 w/ 2 Levels

10.0

5.0 w/ 3 Levels

6.5

5.0 w/ 2 Levels

70

250

10.0

6.0

3.9

4.0

7.5

6.0

5.0

20.0

5.0 w/ 5 Levels

FEATURE

14.0

14.0

7.0

8.0

3.5

1979'

1478'

362'

904'

440'

880'

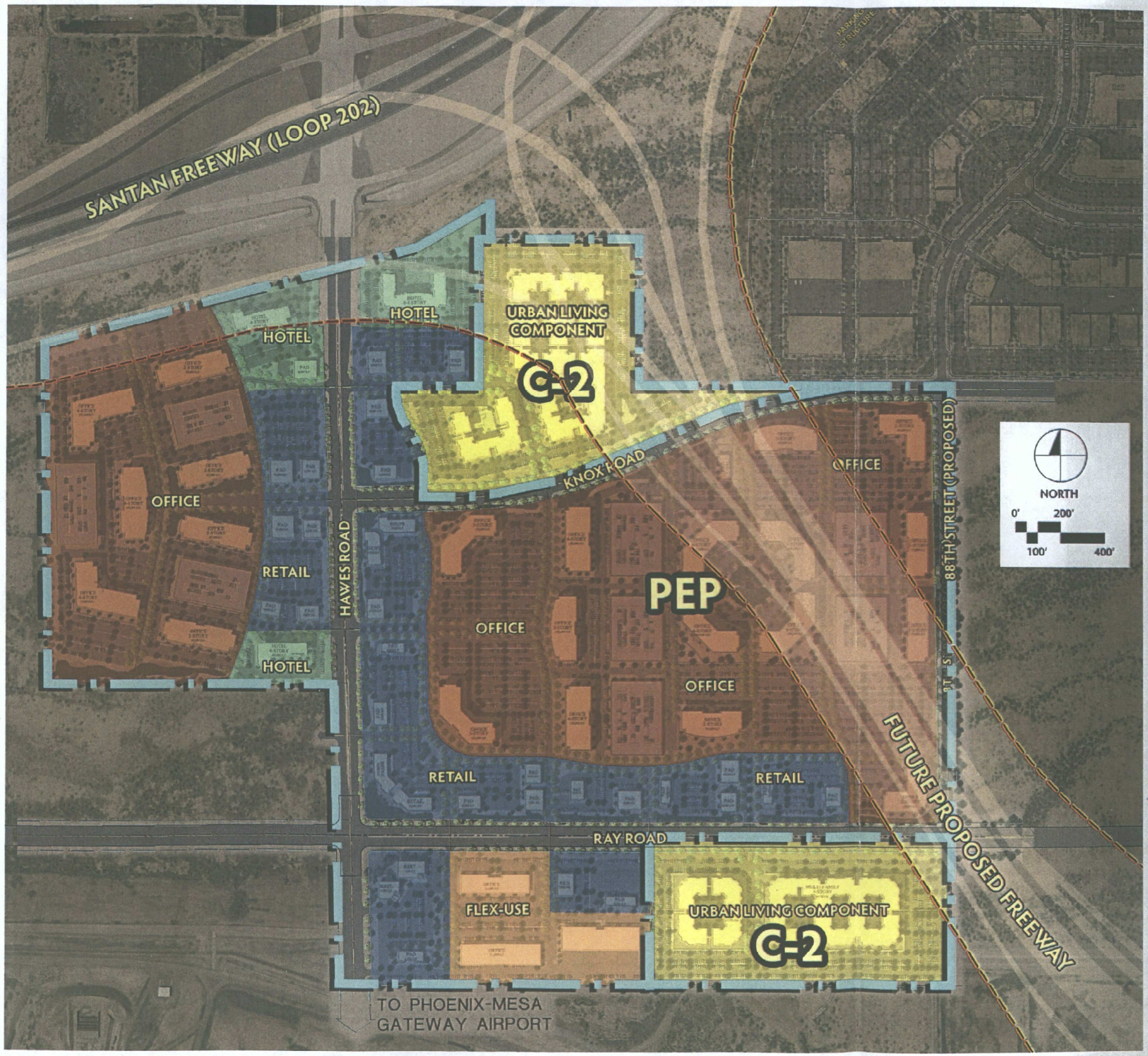
1320'

1760'

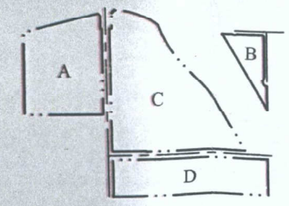
2200'

130' R.O.W.

30' SB



SITE DATA



SITE AREAS (NET):

AREA A	: 1,844,867 S.F. (42.4 AC.)
AREA B	: 397,615 S.F. (9.1 AC.)
AREA C	: 3,164,946 S.F. (72.7 AC.)
AREA D	: 1,437,065 S.F. (33.0 AC.)

SITE DATA BREAKDOWN WITH FREEWAY

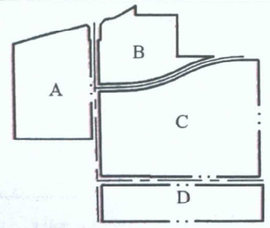
AREA A
- OFFICE
  - SITE AREA : ±36 ACRES
  - BUILDING AREA : 736,000 S.F.
- HOTEL
  - SITE AREA : ±5 ACRES
  - BUILDING AREA : 128,000 S.F./ 240 ROOMS
- RETAIL/ PAD/ REST.
  - SITE AREA : ±2 ACRES
  - BUILDING AREA : 6,000 S.F.

AREA B
- FLEX-OFFICE/ IND.
  - SITE AREA : ±9 ACRES
  - BUILDING AREA : 88,800 S.F.

AREA C
- OFFICE
  - SITE AREA : ±35 ACRES
  - BUILDING AREA : 740,000 S.F.
- HOTEL
  - SITE AREA : ±3 ACRES
  - BUILDING AREA : 88,000 S.F./ 127 ROOMS
- RETAIL/ PAD/ REST.
  - SITE AREA : ±23 ACRES
  - BUILDING AREA : 107,000 S.F.
- URBAN LIVING COMPONENT
  - SITE AREA : ±12 ACRES
  - DENSITY : 30 D.U. / ACRE

AREA D
- OFFICE
  - SITE AREA : ±6 ACRES
  - BUILDING AREA : 55,000 S.F.
- FLEX-OFFICE
  - SITE AREA : ±3 ACRES
  - BUILDING AREA : 34,000 S.F.
- RETAIL/PAD/ REST.
  - SITE AREA : ±8 ACRES
  - BUILDING AREA : 30,500 S.F.
- URBAN LIVING COMPONENT
  - SITE AREA : ±16 ACRES
  - DENSITY : 30 D.U. / ACRE

SITE DATA



SITE AREAS (NET):

AREA A	: 1,844,867 S.F. (42.4 AC.)
AREA B	: 1,092,997 S.F. (25.1 AC.)
AREA C	: 4,077,816 S.F. (93.6 AC.)
AREA D	: 1,506,053 S.F. (34.6 AC.)

SITE DATA BREAKDOWN WITHOUT FREEWAY

AREA A
- OFFICE
  - SITE AREA : ±30 ACRES
  - BUILDING AREA : 696,000 S.F.
- HOTEL
  - SITE AREA : ±5 ACRES
  - BUILDING AREA : 140,000 S.F./ 250 ROOMS
- RETAIL/ PAD/ REST.
  - SITE AREA : ±8 ACRES
  - BUILDING AREA : 52,800 S.F.

AREA B
- HOTEL
  - SITE AREA : ±5 ACRES
  - BUILDING AREA : 168,000 S.F.
- RETAIL
  - SITE AREA : ±3 ACRES
  - BUILDING AREA : 29,000 S.F.
- URBAN LIVING COMPONENT
  - SITE AREA : ±17 ACRES
  - DENSITY : 30 D.U. / ACRE

AREA C
- OFFICE
  - SITE AREA : ±69 ACRES
  - BUILDING AREA : 2,035,000 S.F.
- RETAIL/ PAD/ REST.
  - SITE AREA : ±24 ACRES
  - BUILDING AREA : 126,550 S.F.

AREA D
- OFFICE
  - SITE AREA : ±6 ACRES
  - BUILDING AREA : 55,000 S.F.
- FLEX-OFFICE
  - SITE AREA : ±3 ACRES
  - BUILDING AREA : 34,000 S.F.
- RETAIL/PAD/ REST.
  - SITE AREA : ±8 ACRES
  - BUILDING AREA : 30,500 S.F.
- URBAN LIVING COMPONENT
  - SITE AREA : ±18 ACRES
  - DENSITY : 30 D.U. / ACRE

EXHIBIT 3A - LAND USE PLAN

Narrative

Gateway Park PAD expansion

Northwest and Southwest Corners of Ray & Hawes Roads

October, 2014

Property Description

This Formal Application Filing requests review of a rezoning proposal to **expand the existing Gateway Park LC-PAD** zoning to include two additional parcels (Maricopa County Assessor's parcels 304-30-022 F and 304-30-022 G) of approximately 18 acres (the "Expansion Parcels"). The Gateway Park project is located west of the northwest and southwest corners of Ray and Hawes Roads in the vicinity of the Phoenix-Mesa Gateway Airport. The current zoning on the Expansion Parcels is Agricultural and the City of Mesa General Plan designates the Expansion Parcels as mostly Mixed Use Employment and a small portion as Light Industrial.

Intent of the Rezoning

The Expansion Parcels have been acquired by the owner of Gateway Park, which is currently comprised of the neighboring two parcels (Maricopa County Assessor's parcels 304-30-022 H and 304-30-022 J) to the immediate east of the Expansion Parcels. Gateway Park is zoned as Limited Commercial, under a Planned Area Development Overlay (LC-PAD) through the approved Ordinance Z10-18. ***The intent of this rezoning is to expand the existing Gateway Park PAD to include all four aforementioned parcels, and for Gateway Park's approved Design Guidelines to apply to the subject parcels.***

Site Overview

The Gateway Park site is comprised of four parcels totaling approximately thirty-three acres located at the northwest and southwest corners of Ray and Hawes Roads. Each individual parcel is approximately eight acres. The property is zoned LC-PAD with a height allowance of up to ten stories. The City of Mesa General Plan designation for the property is Mixed Use Employment. A small portion of one parcel is designated as Light Industrial by the Mesa General Plan.

Gateway Park is within the study area of the Mesa Gateway Strategic Plan and is specifically within the Airport/Campus District. Development within this district is envisioned as mixed-use in nature and supportive of a synergistic relationship with the Airport. Appropriate land uses as discussed within the strategic plan include hotels, meeting facilities, restaurants, entertainment uses, and offices among others. Gateway Park is intended to fully comply with the intent and direction set forth within the Mesa Gateway Strategic Plan.

Neighboring property in the immediate vicinity of Gateway Park is generally vacant and zoned either Agricultural, Light Industrial, Limited Commercial or Planned Employment Park, with General Plan designations of Mixed Use Employment, Light Industrial and General Industrial. The 329 acre Gateway 202 Airpark project, which is located immediately north and east of Gateway Park, is zoned LC and Planned Employment Park (PEP) with a Business Intensity Zone (BIZ) overlay to allow heights of up to eight stories and a Council Use Permit to allow increased retail within the PEP zoning. The Phoenix-Mesa Gateway Airport is located to the south. The Gateway Park property is located at the future entrance to the planned east side passenger terminal at the Airport. When developed, Gateway Park will be a vibrant mixed-use front door to the Airport property. The Eastmark property (zoned Planned Community), which is located one mile to the east, is a major contextual influence that will play a significant role in the overall direction of development in the area, including the Gateway Park site. The Gateway Park Design Guidelines are in harmony with the approved plans for the Eastmark project.

Direct access to the Gateway Park property is achieved from either Ray Road or Hawes Road. The interchange of the Loop 202 Freeway and Hawes Road is approximately one-half mile to the north, providing convenient freeway access to the site. Access to State Route 24, Gateway Freeway is available by way of the Ellsworth Road interchange, approximately one mile to the east.

Gateway Park
Planned Area Development Design Guidelines

Owner: PARK CORPORATION

Prepared by:
Swaback Partners pllc.; Land Planners

October 2014

Owner:

Mesa Airport Growth Properties LLC
9920 S. Rural Road, Suite 108-16
Tempe, AZ 85284-4100

Applicant:

Morgan Neville
Park Corporation, Acquisition & Asset Management
480-586-4300
mneville@parkcorp.com

Planner:

Swaback Partners pllc.; Planning and Design
7550 East McDonald Drive, Suite A - Scottsdale, Arizona 85250

Conceptual Sketch of Central Courtyard

for illustration purpose only

"We need to get to the point where being entrusted with the design of structures and their relationships to the land is seen as the sacred honor of participating in creation.

While this may seem arrogant to some, we are beginning to understand that it is essential to our survival"

- Vernon Swaback

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The Gateway Park Planned Area Development Design Guidelines and Development Standards ("Design Guidelines"), which have been prepared pursuant to Chapter 10 of the City of Mesa Zoning Ordinance, establish the overall design framework for the Gateway Park project. These Design Guidelines supplement and expand on the City of Mesa design guidelines and also include specific modifications to City of Mesa Zoning Ordinance development standards. The Design Guidelines apply to all development and uses of land within Gateway Park.

Gateway Park is zoned LC, Limited Commercial, a traditional commercial zoning classification with a Planned Area Development overlay ("PAD") in order to accommodate additional height. The intent of these Design Guidelines and Planned Area Development standards is to transform this traditional zoning framework into a tool that encourages form-based development, a result that is encouraged by the Mesa Gateway Strategic Plan. Form-based development practices place primary emphasis on the ultimate form of the built environment and less emphasis on specific development standards and land uses. The public faces of the buildings, pedestrian and open spaces systems, and attractive public places are emphasized in a form-based development approach. This approach requires significant flexibility in design and development standards to achieve the desired result.

The Gateway Park project embraces the City's vision of the Phoenix-Mesa Gateway Airport and the Gateway Area as a future regional employment hub and urban core for the southeast Valley. Adherence to these Design Guidelines throughout the development process will result in a cohesive, high quality mixed-use project that supports the City's goal of creating an urban desert gateway to the Phoenix-Mesa Gateway Airport.

All images and site plans within these Design Guidelines are conceptual and intended to be representative of the ultimate character and quality of development. The images do not convey final design concepts, colors or materials. Specific site plans for individual development projects will be processed in the future as the market dictates.

The Gateway Park site is comprised of four parcels totaling approximately thirty-three acres located at the northwest and southwest corners of Ray and Hawes Roads. Each individual parcel is approximately eight acres. The property is zoned LC PAD with a zoning height allowance of up to ten stories. The City of Mesa General Plan designation for the property is Mixed Use Employment.

Gateway Park is within the study area of the Mesa Gateway Strategic Plan and is specifically within the Airport/Campus District. Development within this district is envisioned as mixed-use in nature and supportive of a synergistic relationship with the Airport. Appropriate land uses as discussed within the strategic plan include hotels, meeting facilities, restaurants, entertainment uses, and offices among others. Gateway Park is intended to fully comply with the intent and direction set forth within the Mesa Gateway Strategic Plan.

Neighboring property in the immediate vicinity of Gateway Park is generally vacant and zoned either Agricultural, Light Industrial or Office, with General Plan designations of Mixed Use Employment or Light Industrial. The 329 acre Gateway 202 Airpark project, which is located immediately north and east of Gateway Park, is zoned LC and Planned Employment Park (PEP) with a Business Intensity Zone (BIZ) overlay to allow heights of up to eight stories and a Council Use Permit to allow increased retail within the PEP zoning. The Phoenix-Mesa Gateway Airport is located to the south. The Gateway Park property is located at the future entrance to the planned east side passenger terminal at the Airport. When developed, Gateway Park will be a vibrant mixed-use front door to the Airport property. The former GM Desert Proving Grounds property, known as Eastmark, which is located one mile to the east, is a major contextual influence that will play a significant role in the overall direction of development in the area, including the Gateway Park site. The Gateway Park Design Guidelines are in harmony with the already approved plans for the Eastmark project.

Direct access to the Gateway Park property is achieved from either Ray Road or Hawes Road. The interchange of the Loop 202 Freeway and Hawes Road is approximately one-half mile to the north, providing convenient freeway access to the site. Access to State Route 24 Freeway is available by way of the Ellsworth Road interchange, approximately one mile to the east. At the request of the City of Mesa, the owners of Gateway Park dedicated at no cost to the City the necessary right-of-way for both Ray and Hawes Roads. The right-of-way was dedicated in support of the City's efforts to create a public-private partnership with property owners in the area and to facilitate the construction of both Ray and Hawes Roads. This right-of-way was dedicated, however, with the return expectation of convenient access from the Gateway Park site to both Ray and Hawes Roads. Given the strategic arterial corner location and small size of the Gateway Park property, direct access to the site from both Ray and Hawes Roads is of critical importance to the future success of the Gateway Park site and for creating the kind high quality mixed-use project that the City envisions at this location.

3.1 Vision Statement

Gateway Park will provide a mix of commerce-oriented businesses that will compliment the Phoenix- Mesa Gateway Airport.

This range of business enterprise will include aspects of commerce, hospitality, retail, transportation and technology.

Because of the property's unique location at the planned "front door" to the airport, the Gateway Park project will also provide valuable services to users on a day-to-day basis.

The direct adjacency to the airport will provide a unique synergy for numerous kinds of professional businesses that cater to a wide variety of aviation-oriented entrepreneurship.

3.1 Vision Statement

Because of the Airport's own future vision as an "aerotropolis," the setting for Gateway Park is one that is more urban in nature and less suburban. Specific design concepts include:

- Phased development becoming more intense over time
- Taller building forms
- Vertical and horizontal mixed-uses
- Site design oriented for internal pedestrians rather than car dominant settings
- High quality architecture that is contextual to the setting and complimentary to the airport-commerce oriented vision

Source: Dean Wellington "Duke" Reiter . Conceptual Sketch of Sky Harbor Airport from the New American City

3.1

3.2 Zoning Framework

The Gateway Park site is (proposed to be) zoned LC Planned Area Development. The LC district is a flexible non-residential district and allows for the desired mixed-use development form and may include primary offices, hotel and convention facilities, service convenience uses, retail, and entertainment oriented uses.

The planning concepts as discussed in the following subsections set forth the overall framework for the desired site design and building form, lot characteristics and phasing concepts for Gateway Park. Development standards unique to the Gateway Park project are addressed in Section 3.5.1. Specific design concepts and guidelines are addressed in Section 4.

3.3 Site Plan Review and Approval

The site plan concepts included within these Design Guidelines are intended to convey the overall spirit of future development and are conceptual only. Pursuant to standard City of Mesa procedures, a site plan that is reflective of each specific development proposal must be processed through the City's traditional site plan review process.

Specific site plan submittals must also include an accompanying exhibit called the Site Plan Development Potential (SPDP) exhibit. The SPDP will demonstrate not only that the current specific site plan proposal is in conformance with the design guidelines, but also that the remainder of the site can develop in adherence to the intent and goals of the design guidelines. The SPDP must illustrate a potential build-out scenario for the remainder (unbuilt portion) of the site. The conceptual build-out scenario as depicted by the SPDP must demonstrate adherence to the build to zone and other key site planning concepts as outlined within the Design Guidelines. SPDP's are required to depict a conceptual build-out scenario only for the parcel (North or South) to which the specific site plan is related.

3.4 Design Guideline Amendments

Minor amendments to the Gateway Park Design Guidelines may be approved by the Planning and Zoning Board. Minor amendments are those that do not substantively alter the intent or goals of the Design Guidelines. Major amendments require approval by both the Planning and Zoning Board and the City Council. The Planning Director has the discretion to determine whether a proposed amendment is minor or major.

3.5 Site Design

Lot Characteristics and Development Standards

The Lot Characteristics diagram (exhibit 3.5.2. on page 17 combined with the Development Standards table (exhibit 3.51 on page 16) provide the overall framework for site planning and design including building setbacks, build to lines, building heights, and primary and secondary buildable areas. Any development standards not specifically addressed will follow the standards outlined within the City of Mesa Zoning Ordinance.

Key Development Standards - Descriptions

Building Setbacks: Areas on the site where building structures are prohibited, including any accessory buildings and parking structures. The proscribed building setbacks represent the minimum required building setback and are purposefully minimal to allow significant flexibility to create the desired urban form.

Primary Buildable Areas: Defined areas within the site where more intense, urban form development is encouraged. Primary Buildable Areas generally occupy the most visible portions of the site along both Ray and Hawes Roads. Development within the Primary Buildable Areas should include a signature statement for the project as well as create an appropriate gateway to the Airport.

Secondary Buildable Areas: Defined areas within the site more suited to less intense development that fulfills a supporting role to development within the Primary Buildable areas. Secondary Buildable areas generally occupy the less visible portions of the site away from the Ray and Hawes Roads frontages. Large areas of surface parking and parking structures, secondary and accessory uses and less intense building forms are encouraged within the Secondary Buildable Areas. Intense development, however, is allowed within the Secondary Buildable Area if the market dictates that overall level of intensity throughout the entire site.

Build To Zone: The Build to Zone represents an area wherein 25% of the building facades must be developed between the minimum required building setback and a maximum building setback. This Build to Zone is more accurately described in Exhibit 3.5.2 on page 17. The use of this zone is intended to help create the desired semi-urban atmosphere along the Ray and Hawes Roads frontages and encourage the use of architecture to create a gateway statement for the project.

3.5 Site Design

Building Heights: With the Planned Area Development Overlay, building heights for Gateway Park have been increased beyond the City of Mesa Zoning Ordinance standards for LC. Increased building heights are encouraged, as feasible, for all development projects in support of the desire to create a semi-urban gateway to the Airport along the Ray and Hawes Roads corridors. The maximum building height for Gateway Park is ten stories. Building height will be measured in stories. Minimum buildings heights for various land uses are outlined in the developments standards in Section 3.5.1.

Because of its location in the Airport Planning Area (APA) and overflight areas 1 & 2 (AOA 1&2) of Phoenix Mesa Gateway Airport, Development within Gateway Park is subject to the various required reviews and limitations imposed by FAA Guidelines and Safety considerations, including Part 150, part 77 and 7460 Studies. Site plans and building design will be subject to the required evaluation and review at the time that specific development progresses within the project is proposed for each portion of the project.

Landscape Setbacks: Unique landscape setbacks have been defined for Gateway Park that compliment the reduced building setbacks. Through the use of minimum open space requirements, and as a component of the open space and pedestrian systems, pockets of landscaping will be strategically developed throughout the site.

Minimum Open Space: The minimum open space requirement is twelve percent of the net site area.

Parking: Parking standards for Gateway Park shall conform with the City of Mesa Zoning Ordinance standards. Gateway Park, however, reserves the right to propose a shared parking plan to the City of Mesa Zoning Administrator for review and approval in the future. Such shared parking plan may propose reduced parking standards and must demonstrate adequate justification for reduced standards. A shared parking plan and any attendant reduction in the parking requirement will be used to encourage a more urban development form. At time of site plan review, a shared parking plan prepared by a traffic engineer based on peak use and time of day use may be provided for approval by the Zoning Administrator.

3.5 Site Design

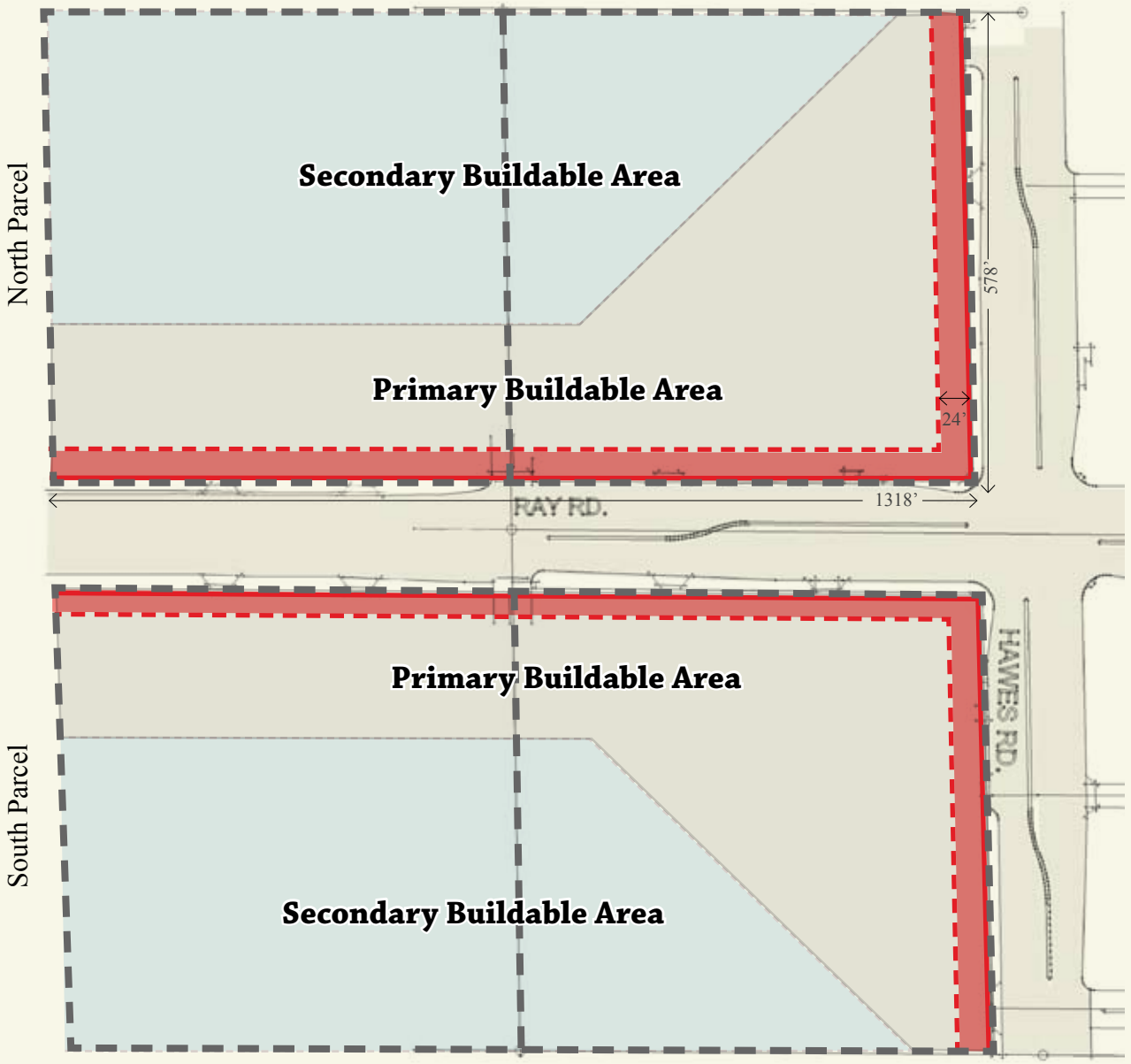
3.5.1 Development Standards

The following Development Standards are unique to the Gateway Park project. Any development standards not specifically identified and modified through the Gateway Park PAD must adhere to the City of Mesa Zoning Ordinance Standards.

Development Standards	
Maximum Building Height	10 stories
Minimum Building Height	
Lodging / Hotel	3 stories
Convention / Conference Facility	1 story
Office	2 stories (North Parcel)
	1 Story (South Parcel)
Vertical Mixed Use	2 stories
Retail / Convenience	1 story
Restaurant	1 story
Front Building Setback	2'
Side Building Setback	0'
Rear Setback	3'
Corner Radius Building Setback	2'
Landscape Setback	same as building setback
Build to Zone (where applicable) Applicable only to Hawes Road 3.5.2 on page 17. - The maximum setback line only applies to development that is required to conform to the build to zone. The maximum building setback does not apply to other development on the site.	25% of building facade frontage must be within a minimum of 2' and a maximum of 24' of the property line.(see exhibit 3.5.2 on page 17)
Minimum Open Space	12% net lot area

3.5 Site Design

3.5.2 Urban Form and Lot Characteristics



Build to Zone:

for illustration purpose only

LEGEND:
- Property Line
- Minimum Building Setback line (2' from Property Line)
- Maximum Building Setback line (24' from Property Line)
- Build to Zone

• 25% of building facade frontage for development along the build to zone must be within a minimum of 2' and a maximum of 24' of the property line.
"Example: for the north parcel, at full build out; 474' (25% of 1896' (1318' + 578')) of building facade must be in the north parcel build to zone. Actual property dimensions to apply."

• The maximum setback line only applies to development that must conform to the build to zone.
The maximum building setback does not apply to any other development on the site.

• Parking Areas are not allowed within the build to zone (with the exception of any required emergency parking).

3.5.2

3.5 Site Design

3.5.3 Concept Studies

The following series of diagrams and exhibits provide conceptual examples of the physical direction for site design and building form on the property with the intention of encouraging higher intensity design solutions that break the traditional suburban mold. The overall intent is to guide development in the direction of compact building form, street oriented building mass, internal pedestrian systems, and the potential for greater density and intensity.

Per Agreement with Mesa Planning Staff, the depiction of conceptual examples for all 4 parcels of Gateway Park is limited to 3.5 Concept A. Otherwise, the subsequent Concepts B and C, ALL Exhibits (A-D) depicted in Section 3.6 Evolution of the Site / Phasing; exhibts and text in Section 4 Purpose and Applicability, and the remaining sections of these Design Guidelines; are limited to just the original 2 parcels of Gateway Park, to reduce the burden of re-creating the various alternatives and examples to depict all four parcels. The intent of depicting the revisions to the Build to Zone (as shown in 3.5.2), the flexibility of various development outcomes (as shown in 3.5.3), and the phased development over time (as shown in 3.6), as well as the entirety of these Design Guidelines; apply to the entire thirty-three acres of Gateway Park.

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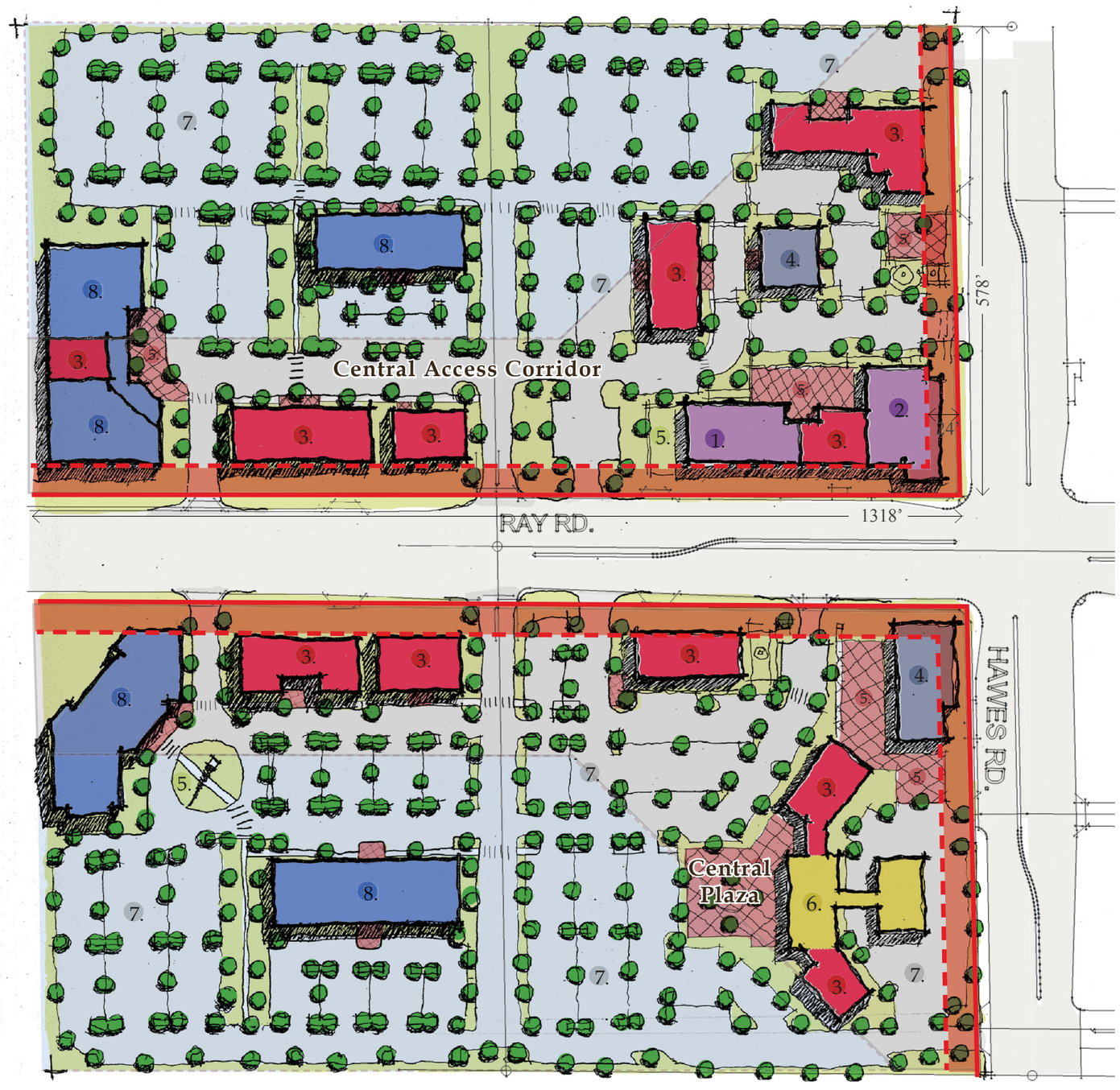
3. Planning Concepts

3.5 Site Design



Concept A

Potential Programming:

1. Lodge
2. Conference Space
3. Mixed Use
4. Restaurant

Build to Zone

5. Open Space/Landscape/Plaza
6. General Store and Energy Station
7. Potential and Conceptual Parking/Circulation
8. Office
9. Final site entry into the parcels from Ray Road and Hawes Road to be finalized once building configurations are determined.

Plan View
for illustration purposes only

Note: All alternatives are conceptual in nature and only depict examples of site configurations that meet the criteria of the site development standards.

3.5.3

3. Planning Concepts

3.5 Site Design

Concept B

Potential Programming:

1. Lodge
2. Conference Space
3. Mixed Use
4. Restaurant

Build to Zone

5. Open Space / Landscape/ Plaza
6. General Store and Energy Station
7. Potential and Conceptual Parking / Circulation
8. Office
9. Final site entry into the parcels from Ray Road and Hawes Road to be finalized once building configurations are determined.

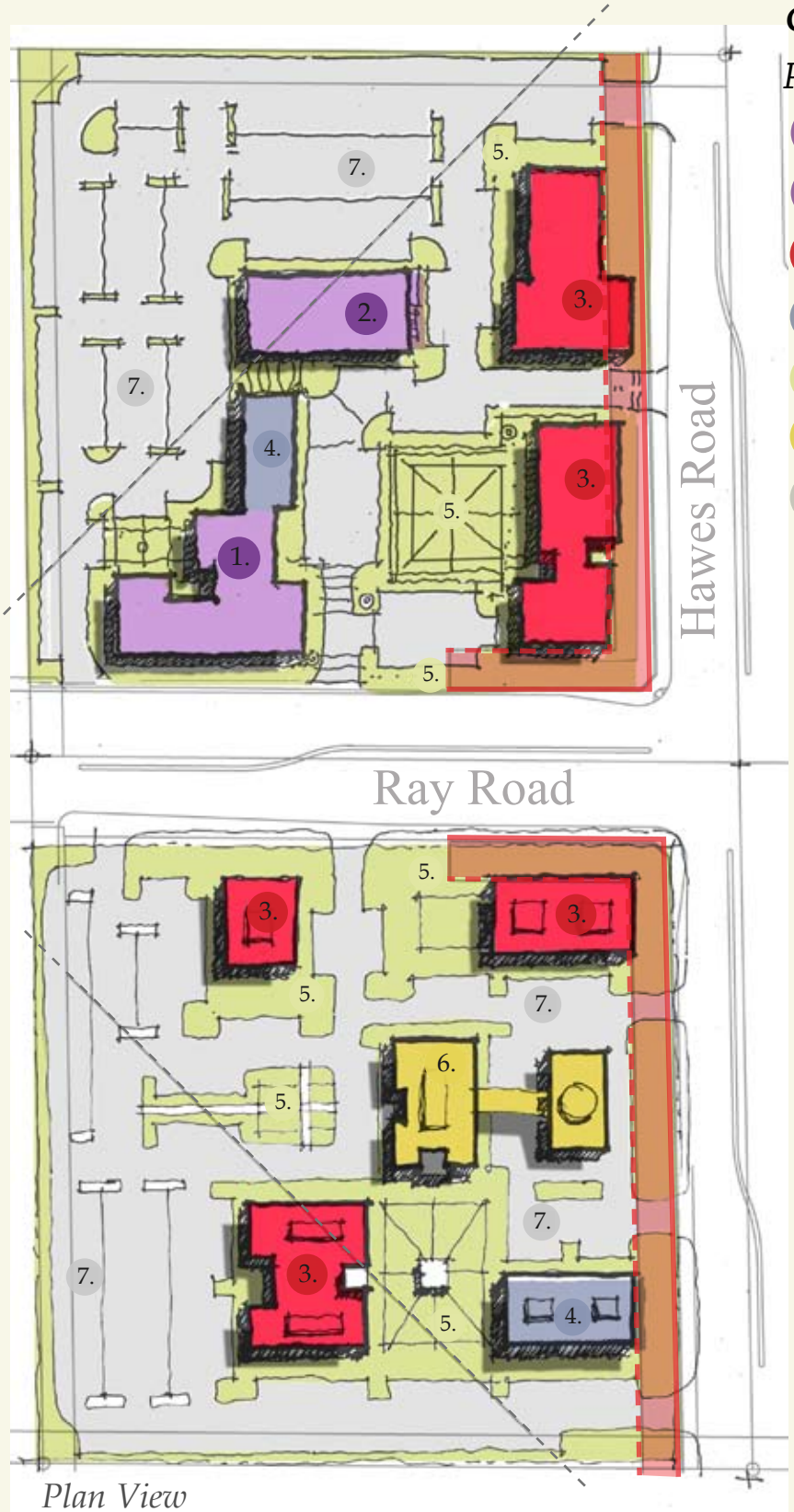
Plan View
for illustration purposes only

Note: All alternatives are conceptual in nature and only depict examples of site configurations that meet the criteria of the site development standards.

3.5.3

3.5.3

3.5 Site Design



Plan View

Concept B

Potential Programming:

1. Lodge
2. Conference Space
3. Mixed Use
4. Restaurant
5. Open Space / Landscape
6. General Store and Energy Station
7. Parking / Circulation

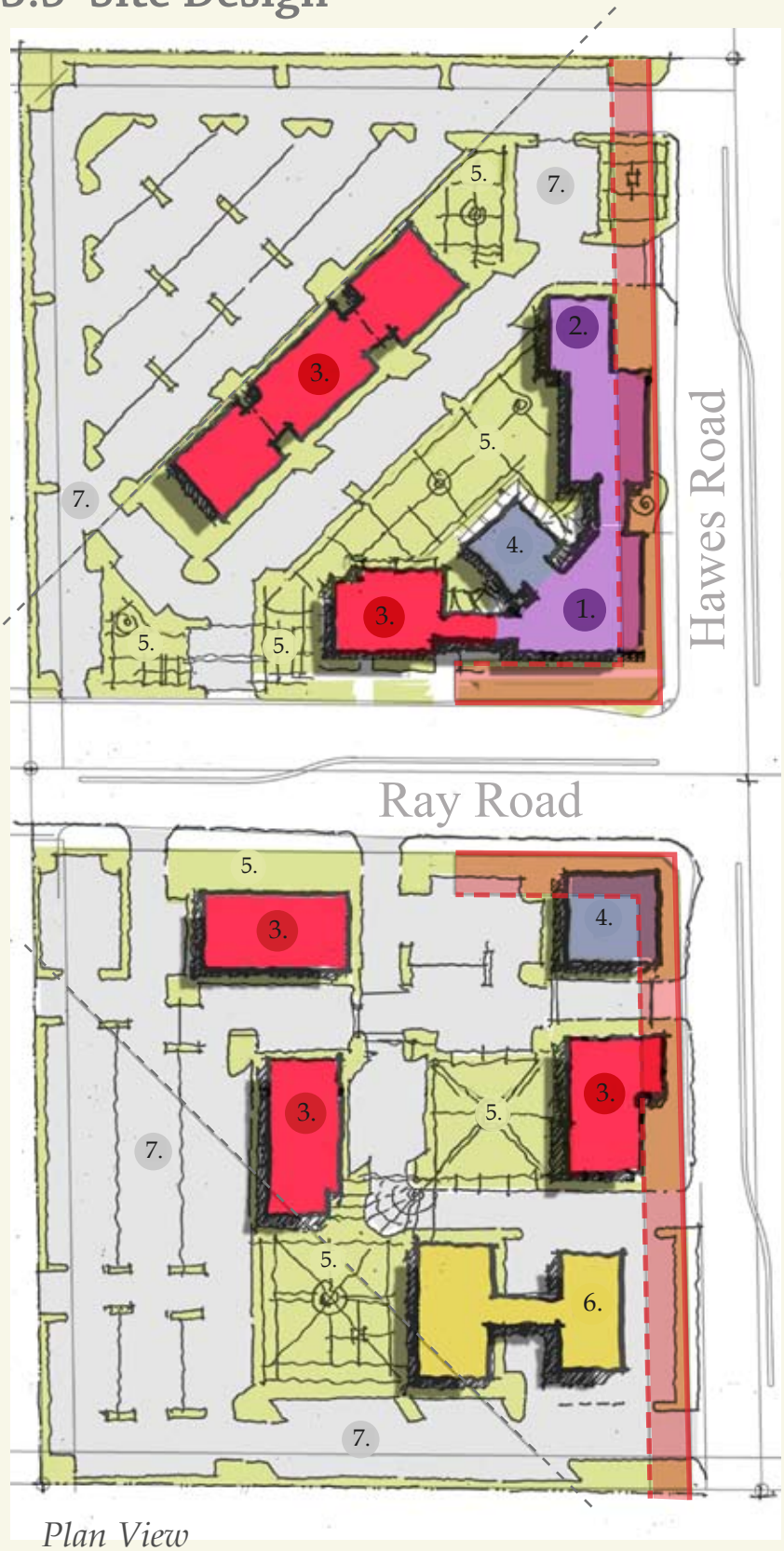
Build to Zone

for illustration purposes only

Note: All alternatives are conceptual in nature and only depict examples of site configurations that meet the criteria of the site development standards.

3.5.3

3.5 Site Design



Plan View

Concept C

Potential Programming:

1. Lodge
2. Conference Space
3. Mixed Use
4. Restaurant
5. Open Space / Landscape
6. General Store and Energy Station
7. Parking / Circulation

Build to Zone

for illustration purposes only

Note: All alternatives are conceptual in nature and only depict examples of site configurations that meet the criteria of the site development standards.

3.5.3

3.6 Evolution of the Site / Phasing

Phasing Opportunities and a Flexible Vision for the Future

The long term success of Gateway Park relies on the flexibility to pursue a range of build-out scenarios that will occur over time through a phased development schedule. While a full-build out scheme may provide the most preferred density and intensity for the project, the likelihood of such a result in the near or mid-term may be small. The Gateway Park Design Guidelines promote a philosophy that the project can be developed in the short term based on sound development principles with the flexibility to expand and evolve over time as the area matures.

The following phasing exhibits and accompanying data provide a snapshot of potential phasing scenarios for both the north and south parcels of Gateway Park. The intent of these series of exhibits is to show the range of opportunities for increased density and intensity within the framework of the entitlements. These exhibits are not intended to imply mandated future development – they simply represent illustrative design concepts.

Plan View of Development Scenario
for illustration purposes only

3.6

3.6 Evolution of the Site / Phasing

North and South Parcels (Conceptual)

Note: This illustrated site plan is intended to show one potential scenario for development. Actual development may take a different form.

Aerial View of Development Scenario

for illustration purposes only

Plan View

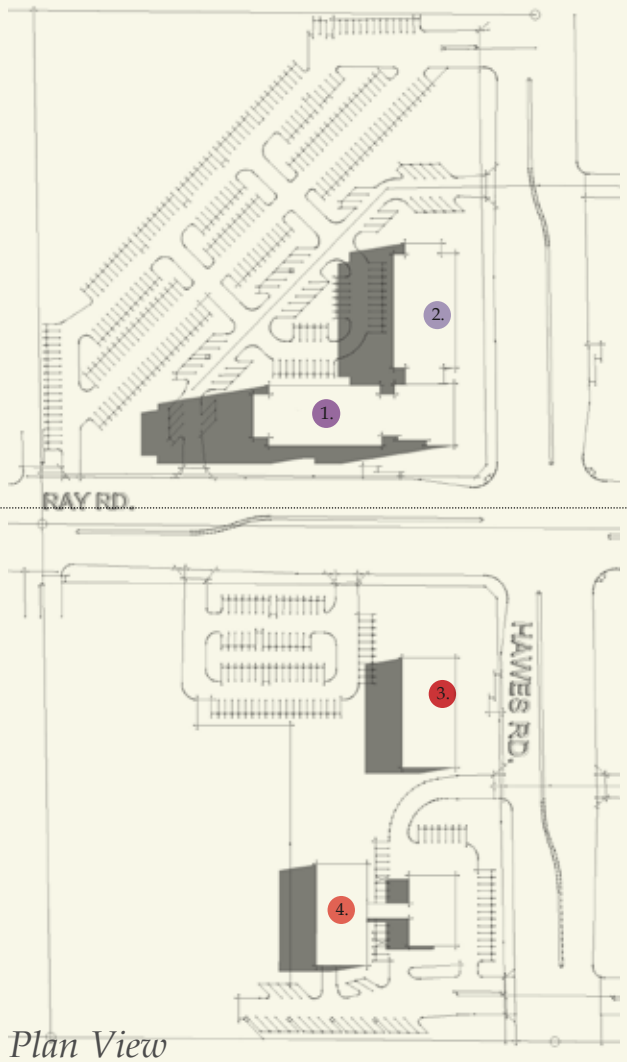
3.6

3.6 Evolution of the Site / Phasing

Exhibit A: Initial Build Out Configuration (Conceptual Phase One Option)

Potential Programming:

1. Hotel
2. Conference Space
3. Office / Retail
4. General Store and Energy Station / Office / Retail



NORTH PARCEL

1. Hotel
2. Conference / Convention Space

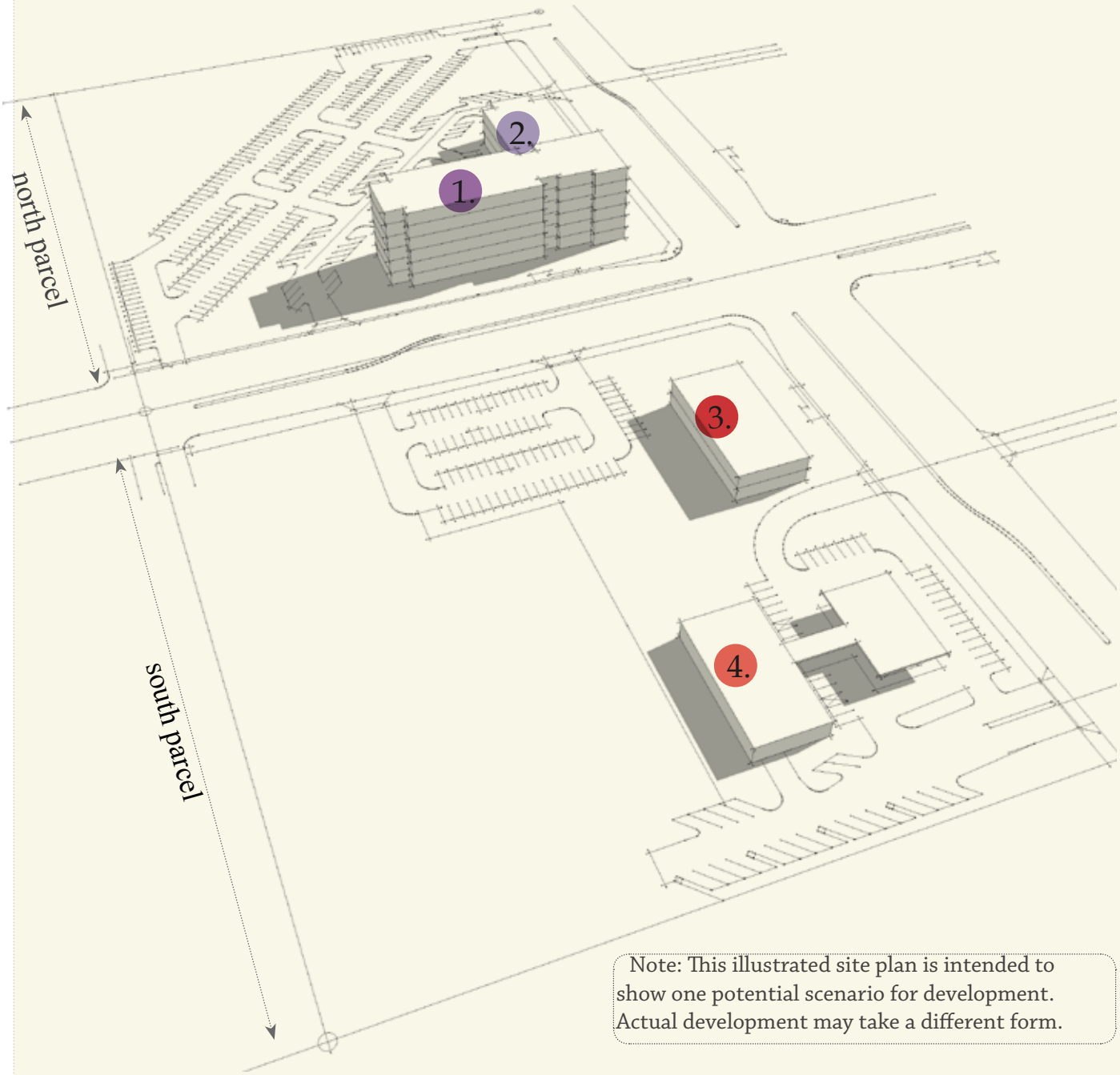
SOUTH PARCEL

3. Office / Retail
4. 1st Floor Gas Station and General Store

Plan View
for illustration purposes only

3.6

3.6 Evolution of the Site / Phasing



Note: This illustrated site plan is intended to show one potential scenario for development. Actual development may take a different form.

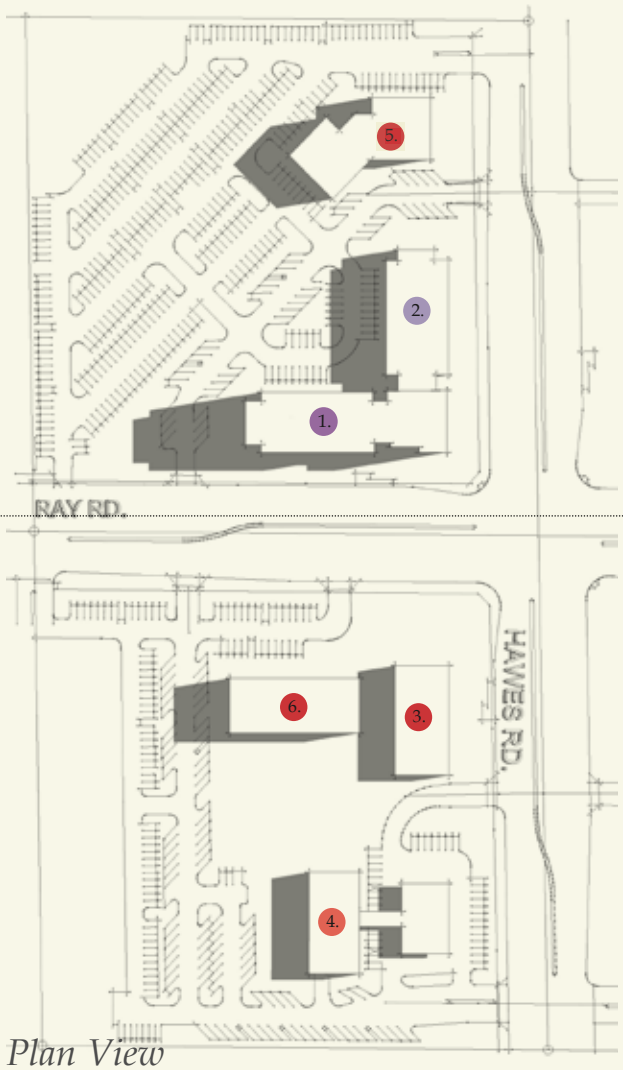
Perspective
for illustration purposes only

3.6 Evolution of the Site / Phasing

Exhibit B: Mid-Term Build Out Configuration (Conceptual Phase Two Option)

Potential Programming:

1. Hotel
2. Conference Space
3. Office / Retail
4. General Store and Energy Station / Office / Retail
5. Office / Retail
6. Office / Retail



NORTH PARCEL

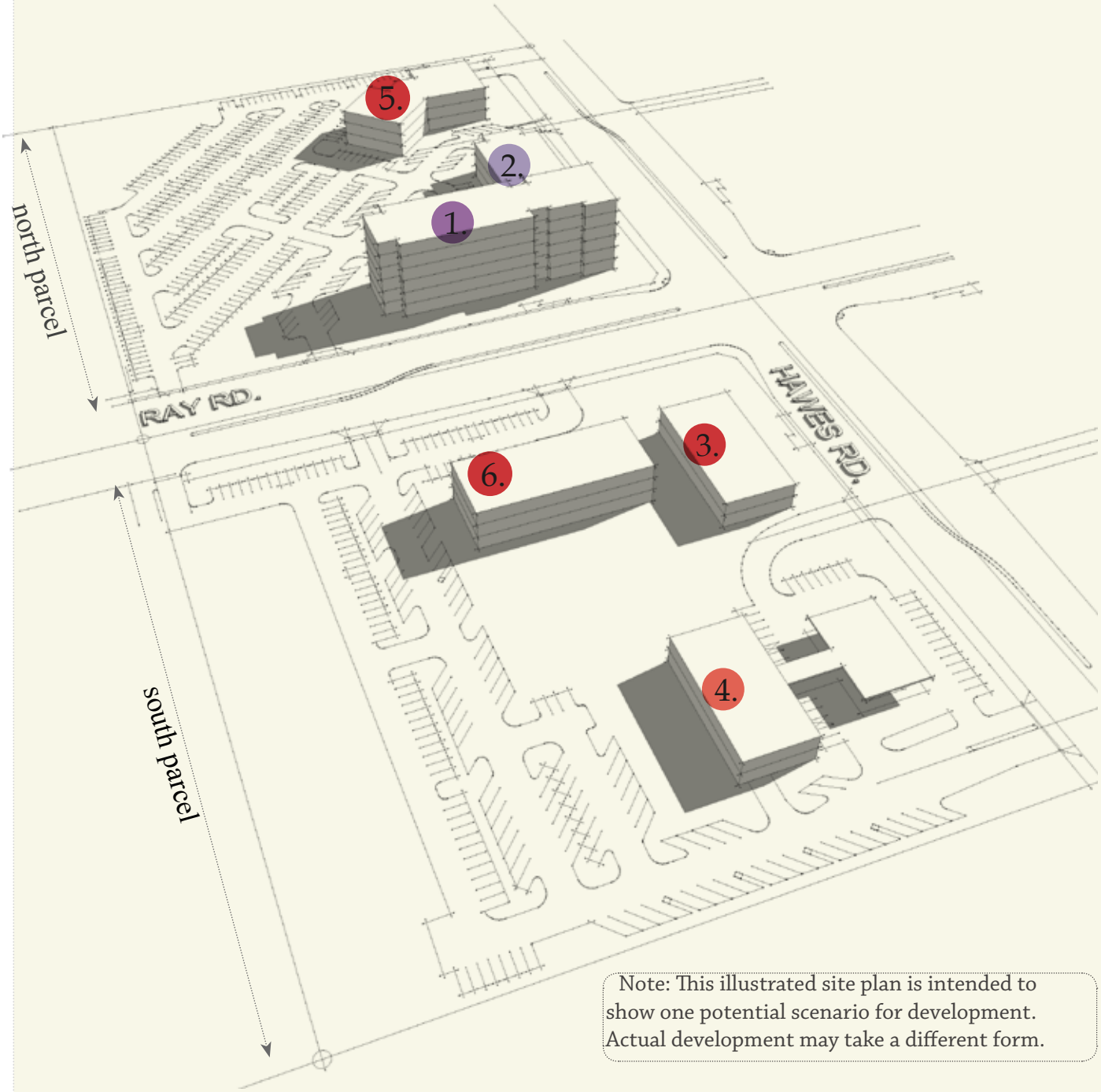
1. Hotel
2. Conference / Convention Space
5. Office / Retail

SOUTH PARCEL

6. 3. Office / Retail
4. 2nd Floor Office / Retail
1st Floor Gas Station

Plan View
for illustration purposes only

3.6 Evolution of the Site / Phasing



Note: This illustrated site plan is intended to show one potential scenario for development. Actual development may take a different form.

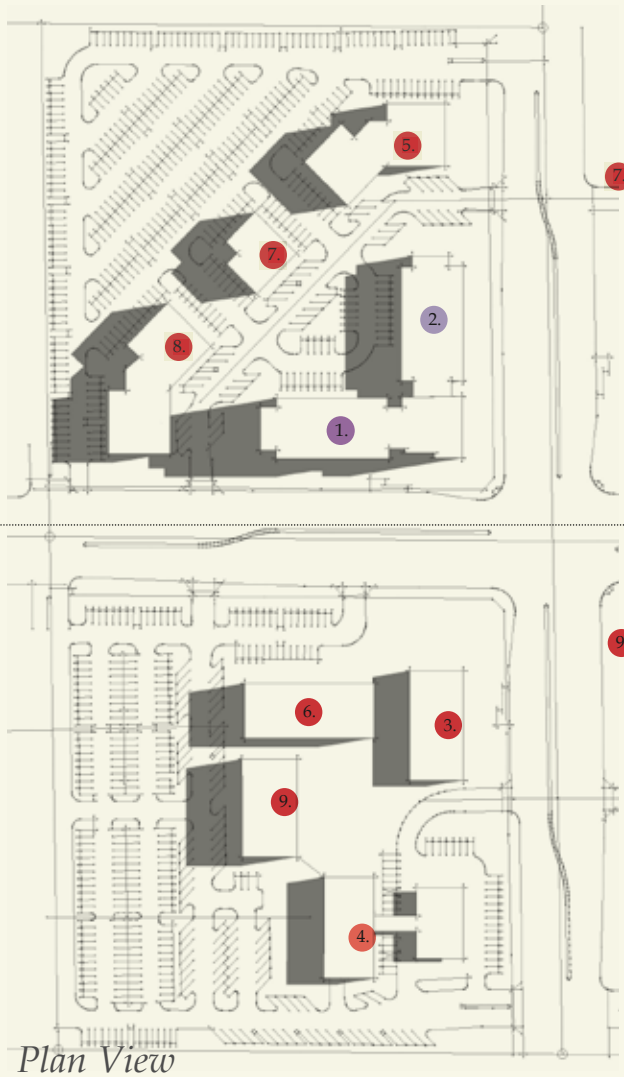
Perspective
for illustration purposes only

3.6 Evolution of the Site / Phasing

Exhibit C: Full-Build Out Configuration (Conceptual Phase Three Option)

Potential Programming:

1. Hotel
2. Conference Space
3. Office / Retail
4. General Store and Energy Station / Office / Retail
5. Office / Retail
6. Office / Retail
7. Office / Retail
8. Office / Retail
9. Office / Retail



NORTH PARCEL

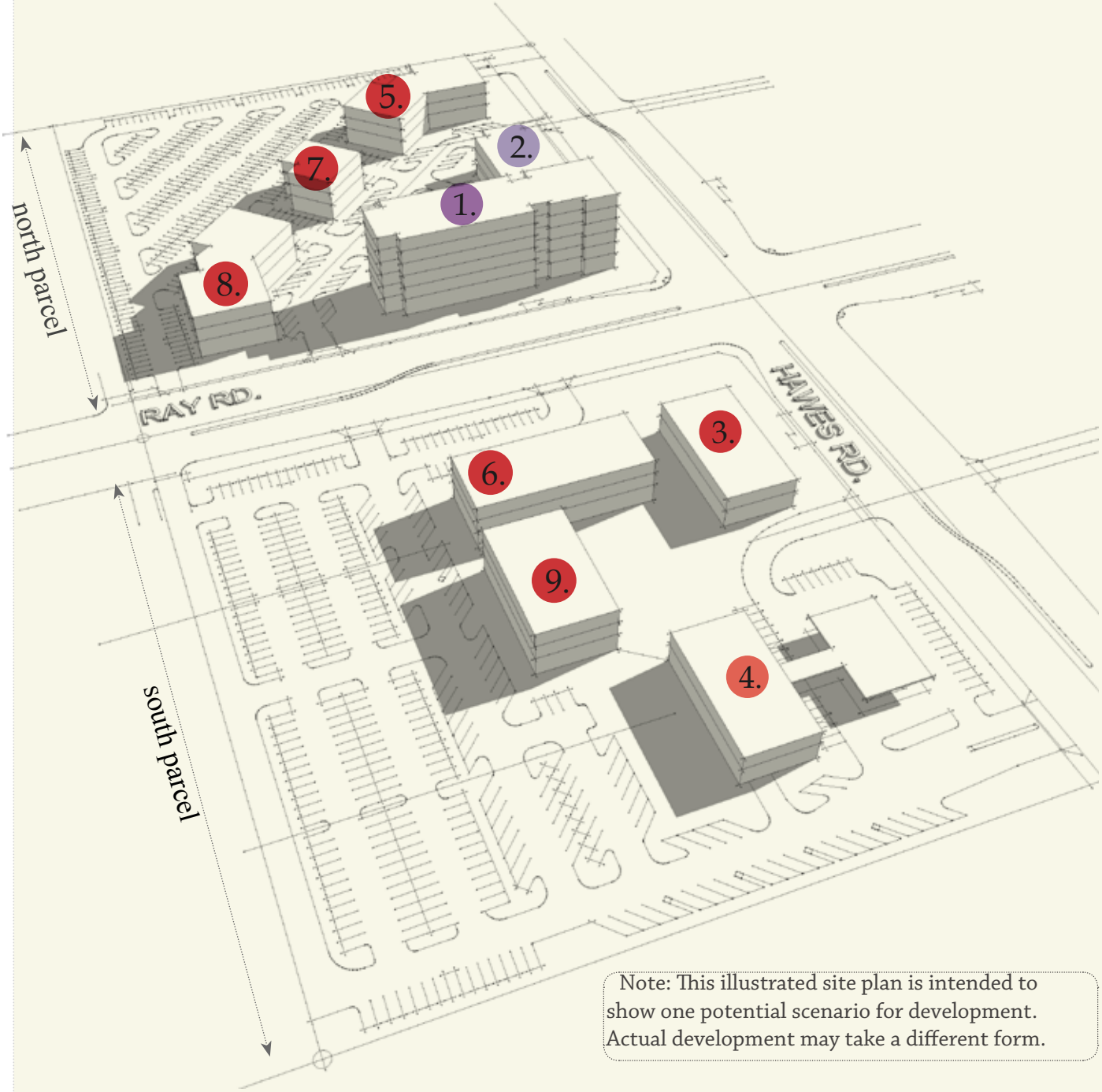
1. Hotel
2. Conference / Convention Space
7. 8. 5. Office / Retail

SOUTH PARCEL

9. 6. 3. Office / Retail
4. 2nd Floor Office / Retail
1st Floor Gas Station

Plan View
for illustration purposes only

3.6 Evolution of the Site / Phasing



Note: This illustrated site plan is intended to show one potential scenario for development. Actual development may take a different form.

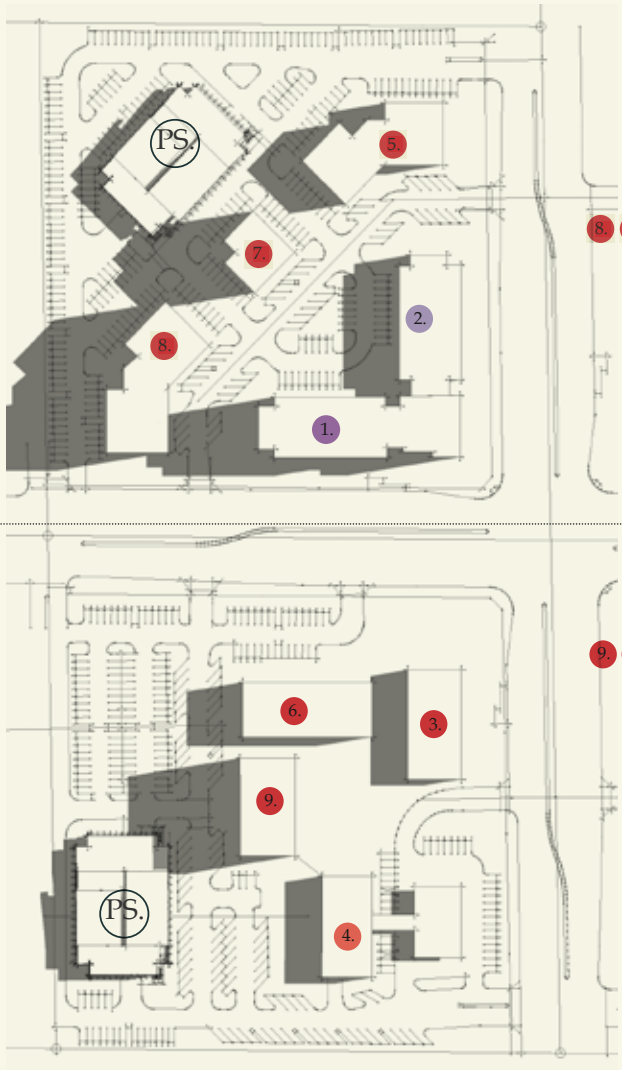
Perspective
for illustration purposes only

3.6 Evolution of the Site / Phasing

Exhibit D: Future Build Out Alternative (Conceptual)

Potential Programming:

1. Hotel
2. Conference Space
3. Office / Retail
4. General Store and Energy Station / Office / Retail
5. Office / Retail
6. Office / Retail
7. Office / Retail
8. Office / Retail
9. Office / Retail



NORTH PARCEL

1. Hotel
2. Conference / Convention Space
8. 7. 5. Office / Retail

SOUTH PARCEL

9. 6. 3. Office / Retail
4. 2nd Floor Office / Retail
1st Floor Gas Station

for illustration purposes only

3.6 Evolution of the Site / Phasing

Note: This illustrated site plan is intended to show one potential scenario for development. Actual development may take a different form.

Perspective
for illustration purposes only

3.6

4.1 Purpose and Applicability

The Gateway Park Design Guidelines have been crafted to promote high quality design that will enhance the character of the immediate area and establish a positive precedent for development in and around the Phoenix-Mesa Gateway Airport. Gateway Park will fulfill its role as a high quality semi-urban center by incorporating a variety of architectural styles with emphasis on a mixed-use environment that will act as a strategic and highly functional commercial portal welcoming both business and recreational travelers to the Airport.

The Design Guidelines provide generalized design criteria and inspiration for site layouts, building elevations, landscaping, and parking arrangements. The design concepts contained in this section are intended to serve as a foundation for more detailed and specific future design plans that will be introduced during the site planning process for specific development projects.

Adherence to these Design Guidelines throughout the development process will result in a cohesive, high quality project that supports the City's goal of creating an semi-urban desert gateway to the Phoenix-Mesa Gateway Airport. All development within Gateway Park must adhere to these Design Guidelines.

The overall goals of the Design Guidelines include:

- Establish a high quality design framework for all future development
- Establish generalized design themes and character
- Establish baseline conditions for site planning, building form, pedestrian systems, open space design, landscape themes, parking design
- Provide imagery intended to inspire and inform regarding the character of future building form and quality
- Provide support for flexibility in individual projects without compromising the overall quality of the project

4.1 Purpose and Applicability

Overview of Gateway Park

Gateway Park, as a high quality mixed-use development, is planned to evolve beyond the traditional suburban model of isolated building pads surrounded by a sea of parking. Characteristics of this environment include the organization of buildings in close proximity to one another along well-designed internal street fronts and integrated with thoughtful open spaces and pedestrian places. Better urban form will be achieved by strategically locating parking areas throughout the site and by designing parking areas to blend with the building forms. A well defined pedestrian and open space system will provide linkages to building areas.

Aerial View of Development Scenario
for illustration purpose only

4.1 Purpose and Applicability

Gateway Park is planned to include a range of potential uses such as office, retail, restaurants, service-convenience and hospitality uses - all planned to cater to the Phoenix-Mesa Gateway Airport. Any of these potential uses may be located on either the north or south parcels of the development.

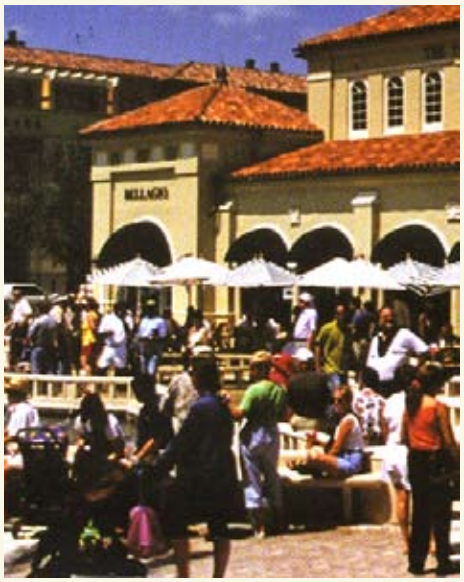
The semi-urban design character of the buildings is envisioned as a rustic contemporary desert style that is based on natural materials, features and elements. Building design should rely less on traditional suburban Arizona styles and focus more on high quality, desert contextual design solutions.

Th design concepts discussed below are conceptual in nature. The actual uses, building locations (shape and sizes), roads, parking and number of stories for each building may vary based on market conditions.

Typical Suburban Model

More Urban Preferred Scenario

Great Streets



Great Open Space

Great Buildings

4.1

4.1 Purpose and Applicability

Examples of rustic contemporary style architecture

4.1 Purpose and Applicability

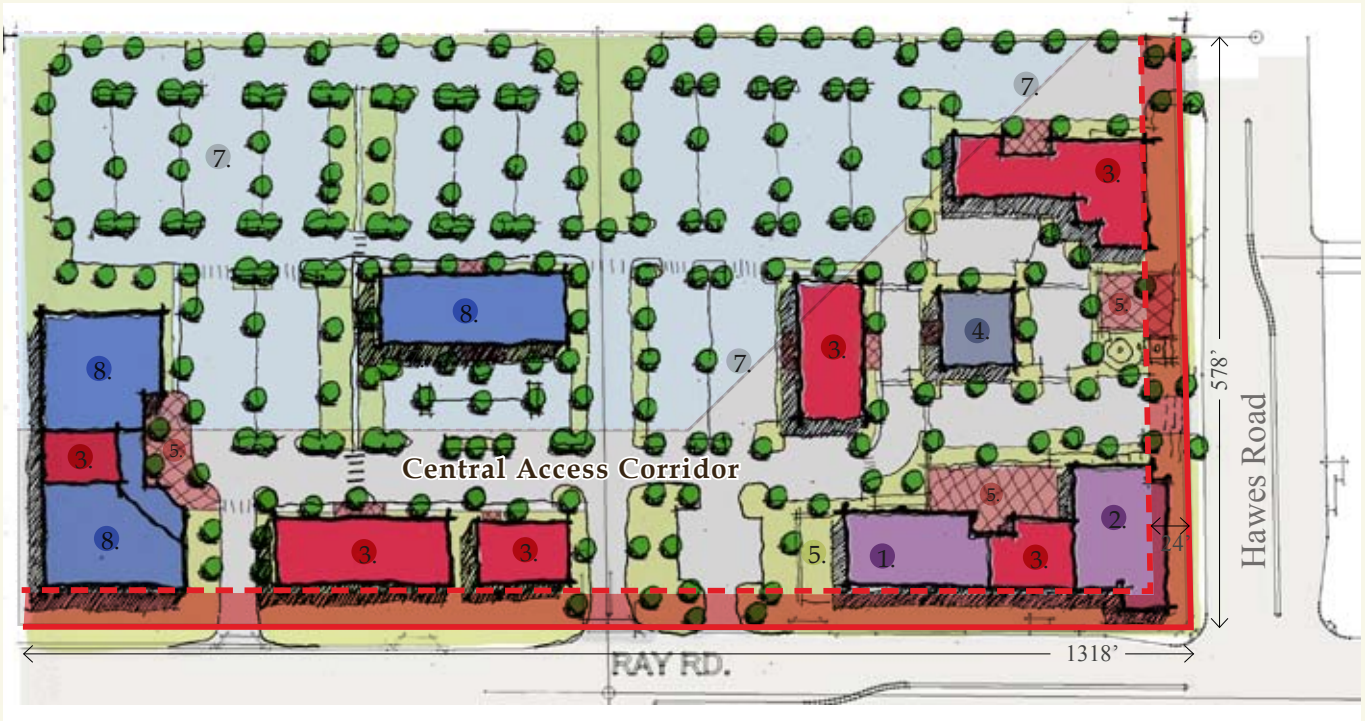
Examples of rustic contemporary style architecture

4.1

4.2 North Parcel Design Concepts

The north parcel of Gateway Park is organized around the intersection of Ray and Hawes Roads. A portion of the building facades will be oriented towards the arterial street frontage to reinforce the planned semi-urban nature of the area. This strategy reinforces the important gateway character of these two roadways and encourages creation of a signature statement for the project, as well as complimenting the sequential entrance into the Airport.

By clustering a portion of the building frontage near the intersection, a semi-urban edge is created along the arterial roadway corridors. This semi-urban edge is complimented with the potential inclusion of an internal "main street" style access corridor that provides internal access to the proposed buildings and acts as an organizational element for the entire site. Development of a **central access corridor** also allows for a pedestrian-oriented environment within the site. On-street parking along this internal drive, shade trees, storefronts, closely spaced buildings and pedestrian spaces complete the concept. Together, these features will foster a unique horizontal and vertical mixed-use, semi-urban environment that compliments the Airport and its surroundings.



Plan View of Conceptual Development Scenario
for illustration purpose only

4.2

4.3 South Parcel Design Concepts

The south parcel of Gateway Park is also envisioned with a mix of uses, but has the distinct ability for a more literal connection with the Airport. Appropriate uses may include a dominant focus on commercial office with retail components, restaurant and travel services that will complement the Airport and future surrounding context. It is anticipated that development will compliment the business related aspects of the aviation industry.

Plan View of Development Scenario

for illustration purpose only

Because of its literal location next to the Airport property and the planned major Airport entrance from Hawes Road, the south parcel may include an energy station for traditional gas service as well as future alternative fueling options. Based on the range of Airport uses and visitors, certainly including those utilizing rental cars, this is an ideal location for fueling. Rather than a traditional gas service station, the Gateway Park plan envisions an energy station that may include alternative fueling options as part of a general store concept. The general store may include traditional convenience store merchandise as well as additional elements such as a deli or restaurant.

The general store, along with other individual buildings on the site, should be placed in relative proximity to each other and organized around a **central plaza** or open space that fosters a pedestrian friendly environment. The central plaza concept may be developed informally, as an exclusively pedestrian courtyard with parking and vehicular access at the outside edges; or as a more formalized "town square" with pedestrian scale streets enveloping a central plaza. In either scenario, the central plaza must be the focal design feature and central organizing element for the overall site design.

Central Courtyards

4.4 Site Plan Design Concepts

The central plaza or central access corridor are focal organizing element will be utilized as the structural basis for the overall site layout for the north and south parcels. While the current conceptual site plan for Gateway Park envisions a central access corridor concept on the north parcel and a central plaza concept on the south parcel, either concept may be used on either parcel. Further, these concepts are not exclusive. Alternatives may be proposed so long as the intent of the Design Guidelines and the general goal creating a semi-urban environment with an internal pedestrian focus are met.

4.4.1 Central Access Corridor Concept

The central access corridor concept envisions a semi-urban site plan that is organized around an internal pedestrian friendly access corridor that provides direct access to the buildings and acts as an organizational element for the entire site and mix of uses. One non-exclusive example of this concept may be a form of "main street" articulation. A key component of this overall concept is emphasis on a pedestrian-oriented environment within the site. On-street parking with shade trees, pedestrian-scale storefronts, closely spaced buildings and small opens spaces rounds out the design concept. Ancillary uses and large fields of parking should be located away from the access corridor, and preferably within the Secondary Buildable Area of the site.

Guiding Design Concepts

- The access corridor is the central organizing and focal element of the site design and should function as the primary drive aisle with direct access to the buildings. Secondary on-street parking may be included.
- A pedestrian-oriented streetscape should be created.
- Building forms should be closely spaced and incorporate both horizontal and vertical mixed uses resulting in a semi-urban environment.

4.4.1 Central Access Corridor Concept

Building Form and Placement

- Semi-urban building placement is encouraged with buildings immediately behind the sidewalks to create street walls and define public spaces.
- Building forms should orient towards the access corridor.
- Arcades or other building forms should be utilized to provide shade and connect buildings as an integral component of the pedestrian system.
- While not required, buildings and store fronts along the access corridor may be zero lot line.
- Block lengths and building walls along the access corridor should be carefully designed to foster to a pedestrian-friendly experience.
- Long, monotonous lengths of building façade are strongly discouraged. Building facades may be physically broken into segments or articulated with changes in the building plane or materials to achieve the appropriate pedestrian scale.
- Breaks between buildings along fronting the access corridor should be minimized and are suggested to be no more than 72'.

Building Architecture

- Building facades will include a minimum of 50% transparency between 3' and 7' along the public fronts of the buildings.
- High quality materials and thoughtful, appropriately scaled design are required at the pedestrian level.
- Arcades, awnings and other integral shade elements are encouraged.

Landscape / Open Space / Pedestrian System

- A semi-urban pedestrian environment should be created that includes pedestrian pathways adjacent to the access corridor, seating and shade areas, and sidewalk oriented activity areas such as outdoor dining where appropriate.
- Open spaces and small plazas should be landscaped to provide areas of refuge.
- Street trees are encouraged where appropriate.
- Pedestrian pathways should provide convenient and logical connections to other areas of the site including parking, open spaces areas, and the various land use components.
- Small, informal gathering areas may be used at appropriate confluences of pedestrian circulation and places of interest.
- Sidewalk and pathway lighting will be used as appropriate. Appropriately integrated lighting of public open space for night time use is permitted.

4.4.2 Central Plaza Concept

The central plaza design concept envisions primary building forms organized around a main plaza or courtyard that has a distinct pedestrian focus. Vehicular access may or may not be integral to the design of the Central Plaza concept.

Guiding Design Concepts

- Buildings should be focused around an internal courtyard or plaza.
- Buildings should be closely spaced in a semi-urban fashion to create a defined edge around the courtyard or plaza.
- Building forms and the courtyard design should create a pedestrian-friendly environment.

Building Form and Placement

- At build-out, a clustered building arrangement will define the adjacent public open space, such as a courtyard or plaza.
- Building forms should orient towards the central plaza.
- Arcades or other building forms should be utilized to provide shade and connect buildings as an integral component of the pedestrian system.
- Long, monotonous lengths of building façade are strongly discouraged. Building facades may be physically broken into segments or articulated with changes in the building plane or materials to achieve the appropriate pedestrian scale.

Building Architecture

- Building facades facing the plaza area should be mindful of the appropriate pedestrian scale.
- High quality materials and thoughtful, appropriately scaled design is required at the pedestrian level.
- Arcades, awnings and other integral shade elements are encouraged.

Landscape / Open Space / Pedestrian System

- Pedestrian spaces should orient towards the central plaza and be complimented by a pedestrian pathway system that ensures convenient pedestrian access to all areas within the site.
- The central plaza should be landscaped to provide areas of shade and visual relief taking into account the views from the neighboring buildings.
- Sidewalk and pathway lighting will be used as appropriate. Appropriately integrated lighting of public open space for night time use is permitted.

4.4.2 Central Plaza Concept

Internal Circulation

- Primary drive aisles should be focused towards the west and north edges for the north parcel and west and south edges for the south parcel to facilitate a pedestrian focus towards the intersection of Ray and Hawes Roads and to keep cars away from the central plaza area.
- The central plaza concept may incorporate "town square" style drive aisles around the plaza with on-street parking. A pedestrian scale should be maintained if vehicular access is included as part of the central plaza design concept.
- Internal site access may be provided to the energy station area (if applicable).
- Access routes should be mindful of preserving the pedestrian focus of the Central Plaza and provide for a safe and coherent flow of vehicles.

4.4.3 Common Central Access Corridor and Central Plaza Design Concepts

The following design principles are applicable to both the Central Access Corridor and Central Plaza design concepts.

Hawes and Ray Road Frontages

Building Form and Placement

- Along the defined Build to Zone, at least 25% of the building frontage will be within the Build to Zone at full build out.
- No parking areas are allowed between building frontages and the property lines within the Build to Zone.

Building Architecture

- Architectural forms should have an emphasis on higher density and intensity mixed-use, compact semi-urban form. Special focus should be placed on the street scene presentation of the buildings while accommodating and contemplating the development's interior focus.
- Building forms and building architecture should be individually designed, but complimentary to one another with the goal of achieving a cohesive character for the overall development.
- Building architecture at the intersection of Ray and Hawes Roads should be articulated with the thoughtful use of height, mass, materials and other design features to create an interesting street scene.

Landscape / Pedestrian System

- Ray and Hawes Roads will be complemented with a continuous sidewalk that provide pedestrian connectivity to adjacent parcels and access to public transit and bike routes.
- Arterial sidewalks will be focused towards moving people between destinations.
- Sidewalk connections from Ray and Hawes Roads into the site should be strategically placed.
- Less intense landscaping is appropriate in these areas, but should be strategically located to compliment the building architecture and provide strategic areas of shade.

4.4.3 Common Central Access Corridor and Central Plaza Design Concepts

Back of Buildings / Service Areas / Parking Area

Building Form and Placement

- Four sided architecture is strongly encouraged for all buildings. Buildings that occupy a less visible role on the site or have some other special circumstance may not require the same level of design detail as primary buildings.
- Building entrances should be strategically located near parking lot walkways.

Service Areas

- Loading and service areas are not permitted within setbacks.
- Buildings should be designed so that the required loading or service operation is conducted within the confines of the building site.
- Loading and service bays should be located, screened and operated to avoid noise or aesthetic issues affecting adjacent uses.
- Unloaded goods should be screened from view and clear of access ways if not immediately moved into storage.
- Outside storage areas are not permitted.
- Screening with walls or other approved screening devices or vegetation should be compatible with the architectural and landscape design of the buildings or parking structures and screen from public streets, building entries, pedestrian & open areas.

Parking

- Vehicles used for business and stored on-site should be parked in designated areas only in the larger parking lots of the Secondary Buildable Area.
- Parking areas will generally be located away from the arterial street frontages along Ray and Hawes Road. Where parking is required along Ray and Hawes Roads, it will be outside of the Build to Zone. All such parking should be strategically located and designed, and appropriately landscaped.
- Specific users will likely require some parking within the Primary Buildable Areas. Smaller scale surface parking areas and parking structures integrated with the building layout are permitted in the Primary Buildable Area.
- Creative parking solutions, such as structured parking integrated within mixed-use buildings, are encouraged as appropriate based on density and project economics.
- At time of site plan review, a shared parking plan prepared by a traffic engineer based on peak use and time of day use may be provided for approval by the Zoning Administrator.

4.5 Overall Gateway Park Community Quality and Character Design Concepts

Contextual Character of the Surrounding Area

Gateway Park is intended to compliment the vision for the Phoenix-Mesa Gateway Airport. Core elements for the planned quality and character of Gateway Park include the following:

1. Airport as a commerce center that interacts with dynamic off-site mixed-use development

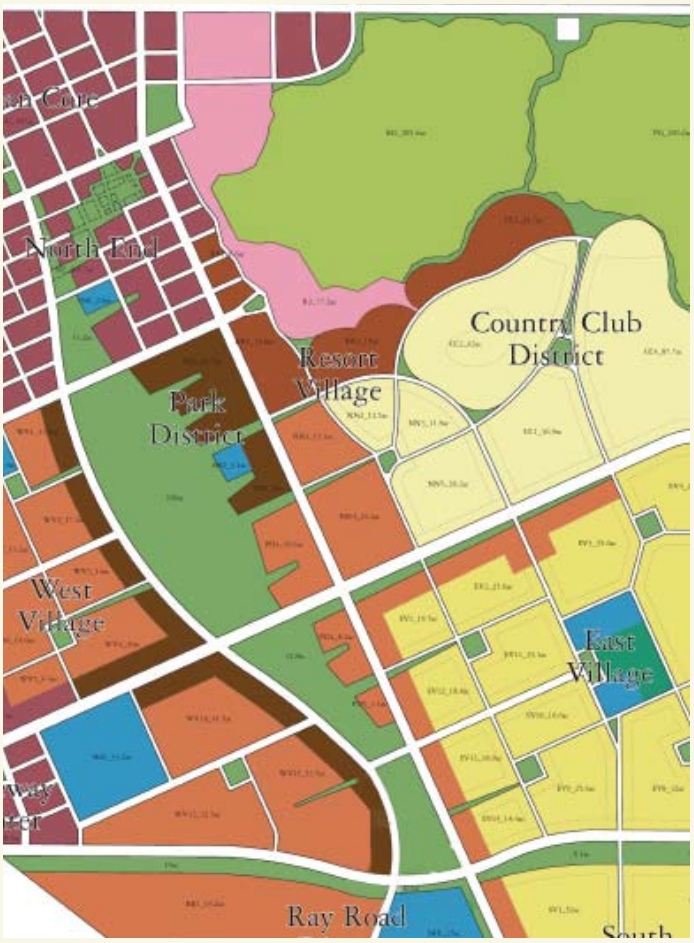
2. As much density and intensity as the market allows (more urban than suburban in nature)

3. Consideration of planning studies and project initiatives including the Mesa Gateway Strategic Plan, The Phoenix-Mesa Gateway Airport Master Plan, the Mesa Proving Grounds project and the Gateway 202 Airpark development.

4. Creation of a realistic strategy for initial implementation and the flexibility for future expansion and evolution to more density and intensity.

Distinctive Qualities

The surrounding area is characterized by relatively flat valley terrain, historically utilized for agriculture, ranching and grazing. Aside from the Airport, one of the most distinctive qualities in the project area is the views to distant mountain ranges including the San Tan Mountains to the south, Usery Pass Mountains to the north and the Superstition Mountains to the east. All proposed design solutions should consider these dramatic views and maximize opportunity for controlled view sheds.



Mesa Proving Grounds - DMB

Superstition Mountain View

4.5

4.6 Site Planning

The site planning for Gateway Park should focus on the desired elements of urban design including; compact development, mix of uses, increased building heights, pedestrian connectivity, distinctive design and creative open space.

4.6.1 Streetscapes and Street Scenes

Gateway Park will include streetscapes with continuity between adjacent uses (with both pedestrian and vehicular linkage). Individual streetscapes should include at least two of the following elements: cohesive or transitioning landscaping, shading elements, decorative paving, street furniture, public art, and integrated infrastructure elements. The following general design principles will be followed:

- Building design must carefully consider the character and quality of adjacent streets to appropriately treat facades, building entrances, screens, etc.
- Street design and circulation areas will carefully balance the needs of both drivers and pedestrians.
- Circulation routes through individual parcels will promote the aspects of street design so that safe, functional and attractive routes are established.
- Building design, especially at the base, will include careful attention and consideration of the street scene.
- Streetscapes may be private or public settings
- Building form will be appropriate for the adjacent street and circulation drive.
- Pedestrian experience and connections should support the interior street design concept. Alternative modes of transportation, including bicycle, pedestrian and commuter bus stops, will be integrated where appropriate with the design goals of pedestrian safety, accessibility and comfort.

See the Pedestrian Space Concepts exhibit on page 55 as a demonstration and example of the integration and use of these elements.

Examples of built environments with urban site character

4.6.1

4.6 Site Planning

Streetscapes on the internal portions of each site will be designed with careful attention to the adjacent sidewalk zones to create a comfortable open space condition. Sidewalks that are adjacent to ground floor retail uses will incorporate some of the following elements as appropriate:

- Convenient on street parking (e.g. North Parcel internal "main street")
- Street furniture (benches, tables, planted pots, lighting, bike racks)
- Shade trees and specialty planting
- Shade structures and other devices to provide relief from the elements
- Broad walking areas with convenient crossings at flared end sections
- Specialty paving and unique accents (i.e. sculpture)
- Capability to accommodate sidewalk cafes and outdoor dining (e.g. internal to the North or South parcel with possibility of integration / proximity with the public gathering spaces.

4.6.1

4.6 Site Planning

4.6.2 Screen Walls

Screen walls should be limited to those conditions that require screening of poor views into or out of the site such as fields of parking, service areas and trash collection areas. Typical suburban themed six foot high property boundary walls are discouraged. Screen walls are strongly encouraged for the following purposes:

a. Parking: Any low landscape walls (minimum of 30" and a maximum of 48") located at the project perimeter will integrate with the landscape design and use berming where appropriate to help screen parking.

b. Pedestrian Areas: Low walls adjacent to pedestrian areas should be articulated, through the use of, but are not limited to: offset runs, openings, landscape screening, variation in material or height, architectural detailing such as columns, gates, caps, lattice work, decorative material patterns, or shapes that echo the building architecture.

c. Service Areas: Screen walls of an appropriate height to screen service yards and or trash collection areas. Such areas will include solid screen gate conditions at entry points.
   a. The design, materials, and colors for fences, walls and screening devices should be compatible with the design and materials of the associated primary building or larger landscape context.
   b. When screen fabric is utilized as a screening device, it should be of a pattern and color compatible with the primary building and landscape design and materials.
   c. Permanent chain link fences, barbed wire, and concertina wire or fencing are prohibited.

Low wall integrated with landscape and landform to screen cars in a parking lot.

Attractive screen wall at a mechanical equipment area.

4.6.2

4.6 Site Planning

4.6.3. Desert Oriented Context

Due to the extreme desert weather conditions and patterns, careful attention should be given to the design and orientation of building layout. Layout components should consider:

- Building design and façade treatment relative to solar orientation on western and southern elevations (shade, amount of glass, etc).
- Building design and façade treatment relative to prevailing winds.
- Pedestrian zones; including parking lots, walkways and plazas, designed with significant shade to provide relief from the hot summer sun.

Pedestrian Zones with Shade

4.6.4 Pedestrian Systems and Open Space

In order to promote pedestrian activity and create a sense of unique place throughout the development, the project will include comprehensive integration of well-designed open space and pedestrian systems. Pedestrian systems and open space will primarily be focused toward the interior of the project where the majority of pedestrian activity will occur. Pedestrian systems will also be developed along the arterial street perimeters, but will be focused more towards moving people between destinations. The individual land use components on each site will be unified through the use of a comprehensive pedestrian and open space system ensuring that there is convenient pedestrian access to all areas within the site.

Central Space , Plaza with shade, comfortable seating and landscape

4.6 Site Planning

In order to implement the pedestrian and open space system, the following guidelines will be considered during the specific site planning phase for each land use component:

Gathering Spaces / People Places

Gathering spaces and open space developed throughout the site will adhere to the following guidelines:

- Public spaces should be created in appropriate locations where people might tend to meet or gather such as where land uses and/or pathways come together and may be comprised of simple outdoor seating arrangements, gazebos, courtyards, outdoor dining areas, pedestrian arcades, rest areas, or pedestrian plazas among others.
- Appropriately scaled public spaces should be included within each commercial area and generally along the pedestrian pathway system. A public space could be as simple as landscaped outdoor seating area or outdoor dining area. A more significant public space could develop as a small outdoor courtyard with a fountain or community gathering spot.
- Office areas should include outdoor areas for employees or courtyards with amenities such as outdoor seating, tables, shade, and landscaping. Outdoor employee areas should not be located next to major vehicular drives.
- Shade elements such as landscaping or shade structures should complement and enhance usability of the pedestrian areas.
- Site lighting should be utilized where appropriate, particularly along pedestrian pathways and within open space and gathering areas.

Specific design elements may include:

- Specialty paving or other unique surface treatments
- Shade structures or shade trees
- Pedestrian seating
- Street front dining
- Pedestrian level lighting
- Accessible bicycle rack locations
- Audio / performance areas
- Formal landscapes and gardens
- Fountains
- Sculpture
- Artistic enhancements such as walkways, bridges, formal planting or art features
- Murals or mosaics

Examples of great central plazas

4.6.4

Pedestrian Space Concepts

4.6.4

4.6 Site Planning

In addition, there may be opportunities for rooftop terraces and gardens. Any proposed rooftop amenity areas should be designed in character with the overall development and take great care in considering the following:

a. Extended mountain vistas and foreground views
b. Inclusion of shade features for relief from the elements
c. Technology to allow for planting and landscape
d. Programming and design of interior space to allow for easy access to rooftop conditions

Pedestrian Circulation Systems

Pedestrian circulation systems will be used to provide connectivity throughout the site. Pedestrian circulation systems will be comprised of pedestrian routes, streetscapes, public corridor frontage and property perimeter treatments. Overriding guidelines include:

- Interconnectivity between all land use components will be accomplished through a coordinated and comprehensive pedestrian sidewalk and pathway system. This system will be designed to connect key locations within the overall development and focus attention to the primary public gathering location.

- Major roadway corridors, such as Ray and Hawes Roads, will be complemented with a continuous sidewalk and sufficiently landscaped to provide strategic areas of shade.

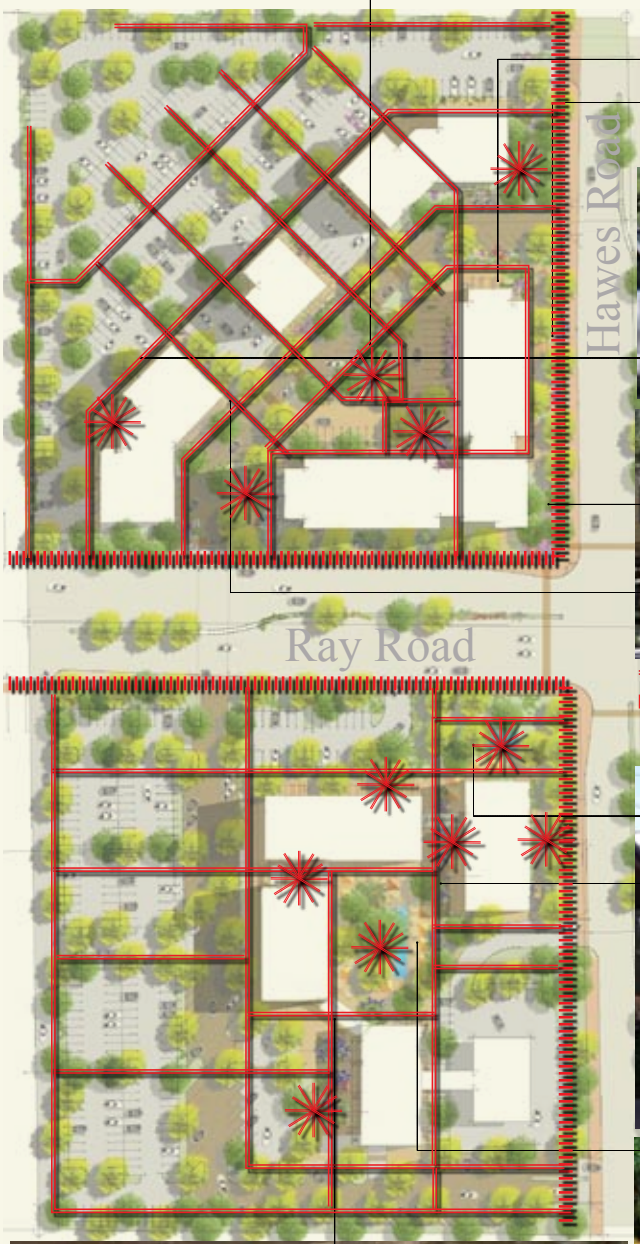
- Less formal pedestrian pathways will be utilized to provide convenient and logical connections between groups of buildings, open space, public space areas, and the various land use components.

- Sidewalk and pathway lighting will be used as appropriate.

Pedestrian pathway conditions should be treated with special attention to safety and comfort. Optimal sidewalk width is a minimum of five feet and materials may include common concrete, unit pavers, decomposed granite or other comparable materials. Pathways are encouraged to have adjacent planting (trees, shrubs and groundcovers) to enhance the pedestrian experience, provide shade and create a visual buffer.
Where appropriate, trellis shade structures may be incorporated to enhance the physical buffer from the elements. Pedestrian seating should be incorporated where appropriate. Careful attention should be given to the layout and location of sidewalks within parking areas to allow for safe passage.

Examples of great outdoor environments

4.6 Site Planning



Pedestrian paths connecting buildings and open spaces
Sidewalks along main roads
Open Space / Pedestrian Plazas

4.6.4

4.6 Site Planning

4.6.5 Vehicular Circulation

Site access and circulation will be designed in a manner that carefully integrates the anticipated uses with parking areas. The entire vehicular circulation system should flow continuously through the parking areas in a hierarchical manner to encourage efficient and effective use of the site.

Appropriate signage and way-finding will be incorporated to assist users maneuvering throughout the property.

Cross access easements between all contiguous parcels are encouraged to allow off-street access to parking areas between parcels.

The design of the parking areas must provide for vehicle stacking during peak hours to avoid traffic conflicts.

Appropriate treatment of landscape between face of the building and parking

4.6.6 Parking

Strategy

While adhering to the current City of Mesa parking standards as outlined in the Zoning Ordinance, Gateway Park has been planned as an intricate mixed-use development that may require a similarly sophisticated strategy for parking. An integrated shared parking plan may be proposed that allows the opportunity to capitalize on the mixed use nature of the proposed development. At the time of site plan review, a shared parking plan prepared by a traffic engineer based on peak use and time of day use may be provided for approval by the Zoning Administrator.

Parking Locations and Arrangement

Parking areas should generally be located away from the arterial street frontages along Ray and Hawes Road. Large areas of surface parking and structured parking are encouraged to be located within the Secondary Buildable Areas where feasible allowing for the buildings to dominate the public and private street scenes.

4.6 Site Planning

Specific users, however, will likely require parking within the Primary Buildable Areas and along Ray and Hawes Roads. Such parking should be strategically located and designed, and appropriately landscaped. Parking is not allowed, however, between building facades and the defined Build to Zones along Ray and Hawes Roads. Creative parking solutions, such as structured parking integrated within mixed-use buildings are encouraged as appropriate based on density and project economics.

Parking areas should be designed in a straightforward logical manner that allows for easy access in and out of the property without impacting building and pedestrian areas. Parking areas should be designed with functional circulation routes that provide efficient access to convenient spaces within a 500' radius of major building entrances.

Parking lot clusters that are sensitively designed within the overall context of the site need not be limited to a total number of spaces.

Surface Parking

In addition to traditional parking surfaces, a range of pervious materials may be incorporated in the overall treatment. The ranges of pervious materials may include (with City of Mesa approval):

- Unit pavers
- Stabilized desert pavement (parking aisles only)
- Pervious pavements and pavers
- Grasscrete

4.6.6

4.6 Site Planning

Covered Parking

The design of structures or elements intended to cover motor vehicles should be compatible with the design, materials and character of the associated building. Solar collectors mounted on parking canopies are allowed, but must be integrated into the overall design.

Structured Parking

All parking structures will be subject to the applicable building setbacks and landscape requirements that govern building construction.

Design of these structures will consider building materials, detailing, and landscaping that compliment the overall development.

Attractive parking scenarios

4.7 Landscape Design Concepts

4.7.1 Conceptual Landscape Design

Landscape design should promote a harmonized indigenous desert landscape palette. The landscape design and the composition of plant materials and land formations should consider the integration of a more formal geometry, varied color and texture to enhance and compliment the overall urban nature of the project design. Importantly, considering the arid sun dominant environment of the desert southwest, landscape designs should provide shade and a natural cooling effect to outdoor spaces. Specific strategies of the landscape form may include the following:

a. Rows of trees to reinforce geometric form.
b. Double rows of trees along walkways and prominent axis to create formal alleys with shaded canopies.
c. Groupings of trees in a formal grid to create a grove and natural ceiling of shaded vegetation.
d. Formal groupings and fields of shrubs and ground covers.

Attractive landscape / plaza settings

4.7.1

4.7 Landscape Design Concepts

4.7.2 Planting Design

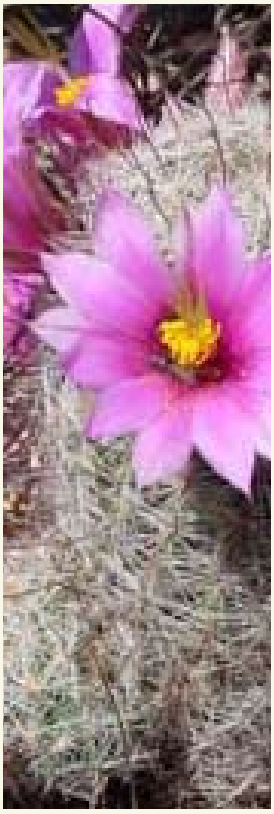
Landscaping will be used to complement the architecture and to establish pleasant exterior spaces for the enjoyment of visitors, tenants, and employees, particularly for the planned open spaces by incorporating the following design standards:

- Provide landscaping to break up large expanses of blank walls, shade pedestrian areas, accent entries, screen service areas and to mitigate the aesthetic appearance of large parking areas.
- Design retention basins as an integral part of the landscape theme; rather than the suburban model of large, unattractive depressions with little visual character or quality.
- Provide appropriate landscaping adjacent to public right-of-way that is in character with the overall development.
- Landscaping variety, innovative design, transition between plant material and ground cover, dispersal and grouping of plant material, and other recognized landscape architecture practices are encouraged.
- Overall landscape design may incorporate such elements as seat walls, decorative pavement, bollards, water features, pedestrian furniture, art, areas of interest and contemplation.
- Landscape planters should be sized appropriately to accommodate mature height and width of proposed planting.
- Consider placement of trees and shrubs to avoid conflict with built structures and circulations routes.
- In addition to traditional methods for street tree planting and parking lot island landscaping, trees may be planted at grade while utilizing horizontal and vertical tree grates.

Attractive landscape settings

4.7 Landscape Design Concepts

4.7.3 Plant Palette



Landscape design will utilize a desert and arid climate appropriate plant palette. However, in outdoor primary pedestrian gathering spaces and employee areas a greener plant palette is encouraged to promote shading and cooling effects.

The landscape should consist primarily of native species requiring minimal irrigation, fertilization, and maintenance. In more intense, high traffic portions of the development, the landscape will include species tolerant of micro-climatic conditions.
Areas of more intense use may include landscape palettes with a variety of interesting shapes, textures, forms and seasonal and year-round color .

The following is the plant palette for Gateway Park.

Trees
Acacia sp. / Acacia
Caesalpinia sp. / Bird of Paradise
Cercidium sp. hybrid / Desert Museum Palo Verde
Cercidium sp / Palo Verde
Dalbergia sissoo / Dalbergia
Fraxinus sp. / Ash
Jacaranda mimisifolia / Jacaranda
Olea europea / Swan HiII Olive
Prosopis sp. / Mesquite
Quercus virginlana / Live Oak
Phoenix dactylifera / Date Palm
Washingtonia filifera / California Fan Palm

Shrubs
Bougainvillea sp. /Bougainvillea
Caesalpinia Sp. / Bird of Paradise
Calliandra sp. / Fairy Duster
Carissa grand/flora / Natal Plum
Cassia sp. / Cassia
Chrysacfinia mexicana / Damianita
Encelia farinosa / Brittlebush
Eremophila sp. / Eremophila “Valentine bush”

Native desert palette

4.7.3

4.7 Landscape Design Concepts

Euphorbia rigens / Gopher Plant
Justice spicigera / Mexican Honeysuckle
Leucophylluin sp. / Sage
Muhlenbergia sp. / Deer Grass
Nerium oleander / Oleander
Ruellia sp / Ruellia
Simmondsia chinensis / Jojoba

Accents
Agaves sp. / Agave
Aloe sp. / Aloe
Chamaerops humilis / Mediterranean Fan Palm
Dasylirion sp. / Desert Spoon
Echinocactus groson / Golden Barrel
Hesperaloe sp. / Red Yucca
NoIina microcarpa / Bear Grass
Pedilanthus macrocaropus / Lady Slipper
Yucca sp. / Yucca

Groundcovers
Acacia redoIens / Trailing Acacia
Baileya muftiradiata / Desert Marigold
Convolvulus cneorum / Bush Morning Glory
Cynodon dactylon / Hybrid Bermuda -Turf
Dyssodia pentachaeta / Sierra Gold' Dalea
Lantana monfividensis / Trailing lantana
Lonicera japonica 'halliana' / Hall's Honeysuckle
Salvia officinalis / Sage
Rosmarinus officinalis / Trailing Rosemary
Ruellia 'Katie' / Katie Ruellia
Verbena sp. / Verbena Species
Wedelia trilobata / Yellow Dot
Decomposed Granite

Vines
Bougainvillea sp. / Bougainvillea
Macfadyeni unguis-cacti / Cat's Claw Vine
Merrimia Burea / Yellow Morning Glory
Rosa banksiae / Lady Bank's Rose

Beautiful landscapes

4.7.3

4.7 Landscape Design Concepts

4.7.4 Decomposed Granite

For landscaped areas, decomposed granite (DG) will be placed at a 2" minimum depth and will cover all landscape areas that are not turf. DG will be naturally colored in a tone that blends with the natural desert pavement. DG is defined as 1/4" minus crushed granite material.

4.7.5 Turf and Irrigation

The use of turf should be limited to the central pedestrian gathering areas, entry areas and accent zones.

All landscaped areas within the development shall include an irrigation system designed for low water uses.

4.7.6 Public Corridor Frontage

The open space areas between building face and the street edge along Ray and Hawes Roads should be designed as part of the overall character of the development. This includes the design of the planting, sidewalks, consideration of access points into the property and the strategic location of swales, retention basins, site lighting and signage.
Ray and Hawes Roads will be complemented with continuous sidewalks, appropriate connections to building entrances and linkages to public transit locations. Less intense landscaping is appropriate in these areas.

4.7.7 Property Perimeter

Treatment of the perimeter property edges should be in character with the overall property design and development. Landscaping should be in character with the overall site. Proposed buffering and screening should utilize low walls and landscaping. Site walls should be used strategically and compliment the architectural character of the building design. Use of a consistent perimeter wall around the edges of the project is strongly discouraged.
In addition to the consideration of screening, careful attention should be given to the potential for creating linkages to adjacent properties and future land uses. There may be instances where connectivity between adjacent land uses is appropriate. If so, inviting sidewalk treatments with appropriate levels of lighting, signage and landscaping should be provided.

4.7 Landscape Design Concepts

4.7.8 Land Reserves

Areas held in reserve for future building improvements, which have been disturbed from their native condition require an approved temporary treatment. If graded, these areas may be seeded with a drought resistant plant mixture to minimize weed growth and wind and water erosion (this may include a temporary irrigation system to maintain plant health and appearance as necessary).

Such areas should be treated with sensitivity to design and may include treatments such as:

1. Landscape holding areas
2. Temporary parking areas for events
3. Temporary seeding with a drought resistant plant mixture to minimize weed growth and wind and water erosion
4. Retention basins

4.8 Architecture

4.8.1 Architectural Design Concepts

- Architectural form should be visually interesting and aesthetically pleasing with an emphasis on higher density/ intensity mixed-use, compact urban form. Special focus should be provided on the street scene presentation of the buildings, yet accommodating and contemplating the development's interior focus.
- All building designs and associated elevations should relate to one another to form a cohesive character for the overall development.
- Four sided architecture is strongly encouraged for all buildings. Buildings that occupy a less visible role on the site or have some other special circumstance may not require the same level of design detail as primary buildings.
- Design, materials, colors, features and finishes will be varied yet coherent and build on a theme of the urban character that shall have a style focused on contemporary rustic desert architecture. The contemporary urban rustic desert architecture style focuses on design features and elements with an emphasis on natural materials such as:

  - Metal
  - Stone
  - Brick and tile (adobe / clay / etc.)
  - Concrete (Precast and P.I.P with board form finishes)
  - Glass

- Building elevations should be designed in general to articulate a base (ground level), middle and top.
- All rooftop and on grade mechanical equipment will be screened. Screening devices will be in character with the overall architectural design.
- Buildings may utilize internal roof drains and drain leaders. External scuppers and downspouts may be visible if they are creatively integrated into the outside aesthetic with quality materials.
- A pallet of different color shades and materials will be utilized to differentiate the buildings, but also harmonize with each other. Unique color and material palettes will be provided at the specific site planning stage for each project.

Examples of materials

4.8 Architecture

4.8.2 Building Design

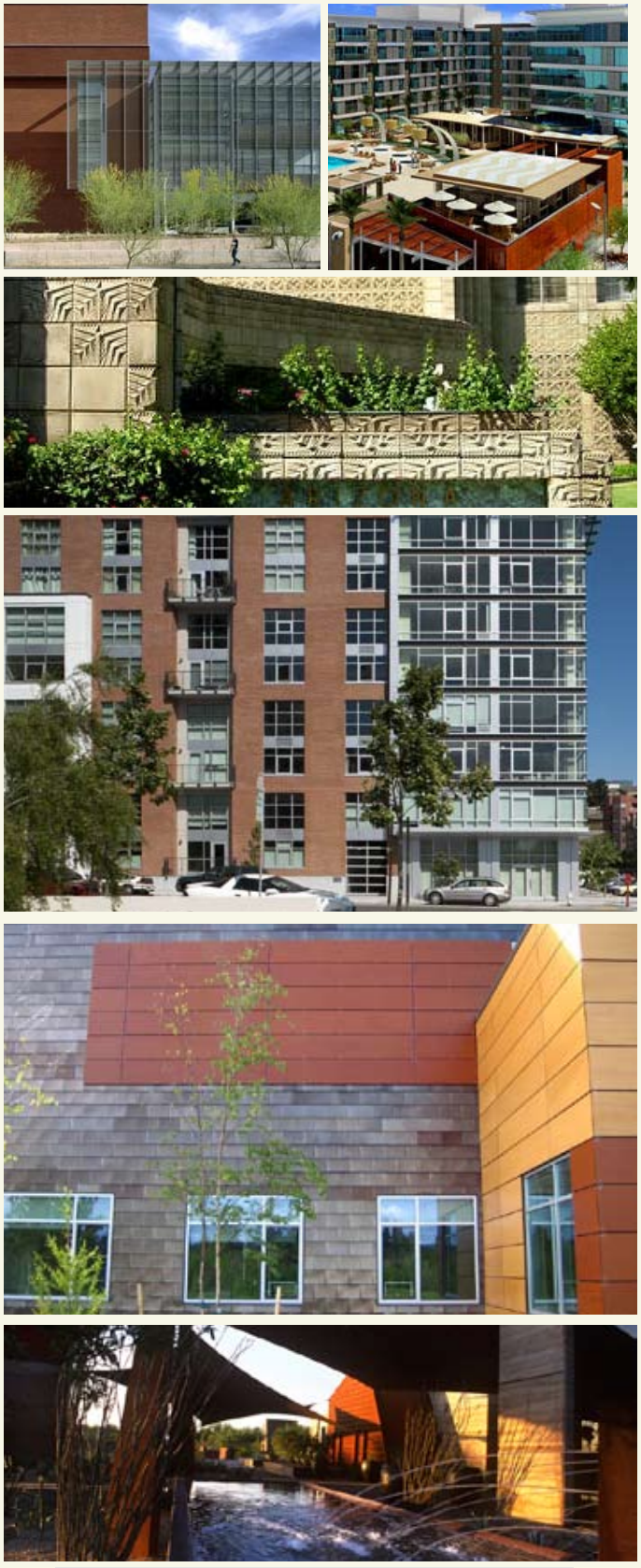
- The design of buildings will carefully orchestrate distinctive, pleasing and harmonious treatment through the focus on traditional key elements of composition including the following:

  - Site Integration/ Context
  - Massing
  - Rhythm
  - Balance
  - Shade and Shadow
  - Scale and Proportion
  - Material Integration
  - Materials
  - High Quality

- Individual buildings, as well as the relationships of building to building, will be carefully designed in order to avoid any sense of poor design that may include:

  - Suburban sprawl character
  - Inappropriate repetition
  - Non-contextual stylistic interpretations

- Use rhythm in the design to provide interest and variety. Encourage visual variety in the buildings by using relief in elevations and articulation in plan that creates shade and shadows.
- Encourage architectural interest and style by varying horizontal and vertical elements of exterior walls in height and projection. Such interest and style may be provided through, but not limited to, the imaginative treatment of windows, doors, eaves, rooflines, parapets, downspouts, scuppers, wainscot, columns, and beams.
- Building design conditions at critical corners (such as the intersection of two major roadways or along the perimeter of a property line and public roadway) should be designed with a special articulation through the use of height, mass, materials and or other features.



Examples of the range of architectural character and quality

4.8.2

4.8 Architecture

4.8.3 Specific Building Design Considerations

- *Elevations*

- Elevations should employ the use of architectural features such as overhangs, shade awnings, pop-outs, trellis structures, arbors, color, wrought iron grillwork, and the integration of signage into the overall design.
- Window and door placement should add variety and interest to the property. Ground floor retail areas may incorporate traditional storefront full elevation window treatments. Ribbon windows are discouraged.
- Reflective surfaces are not allowed in locations that may produce excessive reflections or glare.
- Incorporate building trim, accents, color, materials, and style into primary design themes to promote architectural visual interest.

- *Building Entries*

- Building entrances should be prominent and easily identifiable (from the interior of the site).
- Provide building entries with adequate lighting, signage and shade.
- Building entrances should be strategically located near parking lot walkways.
- Integrate design and placement of building entry and exposed stairs with the design of the community through the use of similar building materials, details, shapes, and colors.

- *Roof Treatment and Mechanical Equipment*

- Roof top terraces and balconies are encouraged.
- Metal seam, copper, clay tile, concrete tile, or a similar grade of roofing material or other creative high value design solution will be provided on all visible pitched roofs.

- *Energy Station Design*

- Any energy station canopy should be architecturally compatible with adjacent buildings in terms of material, color, texture, roof style, and proportional relationship.

Examples of good architectural composition

4.8 Architecture

- *Walkways, Shade and Screening Elements*

- Elevated walkway connections from building to building or from building to parking structure are allowed.
- Shaded walkways and shade structures are encouraged. Structures may take the form of covered walkways, building arcades, and trellises. The design of such structures should complement the overall character of the buildings.
- Design plaza enclosures visible from the street similar to the architectural character of the buildings.
- Awnings, arcades, and galleries may encroach the sidewalk to within two feet of the curb but must clear the sidewalk vertically by at least eight feet.
- Street screens should be constructed of a material matching the adjacent building facade.

- *Parking Structures*

- Parking structures will be designed with the same character as adjacent buildings. Parking structures may be integrated within mixed-use buildings.

4.8.4 Building Materials

Building materials should be durable and resistant to fading and warping due to heat and sun exposure.

Appropriate Material Examples:

- Common clay brick (including traditional red brick)
- Concrete masonry units (CMU): smooth, split face, fluted, integrally colored, flashed, sand blasted, and ground faced. These units should be sealed, stained, or painted unless approved otherwise.
- Precast concrete: columns, decorative surrounds, caps, etc. should be sealed, stained, painted, or have exposed aggregate finish.
- Granite, marble, natural stone, cultured stone
- Glass
- Stucco or EIFS: sand finish for exteriors and soffits
- Architectural metal/wrought iron work: painted, pre-finished powder coated metal, or rusticated metal used as a design element for use as awnings, arbors, decorative ironwork, public furniture, etc.

Appropriate integration of materials

4.8.4

4.8 Architecture

- Architectural pre-finished metal: for roofs, copings, trim, and flashings
- Ceramic or porcelain tile
- Heavy wood timbers (minimum nominal dimension of 6 inches) as architectural design elements
- Corrugated metal used as an architectural design element
- Natural stones

Examples of appropriate materials and finishes

4.8.5 Color

Color should be used to create an interesting and exciting "sense of place." Earth tones are encouraged, but should be used in such a manner to create a unified but varied look to the development. Harmonious color schemes are encouraged to follow secondary, complimentary, and tertiary color philosophies.

Appropriate Colors

- Desert hues and other soft earth tones including light brown, tan, orange, green, warm grey and brick tones
- Muted shades of blue, mauve and lavender
- Colors appearing in natural stone
- Off-white
- The range of acceptable color palettes should be within the overall visual quality of the native desert setting.
- Brighter shades of colors such as orange, red, blue, green, yellow, purple, and similar colors are discouraged, except when strategically used for accenting and unique design purposes.

Examples of appropriate colors

4.8.6 Refuse enclosures

Refuse enclosure design will adhere to the City of Mesa standard detail. Design of the walls must be complimentary to the overall design of the project. Metal gates will meet all City of Mesa standards and may be painted to match the primary color of the enclosure or painted as an accent. Metal decking, corrugated metal or rusticated metal will be used on refuse enclosure gates with a finish that is complimentary to the overall building or development design.

Examples of enclosures

4.8.5-6

4.8 Architecture

Screening of refuse areas should be complimentary to the architecture and overall site theme.

Screening may include walls/fences that are six feet in height with a gated enclosure. The wall thickness should be a minimum of eight inches or as indicated of City of Mesa standard details.

Refuse enclosures, bins, or equipment are not permitted within a setback area. The location and required quantity of refuse enclosures shall meet all applicable regulations of the City of Mesa Solid Waste Division for location, design, and access. Where more than one refuse/recycle enclosure is required, not more than four single enclosures or two double enclosures should be placed in one area.

Refuse/Recycle enclosures should be located on the site in a manner that is appropriate to function and quantity. Trash compactors are acceptable, but should be located, screened and operated so that noise and odors are minimized as disturbance to the adjacent uses.

4.8.7 Service Areas / Outdoor Storage

- Vehicles used for business and stored on-site should be parked in designated areas only.
- Loading and service areas are not permitted within setbacks.
- Buildings should be designed so that the required loading or service operation is conducted within the confines of the building site. Loading and service bays should be located, screened and operated to avoid noise or aesthetic issues affecting adjacent uses.
- Unloaded goods should be screened from view and clear of access ways if not immediately moved into storage.
- Outside storage areas are not permitted.
- Screening with walls or other approved screening devices or vegetation should be compatible with the architectural and landscape design of the buildings or parking structures and screen from public streets, building entries, pedestrian & open areas.

4.8 Architecture

4.8.8 Other Design Considerations

Gutters & Downspouts

The use of interior roof drains is encouraged. Exterior roof drains must be architecturally integrated into the overall building design.

Trellises & Outdoor Covered Areas

Courtyards and patios integrated into the design of the buildings are encouraged. Trellises may be incorporated into the design to define outdoor areas and provide protection from the sun.

Trellises can also be used to screen sunlight entering into the building through window openings and doorways.

The trellis structure should be designed to integrate with the architecture using compatible materials and forms as the main building.

Roof Mounted Equipment

Any roof access ladders should be located inside the building, unless otherwise dictated by safety.

Roof mounted equipment, vents, ducts, and other elements must be fully screened and installed in a manner that prevents obstruction or distraction of views from adjacent properties. See section 4.8.3 for other considerations.

Rooftop solar collectors and skylights are encouraged. If used, these rooftop elements will be designed and installed in a manner that compliments the building design and minimizes reflected glare.

Rooftop radio, TV, microwave and other antennas and towers may be permitted, but consideration must be give to location, height and architectural treatment to minimize obstruction or distraction of view from adjacent properties.

Good examples of Gutters and Trellises

4.9 Environmental Design

4.9.1 Considerations

Both site planning and architectural design should take into careful consideration the range of issues relative to noise reduction measures (relative to the adjacency of the Airport), site signage, site lighting and overall sustainability initiatives for the project.

4.9.2 Noise Reduction

For certain portions of the project, where required by applicable Airport Overflight District and Airport Noise Exposure designations, noise attenuation measures shall be incorporated into the design and construction to achieve a noise level reduction to the required interior noise decibel level. Where required, building wall, roof, and window assemblies will address methods to absorb vibration and sound from aircraft. See section 4.12 regarding Airport Compatibility Standards.

4.9.3 Sustainable Design

Sustainable site and building design is encouraged where feasible.

Green Building Initiatives are Encouraged:

- Water conservation
- Green building concepts
- Energy efficiency: Energy-efficient design is encouraged to reduce both summer heat gain and winter heat loss and to provide outdoor usable areas.
- Renewable energies

Appropriate examples of integrated key elements of design

4.9.1-3

4.9 Environmental Design

Specific applications may include the following:

- The integration or installation of roof mounted solar panels and solar collecting public furniture on the property or on buildings is encouraged.
- Energy-efficient design is encouraged to reduce both summer heat gain and winter heat loss and to provide outdoor usable areas.
- Energy-efficient design may mitigate solar effects on southern and western exposure of buildings and include solar orientation of windows, doors, landscaping, and shading devices, roof color, and minimum shading in parking lots and harsh environments, and day lighting.
- Shade for outdoor activity areas such as connecting walkways, gathering areas and courtyards is strongly encouraged and may be provided with a variety of design elements and landscaping for a cooling effect.
- Building integrated wind turbine systems are allowed.
- Both building design components and site layout may incorporate features for a comprehensive recycling program.
- Building roofs and balconies may be designed as green roof systems.
- Balconies may be equipped with planter boxes designed to capture runoff from the balcony.
- Green walls, if provided, should be restricted to non-invasive species.
- Cisterns may be used to capture and recirculate stormwater from buildings.
- Rain gardens and bioswales may be installed to infiltrate runoff from parking lots, drives, plazas and other impervious surfaces.
- Porous concrete or porous asphalt may be considered for sidewalks, parking lots, and plazas to infiltrate stormwater. Other alternative pervious paving systems may be considered including unit pavers and stabilized desert pavement (not in drive isles).
- Bicycle parking locations should be provided in strategic locations throughout the site with easy access to designated transit stops.

4.9.3

4.9 Environmental Design

Possible Environmental Design Solutions

1. Green Building

-roof treatment
-material application
-courtyards
-thick walls
-building skin treatment
-sunshading devices

2. Water

- low water use landscape
- integrated storm water management

3. Energy

- reduce the energy demand through efficiencies
- promote a large and diverse array of solar energy
- wind or solar powered turbines will be allowed

4. Waste

- recycling & conservation programs
- comprehensive construction waste management program
- technologies for recycling solid waste to usable resources
- waste separation

for illustration purpose only

4.9.3

4.10 Signage

Signage design for Gateway Park must be comprehensive and in harmony with the style and character of the development. Signage is an integral design component to the building architecture, building materials, landscaping, and overall site development. A comprehensive sign plan is required for each development project at the time of specific site plan approval.

The following general design standards apply for all future signage requests.

Attached Signs

- Attached signs will be integrated with the building design to either complement or contrast the building architecture.

- Signs will be composed of individual letters such as pan channel letters, reverse pan channel letters, upgraded cabinet forms, or other durable material, and be mounted so that the attachment device is not visible or discernible.

- Raceways or similar mounting platforms not an integral part of the sign design are discouraged. If used, they will utilize the same color as the surface upon which they are placed. Further, raceway and cabinets depths should be minimized and, if used, consistent throughout the entire project.

- A single external permanent sign band may be applied to the facade of each building, providing that such sign not exceed three feet in height by any length.

- Blade signs, not to exceed six square feet for each separate business entrance, may be attached to and should be perpendicular to the facade, and should clear eight feet above the sidewalk.

- Signage within the shop front glazing may be neon lit.

Creative signage solutions

4.10

4.10 Signage

Detached Signs

- Freestanding signs and sign bases will incorporate design features compatible with the building architecture.

- Use exterior materials, finishes, and colors in harmony with, or an upgrade to, those of the buildings or structures on the property.

- Reflect distinctive elements of the general architectural style or design theme of the community in the sign structure.

- Encourage the use of embellishment to incorporate the primary design elements or unique architectural features of the buildings or structures.

4.11 Lighting

- Use of lighting is important to the character and use of the site. Lighting will be used to encourage activity after dark and create visual interest.

- Pedestrian scale lighting will be included in pedestrian oriented areas to compliment the buildings and provide a safe nighttime environment.

- Parking, drives and paths will be lit for safety as well as ambiance.

- Care will be taken to preserve the integrity of the night sky so that it can be observed and enjoyed while on site.

- Lighting should be placed and shielded to limit glare and to limit the emission of light beyond the boundary of the property.

- Specific standards for lighting will be determined at the time of site plan approval. Consistent or complimentary lighting should be used throughout the public areas of the site.

Sensitive lighting scenarios

4.12 Airport Compatibility

The Phoenix–Mesa Gateway Airport is a prominent contextual feature that both guides and limits development of the Gateway Park site. Development of Gateway Park is specifically intended to be complimentary to and supportive of the current and planned operations at the Airport.

The Gateway Park property falls within the "territory in the vicinity of an airport" as established pursuant to ARS 24-8486, Public Airport Disclosure. Development of Gateway Park will comply with Title 14 of the Code of Federal Regulations, Part 77, Objects Affecting Navigable Airspace, which regulates heights and building encroachments into regulated airspace.

Further, within the 1999 FAR Part 150 Noise Compatibility Study, the Airport established recommended Overflight Districts that proscribe compatibility standards for development. The Gateway Park site falls predominantly within Airport Overflight Area II, but also a portion within Airport Overflight Area I, which includes the most restrictions. The portion of Gateway Park in Airport Overflight Area I is generally in the secondary buildable area of the property, on the south side of Ray Road.

All development within Gateway Park will adhere to, and be subject to the review and approval processes required by the FAA for development in the proximity to an airport, including:

- Part 150 (Sound)
- Part 77 (Safety & Preservation of navigable airspace)
- FAA 7460 (includes studies and evaluation for Obstruction & Airport Airspace Analysis, One Engine Inoperative proceedures, instrumentation approach area, navigation signal reception, and inclusion of permanent & temporary structures).
- Fence spacing requirements.
- Consideration of wildlife attractants and sources of glare.

The Zoning Ordinance for Gateway Park may include stipulations specific to developing in proximity to the Airport, as suggested by the Phoenix Mesa Gateway Airport Administrator and staff, and agreed to by City of Mesa Council, Staff, and the Applicant.

Gateway Park

Planned Area Development Design Guidelines

October 2014

Narrative

Gateway Park PAD expansion

Northwest and Southwest Corners of Ray & Hawes Roads

October, 2014

Property Description

This Formal Application Filing requests review of a rezoning proposal to **expand the existing Gateway Park LC-PAD** zoning to include two additional parcels (Maricopa County Assessor's parcels 304-30-022 F and 304-30-022 G) of approximately 18 acres (the "Expansion Parcels"). The Gateway Park project is located west of the northwest and southwest corners of Ray and Hawes Roads in the vicinity of the Phoenix-Mesa Gateway Airport. The current zoning on the Expansion Parcels is Agricultural and the City of Mesa General Plan designates the Expansion Parcels as mostly Mixed Use Employment and a small portion as Light Industrial.

Intent of the Rezoning

The Expansion Parcels have been acquired by the owner of Gateway Park, which is currently comprised of the neighboring two parcels (Maricopa County Assessor's parcels 304-30-022 H and 304-30-022 J) to the immediate east of the Expansion Parcels. Gateway Park is zoned as Limited Commercial, under a Planned Area Development Overlay (LC-PAD) through the approved Ordinance Z10-18. ***The intent of this rezoning is to expand the existing Gateway Park PAD to include all four aforementioned parcels, and for Gateway Park's approved Design Guidelines to apply to the subject parcels.***

Site Overview

The Gateway Park site is comprised of four parcels totaling approximately thirty-three acres located at the northwest and southwest corners of Ray and Hawes Roads. Each individual parcel is approximately eight acres. The property is zoned LC-PAD with a height allowance of up to ten stories. The City of Mesa General Plan designation for the property is Mixed Use Employment. A small portion of one parcel is designated as Light Industrial by the Mesa General Plan.

Gateway Park is within the study area of the Mesa Gateway Strategic Plan and is specifically within the Airport/Campus District. Development within this district is envisioned as mixed-use in nature and supportive of a synergistic relationship with the Airport. Appropriate land uses as discussed within the strategic plan include hotels, meeting facilities, restaurants, entertainment uses, and offices among others. Gateway Park is intended to fully comply with the intent and direction set forth within the Mesa Gateway Strategic Plan.

Neighboring property in the immediate vicinity of Gateway Park is generally vacant and zoned either Agricultural, Light Industrial, Limited Commercial or Planned Employment Park, with General Plan designations of Mixed Use Employment, Light Industrial and General Industrial. The 329 acre Gateway 202 Airpark project, which is located immediately north and east of Gateway Park, is zoned LC and Planned Employment Park (PEP) with a Business Intensity Zone (BIZ) overlay to allow heights of up to eight stories and a Council Use Permit to allow increased retail within the PEP zoning. The Phoenix-Mesa Gateway Airport is located to the south. The Gateway Park property is located at the future entrance to the planned east side passenger terminal at the Airport. When developed, Gateway Park will be a vibrant mixed-use front door to the Airport property. The Eastmark property (zoned Planned Community), which is located one mile to the east, is a major contextual influence that will play a significant role in the overall direction of development in the area, including the Gateway Park site. The Gateway Park Design Guidelines are in harmony with the approved plans for the Eastmark project.

Direct access to the Gateway Park property is achieved from either Ray Road or Hawes Road. The interchange of the Loop 202 Freeway and Hawes Road is approximately one-half mile to the north, providing convenient freeway access to the site. Access to State Route 24, Gateway Freeway is available by way of the Ellsworth Road interchange, approximately one mile to the east.

PHOENIX-MESA GATEWAY AIRPORT
5835 SOUTH SOSSAMAN ROAD
MESA, ARIZONA 85212-6014

PHONE (480) 988 7600
FAX (480) 988 2315

November 12, 2014

Lisa Davis, Planner II
City of Mesa
Planning Division
55 N. Center Street, First Floor
Mesa, Arizona 85201

Re: ***Z14-053, Gateway Park***
Description: ***Rezoning & PAD Modification***
Location: ***Ray & Hawes Roads***

Thank you for this opportunity to review this request. It is our understanding that this project seeks rezoning and planned area development (PAD) modification approval to proceed with planning and development of a site in a proposed Limited Commercial (LC) district located generally near the intersection of Ray and Hawes Roads.

This site is within the Phoenix-Mesa Gateway Airport Overflight Zones 1 & 2 (AOZ-1 & 2), as defined by our 2000 Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study and the 1995 Williams Regional Planning Study (WRPS), adopted by the City of Mesa and incorporated in its current zoning ordinance. We have three key comments about the proposal that we would like to accompany this case:

1. **Any development at this location, due to its proximity to Phoenix-Mesa Gateway Airport (the Airport) will be subject to frequent aircraft overflights and will be affected by noise. Occupants will hear and see aircraft landing and taking off from the Airport and will experience aircraft overflights that generate noise levels considered by many to be "annoying".**

2. **Previous approval granted up to 10 stories in height, with no maximum height above ground level (AGL) or mean sea level (MSL) specified. The Airport welcomes the opportunity to work with the applicant to determine those development heights compatible with airport operations.**

3. **All permanent development, and temporary structures/temporary construction equipment, will require an FAA 7460 review to determine any impacts to navigable airspace and air navigation facilities.**

The development and operation of commercial facilities within this area are considered a compatible land use activity and we support permitted uses, provided any motion for approval stipulates that:

1. Due to the proximity to Phoenix- Mesa Gateway Airport, any proposed permanent or temporary 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 and air navigation facilities. An FAA determination notice of no hazard to air navigation shall be provided prior to building permit issuance.

2. A fair disclosure agreement and covenant shall be recorded as a condition of development approval for all permitted uses within the Airport Planning Area (APA). We recommend that this agreement and covenant incorporate the provisions contained in the sample Aircraft Noise Disclosure Statement provided at Attachment 1.

3. Developers shall be encouraged to incorporate features into the design and construction of buildings where people work, or are otherwise received to achieve an outdoor-to-indoor noise level reduction (NLR) of 30 decibels. It should be understood, however, that the use of NLR criteria will not completely eliminate potential outdoor noise problems.

4. An Avigation Easement shall be required and executed prior to or concurrently with the recordation of any subdivision final plat or issuance of any building permit, whichever occurs first. This Easement shall acknowledge that the Airport is located nearby, and that aircraft operating to/from the Airport have a right to fly over the property. Further, it shall hold the City of Mesa, the Phoenix-Mesa Gateway Airport Authority and the public harmless from any damages caused by noise, vibration, fumes, dust, fuel, fuel particles or any other effects that may be caused by aircraft landing, departing or operating at or near the Airport, not including the physical impact of aircraft or parts thereof. We suggest this Avigation Easement be prepared and executed in a form similar to the sample at Attachment 2.

Thank you for the opportunity to review this request. If you have any questions, please contact Tony Bianchi, Airport Planner, at (480) 988-7649.

Sincerely,

Jane L. Morris

Jane L. Morris, A.A.E.
Executive Director

3 Attachments
1-Aircraft Noise Disclosure Statement (Sample)
2-Declaration of Avigation Easement and Waiver (Sample)
3- Case Location in Regards to Aircraft Flight Tracks

mesa·az

Planning and Zoning Board

Case Information

CASE NUMBER:	**Z10-018**
LOCATION/ADDRESS:	NWC and SWC of Hawes and Ray Roads
GENERAL VICINITY:	Located south of the Loop 202 Freeway on the west side of the Hawes Road alignment, both north and south of the Ray Road alignment
REQUEST:	Rezone from AG-AF to C-2-PAD and approval of Design Guidelines.
PURPOSE:	This request will allow for the development of a high quality Mixed Use Employment area with office, retail, and hotel components.
COUNCIL DISTRICT:	District 6
OWNER:	Mesa Airport Growth Properties LLC
APPLICANT:	Susan Demmitt, Beus Gilbert, PLLC
STAFF PLANNER:	Angelica Guevara

SITE DATA

PARCEL NUMBER(S):	304-30-022H and 304-30-022J
PARCEL SIZE:	16± acres
EXISTING ZONING:	AG-AF
GENERAL PLAN DESIGNATION:	Mixed Use Employment
CURRENT LAND USE:	Undeveloped

SITE CONTEXT

NORTH:	Undeveloped – zoned AG-AF
EAST:	Undeveloped – zoned AG-AF
SOUTH:	Phoenix-Mesa Gateway Airport – zoned M-1 DMP
WEST:	Undeveloped – zoned AG-AF

ZONING HISTORY/RELATED CASES:

November 16, 2000:	Annexed into the City of Mesa (Ord. #3815)
February 5, 2000:	Established City of Mesa Zoning AG-AF (Case #Z00-87, Ord. #3885)

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

ORDINANCE NO. 4997

AN ORDINANCE AMENDING SECTION 11-2-2 OF THE MESA CITY CODE, CHANGING THE ZONING OF CERTAIN PROPERTY DESCRIBED IN ZONING CASE Z10-18 LOCATED AT THE NORTHWEST CORNER AND SOUTHWEST CORNER OF HAWES AND RAY ROADS ADOPTING AN OFFICIAL SUPPLEMENTARY ZONING MAP CHANGING THE ZONING FROM AG TO C-2-PAD AND PROVIDING PENALTIES FOR THE VIOLATION THEREOF.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF MESA, MARICOPA COUNTY, ARIZONA, AS FOLLOWS:

Section 1: That Section 11-2-2 of the Mesa City Code is hereby amended by adopting the Official Supplementary Zoning Map for Zoning Case (Z10-18), signed by the Mayor and City Clerk, which accompanies and is annexed to this ordinance and declared a part hereof.

Section 2: The Official Supplementary Zoning Map annexed hereto is adopted subject to compliance with the following conditions:

1. Compliance with the basic development as described in the Design Guidelines (without guarantee of lot yield, building count, or lot coverage).
2. The Planned Area Development (PAD) Overlay is to allow height limits above those allowed in the C-2 zoning district subject to the minimum height ranges proposed in the Gateway Park Design Guidelines. A structure or building may not materially interfere with Phoenix-Mesa Gateway Airport operations, including movement of aircraft or visibility, or obstruct navigable airspace.
3. Architectural design and landscape elements contained within the Gateway Park Design Guidelines shall be reviewed and approved by the Design Review Board.
4. The development of automobile service stations requires approval of a Special Use Permit by the Board of Adjustment. Should an automobile service station be proposed along Hawes Road south of Ray, the design will be carefully reviewed and approved only if it is found that the design is consistent with the goals and objectives of the Mesa Gateway Strategic Development Plan, the Design Guidelines approved for Gateway Park, and is well integrated into the overall site design.
5. All site plans shall be reviewed through the public hearing process.
6. Compliance with all requirements of the Design Review approval.
7. Compliance with all City development codes and regulations.
8. 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.
9. Site plans for development of the properties shall not be processed until the right-of-way needs are established for Hawes Road by the City Traffic Engineer.
10. The minimum setbacks shown on site plans must be based on the ultimate right-of-way needs for Hawes Road.
11. The development of Hawes Road and access to Hawes Road and Ray Road shall be as determined by the City Traffic Engineer.
12. Owner shall grant 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 final subdivision map and prior to the issuance of a building permit.
13. Written notice shall be provided to future owners and future lease tenants, and acknowledgment received that the project is within one mile of the Phoenix-Mesa Gateway Airport.

14. Noise attenuation measures must be incorporated into the design and construction of the buildings such that indoor noise levels attributable to airport operations shall not exceed 45 db for all portions of a structure where the public is received, office areas, public assembly rooms, sleeping areas, noise-sensitive areas and other areas where the ambient noise level is expected to be low.
15. All future site plans shall include the Regional Public Trail System identified in the Mesa Gateway Strategic Development Plan within an alignment to be approved by the Transportation Division.
16. The first phase of development within either of the 8 acre parcels as identified in the project narrative (NWC or SWC of Hawes/Ray Roads) will include a site plan for the 8 acres as stated in the Gateway Park Design Guidelines to demonstrate the site plan development potential.
17. Regardless of the specific development style implemented for each parcel, the result will be a semi-urban, vertically and/or horizontally mixed-use development with a high-quality internal pedestrian environment.

Section 3: PENALTY.

CIVIL PENALTIES:

Upon finding that a person is responsible for a civil violation of this Title, the Civil Hearing Officer shall impose a civil sanction of not less than fifty dollars ($50.00) nor more than five hundred dollars ($500.00) for each violation. In determining the appropriate sanction the Civil Hearing Officer may assess against the responsible party the City's personnel, mailing, and other costs incurred in investigating and hearing the case, not to exceed a maximum of five hundred dollars ($500.00).

EACH DAY SEPARATE VIOLATION:

Each day in which a violation of this Title continues, or the failure to perform any act or duty required by this Title or by the Civil Hearing Officer continues, shall constitute a separate civil offense.

HABITUAL OFFENDER:

A. A person who commits a violation of this Title after previously having been found responsible for committing three (3) or more civil violations of this Title within a twenty-four (24) month period – whether by admission, by payment of the fine, by default, or by judgment after hearing – shall be guilty of a criminal misdemeanor. The Mesa City Prosecutor is authorized to file a criminal misdemeanor complaint in the Mesa City Court against habitual offenders. For purposes of calculating the twenty-four (24) month period under this Subsection, the dates of the commission of the offenses are the determining factor.

B. Upon conviction of a violation of this Section, the Court may impose a sentence of incarceration not to exceed six (6) months in jail; or a fine not to exceed two thousand five hundred dollars ($2,500.00), exclusive of penalty assessments prescribed by law; or both such fine and imprisonment. The Court shall order a person who has been convicted of a violation of this Section to pay a fine of not less than five hundred dollars ($500.00) for each count upon which a conviction has been obtained. A judge shall not grant probation to or suspend any part or all of the imposition or execution of a sentence required by this Subsection except on the condition that the person pay the mandatory minimum fines as provided in this paragraph.

C. Every action or proceeding under this Section shall be commenced and prosecuted in accordance with the laws of the State of Arizona relating to criminal misdemeanors and the Arizona Rules of Criminal Procedure.

PASSED AND ADOPTED by the City Council of the City of Mesa, Maricopa County, Arizona, this 8th day of July, 2010.

APPROVED:

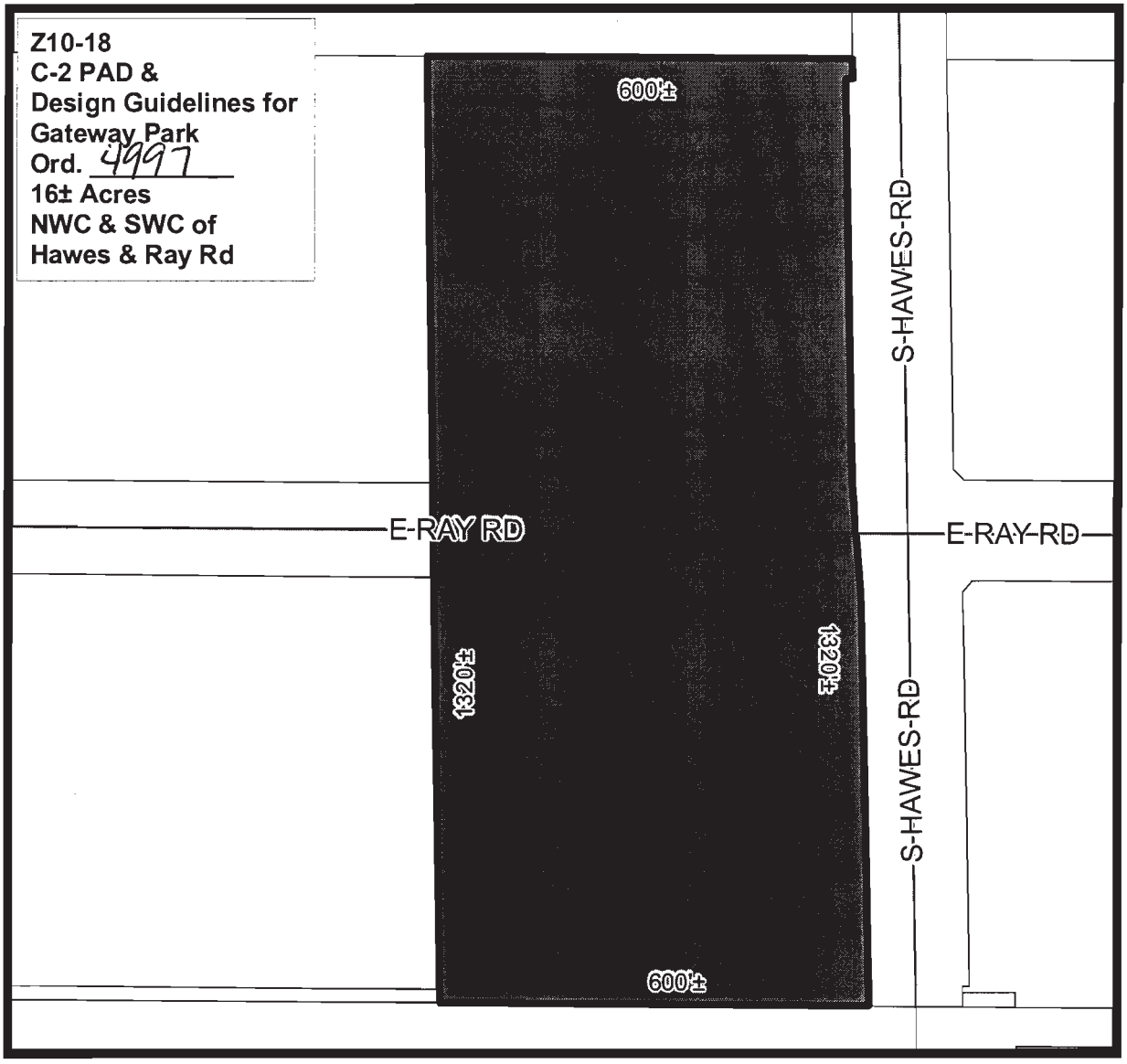
Mayor

ATTEST:

City Clerk

CITY OF MESA CORPORATE SEAL MARICOPA COUNTY, AZ.

OFFICIAL SUPPLEMENTARY ZONING MAP
AMENDING THE CITY OF MESA ZONING MAP



Please be advised that the attached zoning changes were approved by the Mesa City Council on July 8, 2010 by Ordinance # 4997. If you have any questions concerning these changes, contact the City of Mesa Planning Division at 480-644-2385.

MAYOR

ATTEST: _____ DATE 7-8-10
CITY CLERK

CITY OF MESA CORPORATE SEAL MARICOPA COUNTY, AZ.