



**REZONING APPLICATION  
&  
SITE PLAN APPROVAL**  
for  
**THE LANDING 202**

**On approximately 36 acres, located on the  
North Side of Ray Road ¼ Mile West of  
Hawes Road  
Mesa, Arizona**

Submitted January 28, 2019  
Second Submittal February 20, 2019  
**Third Submittal February 28, 2019**

Submitted By

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## 1. PROJECT TEAM

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## **2. DEFINITIONS**

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The following words or terms, when used in this Planned Area Development Overlay District, shall have the meanings set forth below:

Applicant: Gilmore Planning & Landscape Architecture, Inc. on behalf of the Property Owners.

City: The City of Mesa, Arizona

Owner/Developer: Crisko, LLC and Kay L. Toolson, Trustee of The Kay and Judy Toolson Joint Revocable Trust UAD January 6, 2016. The final City Resolution approving this application shall extend to any affiliated entities and any successors in title to whom the Owner(s) have assigned the rights and responsibilities of Owner/Developer.

Improvements: "Improvement" or "Improvements" shall mean, with respect to any site area, any building, structure, or construction which may affect the appearance of the site, including by way of illustration, but not limitation, all land preparation or excavation, fill and grading, utilities, landscaping, buildings, parking areas, curbing, walls, poles, towers, antenna, lighting, driveways, and signs.

Outdoor Storage: Storage occurring outside of a building or structure of materials including, but not limited to: supplies, equipment, finished goods, lumber, construction materials, pallets, vehicles, etc. for more than 24 hours. Outside Storage does NOT include:

- (i) The storage of trash and refuse within approved dumpster enclosures.
- (ii) The onsite parking of passenger vehicles for tenants and their employees, visitors and clients.
- (iii) The onsite parking of "over-the-road" trailers or intermodal containers used in the normal course of business.
- (iv) Construction materials and equipment for use on the site as part of a permitted construction project.

PAD: The Planned Area Development Overlay District for the Property that is the subject of this document. This Planned Area Development (PAD) is intended to be a stand-alone document of zoning regulations for this mixed use light industrial property. Provisions not specifically regulated by the PAD are governed by the Mesa Zoning Ordinance. This PAD provides the regulatory zoning provision designed to guide the implementation of the overall development plan through the City of Mesa development review and permit process. The zoning and development standards provided herein amend various provisions provided by the City of Mesa Zoning Ordinance (as adopted and periodically amended). In the event of a conflict between a use, a development standard, or a described development procedure between the City of Mesa Zoning Ordinance and the PAD, the PAD shall prevail.

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

Property: The Landing 202 is approximately 35.9 acres of land within the City of Mesa under control of the Owner/Developer, as further described within this document.

Zoning Ordinance: The Zoning Ordinance of the City of Mesa with a revision date of January 28, 2019.

### 3. PROJECT OVERVIEW

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On behalf of Crisko, LLC and Kay L. Toolson, Trustee of The Kay and Judy Toolson Joint Revocable Trust UAD January 6, 2016, the property owners (Owners), Gilmore Planning & Landscape Architecture (Applicant) respectfully submits for consideration this joint application to rezone approximately net 35.9 acres (Property) from the City of Mesa's base zoning of Agriculture (AG/AF) to Light Industrial (L1/AF) with a Planned Area Development Overlay. The goal of this application is to establish the Light Industrial PAD zoning that will duplicate the permitted uses and development standards of the adjacent Marwest PAD (Z14-060). In addition to this rezoning request, there is a joint request for Site Plan Approval. There is a separate application for Design Review for the two Phase 1 structures.

The Property is situated on the north side of the Phoenix-Mesa Gateway Airport and immediately south of the Loop 202/ San Tan Freeway. It can be further defined as being on the north side of Ray Road approximately one quarter mile west of Hawes Road between two parcels that are already a part of the Marwest PAD. Refer to the attached Location Map - **Exhibit 1**, for the relative position of this Subject Property with the existing Marwest PAD.

The total buildable land area included within this rezoning application is approximately 35.9 acres and includes three parcels: 304-30-025L, 304-30-025M, and 304-30-025N.

#### 3.1 Existing Site Conditions

The Property is currently vacant and generally in its native condition with scattered creosote and native trees. The site is relatively flat with natural grade generally falling from the northeast to the southwest at approximately .5%. Please refer to the Existing Site Conditions & Surrounding Land Uses Map attached as **Exhibit 2**.

#### 3.2 Existing Zoning

The existing zoning is Agricultural (AG/AF). The property was annexed in 2000 as part of a larger 1,571 acre annexation (Ordinance No. 3815). The AF designation establishes that the Property is within the Airfield Overlay for the Phoenix-Mesa Gateway Airport and subject to the land use restrictions associated with the Airport Overflight Area Two (AOA 2), which is the area between the 60 and 65 DNL noise contour.

#### 3.3 Surrounding Land Uses

The following land uses surround the Property:

North: This PAD area is defined on the north by Loop 202/ San Tan Freeway. Refer to **Exhibit 2** - Existing Zoning and Surrounding Land Use Plan that illustrates the area's existing zoning and land uses.



East: The land area east of the Property is owned by Sunbelt Land Holdings LP and is zoned Planned Employment Park (PEP).

South: South of the Property and extending to the north side of Ray Road is parcel 304-30-014A which is within the existing Marwest PAD and intended for commercial and/or light industrial projects.

Southwest: This 35.9 acre Property has frontage along Ray Road that is approximately 265 feet in length.

West: West of the Property and extending to the north side of Ray Road is parcel 304-30-020K which is within the existing Marwest PAD, and also intended for commercial and/or light industrial projects.

### **3.4 Proposed Zoning**

The Owners are requesting to rezone these 35.9 acres from AG/AF to Light Industrial - L1/AF with a PAD Overlay. The intent is to establish the same zoning and development standards as the adjacent PAD for Marwest (Z14-060). The intent of the PAD is to blend with the adjacent zoning with very similar development criteria and design guidelines, all of which enhances the Airport/Campus District as defined in the Strategic Development Plan for Phoenix-Mesa Gateway Airport. Refer to Item 4 General Development Plan for a description of the permitted land uses associated with this PAD Overlay.

### **3.5 General Plan Conformance**

The Mesa 2040 General Plan identifies an approximate 30 square miles centered around the Phoenix Mesa Gateway Airport as an Economic Activity Area.

*“Gateway Employment Center provides the largest opportunity for new growth in Mesa”.*

*“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”.*

Similar to the Marwest PAD, the Landing 202 is situated within an Employment/Mixed Use Activity District, but more related to a Business Park, which considers office, research and development, light industrial, and supporting retail uses. Landing 202 is proposing light industrial with two structures for warehousing/distribution and possible light manufacturing based on user demand. This is very consistent with the Marwest PAD which will share cross access benefits on the adjacent parcels and overall marketability spinoffs. The location has great exposure to the Loop 202 but access limited only E. Ray Road. For aviation related users, this property provides expedient benefits for area circulation oriented to the commerce on the east and west sides of the PMGA.

Phoenix-Mesa Gateway Strategic Development Plan describes the vision for land uses in the Airport/Campus District as:

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

This proposed development will be subject to the land use restrictions of the Airport Overlay, but otherwise fully conforms to the current 2040 General Plan designation.

### **3.6 Summary**

The Owners are seeking to rezone the property to L1/AF-PAD so that they may develop the property in response to the development activity that has already well underway around this north end of the Airport. The goal of Phase 1 of the project is to deliver 604,000 square feet of highly functional and affordable industrial, manufacturing, and distribution space to the Southeast Valley. Phase 1 will consist of two unique warehouse buildings focusing on the demands of tenants 118,000 to 486,000 square feet. In addition, the off-sites along the north side of E. Ray Road will include the entire frontage of Phases 1, 2, and 3, including additional lanes of traffic, curb, gutter, and a detached 6' sidewalk. While this entire frontage will be completed in one phase of construction, The Landing 202 requests that ROW landscape be limited to the area associated with PAD. The ROW landscape (streetscape) in front of phases 2 and 3 will be installed when those projects move forward with building permits at a later date.

This project site and proposed uses are ideally suited for this location because of its desirable marketing window off the Loop 202 and because it reflects the same use and nearly identical development standards as the adjacent Marwest PAD. This Project will help meet the City's goal to encourage a diversity of employment types providing increased job opportunities for Mesa residents. The proposed development can enhance the City's sales tax revenue, property tax base, generate employment opportunities and provide an excellent location for destination oriented light industrial uses.

In conjunction with this Rezoning and Site Plan Approval application is a separate application for Design Review. The Master Site Plan, Building Elevations, Landscape Plan and Infrastructure Plans are included with this Application. Development of this property will begin as soon as the Council approves the final version of this application and site plan, and the Design Review Board has approved the project design for these first two light industrial buildings.

The approval of the Marwest PAD included stipulations for: airport disclosure, noise mitigation as required by code, an aviation easement, solar development in accordance with FAA guidelines, and a FAA 7460 application if required. Where appropriate, this joint application for rezoning and site plan approval acknowledges these same or similar stipulations.



## 4 GENERAL DEVELOPMENT PLAN

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### Project Description

Landing 202 intends to attract a variety of light industrial and employment users seeking to develop projects in close proximity to the commerce associated with the Phoenix-Mesa Gateway Airport. There is an associated application for Design Review that illustrates the relationship with the adjacent Marwest PAD property. The concurrent application for Design Review for this single phase of development will establish the architectural character and site improvements including the project landscape and screen walls for this entire project. The standards proposed within this PAD are designed to support a high aesthetic standard, and blend with the adjacent Marwest PAD while recognizing the industrial/employment character of the immediate area both to the west and east. The only variations associated with the PAD Overlay include an increase in allowable building height to 54' and a reduction in the required parking from 1/900 to 1/1,100.

#### 4.1 Land Use

Landing 202 will be developed in accordance with all land use regulations and development standards applicable to Section 11-7 for the "L-1 Light Industrial" district, and Section 11-19 for Airfield Overflight Area AOA-2 of the Mesa Zoning Ordinance unless modified herein.

#### 4.2 Permitted Uses

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

<b>EMPLOYMENT DISTRICTS</b>	
<b><i>Proposed Use</i></b>	<b><i>LI</i></b>
<b>Public and Semi-Public Use Classifications</b>	
Government Offices	P
Public Safety Facilities	P
<b>Commercial Use Classifications</b>	
<u>Automobile/Vehicle Sales and Services</u>	
Automobile Rentals	P
Automobile/Vehicle Sales and Leasing	P
Automobile/Vehicle Service & Repair, Minor	P
Automobile/Vehicle Washing	P
Service Station	SUP
<u>Banks and Financial Institutions</u>	P
With Drive-Thru Facilities	P
Building Materials and Services	P
Business Services	P

<u>Eating and Drinking Establishments</u>	
Bars/Clubs/Lounges	P
Coffee Shops/Cafes	P
Restaurants, Bar and Grill	P
Restaurants, Full Service	P
Restaurants, Limited Service	P
With Drive-Thru Facilities	P
Off-track Betting	P (14,15)
With Live Entertainment	P
<u>Food and Beverage Sales</u>	
Convenience Market	P (1,7)
Hotels and Motels	P
Laboratories	P
Light Fleet-Based Services	P
Maintenance and Repair Services	P
Medical Marijuana Dispensaries	P
<u>Offices</u>	
Business and Professional	P
Medical and Dental	P
Personal Services	P
Plant Nurseries and Garden Centers	P
<u>Retail Sales</u>	
General	P
<b>Employment and Industrial Use Classifications</b>	
Handicraft/Custom Manufacturing	P (5)
Light Assembly/Cabinetry	P (5)
Manufacturing, General	P (5)
Manufacturing, Limited	P (5)
Research and Development	P (5)
<u>Recycling Facilities</u>	
Reverse Vending Machines	P
Small Indoor Collection Facilities	P
<u>Warehousing and Storage</u>	
Indoor Warehousing and Storage	P
Mini-Storage	P
Wholesale	P

<b>Transportation, Communication and Utilities Use Classifications</b>	
<u>Communication Facilities</u>	
Facilities Within Buildings	Chap 35
<u>Transportation Facilities</u>	
Freight/Truck Terminals and Warehouses	P
Transportation Passenger Terminals	P
<b>Specific Accessory Uses and Facilities</b>	
Outdoor Storage	P (5)
Outdoor Display	P

### **Performance Standards**

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

- (1) Permitted if located within an office building or other commercial building and occupying no more than 1,500 square feet, and Accessory Fuel Sales are not present.
- (5) Permitted only if all activities pertaining to the manufacturing or processing of the products are conducted entirely within an enclosed building. Accessory outdoor storage is permitted, but must be screened by a minimum 6' masonry wall and restricted to the rear half of the lot.
- (7) Granting of a SUP is required if Accessory Fuel Sales are present.
- (9) Permitted only if fully screened by a minimum 7-foot high masonry screen wall composed of masonry blocks utilizing varying colors and textures arranged in an attractive design.
- (13) Heliports in Employment Districts shall be set a minimum of 2 full stories above the natural grade, unless associated with a hospital.
- (14) Subject to approval by the City Council and the State Racing Commission of a Tele-track Betting Establishment Permit per AAC R19-2-401 and following.
- (15) Permitted only when accessory to an Eating or Drinking establishment.

### **4.3 Development Regulations**

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

- 4.3.1 Screen walls shall conform to the standards as defined in Chapter 7 Employment Districts; 11-7-3 Development Standards C, D, and E of the Mesa Zoning Ordinance.
- 4.3.2 Landscaping, walls and screening shall conform to the standards for this district as defined in Chapter 33; Landscaping of the Mesa Zoning Ordinance, except as modified herein.
- 4.3.3 Signage shall be designed in accordance with Chapter 41; Signs of the Mesa Zoning Ordinance. A comprehensive sign plan will be processed with the first phase of development.

## 5 SITE DEVELOPMENT STANDARDS

Projects to be developed within Landing 202 shall be developed in accordance with the following standards:

### 5.1 Dimension Requirements and Bulk Regulations

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

<u>Bulk Regulations:</u>	<u>Allowed Per L-1:</u>	<u>PAD Standards:</u>
Minimum Site Area:	1 acre	1 acre
Minimum Lot Width:	100 ft.	100 ft.
Minimum Lot Depth:	100 ft.	100 ft.
Maximum Building Height <sup>(1)</sup> :	40 ft.	54 ft.
<u>Minimum Building Setbacks</u>		
Front (E. Ray Rd.):	15 ft.	30 ft.
Front (Interior Streets):	20 ft.	20 ft.
Interior Side & Rear adjacent to Commercial & PEP <sup>(2)</sup>	20 ft. min	20 ft. min.
Interior Side & Rear adjacent to LI:	0 ft.	0 ft.
<u>Minimum Landscape Setbacks:</u>		
E. Ray Road:	15 ft.	30 ft.
Interior Streets	20 ft.	20 ft.
Interior Side & Rear adjacent to Commercial & PEP <sup>(2)</sup> :	20 ft. min	20 ft. min.
Interior Side & Rear adjacent to LI:	0'	0'
<u>Parking (Table 11-32-3-A)</u>		
Warehousing & Storage - 1/900sf	672	550 (1sp/1,100sf)
Trailer Parking	NA	142

#### Notes

- (1) Maximum Building Height for Distribution/Warehouse projects in excess of 300,000sf shall be 54ft. to the top of parapet walls, mechanical screening, and architectural embellishments, such as cupolas, domes, monuments, and towers. Parapet walls,

mechanical screening, elevator penthouses and architectural embellishments shall be limited to 10' above the roof line. Base reference for building height shall be the midpoint elevation along the adjacent curb of E. Ray Road. Building Heights shall also be influenced by the requirement to file Form 7460 with the FAA, a prerequisite for filing the Site Plan Approval Application.

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

## **5.2 Site Lighting**

Lighting shall be provided with the development of each Site in accordance with Section 11-30-5: Lighting and Illumination of the Mesa Zoning Ordinance. Site lighting shall be provided for security throughout all parking areas, service areas, and building entries and exits.

## **5.3 Site Design, Grading, and Drainage**

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

- Site Planning/Circulation: The property's only frontage for access is along E. Ray Road. The configuration and curvature of this arterial road requires shared access with the adjacent properties in order to provide safe and efficient turning movements to and from E. Ray Road. The existing median break fronting the Subject Property is intended for full turning movements which facilitate access for both the north and south sides of E. Ray Road. As illustrated on the attached Master Site Plan, this Property will share access through the adjacent properties using cross access easements. Of particular importance is the access point at the southeast corner of the Phase 3 property. Building 1A will be relying on this access to allow truck circulation to the east side of the building. Westbound traffic on E. Ray Road will rely on this right turn to provide direct access to the east side. Eastbound truck traffic from Power Road will use the full turning intersection at the property's frontage.

The Master Site Plan included as **Exhibit 3** illustrates light industrial / warehouse buildings with their truck courts centered and/or oriented to a side of rear yard and are not directly visible from E Ray Road. This Master Site Plan is also being processed for Site Plan Approval and illustrates the intended development when City Council approves this request for rezoning.

- Site Grading & Drainage: The site is relatively flat with the existing grade falling generally from northeast to southwest. The Property will be responsible for collecting storm water flows from both off-site along East Ray Road and from on-site runoff. The sizing of new catch basins, storm drains and retention basins will be determined according to the current design criteria in the City of Mesa's Engineering Design Standards.

## 6 PROJECT LANDSCAPE

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### 6.1 Landscape Theme

A Master Landscape Theme has been designed for both the project's perimeter streetscape and typical conditions on-site. Proposed landscape standards for the project will equal or exceed the size and quantities of plant material referenced in the Mesa Zoning Ordinance. Details of the proposed landscape theme with layout, quantities, and sizes of plant material will be submitted for review and approval for each development when submitted for Site Plan Approval. The landscape plans and details in the PAD are conceptual only and may be modified as approved by the City. The goals for the project landscape include the following:

- Create an attractive low water landscape that presents a lush and distinctive landscape, enhancing the perimeter streetscape with the interior development parcels.
- Allow for the spacing and concentration of required quantities to create view corridors into the Property and at strategic locations based on the location's architectural features. Where public viewing needs to be screened, concentrate a mix of deciduous and non-deciduous
- Design hardscape features and site furniture that can blend with the proposed architecture in a meaningful and complementary manner.
- Design common area open spaces that enhance the entrance experience, yet extend that theme throughout the Project.
- Design the project landscape within the common area open spaces to make the pedestrian network highly visible and convenient with shade.
- Plant material selected for color, texture, scale, and seasonal flowering placed in a thematic pattern can reinforce the landscape theme throughout the project.

The selection of landscape materials prescribed for trees, shrubs, groundcovers and accents are selected from the Arizona Department of Water Resources low water use plant list for the Phoenix Active Management Area (Phoenix AMA). A Master Plant Schedule has been prepared reflecting the Marwest PAD, please refer to **Exhibit 5**.

### 6.2 Landscape Area

The amount of landscaped area for the Park shall equal or exceed an overall value of 10% of the total net, developable area of the Property. This landscaped area shall include: landscape setbacks, parking lot landscaping, individual or shared retention basins, street frontage landscape, foundation planting areas, and all other areas of the Property not containing buildings, structures, or pavement. As referenced in item 3.6 above, the associated landscape for this PAD is limited the approximate 265' of frontage that is defined by the property boundaries. Buildings 2 and 3 will complete their landscape frontage matching the character of this initial installation.



### **6.3 Landscape Design**

The size and quantities of plant material shall conform to the landscape standards in Chapter 33 of the Mesa Zoning Ordinance, except as modified herein. Details of the landscape theme and layout with quantities and sizes of plant material will be resolved with the Design Review Approval. Due to the complexity of the access and satisfying the required lines of site for turning movements, the ultimate landscape design may necessarily be impacted to satisfy the visibility clearance requirements at intersections and driveways.

In order to screen the truck bays from E. Ray Road, the project landscape incorporates an extensive landscape screen massed around the entrance and within the retention basins that can effectively screen the views from E. Ray Road. Ironwoods (*Olneya tesota*) and Mulgas (*Acaicia anuera*) are both non-deciduous and will provide year round visual mitigation. The mesquite trees are placed in the retention basins due to their ability to handle storm flow volumes and standing water. Within 2-3 years as these trees mature, the screening will become much more effective. To reinforce the screening, screen walls are also placed around the entrance to the truck courts to block any direct views.

A Conceptual Landscape Plan has been prepared and included here as **Exhibit 6**.

## **7 INFRASTRUCTURE AND UTILITIES**

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### **7.1 Access and Circulation**

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

Additional median breaks and right-in and right-out driveways are illustrated on the Master Site Plan, **Exhibit 3**. The proposed locations are necessary to achieve the Property's full development potential in accordance with the City's long range plans for development around PMGA.

### **7.2 Street Improvements**

Street improvements will be constructed per City of Mesa standards and in conformance with the approved stipulations of this Application. Dedications for additional rights-of-way, if required, will occur with a Map of Dedication or as determined by the City of Mesa Engineering Department with the development of this property.

### **7.3 Traffic Signals**

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

### **7.4 Water Service**

The Owner shall install all onsite water improvements required to serve the Property in accordance with Mesa's Engineering Standards in effect at the time of Permit Application. There is an existing water line within East Ray Road. Details of the final layout are referenced on the Preliminary Plans prepared by Hunter Engineering and included with this submittal.

### **7.5 Sanitary Sewer Service**

The Owner shall install all onsite sanitary sewer improvements required to serve the Property in accordance with Mesa's Engineering Standards in effect at the time of Permit Application. There is an existing sanitary sewer line within East Ray Road. Details of the final layout are referenced on the Preliminary Plans prepared by Hunter Engineering and included with this submittal.

## **7.6 Electrical, Telephone, and Cable Services**

Owner shall install all on-site electrical, telephone and cable improvements required to serve the Property.

## **EXHIBITS**

1. Vicinity Map
2. Existing Conditions / Existing Zoning and Surrounding Land Uses
3. Master Site Plan
4. Architectural Building Elevations
5. Master Plant Schedule
6. Conceptual Landscape Plant