



mesa·az

Planning and Zoning Board

Case Information

CASE NUMBER: Z14-60 PLN2014-00549
LOCATION/ADDRESS: The 8000 through 8200 blocks of East Ray Road (north and south sides).
GENERAL VICINITY: Located east of Sossaman Road on the north and south sides of Ray Road
REQUEST: Rezone from LI AF and AG AF to LI AF PAD.
PURPOSE: This request will facilitate the development of a future employment park.
COUNCIL DISTRICT: District 6
OWNER: Marwest Enterprises LLLC, Santan 74LLLP, Ray39A LLLP, Ray39C LLLP
APPLICANT: Jack Gilmore, Gilmore Planning & Landscape Architecture
STAFF PLANNER: Tom Ellsworth

SITE DATA

PARCEL NUMBER(S): 304-30-020L, -020K, -014A, and -014B
PARCEL SIZE: 79.2± acres
EXISTING ZONING: Light Industrial - LI
GENERAL PLAN DESIGNATION: Character Type: Employment / Mixed Use Activity District
Sub-type: Industrial
CURRENT LAND USE: Undeveloped

ZONING HISTORY/RELATED CASES:

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

SITE CONTEXT

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

STAFF RECOMMENDATION: Approval with conditions

P&Z BOARD RECOMMENDATION: ☒ Approval with conditions. ☐ Denial

PROPOSITION 207 WAIVER SIGNED: ☒ Yes ☐ No

PROJECT DESCRIPTION/REQUEST

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

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

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

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

NEIGHBORHOOD PARTICIPATION

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

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

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

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

CONFORMANCE WITH THE MESA 2040 GENERAL PLAN

Criteria for review of development

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

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

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

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

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

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

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

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

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

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

The sub-types in Employment Districts are Business Parks; Industrial; and Employment Core. Based on the MGSDP and other established development in this area, this property should take on the Business Park Character sub-type. The Business Park type signifies locations appropriate for office, research and development, light industrial, and supporting retail uses. These areas typically contain a number of separate businesses, offices, light industrial facilities, accessory and supporting uses joined together through the street, sidewalk, and/or open space systems and usually have common landscaping and signage. They are typically low intensity developments comprised mainly of office, office/warehouse, research and development, and similar uses.

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

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

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

5. Does the proposed development provide appropriate transitions between uses? In more urban areas these transitions should generally be accomplished by design elements that allow adjacent buildings to be in close proximity to one another. In more suburban locations these transitions should be addressed through separation of uses and/or screening. ***Yes, the proposed development will provide for appropriate transitions.***

6. Compliance with the character area is based on both the zoning being consistent with the range of zoning designations approved for each character type and on the development form,

design, and quality being consistent with the standards and guidelines provided in this Plan, any adopted sub-area or neighborhood plans, and the context of the neighborhood surrounding the proposed development. ***Yes, the proposed Design Guidelines and PAD Overlay are in compliance with the Employment Character Area.***

STAFF ANALYSIS

SUMMARY:

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

CONCLUSIONS:

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

CONDITIONS OF APPROVAL:

1. Compliance with the basic development as described in the project narrative, and design guidelines.
2. All future development shall require Review and approval by the Planning and Zoning Board including more specific Design Guidelines to accompany the first phase of development.
3. Compliance with all City development codes and regulations.
4. Owner granting an Avigation Easement and Release to the City, pertaining to Phoenix-Mesa Gateway Airport which will be prepared and recorded by the City (concurrently with the recordation of the Land Split or prior to the issuance of a building permit).
5. Dedicate the right-of-way required under the Mesa City Code at the time of application for a building permit, at the time of recordation of the subdivision plat, or at the time of the City's request for dedication whichever comes first.
6. Due to the proximity to Phoenix- Mesa Gateway Airport, any proposed structure is subject to an FAA filing for review in conformance with CFR Title 14 Part 77.9, (form 7460), to determine any effect to navigable airspace, air navigation facilities. An FAA determination notice of no hazard to air navigation shall be provided prior to site plan approval by the Planning and Zoning Board.
7. Written notice be provided to future property owners, and acknowledgment received that the project is within 0.25 miles of Phoenix-Mesa Gateway Airport.
8. Noise attenuation measures shall be incorporated into the design and construction buildings where people work, or are otherwise received to achieve an outdoor-to-indoor noise level reduction (NLR) of 30 decibels.
9. No structures are to be allowed within 6' of the airport's perimeter fence line.
10. Modify the project narrative to remove section 4.4.1 and to modify the language of Section 6.5 to read, "All roof mounted mechanical equipment shall be screened from public view by building parapets. Roof mounted mechanical units shall be painted to match the roof/building color. Roof-mounted equipment screening shall be constructed as an encompassing monolithic unit, rather than as several individual screens (i.e., multiple equipment screens, or "hats," surrounding individual elements shall not be permitted). The height of the screening element shall equal or exceed the height of the structure's tallest piece of installed equipment."