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## 1. PROJECT TEAM

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### Developer

Marwest Enterprises, LLC.  
David Martens  
6710 N. Scottsdale Rd.  
Suite 140  
Scottsdale, AZ 85253  
(480) 556-9984  
[davidmartens@marwest.net](mailto:davidmartens@marwest.net)

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### Applicant & Land Planner

Gilmore Planning & Landscape Arch.  
Jack Gilmore / Tom Briggs  
2211 North 7<sup>th</sup> Street  
Phoenix, Arizona 85006  
(602) 266-5622  
[jgilmore@getgilmore.com](mailto:jgilmore@getgilmore.com)  
[tbriggs@getgilmore.com](mailto:tbriggs@getgilmore.com)

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### Development Manager

Cedar Point Builders, LLC  
Jeff Arnold  
4140 E. Baseline Road  
Suite 101  
Mesa, AZ 85206  
(480) 740-7407  
[jarnold@cedarbuild.com](mailto:jarnold@cedarbuild.com)

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### Civil Engineer

Hunter Engineering  
Larry Talbot  
10450 N. 74th Street  
Suite 200  
Scottsdale, AZ 85258  
(480) 991-3985  
[ltalbot@hunterengineeringpc.com](mailto:ltalbot@hunterengineeringpc.com)

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### Architect

Ware Malcomb  
Kevin Evernham / Eric Zitny  
2777 E. Camelback Rd.  
Suite 325  
Phoenix, AZ 85016e  
(480) 800-5294  
[kevernham@waremalcomb.com](mailto:kevernham@waremalcomb.com)  
[ezitny@waremalcomb.com](mailto:ezitny@waremalcomb.com)

## 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: The Property is under contract by Marwest Enterprises LLC, to acquire approximately 74 acres from the current owner, Loop 202 & Elliot Road Parcel #2 LLC. 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, trucks and trailers, etc. Outside Storage does NOT include:

- (i) The storage of trash and refuse within approved dumpster enclosures.
- (ii) 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 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: Elliot 202 is approximately 74 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 August 11, 2020.

### 3. PROJECT OVERVIEW

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On behalf of Loop 202 & Elliot Road Parcel #2 LLC (Current Owner) and Marwest Enterprises LLC the future property owner and developer (Owner/Developer), Gilmore Planning & Landscape Architecture (Applicant) respectfully submits for consideration this application to rezone approximately 74 acres (Subject Property). The Property is located at the northeast corner of Hawes Road and Elliot Road, and extends east to the Loop 202 frontage, refer to **Exhibit 1** – Location Map. This application will retain the base Light Industrial (LI) zoning, and amend PAD Overlay that is currently associated with Elliot Road Technology Corridor. The proposed zoning will be Light Industrial (LI) with a new Planned Area Development (PAD) Overlay, LI-PAD, and thereby allowing the Subject Property to “opt-out” of the Elliot Road Technology Corridor.

In addition to this new LI-PAD application are joint applications for Design Review Board and Site Plan Approval.

The total current ownership associated with this rezoning application is approximately 74 acres comprising three parcels identified by the Maricopa County Assessor as: 304-03-042A, 304-03-043A, and the third 55’ wide parcel along the Hawes Road centerline as 304-03-012U, which will be completely dedicated as future ROW.

#### 3.1 Existing Site Conditions

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

#### 3.2 Existing Zoning

This Property is situated within the Elliot Road Technology Corridor that extends 3 miles from Hawes Road east to Signal Butte Road. In 2014, The City Council approved Light Industrial zoning with a PAD Overlay Zoning (Ordinance No. 5255) specifically for the Elliot Road Technology Corridor, Case No. Z14-045. The Elliot Road Technology Corridor and LI-PAD promote a variety of development benefits for employment-oriented users who may elect to “opt-in” to the Technology Corridor. The ability to ‘opt-in’ is based on the particular type of employment activity that has been defined in the Tech Corridor PAD Overlay, which specifically restricts “indoor warehousing and storage” as a qualified use. As the eventual Owner/Developer, Marwest has therefore elected to ‘opt-out’ the Elliot Road Technology Corridor and pursue this LI-PAD application.

#### 3.3 Proposed Zoning

The Owners are requesting to rezone the Subject Property to Light Industrial with a Planned Area Development Overlay (LI-PAD). The following deviations from the Light Industrial development standards are requested:

- 3.3.1 Building Height: the current maximum height is forty feet (40’) as referenced in the MZO Chapter 7, Table 11-7-3. This PAD requests a maximum building height of

sixty (60'). It is the nature for these types of logistics facilities to incorporate higher ceiling heights to improve the efficiency of automated racking systems. With a 40' clear height, the top of roof with HVAC is projected at 56-60'. This higher clear height criteria is evolving in the market as a typical development standard.

In addition to the principal building at a maximum of 60', this PAD will permit a maximum one hundred fifty feet (150') in height for ancillary facilities as reflected in the Elliot Road Technology Corridor PAD that are necessary to support the primary operations of a business within Elliot 202, subject to City of Mesa Approval.

3.3.2 Parking Reduction: Per MZO Chapter 32: On-Site Parking, a parking ratio of 1/900 square feet is required for warehousing and storage. This PAD requests a reduction of the required parking ratio applied only to warehouses. The proposed PAD ratio for these warehouses is 1/ 1,350sf. The Office calculation maintains the current code requirement at 1/375sf. The proposed ratio is consistent with similar warehouse structures within Mesa. The attached Site Plan Exhibit 3 includes the following parking:

<u>Parking (11-32-3-A)</u>	<u>Building Area</u>	<u>Parking Ratio Req'd</u>	<u>Total</u>	<u>Parking Ratio - PAD</u>	<u>Total</u>
Warehousing & Stor.	1,051,289sf	1 Space / 900sf	1168	1 Space / 1,350sf	779
Office	28,951sf	1 Space / 375sf	<u>78</u>	1 Space / 375sf	<u>78</u>
	1,080,240sf			Total Per PAD	857
		Total Required	1246	Total Per PAD Plan	873

3.3.3 Truck Docks, Loading & Service Areas: Per Section 11-30-13 B. of the MZO and the Quality Development Design Guidelines, truck docks, loading and service areas in the LI District must be located in the rear or side of the building rather than facing a street. This PAD requests that the truck docks and truck courts be located in the front yard oriented towards the Elliot Road frontage. The longer east-west configuration of the property supports a more efficient and sustainable use of these manufacturing and logistics facilities. The industrial market is demanding these cross-dock structures where truck docks and bay doors are placed along both sides of the longer façade to enable user’s maximum flexibility for material handling as well as enable manufacturing layout efficiencies. In addition, the sun orientation favors the location of the truck docks on a north-south orientation to avoid the heat impact of the western exposure. An 8’ screen wall and enhanced landscape buffer along the Elliot Road frontage effectively screens the truck dock area.

3.3.4 Outdoor Storage: Per Section 11-30-7 – A Permitted Locations of the MZO, the onsite storage of goods, materials, machines, equipment and vehicles, or parts outside of a building for more than 24 hours is not permitted in front or street facing side yards. This PAD requests that the onsite storage of goods, materials, machines, equipment, vehicles, including “over-the-road” semitrucks with trailers

or intermodal containers used in the normal course of business also be approved within the front or street facing side yards, subject to screening by a perimeter eight foot (8') decorative CMU wall and landscaping as approved by the Mesa Planning Dept. and Site Plan Approval process.

The Property is within the Airport Overlay Area 3 of the Phoenix Mesa Gateway Airport and subject to the land use restrictions. The compatibility matrix within the Airport Land Use Compatibility Plan – 2017 indicates that the proposed use is not in conflict with those defined restrictions.

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 Elliot Road Technology Corridor and the Inner Loop District of the Mesa Gateway Strategic Development Plan. Refer to Item 4 General Development Plan below for a description of the permitted land uses associated with this PAD Overlay.

### **3.4 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”.*

In August of 2018, the Council approved the Inner Loop District Update. Under the Goals and Objectives, Goal 2 is focused on creating an employment center within the Inner Loop District. Item 2.2 lists General Development Guidelines, which indicates in 2.2.4 that *“freeway frontages will be devoted to employment and retail uses”.*

The location has great exposure to the Loop 202 with very expedient access to the Elliot Road interchange at the Loop 202. For area users and the growing employee base developing within Eastmark, this property provides many long-term employment benefits oriented to the commerce surrounding the PMGA.

Phoenix-Mesa Gateway Strategic Development Plan describes the vision for land uses in the Inner Loop District as containing: *“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”. “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”.*

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

### 3.5 Surrounding Land Uses

Refer to **Exhibit 2** - Existing Zoning and Surrounding Land Use Plan that illustrates the area's existing zoning and surrounding land uses, described as follows:

North: The property to the north is under the same Current Owner, Loop 202 & Elliot Road Parcel #2 LLC. This property undeveloped, but within the Elliot Road Technology Corridor and is zoned LI – Pad.

East: The land area east is defined on the north by Loop 202/ San Tan Freeway.

South: South of the Subject Property and extending from Hawes Road east to the Loop 202 is State Trust property that is part of Hawes Crossing, a mixed-use master planned community involving approximately 1,650 acres. The immediate area south of Elliot is intended for Limited Commercial adjacent to the Loop 202 and Mixed Use extending west to Hawes Road and beyond. The Mixed-Use designation is primarily a higher density residential with a minimum of 35% that is non-residential.

West: The future Hawes Crossing PAD project represents the major portion of the land area on the west side of Hawes Road. There is a 9.6-acre family farm with 330' of frontage located approximately 750' north of Elliot Road and zoned Agriculture (AG). Hawes Crossing surrounds this farm property.

### 3.6 Summary

Subject to the approval of this PAD, the Owners intend to begin the final design preparation leading to the construction of these two logistics buildings. Depending on the market demand and user responses, these two buildings may be combined into a single structure. The Owners are prepared to begin the development of the Property under one phase, but depending on the types of users seeking locations in close proximity to the PMGA, these buildings may be phased. The Inner Loop District and the Elliot Road Technology Corridor appear to be next in line to experience a significant expansion of development, as evidenced by the approval of Hawes Crossing. The goal is to deliver more than 1MSF of highly functional and affordable industrial, manufacturing, and distribution space to the Southeast Valley. In addition, the utilities and off-sites along the north side of Elliot Road and the east side of Hawes Road will be installed, including additional lanes of traffic, curb, gutter, and a detached 6' sidewalk.

This project site and proposed uses are ideally suited for this location because of its desirable marketing window and expedient access from the Loop 202. 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.

## 4. GENERAL DEVELOPMENT PLAN

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### Project Description

Elliot 202 intends to attract a variety of light industrial and logistics users seeking to develop projects in close proximity to the commerce associated with the Elliot Road Technology Corridor and the Inner Loop District associated with the Phoenix-Mesa Gateway Airport (PMGA). The current market growth in and around PMGA is related to the City's commitment for infrastructure expansion, the Loop 202, State Route 24, the expansion of services at the Phoenix Mesa Gateway Airport, and the expanding employee base associated with Eastmark. Marwest Enterprises has recently completed and leased a number of similar light industrial projects along Ray Road immediately north of the PMGA. That experience has exposed the current depth of the industrial market that this project intends to respond to. Similar to the Landing 202, the design for Elliot 202 incorporates a high aesthetic standard, and will set the market standard for other compatible projects within the Elliot Road Technology Corridor and the Inner Loop District of the PMGA.

There is a concurrent application for the Design Review Board for this project that will establish the architectural character and site improvements including the project landscape and screen walls for this entire project.

#### 4.1 Land Use

Elliot 202 will be developed in accordance with all land use regulations and development standards applicable to Section 11-7-2 for the "L-1 Light Industrial" district, and Section 11-19 for Airfield Overflight Area AOA-3 of the Mesa Zoning Ordinance unless modified herein.

#### 4.2 Design Guidelines

Enclosed with this PAD are the Building Elevations, Perspectives, Line of Site exhibits, and a material board that will serve as the Architectural Design Guidelines for Elliot 202.

#### 4.3 Development Regulations

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

- 4.3.1 Screen walls shall conform to the standards as defined in Chapter 7 Employment Districts and Chapter 30 General Site Development Standards of the MZO including: 11-30-4 Fences and Freestanding Walls, 11-30-7 Outdoor Storage, 11-30-9 Screening, and 11-30-13 Truck Docks, Loading, and Service Areas.
- 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**

**5.1 Dimension Requirements and Bulk Regulations**

The general site area, building height, building and landscape setbacks 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 Lot Coverage:	90%	65%
Maximum Building Height <sup>(1)(2)</sup> :	40 ft.	60 ft. / 150 ft.
<u>Minimum Building Setbacks</u>		
Elliot Road (Front):	15 ft.	60 ft.
Hawes Road (Street Side):	15 ft.	60 ft.
Loop 202 (Street Side):	30 ft.	60 ft.
Rear Yard (North PL):	0 ft.	30 ft.
<u>Minimum Landscape Setbacks</u>		
Elliot Road:	15 ft.	25 ft.
Hawes Road (Street Side):	15 ft.	25 ft. Avg.
Loop 202 (Street Side):	30 ft.	30 ft. Avg.
Rear Yard (North PL):	0 ft.	10 ft.
<u>Parking (Table 11-32-3-A)</u>		
Warehousing & Storage	1 Space / 900sf	1 Space / 1,350sf
Office	1 Space / 375sf	1 Space / 375sf

**Notes**

- (1) Parapet walls, mechanical screening, 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 Elliot Road. Building Heights shall also be subject to an FAA filing for review in conformance with CFR Title 14, Part 77.9, (form 1960), to determine any effect to navigable airspace, air navigation facilities.
- (2) Ancillary facilities including mechanical systems and structural enhancements that are necessary to support the primary operations of a business shall not exceed one hundred fifty feet (150') in height.

## 5.2 Site Lighting

Lighting shall be provided throughout the Project 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

- Site Planning/Circulation: The Subject Property fronts onto two arterials, Elliot and Hawes Roads, and the east side shares frontage along the Loop 202 Freeway. The east-west configuration of the site predetermined the orientation of these structures, especially considering the potential to combine the two buildings into one larger structure. The location of the truck docks follows the two buildings longer alignment as a standard function for the internal operations. A site benefit is that the depth of these truck courts increases the setback from the street frontage. For Elliot Road, the closest truck dock as illustrated on the concept site plan will be setback approximately 280' from the closest lane of traffic on Elliot Road. Screen walls that are eight feet (8') in height with a rolling topography and a continuous meandering landscape with trees effectively mitigate the visual impact of these industrial buildings that are setback nearly 240' beyond the screen wall.

Elliot Road will be improved to 6 lanes of traffic and a future raised median. The proposed median break will align with the main access drive off Elliot Road, which will service Elliot 202 as the primary entrance. This median break will provide 4-way full turning movements and will be shared in the future with the Hawes Crossing project immediately south. The location of this median break is approximately 1,109 feet east of the Hawes Road centerline and is a critical design element that is fundamental to the preparation of this Site Plan and the internal circulation. A Traffic Impact Analysis has been prepared and submitted with this application and to ADOT for review and comment. ADOT has already confirmed that this median break is outside their access control.

The Master Site Plan included as **Exhibit 3** illustrates the location of these two light industrial / warehouse buildings along with the interior circulation, employee parking, and the truck courts. In addition to this PAD Application, this Master Site Plan is also being processed as an exhibit for both the Design Review Board and Site Plan Approval Applications.

In accordance with Section 11-7-3.B.d. of the MZO, the Project shall provide common open space that totals one percent (1%) of the gross floor area. The total gross floor area as illustrated on the Site Plan is 1,080,240sf. The required common open space area is 10,803sf. The Landscape Plan, **Exhibit 6** illustrates these areas on site that will be improved as common open space for the benefit of the employees and guests. The defined areas will provide seating and tables for coffee and lunch breaks, and shade trees for additional seasonal comfort.

- Site Grading & Drainage: The site is relatively flat with existing grade falling generally from northeast to southwest. The Project will be responsible for collecting storm water flows from both historic off-site from the north 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 Chapter 11, Section 33 of the Mesa Zoning Ordinance. The proposed landscape theme has been prepared as a Preliminary Landscape Plan that illustrates the layout, quantities, and sizes of plant material. The Preliminary Landscape Plan has been prepared to provide an appropriate level of detail for the Design Review Board illustrating the Common Open Space areas and the required foundation landscape. Placement and massing are intended to show compatibility with the Project's architectural design. The landscape plans and details in the PAD are conceptual only and may be modified as reviewed and 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 and screening the interior truck courts.
- Allow for the spacing and concentration of required quantities to create view corridors into the Property at strategic locations based on the Project's architectural features. Where public viewing needs to be screened, the design will concentrate a mix of deciduous and non-deciduous trees and shrubs.
- 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 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, please refer to **Exhibit 5**.

## 6.2 Landscape Area

The amount of landscaped area for the Property 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.

## 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 subject to staff review and resolved with the Design Review Board Approval.

In order to screen the truck bays from Elliot Road, the project landscape incorporates an eight-foot (8') CMU screen wall and an extensive landscape to mitigate the public view. The goal being to create an attractive landscape using berms, groundcovers, and shrub massing with primarily non-deciduous trees and the 8' screen wall as the background. The Hawes Road frontage will be very similar, but without the 8' screen wall. The vehicle parking will be screened by a maximum 3.5' wall per City Code. The Loop 202 frontage will also receive a landscape buffer, with a medium high hedge massed at intervals to help visually absorb ADOT's existing fence.

Along Elliot Road will be two rows of trees. City code requires that street trees be installed at 1 tree and 6 shrubs per 25 linear feet of frontage. These street trees are sized at 24" Box (50%), 36" Box (25%), and 48" Box (25%). In addition, the project will install additional trees spaced along the front of the 8' screen at an average of one tree per 30 linear feet along with a rolling topography of berms and shrub massing to help absorb the scale of the screen wall. In addition, Mesquite trees will be installed throughout 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, additional trees and screen walls are also extended around the entrance to the truck courts to block any direct views.

A Conceptual Landscape Plan and Plant Schedule have been prepared and included here as **Exhibit 5**.

## 7 INFRASTRUCTURE AND UTILITIES

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### 7.1 Access and Circulation

Elliot Road: is partially improved with two lanes of traffic (one each way). The City of Mesa's Transportation Plan calls for Elliot Road to be a Primary Arterial with 6 lanes of traffic and a raised 16' wide median within a 130' wide ROW per Detail M-46.03.2. There is an existing north half ROW of fifty feet (50') that extends from Hawes Road east approximately 1,700'. At this point, the north ROW increases to 65' to begin the pavement taper that approaches the Loop 202 interchange. Additional ROW to a full 65' plus an 8'PUE will be required and dedicated with a Plat for Elliot 202.

Near the midpoint of this frontage, Elliot 202 is requesting a median break with full turning movements for both Elliot 202 and the future Hawes Crossing development on the south side of Elliot Rd. ADOT has indicated by reference and exhibit to Demian Thomas, Mesa Development Coordination, that the proposed location is outside their area of access control. There is a second driveway on Elliot Road for right-in and right-out access located approximately 687 feet east of the median break. This is primarily intended for vehicle traffic for employees. ADOT has accepted this location. A Traffic Impact Analysis has been prepared for this project that references this proposed median break and second driveway access.

Hawes Road: is also partially improved with two lanes of traffic (one each way). The City has designated that this portion of Hawes Road north of Elliot Road is an arterial with 4 lanes of traffic and a striped median per Detail M-46.02. It appears that the east half of Hawes Road has yet to be fully dedicated. The required east half ROW is 65' plus an 8'PUE.

Additional 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 will occur with a Plat for Elliot 202 or as determined and approved by the City of Mesa Engineering Department.

### 7.3 Site Drainage / Retention

On-site retention will be provided for the required 100yr-2hr storm event for the site and the adjacent half streets. Surface retention will be utilized in the open areas as much as possible with any remaining volume being stored in an underground retention system. The stored volume will be drained within the required 36 hours. Any offsite flows generated from the adjacent parcel to the north will be passed through the site as sheet flow. The adjacent 202 freeway cuts off flows from the east.

#### **7.4 Water Service**

The existing waterline in Elliot is in a separate pressure zone. New public mains are required for both the Elliot and Hawes Road frontage. A water report and detailed utility plan are provided with this site plan submittal which demonstrate the ability to serve the project. 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. 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**

There is an existing sewer main in Elliot Road. A new public sewer main will be installed within Hawes Road to the north property boundary. 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. 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. Context Plan - Existing Conditions / Existing Zoning and Surrounding Land Uses
3. Master Site Plan
4. Architectural Building Elevations
5. Conceptual Landscape Plan