

METRO

EAST VALLEY COMMERCE CENTER II

PLANNED AREA DEVELOPMENT

Case No. ZON18-00310

Located at the southwest corner of
Auto Center Drive & Horne Street

Initial Submittal: April 19, 2018

Second Submittal: June 5, 2018

METRO EAST VALLEY COMMERCE CENTER II

PLANNED AREA DEVELOPMENT

Development Team

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I. Project Overview

This PAD overlay involves approximately 21 acres of vacant property located at the southwest corner of Horne Street and Auto Center Drive (the "Property"). See aerial maps at Tab 1 and legal description at Tab 2. The Property is currently zoned Light Industrial - Planned Area Development (LI-PAD) and Light Industrial (L-I). See zoning map at Tab 3. This application simply requests a new PAD overlay to address development standards on the entire Property, and Site Plan Review. There is no plan to change the Light-Industrial (LI) base zoning. This overlay is similar to the previously approved PAD overlay and development standards for the overall business park that a portion of the Property is within.

In 2015, the PAD overlay for the Auto Center Drive area, which was previously approved for Automotive Sales uses, was amended to permit the development of Metro East Valley Commerce Center I ("Metro I"), a light industrial park, located at the northwest corner of Horne Street and Auto Center Drive, directly north of the Property. Metro I was constructed in 2015, and since its completion, it has served as the standard for premium industrial park development in the east Valley.

The design of the proposed Metro East Valley Commerce Center II ("Metro II") will be consistent with the architectural character and quality of Metro I. A new PAD overlay is necessary to permit the proposed development on the Property. Metro II has been designed to provide larger uninterrupted warehouse space to help fill a need for larger industrial tenants lacking opportunities in Mesa.

The site plan consists of two buildings totaling approximately 363,530 square feet with a maximum building height of 56 feet. The project is located within the City of Mesa along the US 60 corridor and is positioned to create many new employment opportunities. The site is ideally situated to provide commerce/manufacturing related employment uses adjacent to the US 60.

The conceptual site plan orients the buildings to Auto Center Drive and the private drive to be shared with the future development on the vacant property to the south. The truck loading and maneuvering area has been strategically located between the buildings so it is screened from view from Auto Center Drive, the main point of access to the surrounding business complex.

Access to the Property shall be provided from Horne Street, Hobson Street, Auto Center Drive, and the private drive aligned with Juanita and Javelina Avenues. These points of access and internal circulation provide the necessary access to the loading area between the two buildings, and appropriate access to users, employees and customers in all other areas of the site. Driveways along Auto Center Drive have been designed to align

with the driveways serving Metro I to reduce turning conflicts given the type of vehicular trips to and from both properties. All driveways along Horne Street were considered for alignment with the single driveway serving Metro II truckcourt. However, an alignment with the Metro II driveway is not possible due to the turning radii necessary to accommodate truck traffic needing to access the loading area between the Metro II buildings. Given the relatively low traffic associated with the office and light industrial uses to the east, and the fewer than 6,000 north and south bound total trips per day for this section of Horne Street, which is a two-lane collector, it is anticipated there will be very few vehicular turning conflicts between Metro II and the adjacent properties.

Landscaping will provide additional buffering from Auto Center Drive, Hobson Street, Horne Street, and the private drive. Required screen walls will be constructed east and west of both buildings to buffer views from Horne Street and Hobson Street. All screen walls throughout the development have been designed with materials, textures and colors compatible with the building architecture.

Though no landscape setback is required along the south property line, the proposed site plan includes a minimum 29-foot and average 33-foot setback adjacent to the private drive. However, there is a private roadway easement on the Property that is north of the proposed private drive, which has not been abandoned. Though it is not the intent of the developer, if this roadway were to be constructed in the future, the landscape setbacks would be reduced to minimum 16-foot and average 20-foot along a revised private drive.

Sewer access will be provided to building B from Horne Street and to building A from Auto Center Drive. No sewer access will be needed from Hobson Street. Adequate sewer connections can be provided to the vacant parcel at the southwest corner of Hobson Street and Auto Center Drive and as such, the 8-inch sewer in Hobson at Juanita will not be extended north to Auto Center Drive to serve either Metro II or the vacant parcel across Hobson Street.

The project will be served by six double bin refuse enclosures, which will be located between the two buildings in the loading area. The enclosures will be screened from the street by the buildings and the masonry screen walls at each end of the loading area. The number of refuse bins is less than the city's standard but will be adequate given the type of uses proposed for the site. This reduction in refuse containers is consistent with the approvals for Metro I, which has proven to be more than sufficient for the project.

The proposed building design for Metro II is consistent with the overall design theme for Metro I, however some design elements vary slightly such as the color palette to provide some features that set the two industrial centers apart.

The Metro East Valley Commerce Center II establishes a complementary mix of uses and employment opportunities that are in conformance with the underlying zoning and compatible with other surrounding uses.

II. Relationship to Adjacent Properties

The Property is immediately bounded to the north by Auto Center Drive, to the east by Horne Street and to the west by Hobson Street. Moving beyond the Property's immediate boundaries, the property to the north is land zoned LI PAD and developed as Metro I, a light industrial park; to the west is vacant land and an industrial building zoned LI; to the south is vacant land zoned LI and currently being used for agricultural purposes; and to the east is land zoned LI and developed for light industrial, office, and commercial related uses.

The project is consistent with the City's General Plan designation of Employment Business Park and compatible with the surrounding uses.

III. Zoning History

The Property was annexed into the City of Mesa on April 21, 1975. On January 28, 1985, the northern 640 feet of the Property (along with approximately 50 additional acres located east of Mesa Drive, south of US 60, west of Horne Street, and north of Auto Center Drive) was rezoned from AG to Light Industrial (M-1/LI) to allow development of a planned commercial area specifically oriented towards automobile dealerships (Z84-187, Ordinance No. 1912). On January 18, 1988 City council approved a conceptual plan of development pursuant to a planned area development designation (M-1/LI PAD) on the northern 640 feet of the Property (along with the approximate 50 additional acres located east of Mesa Drive, south of US 60, west of Horne Street, and north of Auto Center Drive) to establish design guidelines for the PAD (Z87-083, Ordinance No. 2301). The two southernmost parcels were rezoned following annexation to M-1/LI.

IV. PAD

The purpose of this request is to apply a new PAD overlay to the Property. The prior PAD, applicable to a majority of the Property, that was approved under Case Nos. Z84-187 and Z87-083, was specifically designed for the development of automobile dealerships, but the Property was never developed in that manner. Accordingly, a new PAD overlay is requested to provide reasonable and appropriate development of the Property for commerce/manufacturing uses. The Metro East Valley Commerce Center II development is designed to provide a variety of employment and light industrial uses, which can be adjusted to meet each future tenant's needs.

A. Permitted Uses:

All uses allowed under the current City of Mesa Light Industrial (LI) zoning district are permitted within this PAD.

B. Amendment to Design L-I Standards:

1. Maximum building height shall not exceed fifty-six (56) feet unless specifically approved in writing by the City of Mesa. Building height shall be measured in accordance with the current City of Mesa Zoning Ordinance Definitions.
2. The north property line along Auto Center Drive and the west property line along Hobson Street will have a minimum 10-foot landscape setback with an average 20 foot landscape setback; the east property line will have a 20 foot landscape setback along Horne Street.
3. No screen walls shall be provided along the south property line adjacent to the private drive. Screen walls shall be provided along all other streets as required by the Mesa Zoning Ordinance.
4. Outdoor storage shall be permitted north of Building B and south of Building A.
5. One 14-foot overhead door per building and street front shall be permitted along Horne and Hobson Streets (four doors total). A 6-foot masonry wall and enhanced landscaping shall be provided for each overhead door to provide screening from the streetscape.
6. Parking Deviation:

Mesa Code states that "Group Industrial Buildings" require the following parking: 75% at 1 space per 500 square feet plus 25% at 1 space per 375 square feet. Using this computation, 789 parking spaces are required for this Property. The proposed site plan includes 499 parking spaces which is more than will be needed since ownership anticipates a good portion of the project will be sold or leased to users that are "Industrial" (1 space per 600 square feet) or "warehousing" (1 space per 900 square feet). This parking ratio is consistent with the employment centers totaling approximately 3,000,000 square feet that the applicant owns and successfully operates in the Phoenix metro area. The parking provided at Metro I has proven to be more than adequate and given the similarity between the two developments and anticipated uses for Metro II, the parking provided will be sufficient.

7. The site will provide 16 bicycle parking spaces, which is less than the Ordinance requires but will be more than sufficient to meet the needs of users, tenants and employees. This bicycle parking is consistent with the needs of many other successful projects built and operated by the applicant throughout the state of Arizona. This is also consistent with the other operations in the immediate area which are made up of industrial uses that are not conducive to pedestrian-oriented modes of transportation, such as the Metro I project to the immediate north of the Property.

C. Development Standards Table

Standard	Zoning Ordinance Standards	Proposed PAD Overlay Standards
Employment District – LI (Table 11-7-3)		
Lot and Density Standards		
Minimum Site Area (acre)	1.0	1.0
Minimum Lot Width (ft)	100	100
Minimum Lot Depth (ft)	100	100
Building Form and Location		
Maximum Height (ft)	40	56
Minimum Setback along Property Lines or Building and Parking Areas (ft)		
Front and Street-Facing Side	<p>Major or Midsection Collector: 20 ft</p> <p>Industrial/Commercial Collector: 20 ft</p> <p>Local Street: 20 ft</p>	<p>(Local) Hobson Street & Auto Center Drive: minimum 10 ft landscape setback with an average 20 ft landscape setback</p> <p>(Collector) Horne Street: minimum 20 ft landscape setback</p>

Supplemental Standards		
Off-Street Parking and Loading (11-32)		
	Parking Spaces Required: 75% at 1 space per 500 square feet plus 25% at 1 space per 375 square feet 789 parking spaces	Parking Spaces Provided: 499 parking spaces
	Bicycle Parking Required: at least 1 bicycle space per 10 on-site vehicle parking spaces actually provided, whichever is greater. After the first 50 bicycle parking spaces are provided, the required number of additional bicycle parking spaces is 1 space per 20 vehicle parking spaces. 29 spaces	Bicycle Parking Provided: 16 spaces
General Site Development Standards (11-30)		
Screening:	Parking Areas: Parking Areas and drive aisles shall be screened from street(s) with masonry wall, berm or combination of walls/berms	Parking Areas: Parking area and drive aisle adjacent to private drive shall not be screened. All other parking areas shall be screened from adjacent streets as required by the Mesa Zoning Ordinance.
Truck Docks, Loading and Service Areas:	Screening: Docks, loading and service areas in any district except the GI	Screening: Docks, loading and service areas directly between Buildings A

	and HI districts shall be screened from public view. Screening shall consist of a solid masonry wall at least 8 feet in height or opaque automated gates.	and B shall be screened with an 8 foot solid masonry wall. One 14-foot overhead door per building and street front shall be permitted along Horne and Hobson Streets (four doors total). A 6-foot masonry wall and enhanced landscaping shall be provided for each overhead door facing Horne and Hobson Streets to provide screening from the streetscape.
Outdoor Storage:	Not permitted in front or street-facing side yards. Permitted in interior side and rear yards, or outside of required yards, subject to the standards of this Section	Outdoor storage shall be permitted north of Building B and south of Building A behind the truck court masonry wall

V. Phasing

The Property may be developed in multiple phases as market conditions warrant. If phased, it is anticipated that the initial phase will include building A, including the adjacent street frontages and retention basins. Building B and the adjacent street frontages and retention basins will be developed as market demands. Plans for each phase will be submitted to the City of Mesa to ensure proper and orderly development.

VI. Summary

The Property is zoned Light Industrial (LI). The minor deviations from standards through the proposed PAD overlay and site plan will allow development of The Metro East Valley Commerce Center II. The development will complement the surrounding area and provide substantial benefits and commerce/industrial related employment opportunities to the City of Mesa.

TAB 1

The map displays the following features:

- Major Roads:** US 60 (top), Baseline Rd (bottom), Mesa Dr (left), Home St (center), and Stapley Dr (right).
- Parcel Numbers:** Various numbers are visible, including 139-12-024A, 139-12-024B, 139-12-029, 139-12-030, 139-12-052, 139-12-054, 139-12-002C, 139-12-001A, 139-12-001B, 139-12-002A, 139-12-002B, 139-12-002C, 139-12-002D, 139-12-002E, 139-12-002F, 139-12-002G, 139-12-002H, 139-12-002I, 139-12-002J, 139-12-002K, 139-12-002L, 139-12-002M, 139-12-002N, 139-12-002O, 139-12-002P, 139-12-002Q, 139-12-002R, 139-12-002S, 139-12-002T, 139-12-002U, 139-12-002V, 139-12-002W, 139-12-002X, 139-12-002Y, 139-12-002Z, 139-12-003A, 139-12-003B, 139-12-003C, 139-12-003D, 139-12-003E, 139-12-003F, 139-12-003G, 139-12-003H, 139-12-003I, 139-12-003J, 139-12-003K, 139-12-003L, 139-12-003M, 139-12-003N, 139-12-003O, 139-12-003P, 139-12-003Q, 139-12-003R, 139-12-003S, 139-12-003T, 139-12-003U, 139-12-003V, 139-12-003W, 139-12-003X, 139-12-003Y, 139-12-003Z, 139-12-004A, 139-12-004B, 139-12-004C, 139-12-004D, 139-12-004E, 139-12-004F, 139-12-004G, 139-12-004H, 139-12-004I, 139-12-004J, 139-12-004K, 139-12-004L, 139-12-004M, 139-12-004N, 139-12-004O, 139-12-004P, 139-12-004Q, 139-12-004R, 139-12-004S, 139-12-004T, 139-12-004U, 139-12-004V, 139-12-004W, 139-12-004X, 139-12-004Y, 139-12-004Z, 139-12-005A, 139-12-005B, 139-12-005C, 139-12-005D, 139-12-005E, 139-12-005F, 139-12-005G, 139-12-005H, 139-12-005I, 139-12-005J, 139-12-005K, 139-12-005L, 139-12-005M, 139-12-005N, 139-12-005O, 139-12-005P, 139-12-005Q, 139-12-005R, 139-12-005S, 139-12-005T, 139-12-005U, 139-12-005V, 139-12-005W, 139-12-005X, 139-12-005Y, 139-12-005Z, 139-12-006A, 139-12-006B, 139-12-006C, 139-12-006D, 139-12-006E, 139-12-006F, 139-12-006G, 139-12-006H, 139-12-006I, 139-12-006J, 139-12-006K, 139-12-006L, 139-12-006M, 139-12-006N, 139-12-006O, 139-12-006P, 139-12-006Q, 139-12-006R, 139-12-006S, 139-12-006T, 139-12-006U, 139-12-006V, 139-12-006W, 139-12-006X, 139-12-006Y, 139-12-006Z, 139-12-007A, 139-12-007B, 139-12-007C, 139-12-007D, 139-12-007E, 139-12-007F, 139-12-007G, 139-12-007H, 139-12-007I, 139-12-007J, 139-12-007K, 139-12-007L, 139-12-007M, 139-12-007N, 139-12-007O, 139-12-007P, 139-12-007Q, 139-12-007R, 139-12-007S, 139-12-007T, 139-12-007U, 139-12-007V, 139-12-007W, 139-12-007X, 139-12-007Y, 139-12-007Z, 139-12-008A, 139-12-008B, 139-12-008C, 139-12-008D, 139-12-008E, 139-12-008F, 139-12-008G, 139-12-008H, 139-12-008I, 139-12-008J, 139-12-008K, 139-12-008L, 139-12-008M, 139-12-008N, 139-12-008O, 139-12-008P, 139-12-008Q, 139-12-008R, 139-12-008S, 139-12-008T, 139-12-008U, 139-12-008V, 139-12-008W, 139-12-008X, 139-12-008Y, 139-12-008Z, 139-12-009A, 139-12-009B, 139-12-009C, 139-12-009D, 139-12-009E, 139-12-009F, 139-12-009G, 139-12-009H, 139-12-009I, 139-12-009J, 139-12-009K, 139-12-009L, 139-12-009M, 139-12-009N, 139-12-009O, 139-12-009P, 139-12-009Q, 139-12-009R, 139-12-009S, 139-12-009T, 139-12-009U, 139-12-009V, 139-12-009W, 139-12-009X, 139-12-009Y, 139-12-009Z, 139-12-010A, 139-12-010B, 139-12-010C, 139-12-010D, 139-12-010E, 139-12-010F, 139-12-010G, 139-12-010H, 139-12-010I, 139-12-010J, 139-12-010K, 139-12-010L, 139-12-010M, 139-12-010N, 139-12-010O, 139-12-010P, 139-12-010Q, 139-12-010R, 139-12-010S, 139-12-010T, 139-12-010U, 139-12-010V, 139-12-010W, 139-12-010X, 139-12-010Y, 139-12-010Z, 139-12-011A, 139-12-011B, 139-12-011C, 139-12-011D, 139-12-011E, 139-12-011F, 139-12-011G, 139-12-011H, 139-12-011I, 139-12-011J, 139-12-011K, 139-12-011L, 139-12-011M, 139-12-011N, 139-12-011O, 139-12-011P, 139-12-011Q, 139-12-011R, 139-12-011S, 139-12-011T, 139-12-011U, 139-12-011V, 139-12-011W, 139-12-011X, 139-12-011Y, 139-12-011Z, 139-12-012A, 139-12-012B, 139-12-012C, 139-12-012D, 139-12-012E, 139-12-012F, 139-12-012G, 139-12-012H, 139-12-012I, 139-12-012J, 139-12-012K, 139-12-012L, 139-12-012M, 139-12-012N, 139-12-012O, 139-12-012P, 139-12-012Q, 139-12-012R, 139-12-012S, 139-12-012T, 139-12-012U, 139-12-012V, 139-12-012W, 139-12-012X, 139-12-012Y, 139-12-012Z, 139-12-013A, 139-12-013B, 139-12-013C, 139-12-013D, 139-12-013E, 139-12-013F, 139-12-013G, 139-12-013H, 139-12-01



Aerial Map



TAB 2

LEGAL DESCRIPTION

PORTIONS OF SECTION THIRTY-FIVE (35), TOWNSHIP ONE (1) NORTH, RANGE FIVE (5) EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER OF SAID SECTION 35; THENCE SOUTH 00 DEGREES 13 MINUTES 43 SECONDS WEST, ALONG THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 35, 1,625.49 FEET, TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID LINE SOUTH 00 DEGREES 13 MINUTES 43 SECONDS WEST 233.90 FEET;

THENCE SOUTH 89 DEGREES 41 MINUTES 22 SECONDS WEST, 936.46 FEET, TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 500.00 FEET;

THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 27 DEGREES 25 MINUTES 28 SECONDS, A DISTANCE OF 239.32 FEET, TO THE CENTERLINE OF JUANITA AVENUE AS SHOWN ON THE PLAT OF MCKELLIPS INDUSTRIAL PARK, UNIT TWO, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 192 OF MAPS, PAGE 40.

THENCE THE FOLLOWING COURSES AND DISTANCES ALONG THE EAST LINE OF SAID PLAT, AND THE EAST LINE OF SOUTH HOBSON STREET;

THENCE NORTH 27 DEGREES 06 MINUTES 50 SECONDS EAST 33.00 FEET, TO A NON-TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 20.00 FEET;

THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90 DEGREES 00 MINUTES 00 SECONDS, A DISTANCE OF 31.42 FEET;

THENCE TANGENT TO SAID CURVE NORTH 27 DEGREES 06 MINUTES 50 SECONDS EAST, 131.33 FEET, TO THE BEGINNING OF A CURVE CONCAVE WESTERLY HAVING A RADIUS OF 533.00 FEET;

THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00 DEGREES 35 MINUTES 1 SECONDS. A DISTANCE OF 5.48 FEET;

THENCE NORTH 89 DEGREES 41 MINUTES 22 SECONDS EAST, PARALLEL WITH THE NORTH LINE OF SAID SECTION 35 1,099.31 FEET, TO THE TRUE POINT OF BEGINNING;

EXCEPT THE EAST 45 FEET FOR STREET RIGHT OF WAY.

TOGETHER WITH:

LOTS 5 AND 6, MESA AUTOMOTIVE CENTER AMENDED, ACCORDING TO THE MAP OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 317 OF MAPS, PAGE 5.

TOGETHER WITH:

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 5 MESA AUTOMOTIVE CENTER AMENDED, ACCORDING TO THE MAP OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 317 OF MAPS, PAGE 5.

THENCE SOUTH 00 DEGREES 16 MINUTES 15 SECONDS WEST 233.90 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 00 DEGREES 16 MINUTES 15 SECONDS WEST, 113.50 FEET;

THENCE NORTH 89 DEGREES 43 MINUTES 47 SECONDS WEST, 80.02 FEET, TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 120.00 FEET;

THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 57 DEGREES 23 MINUTES 11 SECONDS, A DISTANCE OF 120.19 FEET, TO A POINT OF REVERSE CURVE TO THE LEFT, HAVING A RADIUS OF 120.15 FEET;

THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 57 DEGREES 54 MINUTES 05 SECONDS, A DISTANCE OF 121.42 FEET;

THENCE NORTH 89 DEGREES 42 MINUTES 24 SECONDS, A DISTANCE OF 283.41 FEET TO THE POINT OF BEGINNING.

TAB 3

Zoning Map

