



PLANNING DIVISION
STAFF REPORT

Planning and Zoning Board

June 8, 2022

CASE No.: **ZON22-00157**

PROJECT NAME: **Falcon Field PAD Update**

Owner's Name:	City of Mesa
Applicant's Name:	City of Mesa
Location of Request:	Within the 4400 to 5200 blocks of east McKellips Road (north side); within the 2000 to 2800 blocks of north Greenfield Road (east side); within the 4400 to 5200 blocks of East McDowell Road (south side); and within the 2000 to 2800 blocks of north Higley Road (west side)
Parcel No(s):	141-36-001E and 141-36-003B
Request:	Modify the existing Planned Area Development (PAD) Overlay. This request will modify the existing Design Standards to guide future development at Falcon Field Airport
Existing Zoning District:	Light Industrial with a Planned Area Development (LI-PAD)
Council District:	5
Site Size:	575.5± acres
Existing Use(s):	General aviation and reliever airport
Hearing Date(s):	June 8, 2022 / 4:00 p.m.
Staff Planner:	Josh Grandlienard, Planner II
Staff Recommendation:	APPROVAL with Conditions
Planning and Zoning Board Recommendation:	
Proposition 207 Waiver Signed:	No

HISTORY

On **December 4, 1978**, the subject property was annexed into the City of Mesa (Ord. #1193).

On **July 16, 1979**, the City Council established City of Mesa M-1 Zoning (now referred to as Light Industrial) on the subject property. (Case No. Z79-066, Ord. #1254).

On **June 6, 2011**, the City Council rezoned the subject property from M-1 to M-1 PAD which established the existing PAD standards and Design Guidelines for Falcon Field Airport (Case No. Z11-014, Ord. #5040).

PROJECT DESCRIPTION

Background:

The applicant is requesting to modify the Design Standards approved with the Planned Area Development (PAD) for Falcon Field Airport to guide future development at the Airport. The request to the City of Mesa is to revise the Falcon Field Airport Planned Area Development (PAD) Design Standards that were approved by the Mesa City Council in June 2011. The PAD Design Standards were initially developed to provide business owners and developers with objectives and specific standards for development of airport properties. The City of Mesa wished to ensure that new development and improvements to existing properties are consistent quality design principles. The standards were intended to help create a welcoming aviation business environment, enhance the Airport appearance, and complement the surrounding area. Since initial implementation of the PAD Design Standards, the exterior appearance of numerous existing and newly constructed buildings at Falcon Field Airport has been enhanced through their application. The City has concluded that minor revisions are needed to enhance effectiveness, align with modern design practices, and support enforcement.

The proposed revisions to the PAD Design Standards require processing through Design Review Board, Planning & Zoning Board, and City Council, consistent with the original approval. Approval of these revisions will allow for continued quality, aesthetically pleasing development at Falcon Field Airport.

General Plan Character Area Designation and Goals:

The General Plan Character area designation on the property is Specialty with an Airport Sub-type. Per Chapter 7 of the General Plan, Specialty Districts are large (typically over 20 acre) areas with a single use such as an educational campus, airport, or medical facility. The character of these areas can have a significant impact on surrounding development either through the amount of traffic they generate, or the noise associated with their activities. Typical uses for the Airport Sub-type include aircraft storage, fueling, maintenance, and operational activities; passenger terminals; and car rentals. Within this district large and medium footprint hangars should be designed with architectural detailing to accommodate aviation business and storage of aircraft.

The proposed PAD Design Standards amendments will allow for design consistency throughout the grounds of Falcon Field Airport and will ensure a high-quality of building design and materials. Staff reviewed the request and determined it is consistent with the criteria for review outlined in Chapter 15 (pg. 15-1) of the Mesa 2040 General Plan.

Zoning District Designations:

The subject property is zoned LI-PAD. Per Section 11-7-2 of the Mesa Zoning Ordinance (MZO), the proposed use of the property for an airport is allowed within the LI-PAD zoning district.

Planned Area Development (PAD) Overlay District – MZO Article 3, Chapter 22:

The subject request is to modify the PAD Design Standards approved in 2011. Table 1 below shows a summary of some of the existing PAD Design Standards and, the applicant's amended proposed modifications to those PAD Design Standards, and staff recommendations. Not every modification to the PAD Design Standards is reflected in the table below; the table is meant to summarize the major changes. All the modifications are shown in the Redlined PAD (Exhibit 3.3) and included in the Finalized Revised PAD (Exhibit 3.4).

Table 1: Falcon Field Airport PAD Design Standards:

Design Standard	Existing Design Standard	Proposed Design Standard	Staff Recommendation
<i>Section I.F of the Falcon Field PAD Design Standards</i> -Minimum Requirements and Referenced Standards	All development within the Airport must comply with applicable codes and regulations of the City, except Zoning Code requirements amended through this PAD. All development must comply with applicable requirements of Maricopa County, the State of Arizona, FAA, Transportation Security Administration (TSA), the Airport Master Plan, and the Falcon Field Airport PAD approved by the City Council. The most stringent requirements shall apply.	All development within the Airport must comply with applicable codes and regulations of the City, except Zoning Code requirements amended through this PAD. All development must comply with applicable requirements of Maricopa County, the State of Arizona, FAA, Transportation Security Administration (TSA), the Airport Master Plan, and the Falcon Field Airport PAD approved by the City Council. The most stringent requirements shall apply. Applicants are expected to consult applicable FAA documents for design criteria on airports. All new development must comply with FAR Part 77 requirements through FAA approval of FAA Form 7460-1. New development must include a FAA approved Environmental Review prior to issuance of a City building permit. Applicant must meet all FAA requirements prior to submitting an application for any building permit.	As proposed

<p><i>Section II.C.3 of the Falcon Field PAD Design Standards</i> -Zone 3 the Leading Edge (Northwest District)</p>	<p>Located in the northwest quadrant of the Airport, this zone is bordered by Greenfield Road, McDowell Road, aircraft parking ramp, and taxiways. This zone contains MD Helicopters, privately-owned aircraft storage hangars, and vacant land for new aviation business development. New development will have modern, contemporary architectural design.</p>	<p>Located in the northwest quadrant of the Airport, this zone is bordered by Greenfield Road, McDowell Road, aircraft parking ramp, and taxiways. This zone contains aircraft maintenance, aircraft manufacturing and assembly, aerospace industry uses, corporate aircraft storage, privately-owned aircraft storage hangars, and potentially Fixed Base Operators (FBO) who provide aircraft fueling. New development will have modern, contemporary architectural design.</p>	<p>As proposed</p>
<p><i>Section IV.A.4 of the Falcon Field PAD Design Standards</i> -Lease Area Types</p>	<p>There are two lease area types: Type A with Street Access and Type B with AOA access only. All lease areas shall have direct access to taxi lanes or taxiways. The following tables specify the dimensional requirements for development within lease areas.</p>	<p>There are two lease area types: Type A is located on a street and is accessible from the street without the need to drive through an access-controlled gate. Type B is located entirely inside the Airport safety perimeter fence. Even though Type B may be seen from a street, it is only accessible after a vehicle drives through an access-controlled gate. The following tables specify the dimensional requirements for development within lease areas.</p>	<p>As proposed</p>
<p><i>Section IV.A.4 of the Falcon Field PAD Design Standards</i> -Lease Area Type A – Street Access (Adjacent to Arterial [Public] Street) (Adjacent to another Lease area [Landside])</p>	<p>20 Feet (measured from right of way) 10 Feet</p>	<p>15 Feet (measured from right of way) 0 Feet</p>	

(Adjacent to AOA service road) - Side Yard Landscaping (Landside)	20 Feet minimum and FAA OFA requirements Maintain 15 feet minimum clear area, free of any obstructions, along the Safety Fence. Landscape with plant material with a mature height of 18 inches or less, pave, or cover with decorative decomposed granite or rock. Trees shall be placed 15 feet away from fence.	5 Feet minimum Landscape with plant material with a mature height of 18 inches or less, pave, or cover with decorative decomposed granite or rock. Trees are only allowed in the side yard in front of the building.	As proposed
(Airside)	Pave or cover with large rock, as approved by Airport Director. Maintain 5 Feet minimum clear area, free from any obstruction, along the Safety Fence.	Pave or cover with large rock, as approved by Airport Director. Trees are not allowed.	
- Foundation Base (Landside adjacent to parking spaces)	10 Feet	5 Feet	
(Landside adjacent to drive aisles)	10 Feet	5 Feet	
(Landside adjacent to main public entrance)	N/A	10 Feet unless otherwise approved by Airport Director and Planning Director.	
<i>Section IV.A.6.a of the Falcon Field PAD Design Standards</i> -Aircraft Ramp	a. An adequate amount of paved surface area shall be constructed to accommodate aircraft that will be parked on the lease area and that will accommodate maneuvering of aircraft. b. The ramp shall not be used for storage of non-airworthy aircraft, materials, or equipment. c. Ramp area shall be equal to or greater in square	a. The paved surface area shall be equal to or greater in square footage than hangar space on the lease area. Exceptions may be approved by the Airport Director and Planning Director. b. The paved surface shall be constructed to accommodate aircraft that will be parked on the lease area and that will accommodate maneuvering of aircraft. c. The ramp shall not be used for storage of non-airworthy	As proposed

	footage than hangar space on the lease area.	aircraft, materials, or equipment.	
<i>Section IV.A.9.d of the Falcon Field PAD Design Standards</i> -Parking Requirements	<p>b. Since buildings must include more than one type of use (i.e. hangar space and office space), parking requirements for all use types within the building must be met.</p> <p>c. All parking in Lease Area Type A shall be provided on the landside.</p> <p>h. Zone 2 parking for Roadrunner Drive and Falcon Drive tenants and visitors may be separate from the lease area.</p>	<p>b. Parking for the hangar use only may occur inside the hangar or on the aircraft ramp.</p> <p>c. In lease area Type A, if the building has a public entrance on the landside, parking for all office and ancillary uses must be provided on the landside, unless otherwise approved by the Airport Director and Planning Director.</p> <p>h. Parking for tenants and visitors may be separate from the lease area.</p>	As proposed
<i>Section IV.A.21.B-D of the Falcon Field PAD Design Standards</i> - Lighting and Illumination Requirements	<p>b. Light standards located adjacent to streets shall reflect the theme of the zone they are located in.</p> <p>c. Zone 1 – Lights and fixtures located in this zone shall be consistent and shall reflect an ‘Old Town Main Street’ theme.</p> <p>d. Zones 2 and 3 – Lights and fixtures located in these zones shall be more modern and contemporary than in Zone 1 but shall be non-standard.</p>	<p>b. All lights and fixtures shall be sized and located to accommodate large commercial trucks.</p>	As proposed

<i>Section IV.C.1 of the Falcon Field PAD Design Standards</i>	Design Standards for Hangars and buildings within the Falcon Field Airport	<p>Amended standards to add:</p> <p>ii. Buildings that occupy sites with frontage on arterial roads shall include a positive aviation theme.</p> <p>vii. Buildings larger than 10,000 square feet shall be finished with more than one (1) color on all elevations that are visible from public streets.</p> <p>viii. With the exception of hangar doors, shaded public entrances should be expressed with distinct material.</p> <p>iii. A curvilinear design or accent that is reflective of the curved roof design of the original World War II hangars located at the Airport is encouraged.</p>	As proposed
<i>Section IV.D.4 of the Falcon Field PAD Design Standards</i>	Brownfield Redevelopment	Section deleted in its entirety	As proposed

Design Review

This request is required to be reviewed and approved by the Design Review Board per section 11-71-2 of the City of Mesa Zoning Ordinance (MZO). The proposed PAD Design Standards provide for a complete high-quality design for the City of Mesa for the Falcon Field Airport. The proposed standards use form, scale, material, and color to enhance the function and appearance of any future proposed buildings.

Surrounding Zoning Designations and Existing Use Activity:

Northwest LI-PAD The Commons Industrial Park	North LI Boeing	Northeast LI-PAD Longbow Golf Course
West LI, PEP, PS-PAD	Subject Property LI-PAD Falcon Field Municipal Airport	East RS-7-PAD Apache Wells Mobile Park 3

Orange Groves/Vacant Parcels		
Southwest LI Orange Groves/Vacant Parcels	South LC, LI-CUP, LI, LI-BIZ, GI	Southeast RS-43 Orange Groves

Compatibility with Surrounding Land Uses:

The subject site is consistent with the existing Falcon Field Airport with residential uses to the east, industrial uses to the north and west, as well as industrial and commercial uses to the south. The proposed rezoning of the property will not be out of character with the surrounding development.

Neighborhood Participation Plan and Public Comments:

As part of the completed Citizen Participation Process, the applicant mailed notification letters to property owners within 1,000 feet of the site, Homeowner Associations (HOAs) within ½ mile of the site, and registered neighborhoods within one mile of the site and conducted a neighborhood meeting on February 7, 2022. As of the writing of this report, staff has not received any comments or concerns from surrounding property owners. Staff will provide the Board with any new information during the scheduled Study Session on May 11, 2022.

Staff Recommendations:

Based on the application received and the preceding analysis, staff finds that the requested modifications to the PAD Design Standards are consistent with the Mesa 2040 General Plan and meets the review criteria for Planned Area Development outlined in Section 11-22-5 of the MZO; therefore, staff recommends approval with the following conditions.

Conditions of Approval:

1. The 2021 City of Mesa-Falcon Field Airport Planned Area Development Design Standards ("Finalized Revised PAD Document," Exhibit 3.4) is hereby approved.
2. Compliance with all conditions of approval of Zoning Case No. Z11-14 (Ordinance No. 5040), except compliance with the 2021 City of Mesa-Falcon Field Airport Planned Area Development Design Standards approved with this request ("Finalized Revised PAD Document," Exhibit 3.4), instead of the Design Standards approved with Zoning Case No. Z11-14.
3. Compliance with all City development codes and regulations, except as modified by the 2021 City of Mesa-Falcon Field Airport Planned Area Development Design Standards ("Finalized Revised PAD Document," Exhibit 3.4).

Exhibits:

Exhibit 1-Vicinity Map

Exhibit 2-Staff Report

Exhibit 3-Application Information

- 3.1 Project Narrative
- 3.2 Existing PAD approved Jun 2011
- 3.3 Redlined working PAD document
- 3.4 Finalized Revised PAD Document
- Exhibit 4-Citizen Participation Plan
- Exhibit 5-Citizen Participation Report