

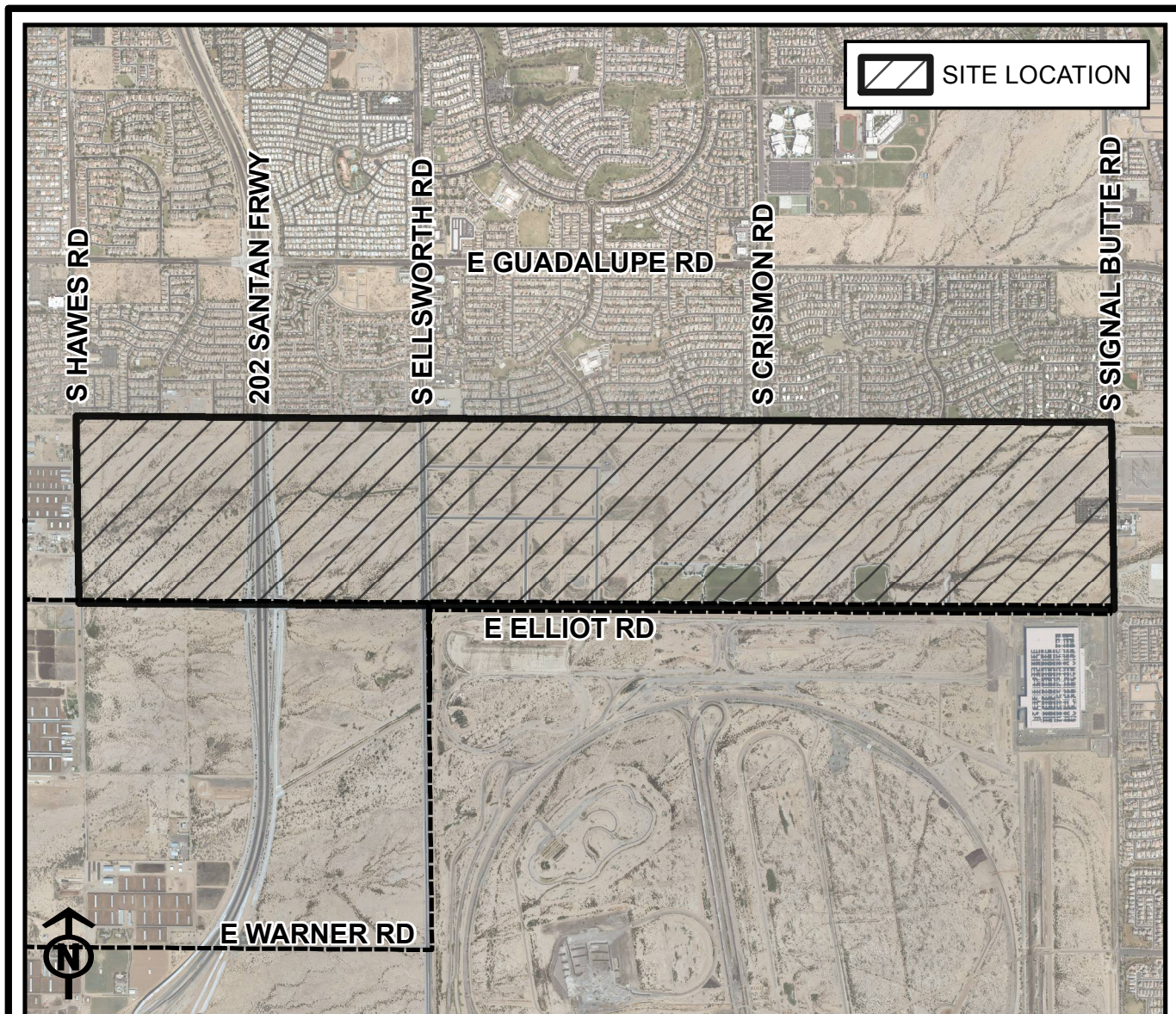
Z14-045

Z14-045

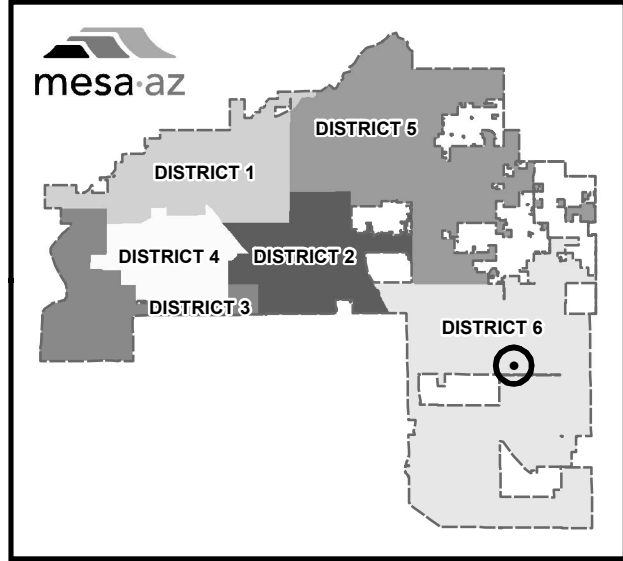
Z14-045

Z14-045

Z14-045



 SITE LOCATION




mesa-az

PLANNING AND ZONING VICINITY MAP

CASE:

Z14-045

PROJECT:

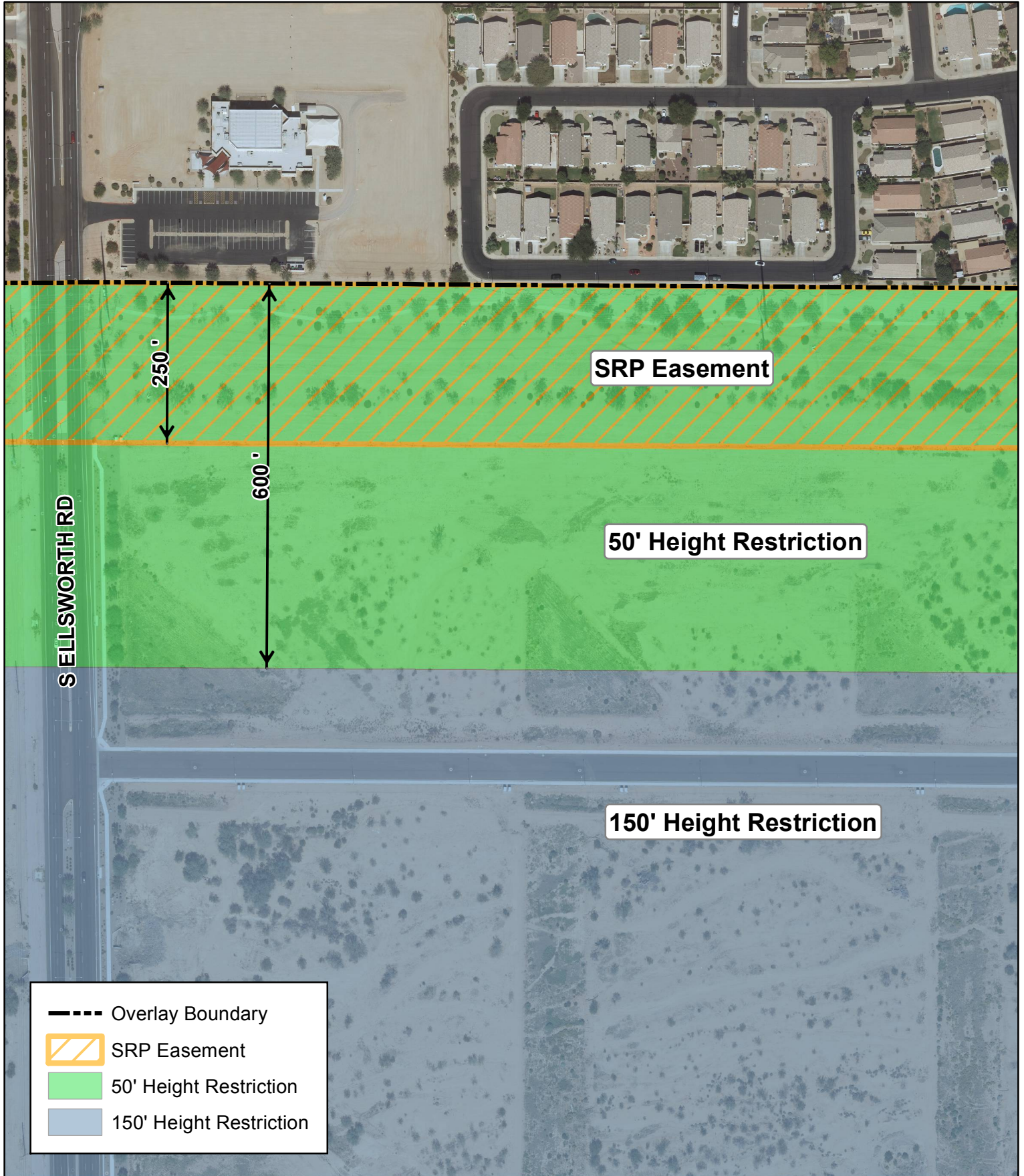
ELLIOT ROAD TECH CORRIDOR

ADDRESS:

THE 8400 BLOCK THROUGH 10800 BLOCK OF EAST ELLIOT ROAD (NORTH SIDE)

REQUEST:

REZONING TO CREATE THE ELLIOT ROAD TECHNOLOGY CORRIDOR PLANNED AREA DEVELOPMENT OVERLAY. THIS REQUEST WILL ESTABLISH A ZONING OVERLAY ON THE SITE TO GUIDE FUTURE DEVELOPMENT OF EMPLOYMENT USES.





Elliot Road Technology Corridor

ELLIOT ROAD TECHNOLOGY CORRIDOR

**Light Industrial Planned Area Development
(LI PAD) Rezoning Application Narrative**

SUBMITTED TO:
CITY OF MESA PLANNING DIVISION
Mesa, Arizona



Elliot Road Technology Corridor

Table of Contents

1.	Purpose of Request.....	3
2.	Description of Proposal.....	3
3.	Goals and Policies/Approaches of the General Plan.....	4
4.	Mesa Gateway Strategic Development Plan.....	5
5.	Relationship with properties within 500'.....	5
6.	Utilities and Service.....	6
7.	Ownership and Control.....	7
8.	Timing of Development.....	7
9.	Citizen Participation.....	7
10.	General Development Standards.....	7
11.	Architectural Design Standards.....	10
12.	Landscape Design Standards.....	14

Exhibits

- A. Zoning Exhibit
- B. Economic Development Memo
- C. GPEC Letter
- D. Ownership Map

Elliot Road Technology Corridor

Purpose of Request

The purpose of the LI PAD request for the Elliot Road Technology Corridor includes the following:

- 1) Expedite the entitlements process to attract high technology industries to Mesa
- 2) Establish site planning design guidelines to ensure compliance with the City of Mesa General Plan and Mesa Gateway Strategic Development Plan
- 3) Establishes the maximum height limitations within the corridor as follows:
 - a. The maximum building height shall be 50' for development with 600 of the north line of the SRP transmission line easement.
 - b. The maximum building height shall be 150' in all other areas.

The area included in the Elliot Road Technology Corridor has been planned for employment related uses for over 20 years. The installation of high capacity utilities along Elliot Road, as well as the recent acquisition of the former First Solar facility by the Apple Corporation, indicates the need and desire for “shovel ready” development. The city’s initiation of this rezoning case is a direct effort to rezone the corridor to Light Industrial so that prospective high tech employers can move directly into the more abbreviated site planning process and build their needed facilities. This will bring high quality jobs to Mesa and support the goals of the 2025 Mesa General Plan as well as the Mesa Gateway Strategic Development Plan (MGSDP).

Description of Proposal

The Light Industrial zoning district conforms to the property’s General Plan Land Use designation of Business Park. The proposed Planned Area Development overlay includes the adoption of design principles as well as an additional building height allowance to create the desired technology corridor while protecting the adjacent residential neighborhood. Use restrictions are proposed through a separate Development Agreement to ensure the area is retained for high tech industrial development.





Elliot Road Technology Corridor

Location and Accessibility

The Elliot Road Technology Corridor is located in southeast Mesa and is highly accessible by freeways and airports. Elliot Road is an arterial, as is its north/south bisectors Signal Butte, Ellsworth, and Hawes Roads. Elliot Road has an interchange with the Loop 202 providing the property with ease of access to I-10, I-17, and Highway 60. The corridor is just minutes from Phoenix-Mesa Gateway Airport and approximately 40 minutes from Phoenix Sky Harbor



Airport.

Goals and Policies/Approaches of the General Plan

Per the City of Mesa 2025 General Plan, Mesa will have sustainable economic centers located at various “hubs” throughout the City. These hubs will emphasize quality, high-paying jobs. The employment sector will offer higher than average wage scales and excellent employment security. The intent is to develop a healthy economy that will operate at the cutting edge of technology.

One of these economic hubs is planned for the southeast portion of the planning area in the vicinity of Phoenix-Mesa Gateway Airport. Originally, this location was referred to as the Gateway Sub-Area or the San Tan Urban Economic Hub. The area is well situated to provide a large international trade center supported by the Phoenix-Mesa Gateway Airport. It is envisioned to become a second urban center of the City, with a mixture of residential, commercial, employment, recreational, and public uses. The Elliot Road Technology Corridor is located within this sub area.

The intent of this sub area is to provide an employment center that maximizes the benefit of the nearby airpark while providing jobs for the large amount of residential development in the area.

The purpose of the Land Use Element of the Mesa 2025 General Plan is to guide future growth and development in the City. The basic vision of the Mesa 2025 General Plan is “to provide for a prosperous and economically balanced community, to address the need for future housing and employment opportunities, and to support Mesa as a sustainable community in the 21st century.”



Elliot Road Technology Corridor

Within the General Plan there are several goals, objectives and policies established to help achieve this basic vision. The goals and related objectives and policies applicable to this request are as follows:

Goal LU-1: Develop a land use pattern throughout the City that creates orderly municipal growth, achieves compatibility with surrounding communities and is consistent with the General Plan.

Objective LU-1.1: Create the most advantageous economic and environmental balance of build-out land uses based on community and regional characteristics.

Policy LU-1.1a: Continue to evaluate the appropriate mix of land uses to achieve the desired mix of residential, employment, and public uses.

Objective LU-1.2: Encourage urban growth in a planned, orderly manner with high quality development and sustainable urban development patterns.

Policy LU-1.2b Update the planning-related ordinances and programs to implement the General Plan and to encourage creative and innovative design in constructing subdivisions that promote both sustainability and a sense of community.

Goal EPC-1: Promote a high level of environmental quality with a safe, healthy, and enjoyable environment for Mesa residents.

Objective EPC-1.2: Integrate air quality planning with the land use and transportation planning process.

Policy EPC-1.2f: Promote land use patterns that decrease automobile travel between home and the workplace.



The current land use designation on the majority of the property is Business Park. This is described as:

“...areas where professional and medical office parks, research and development opportunities, light manufacturing, data and information processing centers are integrated in a campus setting with ancillary restaurants, retail and other supportive

Elliot Road Technology Corridor

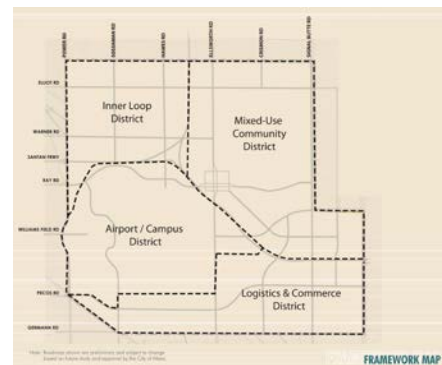
establishments. Appropriate locations offer direct principal arterial and arterial road access, connections to potable water and sanitary sewer, and proximity to public safety services. Business Park areas should extensively buffer light Industrial uses from other less intense employment or high-density residential uses. Business Park areas are located on, and with direct access to principal arterial and arterial streets, rail facilities, and airports.”

The Elliot Road Technology Corridor conforms with the Business Park concept and is proposed to be a campus like setting of high tech industries that will be walkable with an integrated platform of ancillary land uses that support the primary employment related land uses.



Mesa Gateway Strategic Development Plan

The MGSDP was developed with the intent of recognizing the opportunities related to the Phoenix-Mesa Gateway Airport and the implementation of a vision that capitalizes on this asset. The primary goals were to create a solid employment base for the City of Mesa while allowing for a mix of land uses in close proximity to one another for the purpose of long-term economic stability. The plan further defines specific districts and outlines their “Focus”, desired “Form”, “Goals, Standards, Block Character, and Design”.



Elliot Road Technology Corridor

The Elliot Road Technology Corridor is located within both the Inner Loop (west of the 202) and Mixed Use Community (east of the Loop 202) Districts of the MGSDP. Given the proximity to Gateway Airport and the designated flight corridor for planes leaving the airport, this corridor has been envisioned to be developed with a variety of industrial, business park, and commercial uses.

The MGSDP identifies several goals that support its ultimate vision. The proposed LI PAD rezoning complies with and facilitates these goals by providing the underlying entitlement for the employment uses. The most relevant goal to this request is Goal 2 related to job creation:

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

Relationship to Surrounding Properties Within 500'

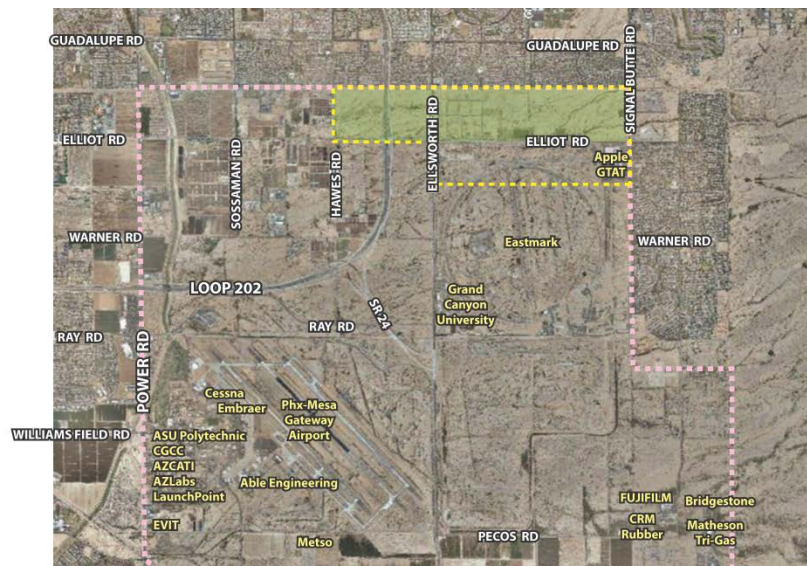
This area of southeast Mesa features a well-established urban development pattern of primarily single-family residential development. However, significant commercial and employment use related development is expected to develop in the immediate vicinity of the Elliot Road Technology Corridor.

NORTH:

The northern boundary of the corridor is generally bound by low to medium single-residence development. Development within the corridor will need to be appropriately buffered by generous landscape setbacks that should encourage off-street circulation between land uses and developments.



-  Mesa Gateway Area
-  Elliot Road Technology Corridor
-  Planned Area Development Overlay Zone



EAST:



Elliot Road Technology Corridor

Signal Butte Road establishes the eastern boundary of the corridor. An LDS church is located within the corridor with frontage on Signal Butte Road. Beyond Signal Butte Road, a utility substation and vacant land borders this request.

SOUTH:

Elliot Road establishes the southern boundary of the corridor. Non-residential, employment related uses are expected west of the Apple facility at the southwest corner of Elliot and Signal Butte Roads.

WEST:

Hawes Road establishes the western boundary of this request. Beyond Hawes, the property is designated Regional Commercial and Mixed Use/Employment and is likely to develop with commercial uses that will both serve the corridor as well as surrounding residential developments and provide for more employment opportunities.

Utilities & Services

The Elliot Road Technology Corridor benefits from a unique combination of significant utility infrastructure improvements to support high tech industries. They are summarized as follows:

Water	City of Mesa – SRP Water District
Sewer	City of Mesa
Electricity	SRP – large power capacity near
Gas	Southwest Gas – high pressure available
Telephone	Century Link
Cable Television	Cox Communications
Fire	City of Mesa
Police	City of Mesa
Solid Waste	City of Mesa

Electrical Power Capacity: Close proximity for SRP’s 500 kV transmission line and Browning receiving station. This will benefit companies needing large amounts of redundant, dedicated power (20MW or more). SRP power is also more affordable than comparable utility providers in the Southwest.

Robust Dark Fiber Network: SRP owns redundant dark fiber networks that are installed along Elliot Road to provide significant network connectivity for businesses located along the corridor.

Natural Gas: Southwest Gas owns a high-pressure natural gas line running along Elliot Road.

Water: City of Mesa and SRP’s Water District provide significant capacity for users that may have large water needs.



Elliot Road Technology Corridor

Sewer: There is significant wastewater capacity in the area with an existing 24” sewer line located in both Elliot and Ellsworth Roads and an additional water treatment facility planned for Signal Butte and Elliot Roads.

Ownership & Control

There are multiple parcels under separate ownership within the corridor. The intent of the rezoning is to provide an “opt in” Light Industrial zoning district for these owners in an effort to attract development. Each owner that chooses to participate will need to formally “opt in” to the zoning case. Otherwise, each owner will need to file an independent rezoning case as a precursor to development.

Timing of Development

The intent of this rezoning application is to establish the underlying zoning to facilitate investment and development of high tech industries within the Elliot Road Technology Corridor. The recent acquisition of the First Solar facility by the Apple Corporation immediately south of this site indicates that high tech industry is interested in southeast Mesa and their ability to mobilize their business in the most expeditious manner is very important to their business needs. The transportation, utility, and human resources are available in the immediate area to support this development.

Citizen Participation

As part of this application, a Citizen Participation Plan has been prepared that outlines the extent of neighborhood outreach to involve the community in this project’s process. A neighborhood notification letter and meeting(s) will be required as part of this rezoning process. Once the zoning case is processed and participating owners have “opted in”, development will only need to apply for site plan and Design Review to wrap up related entitlements before plan review for permits. Citizen participation will be re-engaged as part of the site planning and Design Review processes.

General Development Standards

The proposed Planned Area Development overlay provides development guidelines for the site planning process that will implement the vision of the Mesa Gateway Strategic Development Plan, allow for and encourage the development of a technology corridor, and protect the adjacent residential neighborhoods to the north from incompatible activities.

All standards and requirements of the Mesa Zoning Ordinance shall be followed with development of property subject to this overlay district except as modified by the provisions below.



Elliot Road Technology Corridor

Land Use

The goal of this PAD is to establish this section of Elliot Road as a technology corridor. Therefore, to accomplish this goal, application of this zoning case will emphasize development of technology related employment uses, limit retail uses to those that are compatible with and complimentary to the establishment and development of this corridor, and not allow those uses not consistent with this goal.

Use Restrictions

The following uses permitted in the LI district are not allowed within the area covered by this PAD. These use restrictions are also contained in the associated Development Agreement.

- Correctional Transitional Housing Facilities
- Clubs and lodges
- Cultural institutions
- Day Care Centers as a stand-alone use, allowed as a component of a service to on-site business and industry
- Places of worship
- Schools, public or private
- Animal sales and services
- Artist Studios
- Automobile/Vehicle Sales and Service
- Banks and Financial Institutions
- Building materials and services
- Commercial Recreation
- Eating and Drinking Establishments as a stand-alone use, allowed as a component of a service to on-site business and industry
- Farmer's Markets
- Food and Beverage Sales
- Funeral Parlors
- Light Fleet-Based Services
- Live-Work Units
- Maintenance and Repair
- Medical Marijuana Dispensaries
- Medical Marijuana Cultivation Facilities
- Parking, Commercial
- Personal Services
- Plant nurseries and garden centers
- Retail sales
- Swap meets and flea markets
- Tattoo and body piercing parlors
- Handicraft/custom manufacturing
- Light Assembly/Cabinetry
- Recycling facilities
- Warehouse and storage
- Airport land use classifications
- Transportation Facilities
- Outdoor storage
- Outdoor entertainment or activities
- Outdoor display



Elliot Road Technology Corridor

Modification to LI Development Standards

All development standards of Table 11-7-3 apply as contained in the Mesa Zoning Ordinance, except that the allowed maximum building height shall be 50' for development within 600' of the north line of the SRP transmission line easement. The maximum building height shall be 150' in all other areas.

Development Guidelines

In addition to the Building Form Standards contained in Section 11-7-3 A of the Zoning Ordinance, the following guidelines will be used to implement the MGSDP and guide the design and develop property within this corridor:

Design

The MGSDP provides numerous photographic exhibits that indicate the development form of the employment based, mixed-use environments desired for this area. Images from all of the sub-districts of the MGSDP that are appropriate for a technology corridor can be used as examples for the design standard appropriate for this location. Following are a few of those images along with a few others. Site plan applications should make a concerted effort to achieve the level of development intensity, integration of uses, and quality of architecture depicted.

Development Processing

Through the approval and application of the Elliot Road Technology Corridor PAD, no further public hearings will be required for development of this property. Prior to obtaining approval of a building permit a site plan must be approved by the Planning Director and elevations and landscape design must be approved through the design review process.



Elliot Road Technology Corridor

Architectural Design Standards

The provisions of this section seek to create a foundation for design that will ensure development of an attractive, high quality mixture of architectural styles with primary emphasis on a corporate, mixed-use office and business park appearance. Buildings will feature creative applications of materials, colors and textures. The general design theme for the Elliot Road Technology Corridor is contemporary throughout the development. The design of each building within the overall development will be complementary to create a harmonious blend of styles. This will be accomplished through the use of compatible materials and colors while creating a strong individual design identity consistent with each building's individual use and purpose. This document provides representative examples of materials and colors but material boards, with complete preliminary specifications of finishes, color, and brochures on materials, will be provided for City review and approval with each Design Review application.

The desirable architectural design elements for these buildings include:

- Building modulation, indentations and architectural details;
- Building entry accentuation; building entrances shall be emphasized through the use of special building materials, architectural design and enhanced landscaping.
- Four sided architecture, although backs of buildings with no public visibility may reduce the amount of detailing.
- Building facades may be used to promote the corporate image on large wall expanses or for non-administrative buildings on the most critical building sides.
- Windows and glazing areas should include a variety of shapes, insets, shading devices, accent mullions, or other treatments that complement the overall building design.



Elliot Road Technology Corridor

Building Massing

The visual impact of a building depends not only on its size, but also on the relationship between its length, width and height. In addition, such features as prominent entries, windows, color and material are factors in the visual impression of a building.

Building wall articulation will be required on the buildings with appropriate details and elements to help create pedestrian scale and a sense of quality. Horizontal banding will likewise be used to foster this pedestrian scale. Additionally, building masses will provide edges to pedestrian spaces and shading for adjacent pedestrian activities.

Building massing within 300 feet of the north property line should be reviewed for impact on the residential development to the north and adjusted as appropriate to not overwhelm these properties or provide an unattractive appearance.

Reduction in the impact of large building mass may be achieved by using a combination of the following techniques:

- Variation in the rooflines and form;
- Use of ground level arcades and covered areas;
- Use of protected and recessed entries;
- Use of vertical elements on or in front of expansive blank walls;
- Use of pronounced wall plane offsets and projections;
- Use of focal points and vertical accents;
- Inclusion of windows on elevations facing streets and pedestrian areas; and
- Retaining a clear distinction between roof, body and base of a building.

Roofs

Any pitched roof structures should be covered with "pre-finished" metal roofing or pre-cast "color thru" flat concrete tile. Flat roofs shall be an earth toned non-reflective material.

Variations in rooflines, parapets and/or other significant roof or canopy forms shall be used to reduce the scale of commercial and industrial-flex buildings. Roof size, shape, material, color, and slope should be coordinated with the scale and theme of the building. Parapets for concealing flat roofs shall feature three dimensional cornice treatments (where appropriate) or





Elliot Road Technology Corridor

other similar details that enhance the building architecture. Where not used in conjunction with other roof elements, parapets should vary in height.

Elevations/Walls

Particular attention to detail shall be given to all sides of buildings so that the main architectural theme/style is articulated on all sides. Materials shall be carried from the main elevation throughout the entire design of the building.

Representative images are attached to indicate a general level of quality and design for this corridor. These images do not relieve applicants of meeting any of the requirements of this PAD or other applicable ordinances or codes.

Entrances

All buildings shall have clearly defined customer entrance(s) incorporating elements such as:

- Recesses/projections
- Entrance framed by outdoor pedestrian features or enhanced landscaping
- Architectural details such as tile work and moldings integrated into the building structure to frame the entryway
- Arcades
- Raised parapets
- Peaked roof forms
- Arches
- Canopies or porticos
- Overhangs





Elliot Road Technology Corridor

Building Materials

All exterior wall materials and design shall be approved through the Design Review Process.

Approved Exterior Wall Material:

- Common clay brick,
- Granite,
- Marble,
- Other natural stone,
- Concrete Masonry Units (provided that surfaces are integrally colored, painted, stained or have attractive exposed aggregate which must be approved as to color and texture and shall have architectural relief),
- Architectural metal,
- Stucco or Plaster (synthetic systems simulating stucco or plaster are permitted) provided that finishes must be smooth, sand, or ceramic tile.
- Concrete may be allowed provided that the building is highlighted with architectural features that create a corporate image.

Color Palette

All exterior walls shall be painted, stained, or integrally colored in neutral desert earth tones. Accent colors found in the native desert palette are encouraged to provide design interest and diversity. All colors and combinations of colors, as well as color scheme for each elevation, must be reviewed and approved through the Design Review process prior to construction.

Prohibited Materials and Colors

Materials and Colors Not Permitted:

- Wood (except for very limited amounts of trim)
- Exposed plain concrete block
- Corrugated metal
- Pre-engineered metal sided buildings
- Roofing: Barrel "Spanish" tile and asphalt shingles and internally illuminated fabric awnings.





Elliot Road Technology Corridor

Miscellaneous

- Exterior downspouts shall be prohibited unless incorporated into the building design.
- All drive-thru facilities shall appear as an integral part of the primary building including canopies, wing walls, and/or architecturally enhanced screen walls. The method of screening shall be determined at the time of Design Review for the subject development.

Signage

All signage elements in the hierarchy of the project will be developed for compatibility with accentuating architectural elements. This will include forms, massing, colors, and materials and finishes that complement, not copy the architecture.

Sustainable Practices

As a development, both holistically and in its various parts, the latest in sustainable practices should be taken into account when applying these Architectural Design Standards. Each development shall endeavor to incorporate such respective sustainable elements as to enhance the experience while considering the environment. While certification is not required, consultation with the requirements for certification choices (i.e.; LEED, Green Globes, Energy Star, etc.) is highly encouraged. Design practices to be considered include, but are not limited to;

- Reduction of heat island effect through alternate paving and roofing materials
- Solar orientation design basis
- Low water use plant materials outlined in the landscape guidelines
- Energy conserving HVAC and Power provisions
- Water efficiency
- Recycling (during and post construction)
- Renewable energy means (Solar, wind, etc.)
- Alternative Transportation methods
- Clean air provisions





Elliot Road Technology Corridor

Landscaping Design Standards

These landscape guidelines are intended to provide the framework for the development of the overall landscape character for the Elliot Road Technology Corridor. The guidelines shall include all areas of the site including edge treatments, gateways, vehicular circulation routes, pedestrian plazas, pedestrian promenades, open spaces and parking areas. The objective of these guidelines is to unify the overall project and create a sense of place, establish view corridors, develop focus areas, reinforce circulation routes and project a sense of community to the area.

Edge Treatments

The perimeter of the site shall incorporate the use of flowering desert shrubs and groundcovers along with small areas of turf. The edge treatments shall incorporate landscaping that will provide a sense of identity and be sensitive to species selection that is compatible with the environmental conditions of the area. Drought tolerant shade trees, architecturally themed perimeter screen walls and landscape mounds and contours shall be incorporated along all site edges.

Gateways and Major Site Entrances

The gateway entries into the site shall be clearly identified as project entry points with the use of enhanced landscape materials. These shall include increased plant massings, themed plant species as well as architecturally themed monument signage and site walls.

Hardscape

A mixture of different hardscape and paving materials shall be integrated into the site to emphasize key focus areas. These areas may include major vehicular entrances, pedestrian crossings, pedestrian plazas and promenades. Architecturally themed signage, screen walls and decorative elements shall be selected to integrate with the overall character of the development.





Elliot Road Technology Corridor

Streetscape and Vehicular Circulation

The internal driveway and/or roadway network shall be developed to have a consistent look. Areas that will have a heavier pedestrian traffic component shall be treated to be more formalized in design and have a more lush appearance to provide oasis zones for the users. These spaces will include appropriate trees, turf, colorful plant material, and areas for seating along the roadways. Other streetscape treatments that will primarily be used for vehicular circulation routes shall have a more subdued appearance with the omission. These zones will have a themed street tree and a structured landscape appearance, but will also integrate informal landscape areas similar to the site edge treatments. Roadway intersections shall have an upgraded landscape treatment.

Open Space

The use of open space on the site will primarily buffer adjacent land uses, create pedestrian circulation routes, and allow for storm water retention areas. These areas will provide a common aesthetic and may include amenity spaces for pedestrians.

Southwest Plant Palette

The plant palette shall be water conscious will include species that promote sensitivity to the environment. The palette shall relate and compliment the surrounding areas with similar species and layout. The majority of all plant material will be low water use and drought tolerant.



Elliot Road Technology Corridor



Citizen Participation Report for Elliot Road Technology Corridor Planned Area Development Overlay Zone

Date: August 14, 2014

Purpose: The report provides results of the implementation of the Citizen Participation Plan for the Elliot Road Technology Corridor Planned Area Development Overlay Zone (Overlay Zone). The proposed Overlay Zone will cover the area bounded by Hawes Rd. on the west, Signal Butte Rd. on the east, Elliot Rd. on the south and the Salt River Project power transmission lines on the north (approximately a half mile to the north of Elliot Rd). This is an application for the creation of an overlay zone that will allow landowners within the overlay area to opt in at any given time to change their zoning from its current zoning designation to LI (Light Industrial). This report provides evidence that citizens, neighbors, public agencies and interested persons have had adequate opportunity to learn about and comment on the proposed plans and actions addressed in the application. Comments, sign-in lists, and letters are attached.

Contact:

Kim Lofgreen
20 E. Main St., Suite 200
Mesa, Arizona 85201
(480) 644-3962
email: kim.lofgreen@mesaaz.gov

Neighborhood Meeting: Citizens were invited and attended a neighborhood meeting held at Canyon Rim Elementary School, 3045 S. Canyon Rim, Mesa, Arizona 85212. 34 citizens signed in and attended the meeting. An additional 5-10 people attended but did not sign in.

Correspondence: A letter was mailed to ____ registered neighborhood associations within one mile of the overlay, ____ homeowners associations within one mile of the overlay area, and ____ property owners within 1,000 feet of the overlay area. (See attached lists and example of the letter mailed.)

Results: more than 34 citizens attended the neighborhood meeting where they were introduced to the plan and had the opportunity to comment and ask questions.

1. Summary of concerns, issues and problems

- Increased traffic in adjacent neighborhood and adjoining arterial roads
- Safety of the elementary school children in the neighborhood because of increased traffic
- Safety of the high school and junior high school kids in the area because of increased traffic
- Increased noise
- Use of dangerous chemicals
- Unsightly parking lots
- 24-hour work schedules
- Unsightly buildings
- Will there be uniform wall standards between residential and overlay area?
- What will be the buffer between residential and overlay area and will it be sufficient?

2. How concerns, issues and problems are being addressed

- Only Crismon Rd. (an arterial road) will connect the overlay area with the neighborhoods, thus minimizing traffic impact and safety issues on the neighborhood and the elementary school.
- Some traffic increases on arterial roads such as Hawes, Ellsworth, Crismon and Signal Butte are expected, the arterial roads will continue to be widened to planned widths as development occurs within the area. The Transportation Master Plan has included the proper street widths and types to ensure adequate traffic volumes can be met for the anticipated types of development.
- The City will enforce its existing noise ordinance for excessive noise.

- The overlay zone includes architectural and landscape guidelines that will require more attractive buildings, pedestrian areas and roadways.
- A uniform wall standard will be put in place that will minimize the sight of parking lots. The proposed design standards will require the review and approval of the treatment of the perimeter walls and landscaping. The perimeter will be developed as each property is developed. The design standards are being proposed to create a uniform and cohesive design on the perimeter.
- The SRP Transmission Line easement is approximately 250' wide. The easement restricts the type of plant material and building that can take place under the easement. This will provide a substantial buffer between the residential uses to the north and any proposed employment uses within the corridor. The development standards within the overlay also require a greater degree of scrutiny for compatibility with the residential neighborhoods to the north for any development within 300' of the transmission line easement.

3. Concerns, issues and problems not addressed and why

- There could be additional traffic on Crismon Rd. which would affect the high school and junior high school. Almost all high schools and junior high schools in the East Valley are built on major arterial roads that carry much more traffic than Crismon. The street system within the City is planned to accommodate the volumes of traffic anticipated throughout the City as outlined within the City's Transportation Master Plan. The anticipated increase in traffic volumes associated with this or any development within the City are all taken into consideration as part of the plan. The resulting street system will be sufficient to handle the anticipated volume of traffic.
- We do not expect many companies in the overlay area to be using dangerous chemicals in their operations. Those that do are required to follow federal safety regulations. The overlay does not allow the use of Hazardous Materials by right. Any development that requires the use of hazardous materials in their manufacturing will require the review and approval of a Council Use Permit by the City Council through the public hearing process.
- The City cannot control work hours for the companies within the overlay area, but incoming and outgoing traffic will only be along major arterials and not affect neighborhood streets. As specific developments are reviewed routes for heavy equipment traffic and hours of operation can be negotiated and implemented as part of the approval as specific developments are reviewed.