



# Rezoning & Design Review Narrative

## AirPark 202

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## DEVELOPMENT TEAM

### DEVELOPER

Scottsdale Investment Management, LLC  
LaPour Partners Inc  
Ed Grant  
8901 E. Raintree Drive, Suite 140  
Scottsdale, AZ 85260

### LAND USE ATTORNEY

Berry Riddell LLC  
Wendy Riddell, Esq.  
6750 E. Camelback Road, #100  
Scottsdale, Arizona 85251

### ARCHITECT

Ware Malcomb  
Braden Blake, AIA (Project Manager)  
2777 E. Camelback Road, Suite 325  
Phoenix, Arizona 85016

### ENGINEER

TLCP Structural, Inc.  
Mark Skinlo, PE  
3040 N 44<sup>th</sup> St #1  
Phoenix, Arizona 85018

Sazan Group (MEP Engineer)  
Roy Stickler, PE  
311 W Veterans Way, Suite 102  
480-530-9101

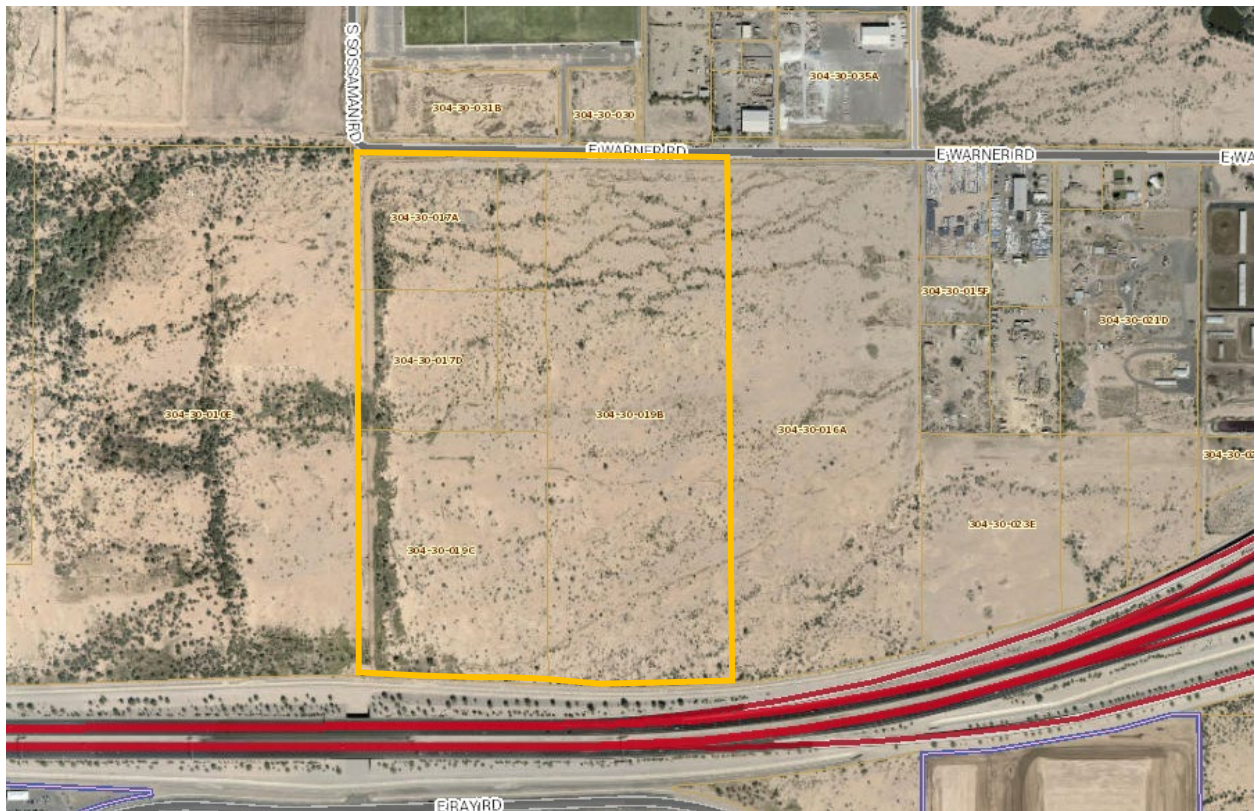
Studio DPA (Landscape Architect)  
Tim Daugherty, PLA  
PO Box 3489  
Gilbert, AZ 85299

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## A. REQUEST

The purpose of this request is to seek rezoning to Light Industrial with Airfield and Planned Area Development Overlays (“LI AF PAD”) and Design Review approval of an approximate 101.67-gross-acre site located at the southeast corner of Sossaman Road and Warner Road (the “Site”) for a new industrial business park development. The Site encompasses six (6) parcels: 304-30-017A, 304-30-017D, 304-30-019C, 304-20-017E, 304-30-017F and 304-30-019B. The Site is zoned Agricultural with an Airfield Overlay (“AG AF”) and Light Industrial with an Airfield Overlay (“LI AF”) and is shown in the graphic below. As such, we are seeking to rezone to LI AF PAD to allow a Class A, master-planned business park.

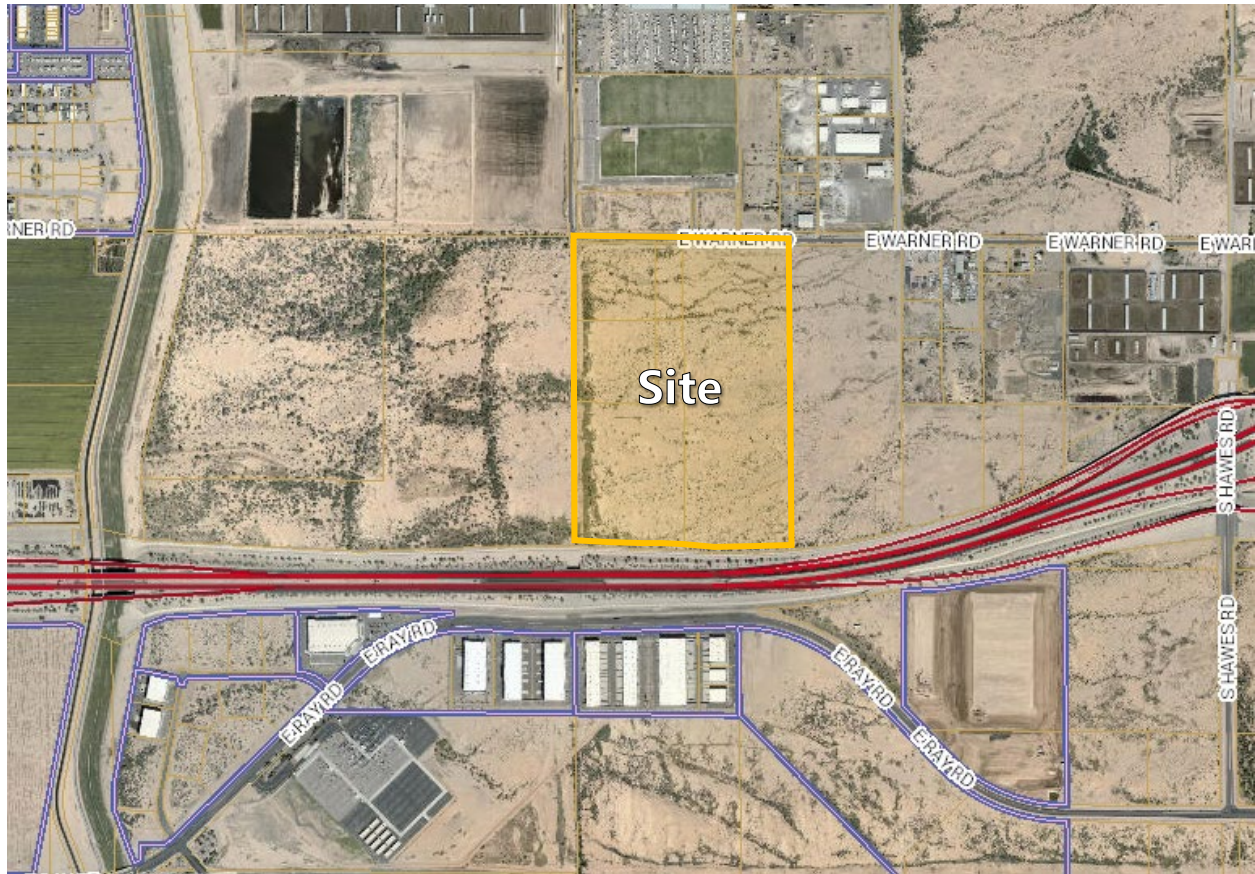


## B. SITE OVERVIEW & CONTEXT

As previously mentioned, the Site is currently zoned AG and LI, with an Airfield Overlay. The Agricultural zoning district allows for uses such as farming for food production and breeding, training, and grazing of livestock, while Light Industrial can include limited manufacturing, processing, wholesaling, and distributing activities. The Mesa 2040 General Plan designates the Site as Mixed Use Activity/Employment which both supports uses that serve the community at large as well as industrial, office and warehousing. As shown in the aerial below, the Site is currently vacant and surrounded by mostly vacant

or underutilized agricultural and industrial properties and businesses. To the north of the Site is unincorporated county land and to the south is the Loop 202 freeway.

### Context Aerial



## C. DEVELOPMENT PLAN

AirPark 202 is located along the Loop 202 Santan Freeway and in close proximity to Phoenix-Mesa Gateway Airport. The area in and around the airport has experienced tremendous growth as of late, but that has generally been located along the south side of the Loop 202 Santan Freeway. AirPark 202 marks the first major project on the north side of the freeway, and, accordingly, is planned as a Class A master-planned business park development that will support industrial, warehousing, manufacturing, and logistics operations. The design character of the development will feature enhanced building aesthetics along the frontages and freeway side of the property. Street facing glazing and entries with prominent features maximize visibility opportunities from the adjacent arterial road and the Loop 202 Santan Freeway. These elements will utilize a similar design theme to ensure a seamless development and cohesive business park image.

The business park features buildings that resolve on their own lot and have distinct, dedicated entries from each access driveway. This will keep vehicular traffic separated from logistics traffic and provide each building with its own. The layout of the access driveways further supports prominent signage and entries even in multi-tenant occupancy of both the single loaded and cross-dock buildings.

The location of the Site at the “bend” of the Loop 202 Santan Freeway will make all sides of the project visible. Thus, the project will utilize varying site screen walls, landscape masses, entries, and natural planting locations throughout to further promote enhanced design character. Any truck courts or yards will be located on less immediately visible frontages and fully screened behind offices located on the corners, as well as textured block walls and fully opaque decorative metal gates. Mature landscaping will be utilized at the base of long building walls to break up facades. Site signage will feature landscape monument plinth masses and a consistent custom themed signage package will provide on-site wayfinding and themed labeling of all non-code dictated sign opportunities.

Building masses will include variation in roofline or parapet, varied or stepped wall plan every fifty-two feet and utilization of high texture, high-quality materials providing visual enhancement to the public way and primary visible areas of the building. The building design will differentiate on all four sides of the building and remain consistent in composition and appropriate to scale. Building features of color, mass and texture will be enhanced with utilizing windows and shade elements in rhythm and depth of recess to create shadow and movement over larger masses. Pedestrian reception, features and amenities will extend into the outdoors providing outdoor employee areas and connection to the street. Quality materials will consist of site-cast concrete panels, neutral colors, texture panel patterns for shadows and reveals, accent metals, expansive shade canopies, multi-story glass entry elements, and decorative metal elements. The business park design will enhance the aesthetic character of the area and provide a standard of design expectation for the future adjacent land uses.

## **D. PROPOSED LAND USES**

All land uses shall comply with the Light Industrial zoning district.

## **E. DEVELOPMENT STANDARDS**

Development within the AirPark 202 PAD shall comply with the standards of the LI Zoning District of the City of Mesa Zoning Ordinance (“MZO”), except as modified below. If this

section is silent on a development standard, the requirements of the MZO prevail.

<b>DEVELOPMENT STANDARDS</b>		
<b>Standard</b>	<b>LI Requirement</b>	<b>Requested PAD Standard</b>
<b>Building Form and Location</b>		
Maximum height	40 feet	60 feet
<b>Minimum Setback along Property Lines or Building and Parking Areas</b>		
Lot Frontage	Publicly Dedicated Road	Publicly Dedicated Roads and Private Streets
Landscape Setback for Lots adjacent to eastern boundary	15 feet	10 feet
Building Setback from Interior Lot Lines	0 feet	0 feet
Landscape Setback for Interior Lot Lines	15 feet	0 feet
<b>Supplemental Standards</b>		
Outdoor storage	Not permitted in front or street-facing side yards	Permitted beyond rear ½ of lot as labeled on wall/storage exhibit
Screening, including private streets	Outdoor storage shall be screened by an 8-foot wall	Compliance with the proposed wall/storage exhibit
Off-street parking and loading	1 space per 900 sq. ft.	1 space per 1,100 square feet
Landscaping	1 Tree per 25 Linear Feet of Street Frontage	1 tree per 25 feet along street frontage, 1 tree per 20 feet along freeway
Minimum Tree Size adjacent to Loop 202 Santan Freeway	Min. 25% be 36- inch box and min. 50% be 24- inch box	36- inch box for all trees along the freeway
Truck Bay Doors	Shall not be visible from public view or public right-of ways	Shall not be visible from dedicated public rights-of-way, apart from the Loop 202 Santan Freeway
Cluster of Parking Spaces	Maximum 200 spaces	Maximum 300 spaces
Foundation Base (per 11-33-5.A.1)	Minimum 15-foot-wide foundation base	Minimum 12-foot-wide foundation base

### **Justification for Deviations**

AirPark 202 will provide a high-quality industrial development in a primarily undeveloped area with close proximity to the Phoenix-Mesa Gateway Airport. As illustrated within the Mesa 2040 General Plan and the Mesa Gateway Strategic Plan, this area is developing as an industrial corridor along the Loop 202 Santan Freeway. As such, there are certain site development standards that pose a logistical challenge to industrial operations proposed on the Site. The requested variations will allow the project to be on the forefront of the continually evolving industrial development standards.

### **Development Standards more than Zoning Ordinance requirements**

In addition to the requested deviations from Zoning Ordinance standards, AirPark 202 is providing many development provisions in excess of requirements. AirPark 202 was designed in such a way to provide abundant landscaping, landscape setbacks and open space for employees and patrons. The landscape setback along the freeway is nearly double the requirement at a minimum of 54 feet in width and will be planted with all 36-inch box trees. The open space provided for each building well exceeds the minimum requirement. At three of the buildings, the open space is approximately four times the required amount. These open space areas are thoughtfully designed to allow for refuse and relaxation by offering shaded seating areas, steel ramadas and benches.

### **Lot Frontage**

As proposed, there are a total of three lots with each lot having frontage on a publicly dedicated street. Given the nature of this type of industrial development, there is a possibility that in the future once end users purchase their buildings that a lot will need to be subdivided; thus, creating frontage on a private street. Several deviations in the development standards table take this possibility into consideration.

### **Visibility of Truck Bays**

Section 11-30-13 of the Mesa Zoning Ordinance requires truck bays to be screened from public view. As proposed, all truck bays will be screened from both Sossaman Road and Warner Road. The site has been designed to minimize the visual impact of the truck bays when located on-site; however, it is not feasible to fully screen all truck bays within the Site without heavily impeding industrial operations.

At this specific location, the Loop 202 Santan Freeway is raised approximately 20 feet. Based on this existing topography, it will be impossible to screen the truck bay doors in their entirety. Our team studied different building location options and found that the orientation of the truck bay doors to the south is the least visually impactful option. Given



the curvature of the Loop 202 Santan Freeway, if the truck bay doors were oriented east, interior to the Site, the doors would be more visible and for a longer period of time to drivers heading west bound. This same situation would exist if the truck bay doors were oriented west. With the doors facing south, they will not be readily visible to drivers on the Loop 202 Freeway. In addition, industrial users have a strong preference for their truck bays to be perpendicular to the sun as it creates a more comfortable environment for their employees.

As part of the PAD development standards, the proposed building setback from the freeway is six (6) times greater than required by ordinance, with the proposed landscape setback being four (4) times larger than minimum required. The increased landscape setback adjacent to the freeway allows for robust landscaping of fast-growing trees. The immense building and landscape setbacks and increased tree planting in combination with an 8-foot wall will mitigate any visual impact of the truck docks. Multiple bands of perimeter landscaping buffer are provided along the Loop 202 Santan Freeway frontage. In these areas, 36-inch box trees are provided every 20 feet on center, exceeding the minimum quantity by 25% and the minimum size requirement by 50%.

## **Height**

The LI zoning district allows for a maximum building height of 40-feet. Industry standard for industrial users is a minimum 40-foot ceiling clearance. To best serve industrial users, the maximum height proposed is 60- feet, which is measured to the top of parapet. This additional height will ensure all roof top mechanical is screened to the top of the highest piece of equipment. The proposed roofline articulation coupled with the minimum 80-foot setback from the right-of-way will offset the additional height. Along the Loop 202 Santan Freeway, a minimum 200-foot building setback is provided along with multiple layers of landscape buffers and an 8-foot masonry screen wall.

## **Outdoor Storage**

As stated previously, this Site is located within a defined industrial area. The Mesa Zoning Ordinance allows for outdoor storage in the rear one-half of the lot, which is required to be screened by an 8-foot wall. As the Site is designed, there are outdoor storage yards that are interior to the Site but are not located in the rear one-half of the lot. The outdoor storage yards interior to the Site are proposed with 8-foot wrought iron fence. See site screening exhibit A1.2 for typical elevations and details of the site screening and fencing used.

In the event that only truck and trailer parking occur, an 8-foot wall will be constructed to

screen visibility to right-of-way but there will not be a screen gate in the drive aisles. This shall not be deemed as outdoor storage.

### **Parking Reduction**

As proposed, the total building area is just under 1.5 million square feet. There will be a variety of industrial users between all the buildings and there will be a range of warehousing and manufacturing distributed through the Site. To ensure there is not a surplus of parking, a parking ratio of 1 space per 1,100 square feet is proposed. A parking demand study has been provided that supports this deviation.

### **Parking Clusters**

The proposed deviation for the parking cluster occurs adjacent to Building 6. This building is the largest in square footage totaling over 500,000 square feet. The targeted user for this building would be a manufacturer with a high number of jobs. The proximity of employee parking to the building is crucial to future industrial users. As such, this area cannot be broken apart further than proposed.

### **Side Landscape Setback to the East**

The property to the east is zoned AG AF and is designated Mixed Use Activity/Employment on the Mesa 2040 General Plan. It is anticipated that this site will also develop as an industrial use. As shown on the site plan, there is a minimum of 16 feet of landscaping proposed. The current PAD request is a minimum of 10 feet to allow for minor flexibility in the event of construction documents slightly modify this standard.

### **Interior Side and Rear Landscape Setback (adjacent to lots within plat) and Interior Front Building and Landscape Setback (adjacent to lots within plat)**

AirPark 202 is proposed as a group industrial center that will share drive aisles and parking. As mentioned previously, given the nature of the site, there is a chance the three proposed lots will need to be further subdivided to meet market demands. In doing so, this would create a minimum of two lots with access and frontage on an internal private drive. To allow for continuous access and the function of an overall industrial park, there is no landscape setback proposed for the interior side, rear and front yards. In addition, and for the same reason, there is a 0-foot front building setback proposed for the front yards on the potential internal lots.

### **Foundation Base**

The proposed deviation for the foundation base will apply to the majority of the Site. City of Mesa Amended Fire Code Section 503.8.3 requires that the building access routes shall be no less than 15 feet and no more than 30 feet from the front of a building. Given that the parking spaces adjacent to the building are a minimum of 18 feet in depth, in order to comply with this requirement, a minimum of 12 feet shall be provided. Typical public corner entrances are planned to have a minimum foundation base width and depth of 20 feet and a minimum area of 900 square feet. Further, as this is not a typical office complex, it is unlikely additional public entrances will be located along the exterior walls of the buildings. Please note that the north sides of Buildings 1 and 2 will provide a minimum foundation base of 16 feet to maintain appropriate scale and character adjacent to Warner Road.

## F. GATEWAY STRATEGIC DEVELOPMENT PLAN

The Gateway Strategic Development Plan applies to the Mesa Gateway Area in southeast Mesa. The plan establishes a framework to guide future development to ensure compatibility viability and flexibility. Below is a discussion of goals that are reflected through this proposal. The Site is located in the Inner Loop District. The intent of the Inner Loop District is to provide high quality development that is compatible with the overflight activity of the Phoenix-Mesa Gateway airport.

***Goal 2: Create a regional employment center with a mix of jobs, emphasizing the attraction of at least 100,000 high-wage, high value jobs.***

### *2.1 Objectives:*

*2.1.6 Evolve into a self-sustaining community that attracts residents and jobs with innovation and quality design.*

**Response:** This proposal will bring a vibrant, innovative industrial business park to the Mesa Gateway Area. The combination of office, warehousing, manufacturing and logistics operations creates a micro community of industrial uses that are self-sustaining and attractive to residents. The proximity of the Loop 202 freeway to the south also provides accessibility which ensures viability.

### *2.2 General Development Guidelines:*

*2.2.4 Freeway frontage should be devoted to employment and retail uses. Other uses may also be allowed when done in a manner that meets all of the City's goals*

*and objectives for this area.*

**Response:** As previously mentioned, the Site is designated Mixed Use Activity/Employment on the General Plan. The proposed development is an ideal use for the Site given its adjacency to the Loop 202 freeway to the south.

*2.2.5 High quality design of buildings and site plan will be required in order to set the standard for high-quality, high-wage jobs.*

**Response:** This proposal employs high-quality design that is further supported by high-quality materials. Through the use of a cohesive design palette that incorporates a variety of textures and materials while maintaining functionality, the AirPark 202 PAD will set a standard for future surrounding developments.

***Goal 4: Become a model of sustainable development practices.***

*4.1 Objectives:*

*4.1.1 Incorporate sustainable development practices that other communities might use as best practices in order to model their future development.*

**Response:** The design provides numerous sustainable development practices. These include low water-use desert planting, skylights up to 2% of gross roof area per building, clear story windows in warehouse (providing natural light and significant offset of internal electrical illumination), LED light fixtures for all building and site lighting, and concrete tilt wall panels composed of a percentage of fly ash.

*4.2 General Development Guidelines:*

*4.2.2 Design and located buildings to respond to the desert climate and promote energy and water conservation. Designs should provide for human safety and comfort through shade and cooling strategies, solar orientation, passive solar strategies, and the deliberate use of materials to reduce solar radiation and the heat island effect.*

**Response:** The design of the industrial park is responsive to the desert climate and promotes conservation of natural resources. Buildings are oriented to shade truck dock locations from western solar exposure. Expansive canopies are provided at office glazing locations to provide passive shade. A high SRI roofing material is provided at each building to help reduce heat island effect, and the concrete tilt walls provide high thermal mass and lag effect to help further insulate the interiors from solar gain. High

performance, low SHGC glazing is provided at all window openings.

## **G. MESA'S QUALITY DEVELOPMENT DESIGN GUIDELINES AND PROPOSED PAD QUALITY STANDARDS**

The purpose of the Quality Development and Design Guidelines is to establish policies that help shape development and ensure they are high-quality and reflective of the City's vision. The following guideline is applicable to the AirPark 202 PAD:

*Building form and materials are significant factors in creating a development that is attractive and positively contributes to its surroundings. Industrial developments should establish a project identity that contributes to the character of the area. Architectural styles for industrial developments should draw from local or regional design influences with an overall effect of cohesiveness and a high-quality built environment.*

### **A. Site Design**

1. *Building Placement and Orientation.* The proposed development seeks to establish an innovative business park that is both functional and visually appealing. Buildings are oriented in a way that maximizes visibility from Warner Road to the north and Sossaman Road to the west. Building placement within the development ensures distinct entrances and smooth traffic flows.

2. *Parking, Loading, and Vehicular Access.* Each building within the development will be on its own lot, which will allow for dedicated entries from each of the access driveways. This will create smooth traffic flows that keep vehicular and logistic traffic separate. Truck courts will be located on less immediately visible frontages and fully screened to enhance visual appeal.

3. *Landscaping and Shading.* Landscaping will be appropriate within the desert context and utilized within the site development to enhance the design palette and ground-level experience. Mature landscaping will be utilized at the base of long building walls to break up façades while expansive shade canopies add texture and movement. Landscaping and shading elements together establish a comfortable pedestrian environment.

4. *Exterior Lighting.* Exterior lighting will consist of wall-mounted fixtures around the perimeter of the building, and pole mounted fixtures throughout the parking field. Reference electrical plans for site plan and fixture cut sheets.

## **B. Architectural Design**

1. *General Design.* The proposed development seeks to establish a high-quality design theme that features enhanced building aesthetics along with a sophisticated yet cohesive business park image.

2. *Entrances.* Each building within the development will be on its own lot and have dedicated entries from each access driveway. In doing so, logistics traffic will be separated from vehicular traffic.

3. *Massing and Scale.* Building masses include variation in roofline or parapet, varied or stepped wall plan every fifty-two feet. This standard structural grid dimension of fifty-two feet is an industry standard for industrial building types due to dimensions of typical racking and equipment layouts. The building design will differentiate on all four sides of the building and remain consistent in composition and appropriate to scale.

4. *Façade Articulation.* The building facade is articulated through use of texture, scale and varied materiality. Concrete tilt panel form liner will provide a fluted, vertical texture on the concrete at the entries to the anticipated offices. A large, wrap-around metal canopy outlines large expanses of offset glazing. Ribbed, galvanized metal decking provides an accent metal at regular intervals across the elevations, while a variety of reveals and paint colors break up the facades along the dock areas of each building.

5. *Materials and Colors.* High-quality materials will be utilized throughout the design and enhance the character of the area. Quality materials will consist of site-cast concrete panels, earth tone colors, texture panel patterns for shadows and reveals, accent metals, expansive shade canopies, multi-story glass entry elements, stone masses and decorative metal elements.

6. *Signage.* Site signage will feature landscape monument plinth masses and a consistent custom themed signage package will provide on-site wayfinding and themed labeling of all non-code dictated sign opportunities.

7. *Service Areas and Utilities.* Service areas to each building (electrical room, fire riser rooms) will be accessed from the truck dock area of each building, with bollards or screening provided as required for exterior-mounted transformers and equipment.

## **C. Alternative Compliance**

*“iv. The proposed alternative is aesthetically more complementary to the site, better fits into the context of the area, improves the overall architectural appeal of the area and/or meets or exceeds the design objectives as described in the City's General Plan.”*

### **Façade Articulation, Number and Percentage of Building Materials**

AirPark 202 will be constructed of tilt concrete walls, the standard structural system and building envelope for industrial buildings. Great care was taken to provide a modern, class-leading design for industrial buildings of this size. A variety of colors and textures are used to elevate the concrete tilt panel structure, including extensive use of formliners, reveals, and applied shading devices. The color palette is modern and sleek, with large expanses of glass evoking a Class-A feel. The elevation sheets provide a precise breakdown of each color/texture as well as a material blocking plan to better visualize the mix of materials. See exterior elevation blocking exhibits for a percentage breakdown of materials used on each elevation throughout the park. As such, alternative compliance is being requested for the number of materials and percentage of building coverage given the textured concrete and concrete is considered one building material.

As proposed, there will be massing variation every fifty-two (52) feet. There are some industrial industry standards that drive this specific number. All truck docks are located 13 feet on center. In addition to that, it is an industry standard to have warehouse racking at 52 feet on center structural grids. The proposed elevations still illustrate that building masses include variation in roofline or parapet, varied or stepped wall plan with variation of high-quality building material. Given the location of the site within an identified Industrial area as indicated on the City of Mesa General Plan Land Use Map, this is a condition that will be consistent with surrounding industrial development.

## H. PHASING

The project is intended to be entitled for the full, six building industrial park, but will be constructed in several phases. The first phase will include a minimum of one building, the half street improvements along both Sossaman and Warner Roads and associated site work.

## I. ECONOMIC IMPACT

The AirPark 202 PAD applicant will invest approximately \$150M during the construction of approximately 1.5 million square feet of high-quality industrial development in the City of Mesa to accommodate the rapidly growing demand from e-commerce companies, the relocation and expansion of manufacturing and assembly uses as well as local/regional market firms that service the growing East Valley population. Recent market data studies as shown below are further evidence that this request is in line with the current growing market demands.

### **E Commerce:**

The North American e-commerce market is worth just under \$912 billion and is growing at a rate of 13% a year. (PPRO)

10 years of eCommerce growth happened in just 3 months at the height of the pandemic. (McKinsey)

Consumers spent \$861.12 billion online with U.S. merchants in 2020, up an incredible 44.0% year over year. (Digital Commerce 360)

E-commerce will help generate more than 200 million square feet of demand for logistics space in 2021 with an additional 200 million square feet required in 2022.nationally” (Cushman Wakefield)

### **Industrial Market Activity:**

- Phoenix was named the top growth market in North America for large-warehouse

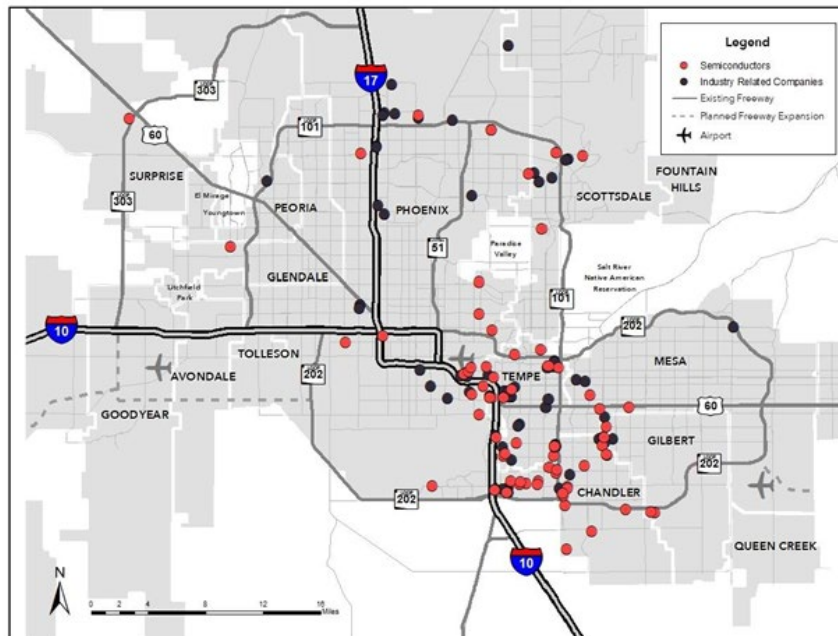


leasing activity in the industrial sector, with 9.1 percent of its inventory absorbed in 2020.

### March 2021

Top Growth Markets	Growth Rate Percentage
Phoenix	9.1
Central Florida	8
Inland Empire	7
Central Valley, CA	6.1
Memphis	6.1
Dallas-Fort Worth	5.7
Atlanta	5.0
Columbus	5.0
Seattle	4.9
Baltimore	4.6

- Phoenix has 8.3 million sq. ft. of big-box space under construction. With demand surging, pre-leasing for this new space in Phoenix is already at 48.4 percent. (CBRE)
- Phoenix is the sixth-ranked data center market in the country, based on the impressive leasing activity in the Southwest city last year.
- The industry is attracted to Phoenix due to a lack of quality data center space on the West Coast, and favorable sales tax reduction here for companies spending over \$25 million.
- Greater Phoenix Top Market for Talent Attraction. (EMSI’s Talent Attraction Scorecard, December 2020)
- Phoenix metro area has recovered nearly 79 percent of the initial jobs lost during the pandemic. (Colliers International)
- Companies that previously looked to top tier metro areas are now eyeing Phoenix and a rising location for their growth.
- New companies entering the Greater Phoenix market are not just seeking warehouse space, but also manufacturing facilities. These companies are attracted to the lower cost of doing business and connectivity to nearby markets. (Colliers International)
- Phoenix is one of the nation’s top Semiconductor hubs with the presence of Intel, NXP, ON Semiconductor, Microchip and Broadcom and many more.



- The map above displays the presence of semiconductors and related industry companies in the Greater Phoenix region. (Map courtesy of Greater Phoenix Economic Council)

### Recent Expansions/Announcements 2020/2021

- Intel Semiconductor Manufacturing Factories +/- \$20 Billion, Chandler AZ
- Taiwan Semiconductor Manufacturing Company +/- \$12 Billion, Phoenix AZ
- Intel report detailing the company's nationwide economic impact
- Intel's total employment impact in Arizona was 58,000 jobs, representing 1.5 percent of the state's total jobs.
- Contributed \$3.9 billion to Arizona's GDP in 2019
- These large chip-producing companies employ thousands themselves, but they can't do their work without support from ancillary support companies.
- Pure Wafer, which employs 250 people, works with TSMC, Intel, Nvidia and many others.

### Manufacturing:

Between 2015 and 2019, 519 companies relocated to or expanded in the state. In all, they added more than 17,000 manufacturing jobs between January 2015 and February 2020. (Arizona Commerce Authority)

PHX East Valley is attracting and growing companies that use state-of-the-art

technologies, too.. (AZ Big Media)

### **Sample firms:**

Dexcom, Inc., a leader in continuous glucose monitoring for patients with diabetes, recently announced an expansion in southeast Mesa. The new lease at Landing 202 is 486,000 square feet and adds a facility to their portfolio that is three times the size of their west Mesa location. The new Mesa Regional Distribution Center is designed to grow with the company. (City of Mesa)

Viavi Solutions Inc., a network and telecommunications equipment manufacturer, announced on Wednesday that it has moved its headquarters from San Jose, California to Arizona. Lower taxes and a lower cost of living has made Arizona a popular destination for companies to relocate and for inbound migration. (Phoenix Biz Journal)

### **Regional Market Servicers**

East Valley, for example, has historically been the dominant area for housing in the Phoenix Metropolitan area. Stapp said this is due to the quality of schools and infrastructure, and he believes that the area will continue to develop and remain in high demand with some of the region's hottest neighborhoods. (ASU)

Overall connectivity is a major issue for the City of Mesa and perspective industrial users in this area. This region of Mesa is identified as an employment corridor and economic generator given its proximity to the airport but, there is no direct access to Ray Road. Through coordination with adjacent neighbors and partnership with the City of Mesa, this development will facilitate vehicular connection south, towards Phoenix-Mesa Gateway Airport. This missing connection is so critical that it was identified in the 2020 Mesa Moves Bond Program as "Regional Roadway Improvements" as shown in the exhibit below.

#### **Sossaman Road: Ray to Warner**

##### **► PROJECT DESCRIPTION:**

Construct a new 4-lane arterial street segment from Ray Road to Warner Road including medians and an underpass at the State Route 202L. Construct a new traffic signal the at Ray Road and Sossaman Road intersection.

##### **► BENEFITS:**

This project will provide another access point for the "Inner Loop" section of Mesa that is bisected by the State Route 202L.

## J. CONCLUSION

This request is to rezone an approximate 101.67-gross-acre Site from AG and LI to the AirPark 202 PAD for the development of an innovative industrial office park. As identified throughout this narrative, the proposed development is consistent with and reflects the goals of the City of Mesa that are outlined in the General Plan, Gateway Strategic Development Plan and the Design Guidelines. This proposal will bring a high-quality development to the area that is compatible with the surrounding context in terms of land use, scale and character. This development will bring numerous positive benefits to the community including synergy with the surrounding area, the addition of quality jobs, and contributing to the advancement of local infrastructure.