

Major Site Plan Amendment at Medina Station

SEC of Southern Avenue & Signal Butte Road



Submitted by:

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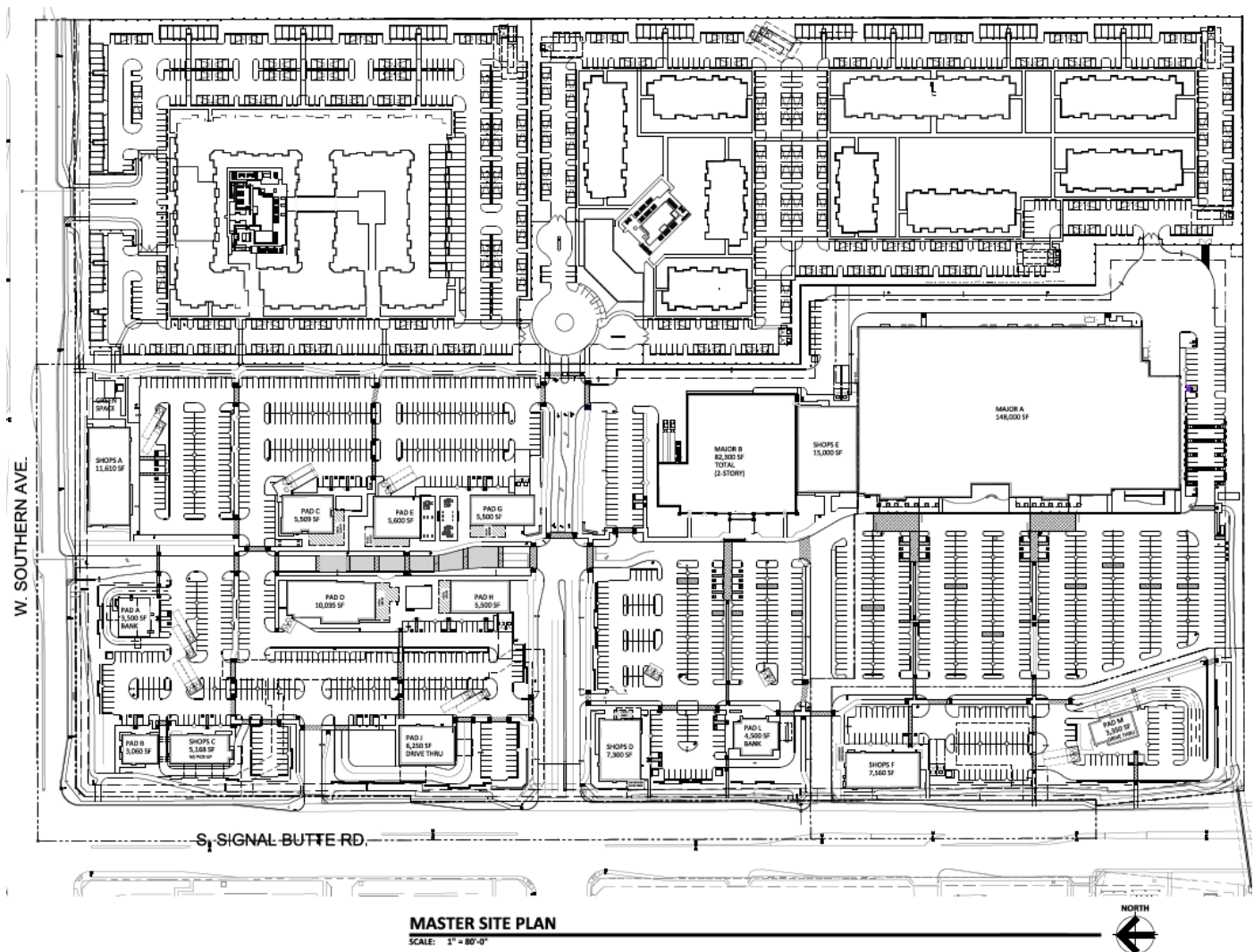
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Introduction and Request

SimonCRE Buddy, LLC is pleased to submit this narrative and supporting documents for the Major Site Plan Amendment of Medina Station, a planned mixed-use regional destination spanning approximately 65 acres at the southeast corner of Southern Avenue and Signal Butte Road in Mesa, Arizona.

The subject property, identified as APN 220-82-018 on the Maricopa County Assessor's Map, requires Major Site Plan approval due to the proposed modifications exceeding the threshold for a Minor Amendment. These updates, detailed in the accompanying site plan and illustrative graphic, reflect thoughtful enhancements to the development while maintaining its original vision and intent.



Medina Station Background

Medina Station is a planned mixed-use development in East Mesa, situated at the southeast corner of Southern Avenue and Signal Butte Road. Spanning approximately 65 acres, the project is designed to integrate commercial, dining, and residential components to serve as a regional destination.

Retail and Dining – The development will feature around 302,000 square feet of commercial space, anchored with a 148,000 square foot Target. Medina Station will mark the fifth Target location in Mesa and the first since 2004. The commercial space will also include additional major retailers, multiple shops, and a unique restaurant row filled with higher end, sit down restaurants. Medina Station will create a diverse shopping and dining experience.

Residential – Approximately 25 acres are allocated for residential use, with plans to construct about 651 multifamily housing units, offering modern living spaces to accommodate the growing population in East Mesa.

Design and Amenities – Medina Station will feature a modern desert architectural style, prioritizing walkability and seamless connectivity between its commercial and residential areas. The master plan includes a walking and jogging path linking the multifamily developments, encouraging an active lifestyle. Additionally, the design incorporates gathering spaces with lush landscaping and an art program to enhance community engagement.

Development Timeline – With the Mesa City Council's approval of the rezoning request on January 27, 2025, construction on the commercial portion is expected to begin as early as March 2025.

Details of the Major Site Plan Changes at Medina Station

The proposed major site plan modifications for the Medina Station project are a direct reflection of our commitment to creating a cohesive and well-integrated development. The removal of a previously planned Pad K has allowed us to enhance parking availability on-site, improving accessibility for visitors and alleviating potential traffic congestion. Additionally, we have reoriented an access point near the removed Pad K to optimize traffic flow, designating it as a right-in-only entrance for improved circulation.

With the addition of a major tenant, we have adjusted the design and square footages of several shop buildings to better accommodate the updated site plan. Below is a detailed list of the changes made since the previous site plan approval:

- Major B - previously approved at **50,000 SF** is now **82,300 SF**
- Shops A - previously approved at **11,550 SF** is now **11,610 SF**
- Pad A - previously approved at **3,600 SF** is now **3,500 SF**
- Pad B - previously approved at **3,600 SF** is now **3,060 SF**
- Shops C - previously approved at **5,105 SF** is now **5,168 SF**
- Pad C - previously approved at **5,500 SF** is now **5,509 SF**
- Shops D - previously approved at **7,000 SF** is now **7,300 SF**
- Shops F - previously approved at **7,500 SF** is now **7,560 SF**

With the changes to the site plan, we have adjusted the design and square footages of several shop buildings to align with both city requirements and the tenant's operational needs. Lastly, this site plan

amendment incorporates all changes made since the last site plan approval, including the revised multi-use path configuration and updated landscaping elements that now fully comply with the city's latest requirements.

Corrections Addressed:

The following table provides a detailed response to the city's design review comments. Each comment is addressed with corresponding revisions, clarifications, or explanations to demonstrate compliance with the Medina Station Design Guidelines and city requirements.

City Comment:	Action Taken:
1ST SUBMITTAL COMMENTS:	
Proposed Project: This request is for a Major Site Plan Modification for a group commercial center.	Acknowledged.
Please include the Council Coordinator in all public outreach and legal public notifications	Acknowledged.
The General Plan placetype for the site is currently Regional Center. The proposed development is consistent with the intent of the Mesa 2050 General Plan.	Acknowledged.
The subject site is currently zoned Limited Commercial with a Planned Area Development overlay (LC-PAD). The proposed site plan and uses are consistent with MZO Table 11-6-2. Any future land uses shall be required to meet MZO Table 11-6-2.	Acknowledged.
Per MZO Section 11-69-7, the proposed modifications to the approved site plan are classified as a Major Modification. Major Site Plan Modifications are required to be reviewed by the Planning and Zoning Board and approved by City Council.	Acknowledged.
Revise the parking calculations per MZO Table 11-32-3.	Revised as required.
Per the Quality Development Design Guidelines, design parking and circulation to minimize	Revised as required.

conflicts between pedestrians and vehicles. The existing site plan direct vehicles to the primary cross access and protects the pedestrian realm. The submitted revised site plan creates confusion for vehicles and breaks up the primary pedestrian pathway unnecessarily. Please enclose this access drive.	
Confirm consistency between master site plan and enlarged site plans.	Confirmed.
Now that complete patios and flex spaces are provided, please provide details for flex spaces demonstrating compliance with Section 4.3.1 of the DGs.	Revised as required.
Staff is unable to review the submitted landscape plans due to the file type or size. Please condense and flatten any AutoCAD comments and resubmit.	Black and white landscape plans, with a reduced file size have been included.
Future review of elevations will be required to be reviewed under the Medina Station Design Guidelines and the MZO for administrative Design Review approval. Refer to DRB25-00100 to DRB25-00104 for review of the elevations. Provide outdoor dining area barrier details with next DRB submittals.	Acknowledged.
As part of the revised Citizen Participation Process, Staff has uploaded a list of property owners within 1000 feet as well as registered neighborhoods and HOAs to notify. Please use this list for the citizen participation process. Staff is supportive of the Citizen Participation Plan. Please notify Staff and the Council Coordinator of the neighborhood meeting when scheduled.	Acknowledged.
An addressing plan has been uploaded to the Record. Please refer to this plan for future addressing and submittals.	Acknowledged.
1st Submittal: Economic Development is supportive of this site plan amendment and appreciates the applicant's efforts to create a cohesive and well-integrated mixed-use project	Acknowledged.

Show enclosure or compactor placement for Major A and Major B.	Trash compactors are provided and indicated on enlarged site plans
Missing enclosure for Pad L	Revised.
Alternative pavement required.	Revised.
31 required	Revised.
14 spaces required	Revised.
20 spaces required	Revised.
21 required	Revised.
35 spaces required	Revised.
31 (spaces required)	Revised.
85 (spaces required)	Revised.
Staff is unable to determine as no specific outdoor dining area is provided.	Revised.
80 (spaces required)	Revised.
3350 shown below.	Revised.
45 (spaces required)	Revised.
<p>1. Confirm whether the new drive lane between Shops D and (Pad K) will be designated as one-way traffic. Dimension the drive lane width between Shops D and (Pad K) as it does not appear to be wide enough for two-way traffic where it intersects the E Hampton Ave driveway. This drive aisle should be right in only and configured in a manner to only allow right turn in.</p> <p>2. Ensure the site plan shows the corrected and most current shared-use paths along Signal Butte Rd and Southern Ave.</p> <p>3. Ensure the remainder of the project adheres to the previously approved Zoning case – ZON23-00691.</p> <p>4. Please see Traffic Impact Study for review comments.</p>	Revised.

<p>Applicant needs to acknowledge all Water Resource comments. These comments may not reflect any existing development agreement(s) associated with the property. Water report is not reflecting the new SF areas mentioned in the amendment narrative. It increases Water Demand. Will need to resubmit Water Will Serve request for adjusted demands. Provide updated water report for review and re-approval of new water demands. Applicant will also need re-submit the Sustainable Water Service Application and Multiple and Large Meter (MLM) permit application.</p>	<p>Revised.</p>
<p>Applicant needs to acknowledge all Water Resource comments. These comments may not reflect any existing development agreement(s) associated with the property. Provide updated Sewer report for review and re-approval of new sewer demands. New building SF areas mentioned in the amendment narrative may not have been reflected in current sewer report. It increases Sewer Demand. Will need to resubmit Water Will Serve request for adjusted demands.</p>	<p>Revised.</p>
<p>Required notes to be placed on construction Documents: CONSTRUCTION NOTES. Place the following code required construction, alteration, and demolition notes on the construction documents:</p> <p>a. "Comply with all provisions and requirements of Mesa Building Code (MBC) Chapter 33 - Safeguards During Construction, Mesa Fire Code (MFC) Chapter 33 - Fire Safety During Construction and Demolition, and NFPA 241 for items not specifically addressed by MFC Chapter 33." "Fire apparatus access roads are essential during construction to allow emergency response to the site for both fire and medical emergencies. Access roads shall be in place prior to the start of vertical construction. It is important to develop access roads at an early stage of construction to allow for fire department access to the site in the case of fire or injury."</p>	<p>Acknowledged.</p>

b. "Required fire apparatus access road during construction or demolition shall comply with Mesa Fire and Medical Department standard detail FPD 3310.1. The access road shall be a minimum of 20 feet wide of all-weather driving surface, graded to drain standing water and engineered to bear the imposed loads of fire apparatus (78,000 lbs. / 24,000 lbs. front axle, 54,000 lbs. rear axle) when roads are wet. The access road shall extend to within 200 feet of any combustible materials and/or any location on the jobsite where any person(s) shall be working for a minimum of four (4) continuous hours in any day. A clearly visible sign marked "Fire Department Access", in red letters, shall be provided at the entry to the access road. All open trenches shall have steel plates capable of maintaining the integrity of the access road design when these trenches cross an access road. These access roads may be temporary or permanent. This policy applies only during construction and/or demolition. Permanent access per the MFC shall be in place prior to any final inspection or certificate of occupancy."

c. "Water supply for fire protection. An approved water supply for construction site shall meet the requirements of MFC Appendix Chapters B and C. The minimum fire flow requirement when contractor or developer brings combustible materials on site is 1,500 gpm at 20 psi. At least one fire hydrant shall be within 500 feet of any combustible material and capable of delivering the minimum fire flow requirement. This hydrant or hydrants may be either temporary or permanent as the project schedule permits. In addition, there are times when hydrants and valves must be closed temporarily for repair work or construction of the water system. The developer/contractor is responsible for ensuring that the water supply is always available. When the work is complete, developer/contractor shall make sure that the fire hydrants are active, and the valves are open."

Master site plan shows 3,500 SF	Revised.
Remove old multi-use path locations.	Revised.
15' FB required.	Revised.
Per the DGs, outdoor eating areas in the Restaurant Galley shall be no less than 1,000 SF	Provided.
Provide patio area dimensions and square footages.	Provided.
Confirm building complies with fire apparatus maximum depth of 30 feet for buildings over 30 feet tall.	As previously stated and agreed. The Dimension can be provided as indicated as long as 41' is provided at the rear of the building.
Minimum 8-foot clear sidewalk required. It appears the patio encroaches. Please provide dimensions.	Canopy overhangs into 8'-0". Patio does not encroach
What is this?	Landscape Area.
Staff has concerns with the access drive. Please address how one way to be identified on the site.	Pavement markings and signage will be provided for control of one way access drive.
PRE-SUBMITTAL COMMENTS:	
Provide a completely dimensioned site plan with the formal submittal.	Dimensioned site plan included.
Provide a revised landscape plan matching the revised site plan with the formal submittal.	Revised landscape plan that matched the amended site plan included.
Provide dimensions from the building to the commercial boundary and to the residential building.	Dimensions have been included.
Provide foundation base dimensions.	Dimensions have been included.
Staff recommends closing this driveway to comply with previous site plan and reduce circulation changes.	This has been corrected to only be a right-in.
Provide median landscape medians.	Landscape plans updated.

Provide a detailed utility plan and basis of design water report (later stages of planning/permitting). A project-specific Water Master Plan is required for large developments or projects involving significant extensions of the public water system. A hydraulic model analysis shall be included that demonstrates sufficient water capacities within the planned system under all flow conditions for all phases of development.	Master water report is being revised and an updated sustainable water form & MLM permit will be submitted
Please provide an updated TIS report that incorporates the latest site plan modifications. The introduction of a new drive lane between Shops D and (Pad K) must be evaluated in the TIS.	TIS has been included.
Confirm whether the new drive lane between Shops D and (Pad K) will be designated as one-way traffic. Dimension the drive lane width between Shops D and (Pad K) as it does not appear to be wide enough for two-way traffic where it intersects the E Hampton Ave driveway.	This has been corrected to only be a right-in.
Ensure the site plan shows the corrected and most current shared-use paths along Signal Butte Rd and Southern Ave.	Site plan shows the new multi-use path configuration.

Conclusion

In summary, the proposed site plan modifications for Medina Station reflect our ongoing commitment to thoughtful planning, enhanced accessibility, and compliance with city requirements. By optimizing parking, improving traffic circulation, and integrating updated multi-use path and landscaping elements, this amendment ensures that Medina Station remains a dynamic and well-designed development.

These changes not only enhance the overall functionality of the site but also contribute to a more seamless and enjoyable experience for visitors, tenants, and the surrounding community. We appreciate the City's consideration of these updates and look forward to continuing our collaboration to bring this vision to fruition.