

## **Citizen Participation Report**

### **City of Mesa-Falcon Field Airport Citrus Groves Property**

Letters of Notification mailed on March 15, 2017.

Meeting held at 6:30 p.m. March 30, 2017 at the Falcon Field Airport (Airport) Terminal Building, 4800 E. Falcon Drive. The meeting ended at approximately 8 p.m.

#### **Comments received after mailing Letters of Notification**

One written comment was received from James L. Munier following the mailing of the Letters of Notification. A copy of Mr. Munier's letter is attached.

#### **Minutes from March 30, 2017 Public Meeting**

##### **Citizens in Attendance**

James Berry, CAE Oxford Aviation Academy  
Roch Renaudot, CAE Oxford Aviation Academy  
Dave Roden, Civil Air Patrol - Falcon Squadron  
305 Ed Murphy  
Kay Murphy  
Kent Enger  
Annette Enger  
Chuck Breed  
Janis Breed  
Mike Wilson  
Geri Nichols

##### **City Staff in Attendance**

Lori Gary, Economic Development Project Manager  
Bradley Hagen, Airport Project and Operations  
Supervisor Corinne Nystrom, Falcon Field Airport  
Director  
Dee Anne Thomas, Marketing/Communications Specialist II  
John Wesley, Planning Director

Airport Director Corinne Nystrom began the meeting with a welcome to public participants and introductions of City of Mesa (City) staff. She explained that the purpose of the meeting was to obtain citizens' comments about proposed modifications to the existing zoning project narrative and some of the stipulations in the 2008 Planning & Zoning case that allows the City of Mesa-Falcon Field Airport citrus groves property to be developed as Falcon Tech Center.

Economic Development Senior Project Manager Lori Gary provided general background about the history of the 69.34-acre citrus groves property. In 2007 the Federal Aviation Administration (FAA) granted the City's request to use the property for non-aeronautical

purposes with two stipulations: 1) the City retain ownership and 2) revenue generated from the land be used for the support and advancement of aviation. In 2008 the Airport requested, and was granted, approval by the Mesa City Council for the land to be rezoned from General Industrial to Planned Employment Park (PEP). The zoning change allowed the property's use to align more specifically with targeted and growing business sectors, and enabling the area to develop into the high-quality business park for which it was originally intended.

She presented a summary of the proposed use, goals and objectives for the Falcon Tech Center as well as a conceptual layout. The Falcon Tech Center concept was born directly out of the Falcon Field Economic Activity Area Strategic Plan as well as other City adopted documents, including the 2013 Healthcare and Life Sciences Recruitment Plan and the Falcon Field Sub-Area Plan. The concept is to promote Mesa as a technology hub, grow high-quality knowledge-based jobs, leverage City resources, and offer public-private partnership opportunities.

Potential uses of the site could include:

- health care
- medical, life science & bioscience companies
- medical device development, manufacturing & prototyping
- research & development
- light manufacturing
- office

She referenced displays and handouts showing the property's location, an illustrative development plan, illustrative site plans, and a conceptual entry view. She also showed pictorial examples of medical device company buildings which have used high-quality building form, materials and colors. The illustrations are examples of the type of buildings which, given the proposed Site and Building Design Guidelines & Development Standards for the Falcon Tech Center, could be built and would fit the tech center concept. The Falcon Tech Center concept elevates Mesa's image as a premier location for companies in the life science, medical technology and technology sectors.

Planning Director John Wesley said the current PEP zoning is the lightest industrial zoning category and provides a transition between the surrounding residential development and aviation uses. He explained that because the current PEP contains no specific guidelines for development, residents don't know what will be near their homes and potential developers have no details for proposals that would likely be approved by the City.

The zoning site plan approvals, project narrative and conceptual site plan together detail the specific requirements for how the land must be used, such as building setbacks, building height restrictions, architectural styles, landscaping, quality of materials and lot coverage. Zoning is set by ordinance that must be approved by the City Council. As the Office of Economic Development has continued to look at development of northeast Mesa and the Falcon District industrial area surrounding the Airport, some things are inhibiting use of the land as planned. Therefore, the City is now seeking a PAD overlay to the PEP with slight changes in the project narrative and zoning stipulations.

He described the steps required for approval of the requested changes:

- 1) Citizen participation process and comments
- 2) Planning & Zoning Board hearing requiring advance notification of all properties within 500 feet, signage, and research and presentation of a staff report by City planners. The public will have additional opportunity to provide comment to the Board. The Board will vote on a recommendation about the proposed changes to the City Council. The request will be heard by the Board at its April 19, 2017 meeting.
- 3) City Council hearing, to be scheduled approximately six weeks after the Planning & Zoning Board hearing, during which a summary of public comments will be presented along with a City Planning staff report. The public will have additional opportunity to provide comment to the City Council. The City Council will make a final decision.

### **Questions**

Is the City providing incentives to attract medical/technical companies?

The zoning itself is an incentive because it makes development of the site easier for developers. If their proposals comply with the PAD, it will speed the development process.

Why do revenues generated from the land have to go to the Airport and not the City of Mesa's General Fund?

State grant funds were used to purchase the property. The land then became part of Airport property and was incorporated into the FAA-approved Airport Layout Plan (ALP). FAA policy requires that revenues generated on airports must be used for airport purposes. The Airport is an Enterprise Fund within the City and must remain financially self-sustaining. The Airport does not receive tax revenues like other City departments that are part of the City's General Fund. The revenues generated from the Falcon Tech Center project will assist the Airport in remaining financially self-sustaining.

How does the City anticipate that air traffic will be affected by these proposed changes and development of the site?

Air traffic changes are difficult to predict. There may be some corporate aircraft traffic that comes as a result of this project, bringing clients to do business at the site, but the City does not anticipate that it will be significant.

Will it be possible to land helicopters on this property?

The City wants to maintain a buffer between the airport and neighboring residential areas. Helicopters will be able to land at the airport on existing helipads.

What will be the height limit for the buildings on this property?

Building heights will vary depending on where a building is located on the property. Building heights will have to comply with the FAA's Federal Aviation Regulation (FAR) Part 77. Coffman Associates has prepared a Combined Part 77 and Helicopter Traffic Pattern Analysis for the site that evaluates heights and hazard zoning for the proposed Falcon Tech Center. Height restrictions over the development site primarily correspond with the Part 77 transitional and horizontal surfaces that are associated with Runway 4L-22R. The most constraining building limitations would be in the southeast portion of the development site nearest to the runway environment, where the height limit would be 61 feet above ground

level. Moving farther north and west, allowable building height zones increase up to a maximum height of 194 feet above ground level.

Where will funds come from for this development?

It is anticipated that this project would be a public/private partnership, with Request for Proposals (RFP) issued by the City to solicit private-sector partners. It has not yet been decided what the City might provide and what the developer might provide.

Will Airport tenants have to pay for expenditures made by the City if this project is not completed?

The City's contributions to the project will likely be extensions of water and sewer lines to the site or similar supporting infrastructure.

How far in the future will this project be built?

In addition to anticipated approval of the proposed zoning changes, the FAA requires an environmental assessment that is currently in progress and is anticipated to be completed by the end of 2017. The City anticipates going through a RFP process as well as conceptual and final design approvals before construction commences. It is anticipated that it will take at least 1.5 years for all these steps to occur.

On the Illustrative Development Plan diagram, only one access point is shown. Is that how the project would be constructed?

At least two means of access will be required for emergency purposes.

Does the City have other properties that it owns that are similar to this?

The City has other land that it leases, but there are no other technology-centered business park campuses like this which are being proposed.

What is the length of Airport leases?

The FAA does not allow leases longer than 50 years because it wants the City to retain control of Airport property. The Airport's on-airport property leases are typically for 40 years. Before it was approved by the City Council, the Airport's current boilerplate Master Tenant Lease was distributed to banks and lending institutions to obtain their input as to whether they would lend under it, and they indicated that they would.