

## INNER LOOP DISTRICT

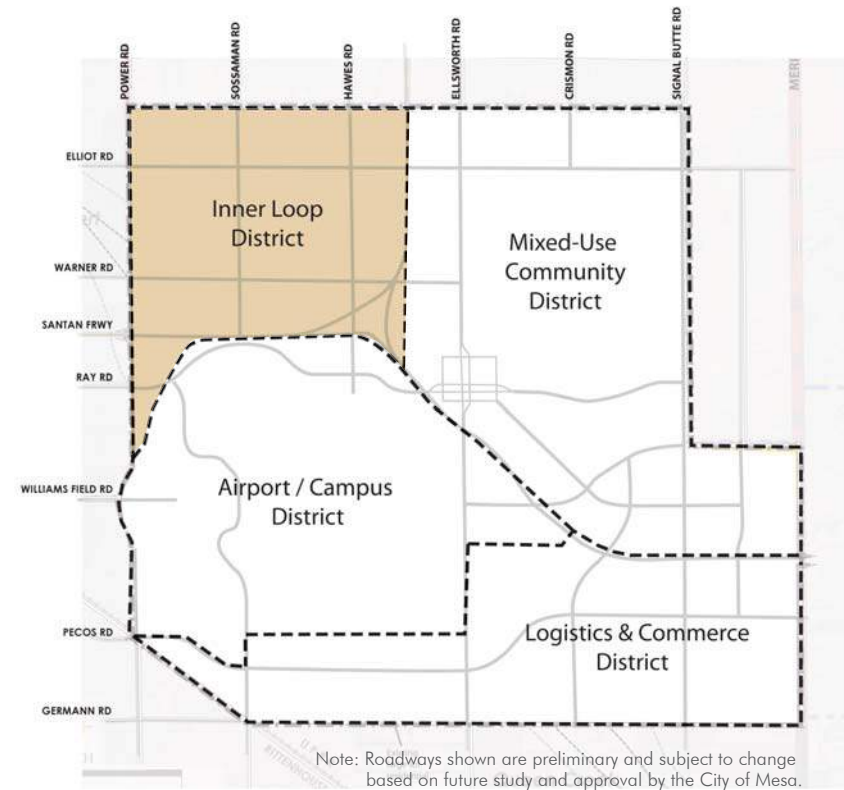
### Focus

The Inner Loop District will contain a wide variety of uses. The District should provide a high-quality, mixed use environment that is compatible with increasing over-flight activities associated with Phoenix-Mesa Gateway Airport operations. Since this area will be subject to the most revisions to the airport noise contours, land uses in this area may need to be generally nonresidential and the City should weigh new developments carefully. Over time, flexibility will be important as development should begin to transition to mixed uses, with concentrations of light industrial, office, and retail, with a possibility of higher-density residential uses in the future.

The Elliot Road corridor is envisioned as a transit corridor linking Elliott Road with the urban center at Ellsworth Road. A transit system will limit the need for use of personal automobiles for residents within this area. The high intensity of development in this area will be balanced with a significant area of community open space and connections to the regional path system. Close to the area's boundary, the Loop 202, higher intensity uses will help to transition the district to meet the adjacent land uses. While the uses will be similar to those found throughout the district, building orientation that presents attractive facades to the freeway and contains high-quality design elements will be of importance.

### Form

The major factors affecting form and character in this area are the freeway system and the increasing overflights of aircraft. Development in this area must be sensitive to the fact that aircraft activity will continue to increase. Development in this area must provide for significant sound attenuation and provide limited or unique ways to provide outdoor activities that would be sensitive to noise. Compared to the logistics and commerce district, this area will provide for higher density uses with emphasis on business park development. While business park development will contribute to the urban feel of the district as their densities increase, so too will the presence of the village centers. Village centers will provide areas that attract pedestrians



and are to be built at a scale comfortable for those traveling by foot or bike. They will include uses such as retail, offices, services, high-density mixed-use residential, and open spaces. They are to be urban areas designed for pedestrian circulation and transit networks. If future residential is approved in this District, such uses must demonstrate their ability to address the impacts of aircraft operations and not limit the development and expansion of Phoenix-Mesa Gateway Airport. Appropriate residential projects are envisioned as mixed-use buildings of 40 dwelling units per net acre density or more, as identified in Building Types section of this document. The districts are based on the City's existing General Plan land use designations, but with a greater mix of uses and an emphasis on the future growth and protection of the Phoenix-Mesa Gateway airport.

## Goals

### Goal 1: Maximize Potential of Phoenix-Mesa Gateway Airport

This area is directly under the primary flight path for aircraft leaving the airport. In order to ensure that growth and development of the Airport is not inhibited by development in this area, each project will need to demonstrate that it will not impede future growth and development of the Airport.

### Goal 2: Job Creation

This area will contribute to the overall goal of establishing a major job center by providing a location for a wide variety of employment options. This district of high-intensity employment uses will be a primary area in which the City's goal of creating at least 100,000 high-wage, high value jobs at Mesa Gateway is achieved. A mix of jobs is envisioned with supporting uses.

### Goal 3: Connectivity - Transportation/Transit

This area will promote and take advantage of freeway and transit

accessibility. The complete streets concepts will provide for multiple modes of travel. Elliot Road is envisioned as becoming a multi-modal transit corridor, in addition to acting as an element of the basic street network. Development along this roadway will be done in a way to facilitate the implementation of this transit corridor.

### Goal 4: Sustainable Development

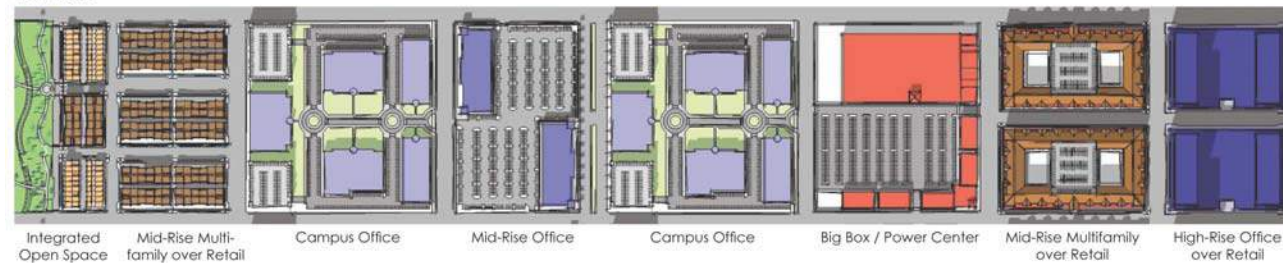
Sustainability will be achieved through the integration of a variety of land uses that create a self-sustaining community. The focus of this district is to provide a balance of jobs providing employment opportunities and services for those residing in the area. Beyond this, higher density and mixed use projects provide compact development, reducing sprawl and vehicular miles traveled. Projects in this area can also contribute to sustainable development through incorporating passive solar orientation, reduction of radiant surfaces, and the use of various cooling strategies to reduce energy consumption.

## Character – Inner Loop District

### Transition Between Building Types



### Plan View



## Standards

- Typical Building Height: Commercial: 1-2 stories; Mixed-Use: 2-8 stories; Business Park: 3-6 stories; Light Industrial: 1-2 stories
- Typical Floor Area Ratio: 0.35 in lower density areas to 7.0 in higher density activity areas.
- Typical Uses: Commercial, Business Park, and Light Industrial.
- Circulation Character: New roadways are generally connectors. All roadways consist of 11-foot travel lanes.
- Service Areas: Must be screened from public view with landscape or structures.
- Landscape Character: Low water use plants must be used, except in high pedestrian activity areas. Irrigation systems will be designed to use the least amount of water necessary. Trees will provide shade, pedestrian scale, and heat absorption. Native plants will provide drought resistance as well as a consistent desert character to the area.
- Lighting Character: Streets shall be illuminated to meet City standards. LED lighting shall be encouraged.
- Signage Character: Size, scale, and style of signage will be determined by the scale of the buildings that they relate to, as well as, the scale and speed of the intended viewer.

## Block Character

The block character within this district will vary between areas with a greater intensity of vehicles and those with more pedestrian influence. For example, the development adjacent to the freeway is likely to see heavier motor vehicle traffic, while village centers and mixed use centers planned for this district will encourage alternate modes of travel. In those areas where pedestrian influence is encouraged, the target block length is 300 feet. However, in areas with greater vehicular use, block lengths greater than this are appropriate.

## Design

The intent of this section is to illustrate the variety of building styles that are envisioned within the district. Because multiple land uses are allowed within all of the districts, it is the form of the development within the districts that will distinguish them from each other. Uses within one district may take on a different style, character, or massing dependent on their location. The following images demonstrate the type of development that is envisioned within this district.

