

ORDINANCE NO 4691

AN ORDINANCE AMENDING SECTION 11-2-2 OF THE MESA CITY CODE, CHANGING THE ZONING OF CERTAIN PROPERTY DESCRIBED IN ZONING CASE Z07-14, ADOPTING AN OFFICIAL SUPPLEMENTARY ZONING MAP AND PROVIDING PENALTIES FOR THE VIOLATION THEREOF.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF MESA, MARICOPA COUNTY, ARIZONA, AS FOLLOWS.

Section 1: That Section 11-2-2 of the Mesa City Code is hereby amended by adopting the Official Supplementary Zoning Map for Zoning Case (Z07-14), signed by the Mayor and City Clerk, which accompanies and is annexed to this ordinance and declared a part hereof.

Section 2: The Official Supplementary Zoning Map annexed hereto is adopted subject to compliance with the following conditions:

1. The basic development as described in the project narrative and as shown on the DMP site plan submitted (without guarantee of lot yield, building count, or lot coverage).
2. Compliance with Ordinance 3181 except as amended below.
3. Review and approval through the public hearing process identified in the Zoning Ordinance of future development plans and phases.
4. Review and approval by the Design Review Board of all commercial, office, restaurant, and retail buildings which exceed 20,000 sq. ft. of building area and are located on lots or parcels abutting Sossaman Road.
5. Review and approval by the Design Review Board of all buildings which exceed 35,000 sq. ft. of building area and are located on lots or parcels abutting Sossaman Road.
6. Site Plan Review through the public hearing process identified in the Zoning Ordinance for all buildings and development which exceed 100,000 sq. ft. of building area.
7. Compliance with all requirements of the Design Review Board.
8. Compliance with all City development codes and regulations

Section 3 PENALTY.

CIVIL PENALTIES.

Upon finding that a person is responsible for a civil violation of this Title, the Civil Hearing Officer shall impose a civil sanction of not less than fifty dollars (\$50.00) nor more than five hundred dollars (\$500.00) for each violation. In determining the appropriate sanction the Civil Hearing Officer may assess against the responsible party the City's personnel, mailing, and other costs incurred in investigating and hearing the case, not to exceed a maximum of five hundred dollars (\$500.00)

EACH DAY SEPARATE VIOLATION:

Each day in which a violation of this Title continues, or the failure to perform any act or duty required by this Title or by the Civil Hearing Officer continues, shall constitute a separate civil offense

HABITUAL OFFENDER

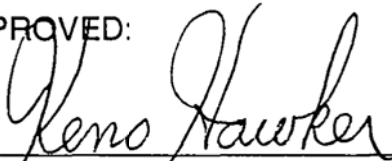
- A. A person who commits a violation of this Title after previously having been found responsible for committing three (3) or more civil violations of this Title within a twenty-four (24) month period – whether by admission, by payment of the fine, by default, or by judgment after hearing – shall be

guilty of a criminal misdemeanor. The Mesa City Prosecutor is authorized to file a criminal misdemeanor complaint in the Mesa City Court against habitual offenders. For purposes of calculating the twenty-four (24) month period under this Subsection, the dates of the commission of the offenses are the determining factor.

- B. Upon conviction of a violation of this Section, the Court may impose a sentence of incarceration not to exceed six (6) months in jail; or a fine not to exceed two thousand five hundred dollars (\$2,500 00), exclusive of penalty assessments prescribed by law; or both such fine and imprisonment. The Court shall order a person who has been convicted of a violation of this Section to pay a fine of not less than five hundred dollars (\$500 00) for each count upon which a conviction has been obtained. A judge shall not grant probation to or suspend any part or all of the imposition or execution of a sentence required by this Subsection except on the condition that the person pay the mandatory minimum fines as provided in this paragraph.
- C. Every action or proceeding under this Section shall be commenced and prosecuted in accordance with the laws of the State of Arizona relating to criminal misdemeanors and the Arizona Rules of Criminal Procedure.

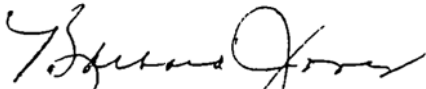
PASSED AND ADOPTED by the City Council of the City of Mesa, Maricopa County, Arizona, this 7th day of May, 2007.

APPROVED:



Mayor

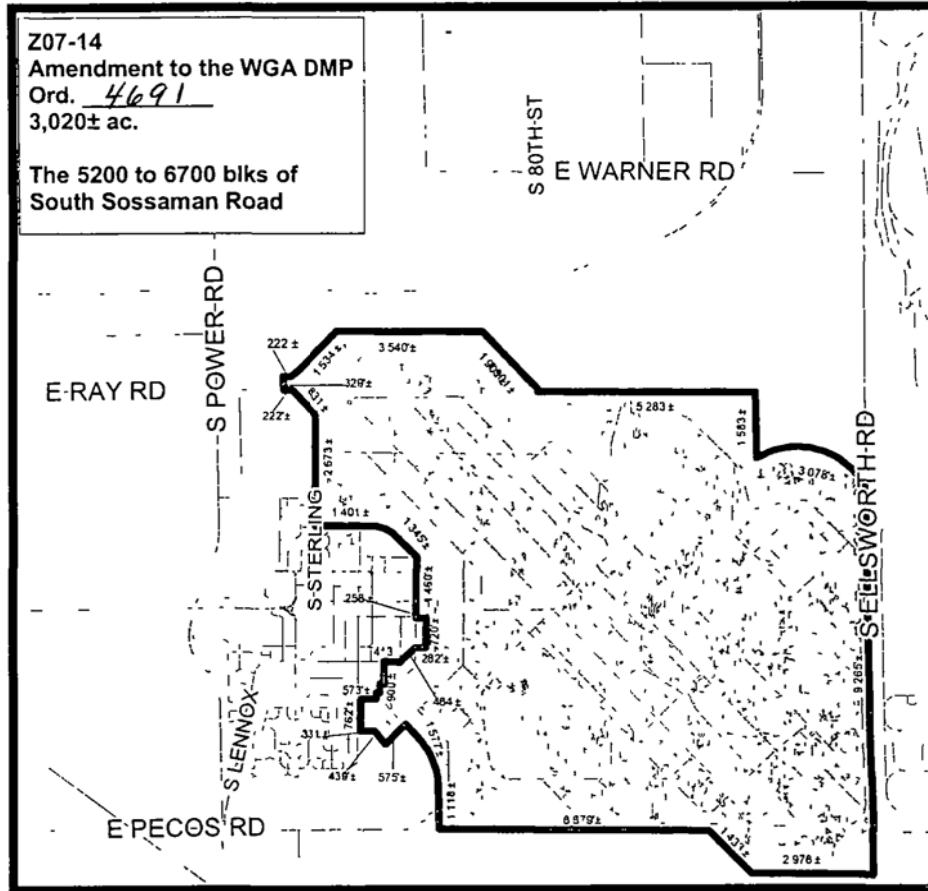
ATTEST:



City Clerk



OFFICIAL SUPPLEMENTARY ZONING MAP
AMENDING THE CITY OF MESA ZONING MAP



Please be advised that the attached zoning changes were approved by the Mesa City Council on May 7, 2007 by Ordinance # 4691. If you have any questions concerning these changes, contact the City of Mesa Planning Division at 480-644-2385.

Reno Hawker
MAYOR

ATTEST: Brian Jones
CITY CLERK

DATE: May 7, 2007



**CITY COUNCIL MINUTES
REGULAR MEETING
May 7, 2007**

9. Discuss, receive public comment, and take action on the ordinances introduced at a prior Council meeting. Any citizen that wants to provide comment should submit a blue card to the Clerk before the item is voted on. If a citizen wants to comment on an item listed with an asterisk (*), a blue card must be given to the Clerk before Council votes on the consent agenda.

***9b Z07-14 (District 6)** The 5200 to 6700 blocks of South Sossaman Road (both sides, east to Ellsworth Road) Modification to the existing Williams Gateway Airport Development Master Plan ($\pm 3,020$ ac.). This case involves the development of Williams Gateway Airport. Lynn F. Kusy, Executive Director, Williams Gateway Airport Authority, owner, Casey Denny, Deputy Director, Williams Gateway Airport Authority, applicant – Ordinance No 4691. (*Notified property owners, registered neighborhoods and homeowners' associations.*)

PHO Recommendation: Approval with Conditions.

All items listed with an asterisk (*) will be considered as a group by the City Council and will be enacted with one motion. There will be no separate discussion of these items unless a Councilmember or citizen requests, in which event the item will be removed from the consent agenda and considered as a separate item. If a citizen wants an item removed from the consent agenda, a blue card must be completed and given to the City Clerk prior to the Council's vote on the consent agenda.

Mayor Hawker called for the vote.

Carried unanimously

**CITY COUNCIL MINUTES
REGULAR MEETING
April 16, 2007**

6 Introduction of the following ordinances and setting May 7, 2007 as the date of the public hearing on these ordinances:

*6b. **Z07-14 (District 6)** The 5200 to 6700 blocks of South Sossaman Road (both sides, east to Ellsworth Road) Modification to the existing Williams Gateway Airport Development Master Plan (±3,020 ac) This case involves the development of Williams Gateway Airport. Lynn F. Kusy, Executive Director, Williams Gateway Airport Authority, owner, Casey Denny, Deputy Director, Williams Gateway Airport Authority, applicant ***(Notified property owners, registered neighborhoods and homeowners' associations.)***

PHO Recommendation: Approval with Conditions

All items listed with an asterisk (*) will be considered as a group by the City Council and will be enacted with one motion. There will be no separate discussion of these items unless a Councilmember or citizen requests, in which event the item will be removed from the consent agenda and considered as a separate item. If a citizen wants an item removed from the consent agenda, a blue card must be completed and given to the City Clerk prior to the Council's vote on the consent agenda.

It was moved Councilmember Griswold, seconded by Vice Mayor Walters, that the consent agenda items be approved.

Carried unanimously

MINUTES OF THE APRIL 5, 2007 PLANNING HEARING OFFICER HEARING

Item. **Z07-14 (District 6)** The 5200 to 6700 blocks of South Sossaman Road (both sides, east to Ellsworth Road) District 6. Modification to the existing Williams Gateway Airport Development Master Plan (±3,020 ac.) This case involves the development of Williams Gateway Airport. Lynn F Kusy, Executive Director, Williams Gateway Airport Authority, owner; Casey Denny, Deputy Director, Williams Gateway Airport Authority, applicant. **CONTINUED FROM THE FEBRUARY 1, 2007 AND MARCH 1, 2007 MEETINGS.**

Comments. Jennifer Gniffke, Planner II, gave an overview of the project adding that this request has two parts. The first is to amend the conditions of the original Development Master Plan in place for the Williams Gateway Area and the second is to update the Development Master Plan map. She continued that staff supports the changes and is recommending approval with conditions.

Mike Williams, Development Manager for Williams Gateway Airport Authority, 5835 S. Sossaman, applicant, stated that the staff report and packet were very complete and he had nothing to add.

Hearing Officer Petrie stated that the land use map did not designate uses for the area north and east of the runways off of Ellsworth Road. He asked Mr. Williams what was planned for that area. Mr. Williams responded that the Airport Master Plan identified that area as a future passenger terminal complex.

Hearing Officer Petrie then asked Mr. Williams to explain the Airport Authority's Design Review Committee process. Mr. Williams explained that it is similar in nature to the City's planning approval process.

Further discussion ensued concerning the Design Review Committee process and appeals, the renewed transportation focus in the area and how the rest of the property in the area is reviewed for development.

The Planning Hearing Officer recommends to the City Council **approval** of zoning case Z07-14 conditioned upon

1. The basic development as described in the project narrative and as shown on the DMP site plan submitted (without guarantee of lot yield, building count, or lot coverage)
2. Compliance with Ordinance 3181 except as amended below.
3. Review and approval through the public hearing process identified in the Zoning Ordinance of future development plans and phases.
4. Review and approval by the Design Review Board of all commercial, office, restaurant, and retail buildings which exceed 20,000 sq. ft. of building area and are located on lots or parcels abutting Sossaman Road.
5. Review and approval by the Design Review Board of all buildings which exceed 35,000 sq. ft. of building area and are located on lots or parcels abutting Sossaman Road.
6. Site Plan Review through the public hearing process identified in the Zoning Ordinance for all buildings and development which exceed 100,000 sq. ft. of building area.
7. Compliance with all requirements of the Design Review Board.
8. Compliance with all City development codes and regulations.

Reason for Recommendation: The proposal is in conformance with the Mesa General Plan

Note: CD's of the Planning Hearing Officer Hearings are available in the Planning Division Office for review.

MINUTES OF THE MARCH 1, 2007 PLANNING HEARING OFFICER HEARING

Item: **Z07-14 (District 6)** The 5200 to 6700 blocks of South Sossaman Road (both sides, east to Ellsworth Road). District 6. Modification to the existing Williams Gateway Airport Development Master Plan ($\pm 3,020$ ac.) This case involves the development of Williams Gateway Airport. Lynn F Kusy, Executive Director, Williams Gateway Airport Authority, owner; Casey Denny, Deputy Director, Williams Gateway Airport Authority, applicant. **CONTINUED FROM THE FEBRUARY 1, 2007 MEETING.**

Planning Hearing Officer Petrie continued zoning case Z07-14 to the April 5, 2007 meeting.

Reason for Recommendation: The Hearing Officer felt a continuance was warranted

* * * * *

Note: CD's of the Planning Hearing Officer Hearings are available in the Planning Division Office for review.

MINUTES OF THE FEBRUARY 1, 2007 PLANNING HEARING OFFICER HEARING

Item **Z07-14 (District 6)** The 5200 to 6700 blocks of South Sossaman Road (both sides, east to Ellsworth Road) District 6 Modification to the existing Williams Gateway Airport Development Master Plan (±3,020 ac.). This case involves the development of Williams Gateway Airport Lynn F Kusy, Executive Director, Williams Gateway Airport Authority, owner, Casey Denny, Deputy Director, Williams Gateway Airport Authority applicant

Comments. Ryan Matthews, Planner I, gave a brief overview of the project adding that the applicant should be submitting the proper documentation required to be on the March 1, 2007 agenda

The Planning Hearing Officer continued zoning case Z07-14 to the March 1, 2007 meeting

Reason for Recommendation This case was continued due to the applicant's commitment to have the necessary materials submitted for the March meeting

* * * * *

Note: *CD's of the Planning Hearing Officer Hearings are available in the Planning Division Office for review.*



Planning Hearing Officer

Case Information

CASE NUMBER: Z07-14
LOCATION/ADDRESS: The 5200 to 6700 blocks of South Sossaman (both sides east to Ellsworth road)
GENERAL VICINITY: Williams Gateway Airport
REQUEST: Modification of conditions of Ordinance 3181 and update of the Williams Gateway Airport DMP map
PURPOSE: WGA DMP amendment
COUNCIL DISTRICT: District 6
OWNER/APPLICANT: Williams Gateway Airport Authority
STAFF PLANNER: Dorothy Chimel

SITE DATA

PARCELS: various including: 304-37-004E, 304-36-001B, 304-50-002V, 304-36-002F
PARCEL SIZE: 3,020 acres ±
EXISTING ZONING: M-1 DMP
GENERAL PLAN USE: Public/Semi Public and General Industrial
CURRENT LAND USE: Airport operations and ancillary functions

SITE CONTEXT

NORTH: 202 Freeway and vacant industrial land
EAST: GM Proving Grounds and vacant industrial land
SOUTH: Pending industrial development and vacant industrial land
WEST: ASU Williams Campus and related development

CASE HISTORY:

Date	Action / Description
July 16, 1941	Army Air Corps broke ground on its "Advanced Flying School"
Feb 1942	The military base was renamed "Williams Field," after Arizona-born pilot Charles Linton Williams
Jan 1948	The base was designated "Williams Air Force Base"
Feb 6, 1985	Annexation into the City of Mesa (Ord 1908)
1991	Impending closure of Williams Air Force Base announced
1992	The State Governor approved the Williams Air Force Base Economic Reuse Plan
Sept 1993	Closure of Williams Air Force Base
Mar 1994	Reopening of the airport
May 1994	Establishment of the Williams Gateway Airport Authority (WGAA) to oversee airport operations and development of the aviation industrial park surrounding the runways
Spring 1995	ASU East and Maricopa Community College begin classes at the new campus
June 2, 1986	±4,248 acres rezoned from County IND-2 to City PF and M-1, subject to future site plan review Subject site granted PF zoning (Z86-58, Ord #2095)
May 7, 1996	Comprehensive sign plan approved for the commercial/industrial areas of the Williams Gateway Airport site (BA96-18)
May 20, 1996	Entire airport site (±3,020 acres) rezoned from PF to M-1-DMP to establish the Williams Gateway Airport Development Master Plan Approved, conditioned to review by DR, P&Z, and/or CC, based on building size and location of development (Z96-23, Ord #3181)

STAFF RECOMMENDATION: Approval with conditions

PHO RECOMMENDATION: Approval with conditions Denial

PROJECT DESCRIPTION/REQUEST

There are two parts to this request. One part is to amend conditions of the original DMP, specifically conditions, 2 and 9 of Ordinance #3181, which read as follows

- 2 Review and approval by the Planning and Zoning Board and City Council of future development plans and phases;
- 9 Review and approval by the Planning and Zoning Board, Design Review Board, and City Council of all buildings greater than 100,000 sq ft;

The proposal is to change the above conditions to better reflect recent Zoning Ordinance changes by City Council, to allow Site Plan Review and Site Plan Modifications to be determined by the Planning and Zoning Board (or Planning Hearing Officer), without continuing on to Council (unless there is an appeal to the board's decision).

The other part of the request is to update the DMP map to more closely match the existing and anticipated lot layouts and land uses. Street patterns have been slightly adjusted since the DMP was created which has affected the accessibility to the aircraft movement areas on some lots. Over time, there have been changes in the demand for various uses, and greater attention to airport security and accessibility to the taxi lanes, resulting in the need to update the land use map.

The language of the recommended conditions also reflect minor changes in accordance with the current practice of wording such conditions based upon input from the city attorney's office

MODIFICATIONS

The modifications currently in place with the DMP, as identified in the exhibits originally submitted with the 1996 case (Z96-23), would continue to be in place (except that the previous request to allow communication towers without a special use permit is not a modification that can be approved through the DMP overlay district since land uses cannot be changed through the overlay zone). The modifications approved in 1996 are included in the following chart which also includes many of the standards of development approved as part of the DMP:

WILLIAMS GATEWAY DEVELOPMENT STANDARDS AND MODIFICATIONS APPROVED BY ZONING CASE Z96-23				
Lot Frontage	Lots surrounded by apron, taxiway or flight line are exempt from requirement to have frontage on a dedicated public street			
Setbacks	Setback requirements per Lot Type			
		Lot Type A Interior Lots	Lot Type B Air Operations Area frontage lots (lots back up to the flight line, taxiway, ramp, or apron)	Lot Type C Air Operations Area frontage lots on island (lots surrounded by flight line, taxiway, ramp, apron and do not have frontage a pubic street)
	Front Yard	20'	20'	10'
	Street Side Yard	20'	20'	10'

	Side Yards	10'	10' required to be landscaped per City of Mesa standards except Landscaping to be up to the front face of the building Remaining side yard setback where "security fenced" shall be Paved, or decomposed granite, or Landscape with plants under 18" in height	10'
	Rear Yard	10'	10' when adjacent to Airport Operations Area Setback to be clear of storage, equipment, structures, parking, landscaping and aircraft staging 25' setback, if lot is adjacent to an airport operations service road	10' when adjacent to Airport Operations Area Setback to be clear of storage, equipment, structures, parking, landscaping and aircraft staging 25' setback, if lot is adjacent to an airport operations service road
<p>For Corner lots, street frontages are considered front yards Comer lots do not have rear yards</p> <p>Yards are to be free from structures except for a maximum 3 foot projection allowed for awning, eaves, overhangs, windows, cooling devices or similar building features</p> <p>Setbacks shall be increased by two feet where the end of a parking space abuts a setback</p> <p>A 6' minimum exterior Clear Zone area, free of any obstructions along the Air Operations Area edge fence line is required with a recommended 10 to 20 feet where possible This Clear zone area is to be Landscaped with material under 18" in height, or paved, or have decomposed granite</p>				
Screening and Screen Walls	<p>Buildings on the flight line and /or surrounded by the apron or taxiway are not required to have any screening device (wall or hedge) at the areas where aircraft circulation and operation would be impeded</p> <p>Access to Air Operations Area is restricted Air Operations Area edge fence subject to Federal Aviation Administration requirements</p> <p>Service areas must be screened so as to not be visible from the public street(s) and adjacent lots Screening from the public street will be with a 6' high wall (min) Areas not visible from the public street may use vegetation which provide a proper visual barrier</p>			
Outdoor storage	<p>Lots that have rear yards backing up to the flight line, apron or taxiway will be allowed open storage in the side yard, except that outdoor storage is not allowed in the required side yard setback</p> <p>Neither aircraft nor aircraft components shall be parked or stored within any required yard, but may be moved across a required yard</p> <p>Outdoor storage not allowed within any required setback area</p> <p>Where the rear yard is adjacent to the Air Operational Area and the rear yard is an aircraft staging area or Clear Zone Area, outside storage shall be restricted to side yards, but not within the side yard setback</p>			
Landscaping	<p>Landscaping is not required where the lots are located on the flight line and are surrounded by apron or taxiway Landscape standards are per the Landscape, streetscape and signage master plan</p> <p>A 6' minimum exterior Clear Zone area, free of any obstructions along the Air Operations Area edge fence line is required with a recommended 10 to 20 feet where possible This Clear zone area is to be Landscaped with material under 18" in height, or paved, or have decomposed granite</p> <p>The DMP includes a complete Landscape Master Plan, which is filed within zoning case Z96-23</p>			
Parking and Access	Use	Parking requirement (minimum)		
	Office, Retail/service, Day Care	1 parking space / 375 sq ft GFA		
	Warehouse	1 parking space / 900 sq ft GFA		
	Manufacturing	1 parking space / 600 sq ft GFA		
	Hangars	1 parking space / 2,000 sq ft GFA		
	Medical or Dental Offices and Outpatient Clinics	1 parking space / 200 sq ft GFA		
	Hotel	1 space / guest room plus ancillary use requirements		
	Restaurant	1 space / 75 sq ft GFA and outdoor seating area		
Health / Fitness Facility	1 space / 100 sq ft GFA excluding courts, which require 2 spaces / court			

	<p>Each site is to have a minimum of 5 parking spaces</p> <p>Shared parking, not located on site is allowed provided cross access easements are included as a part of the lease agreement</p> <p>Parking is not allowed in the front yard area Where a parking space abuts a setback, the width of the setback shall be increased by two feet</p> <p>Use of cross access easements and shared driveways suggested along Sossaman Road Median cuts are discouraged</p> <p>Covered parking spaces (buildings used strictly for offices without hangar space) shall provide one covered space per office or suite</p> <p>In cases of fractional results in calculating parking requirements, numbers will be rounded up to the nearest whole number if the fraction is equal or greater than 5</p> <p>Buildings which include more than one type of use, such as hangar space and office space, will be required to meet parking requirements for all use types within the development</p> <p>Parking lot areas must be screened from public streets with a 3' high barrier</p>
Building height	<p>60' maximum height on all hangars built north of the terminal building</p> <p>100' maximum height on all hangars built south of the terminal building</p>
Building separation	<p>15 feet between buildings, regardless height</p>
Mechanical and Electrical Equipment	<p>Ground mounted mechanical and electrical equipment such as main gas meters, electrical switching equipment, fire sprinkler risers and other utility services shall be located on the side or rear of the buildings (when not adjacent to the Air Operational Area), To be screened from the public street by earth berms and / or landscaping To be painted with colors compatible with the architecture</p> <p>Building mounted mechanical and electrical equipment Screened from view Architecturally suitable material compatible with the design, materials and color of the main structure Due to visibility of rooftops from the air, minimizing or screening of rooftop equipment is encouraged</p> <p>Telecommunications equipment (under 40 feet does not require a Special Use Permit) Not located within the front yard setback Rooftop locations should be avoided Total height of equipment shall not exceed a height of 12' above natural grade Screened from view with landscaping, architectural materials or a combination of both</p>
Refuse Areas	<p>Screened with a 6' high masonry wall</p> <p>Materials and colors to be compatible with the architecture</p> <p>Not allowed within any required setback</p>
Loading Dock Bay Areas	<p>Screened from the public street with a 6' high (minimum) masonry wall</p> <p>Off street loading spaces shall be paved and be at least 10' by 30'</p> <p>Screened from adjacent lots - Landscaping may be used for screening</p>
Building Design	<p>Materials to be an asset to the airport image</p> <p>Use of reflective surfaces and mirrored window glazing is discouraged and may be prohibited in certain locations</p> <p>Entryways should be designed and placed as integrated elements</p> <p>Four sided elevations with detailing on all sides</p> <p>Incorporate concrete block at least 18" high (split face, fluted, scored) at the foundation of corrugated metal or pre engineered metal buildings</p> <p>Building elevations fronting along Sossaman shall be of higher quality and standard Use of masonry construction required for building frontage along Sossaman At least half of the building height required to use concrete block starting at the foundation of the building elevation Wrap concrete block around the corners of the building and gradually taper down</p> <p>T Hangars visible from the public street Utilize an increased landscape plan along the street frontage Include public restrooms and aircraft wash rack areas in the design</p>

NEIGHBORHOOD PARTICIPATION

The required citizen participation process has been followed; staff has not received any inquiries regarding this proposal. There have been no requests for a neighborhood meeting. A Citizen Participation report is included in the packet.

CONFORMANCE WITH THE GENERAL PLAN

The Williams Gateway Airport and the DMP has two designations: Public/Semi Public and General Industrial. Mesa 2025 Definitions, Goals, Policies and Objectives which support this request follow

Public/Semi-Public, P/SP

Identifies areas where other educational (including libraries), institutional (hospital, church), cemetery, governmental (federal, state, county, municipal, etc.), utility (electric substations and overhead corridors, water treatment facilities and well sites, wastewater treatment facilities), storm water facilities, recreational (golf courses and driving ranges) and airport uses are appropriate

General Industrial, GI

Identifies areas where intensive or hazardous manufacturing, assembly, and storage operations and indoor/outdoor storage takes place. Residential use is not permitted in this category. Appropriate locations offer direct principal arterial and arterial road access, connections to potable water and sanitary sewer, and proximity to public safety services. General Industrial areas are to be isolated and are appropriately buffered from other less intense employment or residential areas. General Industrial areas are located on and with direct access to principal arterial and arterial streets, rail facilities, and airports.

The Williams Gateway Area is one of eight economic activity areas that describe existing and future employment and business concentrations have been identified.

A variety of Goals, Objectives and Policies have been established in the Mesa 2025 General Plan follow, which relate to the WGA area and airport

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 other plans and programs of the City.

- Objective LU-1.1 Create the most advantageous economic and environmental balance of build-out land uses based on community and regional characteristics.
- Objective LU-1.3 Ensure that the land use pattern throughout the community is compatible with the provisions of all elements of the General Plan and the corresponding master plans prepared by the City.
 - Policy LU-1 3a Continue to evaluate the relationships between the land use pattern and issues related to the subjects of the other General Plan elements.
 - Policy LU-2.1c Provide for a quality mixture of development in the Williams Gateway Sub-Area that recognizes the need for the creation of employment, appropriate housing, and protection of the operation of Williams Gateway Airport.
 - Policy LU-2.2c In conjunction with Williams Gateway Airport and major landowners in the Williams Gateway Sub-Area, prepare a plan that provides for innovative employment, residential, and public uses, creates a second urban center in this area; is compatible with the Land Use Map in this Land Use Element;
- Goal ED-1 Foster and sustain long-term economic growth for the City of Mesa

- Objective ED-1 1 Increase and maintain Mesa's employment to population ratio to at least the top quartile of Maricopa County communities by attracting and retaining competitive and quality jobs.
 - Policy ED-1.1a Proactively market the City of Mesa to prospective employers and businesses seeking to expand or relocate in the metropolitan Phoenix area
 - Policy ED-1.1b Target recruitment efforts at companies that bring high-quality, value added jobs to the community.
 - Policy ED-1.1c Focus recruitment and retention efforts in key employment sectors established as priority clusters in Mesa.
 - Policy ED-1.1d Promote Mesa as an excellent location for regional or local corporate headquarters
 - Policy ED-1.1e Promote Mesa as a location for international business and trade.
- Goal ED-2 Identify and prepare strategic locations for economic growth
- Objective ED-2 1 Support the development of key employment centers/corridors throughout the City of Mesa
 - Policy ED-2 1a Promote the development of an efficient combination of mixed uses at the employment centers/corridors.
 - Policy ED-2.1d Continue to promote, improve, and protect transportation-related employment centers, including Falcon Field, Power Road Corridor, Red Mountain Freeway Corridor, Superstition Freeway Corridor, Union Pacific Railroad Corridor, and Williams Gateway Airport.

STAFF ANALYSIS

Staff is in support of the request and has forwarded recommended conditions of approval which would retain the tiered approach to review of development proposals dependent upon the location and visibility of those proposals yet also acknowledging airport operations, and aviation needs. Also, minor changes to the ordinance language has been recommended due to some confusion in the past regarding when a building needs to be reviewed through a city process.

The request to reformat Ordinance 3181 conditions 2 and 9 has been accomplished through recommended condition 3, which is worded to reflect that future review would occur through the Planning and Zoning Board (PZBd), or Planning Hearing Officer (PHO), as allowed per the Zoning Ordinance chapter 18 and the PHO Guidelines. This reflects the recent change to the Zoning Ordinance whereby Site Plan Reviews (SPR) and Site Plan Modifications (SPM) are decided upon by the PZBd or PHO

Regarding the development and esthetic review, the Williams Gateway Airport Authority conducts an internal review of all development proposals through their Design Review Committee (DRC), the DRC membership includes a City Planning staff member (currently the Senior Design Review Planner, Kim Steadman) Also, the DMP has a tiered approach to review by the City of Mesa Design Review Board (DRB), which depends upon the location of the lot, and the size of the building.

Development Review at the Williams Gateway Airport, as approved in 1996 through the DMP overlay and as recommended through this zoning case Z07-14, is as depicted in the following chart. Note that the process has not been changed through this case except that SPR and SPM cases now can be decided upon by the PZBd or PHO as allowed by the current Zoning Ordinance.

WGA Airport Development Review Process:

Request	Lot location / Building Size	Land Use	Ordinance 3181		Recommended through Case Z07-14	
			City of Mesa Process ¹	Condition Number	City of Mesa Process ¹	Condition Number
Rezoning	All / All	All	PZBd recommendation, City Council (CC) for decision, DRB for esthetics	NA – rezoning must be processed through the PZBd and decided upon at City Council	PZBd* recommendation, City Council (CC) for decision, DRB for esthetics	NA – rezoning must be processed through the PZBd and decided upon at City Council
DMP modification, Possible SPR or SPM, and Esthetic reviews		Future development Plans and Phases ¹	PZBd recommendation, City Council (CC) for decision, DRB for esthetics if buildings are submitted for review	2	PZBd* recommendation, City Council (CC) for decision, DRB for esthetics	3
SPR, SPM, and Esthetic review	On Sossaman Road / Larger than 20,000 s f	Commercial, office, restaurant, retail	DRB, only	7	DRB, only	4
SPR, SPM and Esthetic review	On Sossaman Road / Larger than 35,000 s f	All	DRB, only	8	DRB, only	5
SPR, SPM and Esthetic Review	Anywhere in Williams Gateway Airport / Larger than 100,000 s f	All	PZBd, CC DRB	9	PZBd , DRB	6

Notes ¹ "Future development plans and phases" refer to major changes to the DMP anticipated with development of a different location of the terminal building and substantial changes to the overall campus

Staff is supportive of the changes to the DMP and to the Ordinance. The DMP map was created in 1996 and needs to be updated to reflect current conditions. An update to the Ordinance language would also serve to streamline the process of public review and be in concert with the most recent Council changes to the Zoning Ordinance and public review process.

CONDITIONS OF APPROVAL:

- 1 The basic development as described in the project narrative and as shown on the DMP site plan submitted (without guarantee of lot yield, building count, or lot coverage)
- 2 Compliance with Ordinance 3181 except as amended below
- 3 Review and approval through the public hearing process identified in the Zoning Ordinance of future development plans and phases
- 4 Review and approval by the Design Review Board of all commercial, office, restaurant, and retail buildings which exceed 20,000 sq ft of building area and are located on lots or parcels abutting Sossaman Road
- 5 Review and approval by the Design Review Board of all buildings which exceed 35,000 sq ft of building area and are located on lots or parcels abutting Sossaman Road.
6. Site Plan Review through the public hearing process identified in the Zoning Ordinance for all buildings and development which exceed 100,000 sq ft of building area.
- 7 Compliance with all requirements of the Design Review Board
- 8 Compliance with all City development codes and regulations



Williams Gateway Airport Authority
5835 S Sossaman Road
Mesa, Arizona 85212

APPROVED PLANS
CITY COUNCIL

DATE: 5/7/07
WITH STIPS: YES NO

Request

The Williams Gateway Airport Authority (WGAA) requests City of Mesa approval of an update to our M-1 Development Master Plan (DMP) General Site Plan

History

On May 20, 1996, the City of Mesa approved Ordinance 3181 providing M-1 DMP zoning for Williams Gateway Airport (IWA). The ordinance included several variances necessary for the operation of an airport, and also included several stipulations. WGAA has implemented the development plan substantially in accordance with the original Phase I Business Park site plan, yet an update is required to reflect actual construction to date as well as other modifications to the plan. The basis for the modifications is as follows:

1. Engineering requirements have resulted in minor modifications to the locations on planned roadways.
2. Federal Aviation Administration (FAA) requirements resulted in changing land uses, in some cases from non-aviation to aviation uses, and in other cases from aviation to non-aviation uses. These uses were based upon an FAA approved Airport Master Plan (AMP) completed in 1999 (all uses remain consistent with our M-1 zoning).
3. A Drainage Master Plan has been completed, allowing more specific identification of the actual size and location of existing and planned retention basins.
4. Several tenants have located to the airport, solidifying the actual location of planned lease lines.

Discussion

The following is a summary of the most significant changes:

1. The majority of Lots 3-11 have been leased to one party and assembled together to form Lots 10 and 11 (Lot numbers 3-9 no longer exist). The original circular access drive in this area was not needed since there is only one tenant, and hence has been deleted. As such the land use for lots 4, 5, and 6 changed from hotel/commercial to general aviation use. The remaining area formed Lot 12 and the other lots were simply re-numbered.
2. The addition of the City of Mesa's Fire Suppression System utility on the corner of what was originally Lot 17 required that we move the lot lines and create separate lots in this area.
3. Lots 17, 18 and 19A have been leased to one party and reconfigured to form lots 17 and 18. Lot numbers 19A, 19B, 20A and 20C no longer exist. The planned access roadway has been reduced in length and reconfigured as an entrance cul-de-sac.

4 Lots 40-51 in the South Central Industrial Area have been reconfigured due to the final and approved alignment of Velocity Way. When Velocity Way was first planned, it was assumed it would follow the same alignment as an old taxiway. The initial layout of this area was planned for aviation related support activities, which would conform to the M-1 zoning granted by the City. This initial layout showed these lots being on an "island" surrounded by aircraft aprons. This layout did not allow for the lots to meet City requirements regarding public parking and did not allow for any public access, as all of the facilities were inside the Airport's security restricted area. Thus, it was necessary to shift the alignment of Velocity Way to allow for public access to these lots, conform to City of Mesa requirements and enhance the leaseability of the affected lots. The usage of these lots as aviation related support conforming to the M-1 zoning was not, nor is proposed to be changed.

The above noted issues, as well as engineering issues related to constructing Velocity Way in the same location as an abandoned taxiway, resulted in Velocity Way shifting to the north (this realignment was approved by the City of Mesa and the City has since constructed the roadway). An additional roadway is now planned to "loop" into the new Velocity Way, enhancing traffic flow and access for businesses and emergency responders. As a condition of its use of Federal Aviation Administration (FAA) grant funds and criteria for a public-use facility, all airport property is generally restricted to aviation and/or aviation related usage. WGAA requested and has received FAA approval to change the usage in this area from aviation (hangars) to non-aviation related support. The non-aviation related support area will continue to conform to the M-1 zoning designation approved by the City.

There is no request to change to our current zoning, M-1 DMP

There is no request to change to our adopted Airport Design Guidelines

There is no request to change our adopted Comprehensive Sign Plan

There is no request to change the originally adopted variances or stipulations associated with current zoning

All new buildings remain subject to the City of Mesa building safety permit process

Attached is a revised Business Park Phase I General Site Plan, as well detailed Airport Leasing Maps currently in use

Additional Information

On December 22, 2006, WGAA received comments from the City of Mesa regarding the December 7, 2007 application for updating the DMP. On January 5, 2007, a meeting was held with Tom Ellsworth, Ryan Matthews, Kim Steadman representing the City of Mesa and Mike N Williams, representing WGAA. As a result of this meeting, the following information is being provided by WGAA:

- COM Comment One of the documents that was approved by City Council on 5/20/96 with the original DMP was a 27-page document entitled "The Williams Gateway Airport Development Master Plan." This document is still in effect over the site, but may be modified in a few places through the current request.
 - Are any updates to this document being requested at this time?
 - WGAA Response As stated in the application, the only update is the DMP map

APPROVED PLANS
BY CITY COUNCIL

DATE WITH TIPS: YES NO 5/7/07

- Do you have an updated version of this document? An updated version of the document is not required, but a reference to each point in the document that is being updated would greatly facilitate reviews and approvals in the future. Please revise your project narrative to reference exactly which portions of the originally approved document are being updated, noting specific page numbers.
 - WGAA Response No.
- Within the previously-approved DMP (on p 18) was an exhibit that clearly laid out which lots were to be considered 'A,' 'B,' and 'C' lots, thereby defining how each lot's setbacks were to be defined. Please submit a new exhibit showing all of the lots with labels denoting them as 'A,' 'B,' or 'C' lots. It is recommended that the 'A,' 'B,' and 'C' designations be included on the use table currently shown on the side of the site plan.
 - WGAA Response See attached Table 1
- COM Comment Your project narrative makes reference to an FAA-approved Airport Master Plan (AMP) from 1999. This AMP would make a good additional exhibit for the current case file. Please submit a copy of the FAA-approved AMP with your follow-up submittal.
 - WGAA Response As a participant in the 1999 AMP, the City of Mesa was provided copies of the planning documents prepared during the study, as well as the final version. No additional copies are available.
- COM Comment A Citizen Participation Plan (CPP) is required with all P&Z submittals, including those that are considered through the PHO. No CPP was received with your formal submittal materials aside from copies of two letters that had been sent in early November. The follow-up submittal should have an update on the Citizen Participation process, or even the final Citizen Participation Report (CPR) if that process is complete. So rather than submit a CP Plan, please just submit your CP Report. That CPR needs to include a description of the recipients, a description of how the neighbors were invited to comment, a description of the neighbors' concerns (if any) and how they were resolved, and so on. Please also include an address list of recipients, as well as a map showing your site and the properties to which the owners were mailed letters.
 - WGAA Response Clarification was provided during the January 5, 2007 meeting by COM staff regarding the CPP. See attached CPP report.
- COM Comment It is clear that this request is mostly in order to bring the approved DMP into conformance with the land uses and layouts that have already been established since the original DMP was approved. Nonetheless, there is still some opportunity to alter some of the DMP that is, as yet, undeveloped. These site plan comments are provided to stimulate further thought on the proposed site plan (labeled "Williams Gateway Airport Business Park – Phase I). If they are not feasible because of airport needs, that is fine, please just elaborate a bit more on why some of the land is being laid out in this way rather than as previously approved.
 - Lot 102 is shown with its only frontage on Sossaman Road. Based on the approved DMP, cross access is generally provided between those lots along Sossaman Road anyway. Will cross access drives be required to link lot 102 to the two adjacent lots?
 - WGAA Response It is envisioned by WGAA that there would be some sort of cross-access easement associated with this parcel, similar to the majority of other

APPROVED PLANS
CITY COUNCIL

DATE: 5/7/07
WITH STIPES: YES NO

lots that front Sossaman Road Once the site plan for this lot has been developed, WGAA and COM will have the opportunity to provide comments

- The whole area around the approved lots 39-51 has been modified Your project narrative briefly explains the rationale for shifting the Velocity Way alignment, but not much on why the uses have been modified Whereas the originally approved DMP foresaw hangars/aviation uses, you state that the Velocity Way alignment caused the loss of those uses Planning Staff wonders if this change in use from aviation to non-aviation will affect the airport's aviation-related mission in the future Please elaborate
- - WGAA Response See paragraph #4 above, under "Discussion"
- COM Comment Technical comments from Planning's building safety and engineering representatives will be forthcoming once your case has been reviewed by them Please contact them directly with any questions regarding their comments
- WGAA Response See attached comments from COM and WGAA responses

R:\Planning\Development\Regulatory Docs\DMP Update 2006\IWA M1 DMP Narrative Update Request Ver 4 doc



"Preliminary_Review
Comment Response (

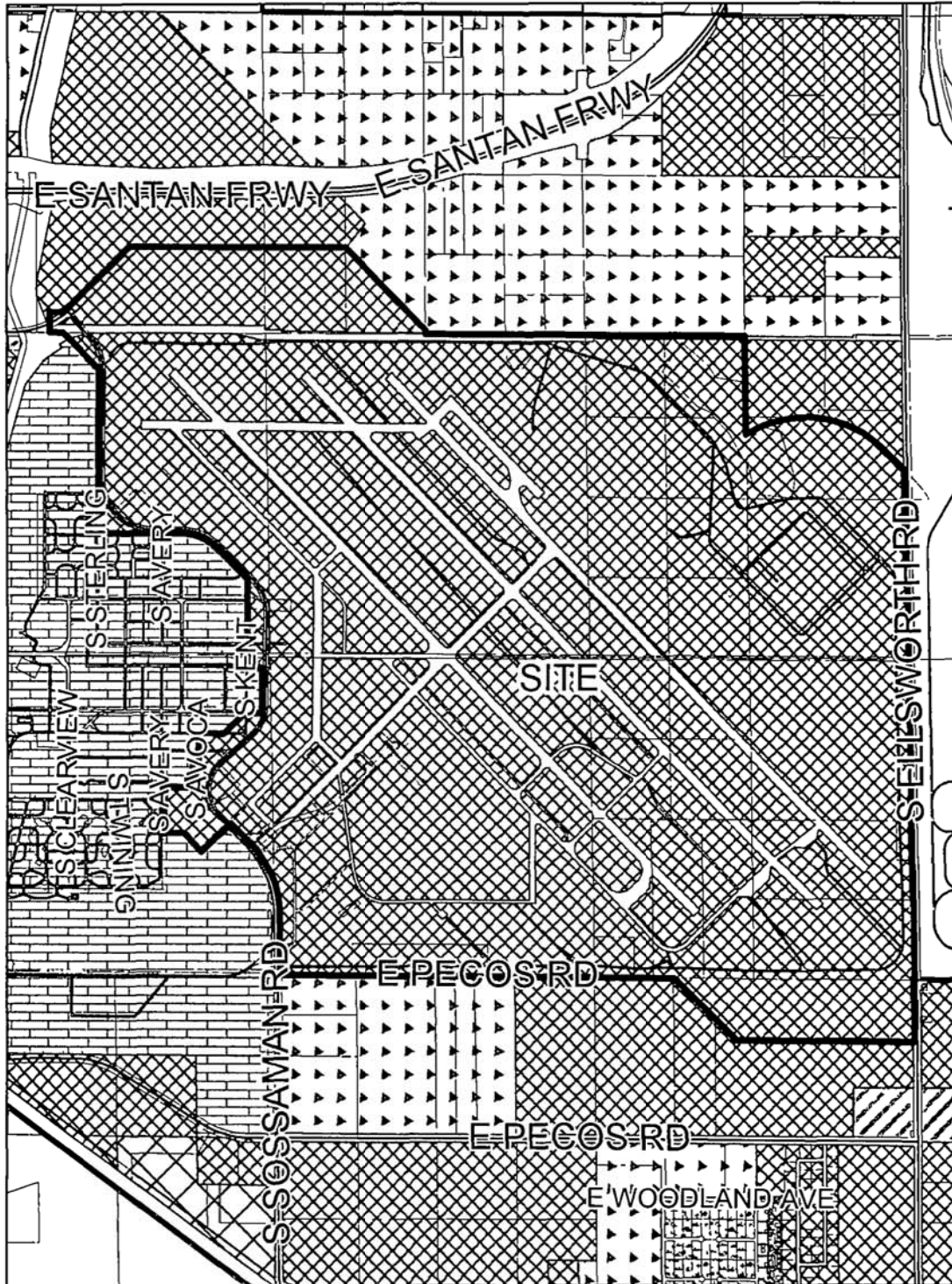


"Lot_Type Table
1.xls"

APPROVED PLANS
CITY COUNCIL

DATE: 5/22/07
WITH STIPS: YES NO

PLANNING AND ZONING VICINITY MAP



Z07-14

Z07-14

Z07-14

Z07-14

Z07-14



WILLIAM'S
GATEWAY
AIRPORT
MESA, ARIZONA

Williams Gateway Airport Authority

Development Master Plan Update - March 22, 2007

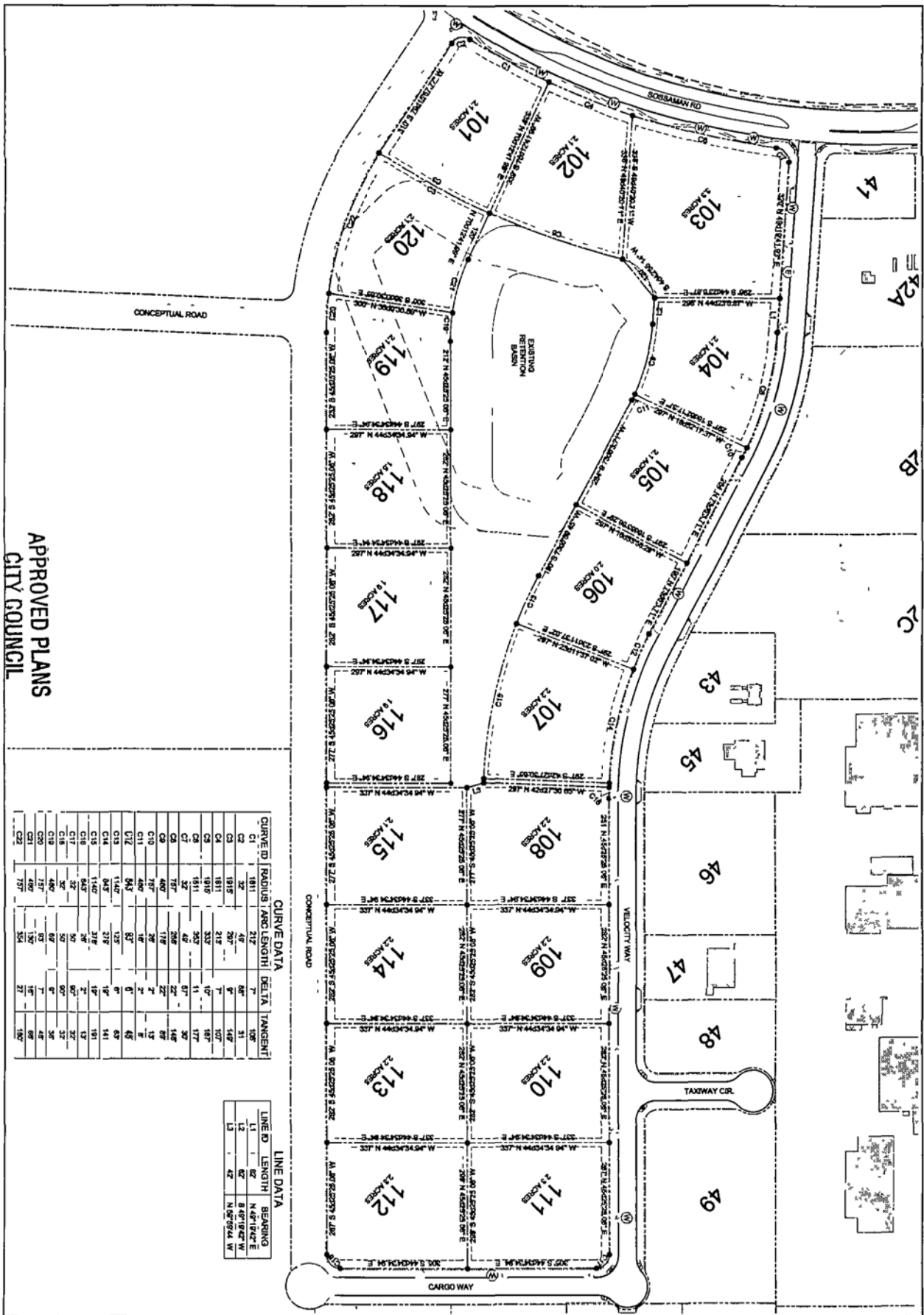
Table 1

This Table is being provided as part of an update to the Development Master Plan (DMP), which provides guidelines for development at the Williams Gateway Airport (WGA) and has been approved by the City of Mesa. The DMP includes a layout map of developable parcels, each of which is categorized as Lot Type "A", "B" or "C". This Table indicates the Lot Type for the DMP layout map dated November 16, 2006

Lot Number	Type	Lot Number	Type	Lot Number	Type	Lot Number	Type
2	A	28	A	45	A	102	A
10	B	29	A	46	A	103	A
11	C	30	A	47	A	104	A
12	C	31A	B	48	A	105	A
13	B	31B	B	49	A	106	A
14	B	32	B	50	B	107	A
15	B	33	B	51	B	108	A
16	A	34	B	52	B	109	A
17	B	35A	B	53	A	110	A
18	C	35B	B	54	A	111	A
20B	A	36	B	55	A	112	A
20D	C	37	B	56A	A	113	A
21A	B	38	B	56B	A	114	A
21B	B	39	B	57	A	115	A
22	B	40	B	58	A	116	A
23	B	41	B	59	A	117	A
24	B	42A	B	60-1	B	118	A
25	B	42B	B	60-2	B	119	A
26A	B	42C	C	60-3	B	120	A
26B	B	42D	C	60-4	B		
27	A	43	A	101	A		

APPROVED PLANS
CITY COUNCIL

DATE: 5/2/07
WITH STIPS YES NO



APPROVED PLANS
CITY COUNCIL

DATE: 5/7/10
WITH STIPS YES NO

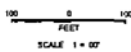
CURVE DATA

CURVE ID	RADIUS	ARC LENGTH	DELTA	TANGENT
C1	1811	212	7°	105'
C2	32	46'	64°	31'
C3	1811	212	7°	105'
C4	1811	212	7°	105'
C5	1811	212	7°	105'
C6	1811	212	7°	105'
C7	32	46'	64°	31'
C8	1811	212	7°	105'
C9	1811	212	7°	105'
C10	1811	212	7°	105'
C11	1811	212	7°	105'
C12	1811	212	7°	105'
C13	1811	212	7°	105'
C14	1811	212	7°	105'
C15	1811	212	7°	105'
C16	1811	212	7°	105'
C17	1811	212	7°	105'
C18	1811	212	7°	105'
C19	1811	212	7°	105'
C20	1811	212	7°	105'
C21	1811	212	7°	105'
C22	1811	212	7°	105'

LINE DATA

LINE ID	LENGTH	BEARING
L1	62'	N 44° 15' 42" E
L2	62'	N 44° 15' 42" W
L3	42'	N 02° 59' 44" W

Relative Location and Curve Data
for Lots 104 & 105



DRAFT

1

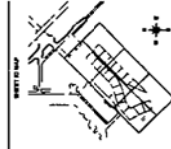
WILLIAMS GATEWAY AIRPORT
MESA, ARIZONA

WILLIAMS GATEWAY AIRPORT AUTHORITY
DEVELOPMENT & HIGHWAY DIVISION
5625 S. SORBAMAN ROAD
MESA, ARIZONA, 85212
480.986.8800
WWW.FLYMESA.ORG

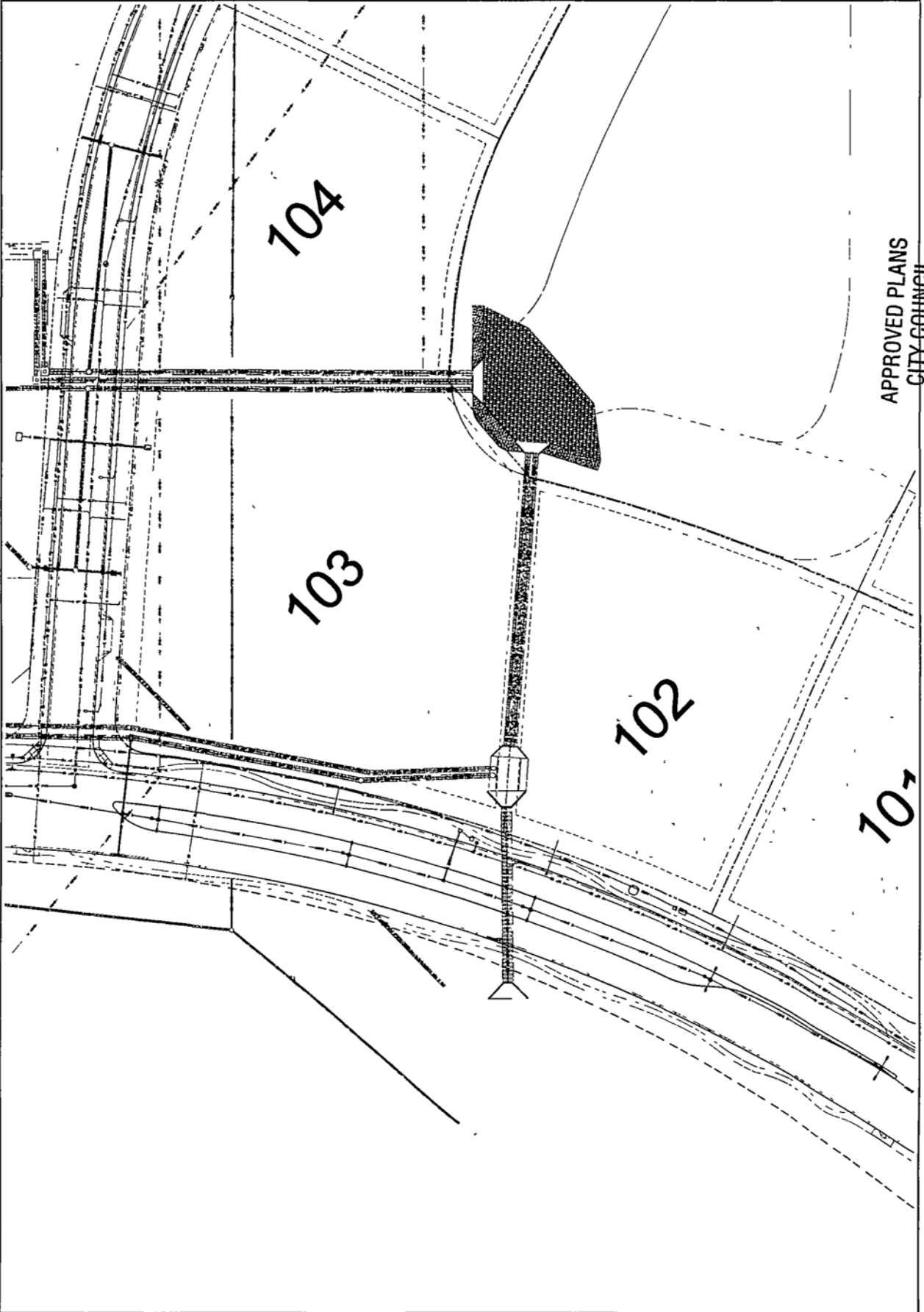
WILLIAMS GATEWAY AIRPORT AUTHORITY
1000 W. GATEWAY AIRPORT
MESA, ARIZONA
WILLIAMS GATEWAY AIRPORT
AIRPORT
WILLIAMS GATEWAY AIRPORT AUTHORITY
1000 W. GATEWAY AIRPORT
MESA, ARIZONA

CONCEPTUAL LAYOUT MAP
GATEWAY RESEARCH PARK

SCALE: 1" = 40'

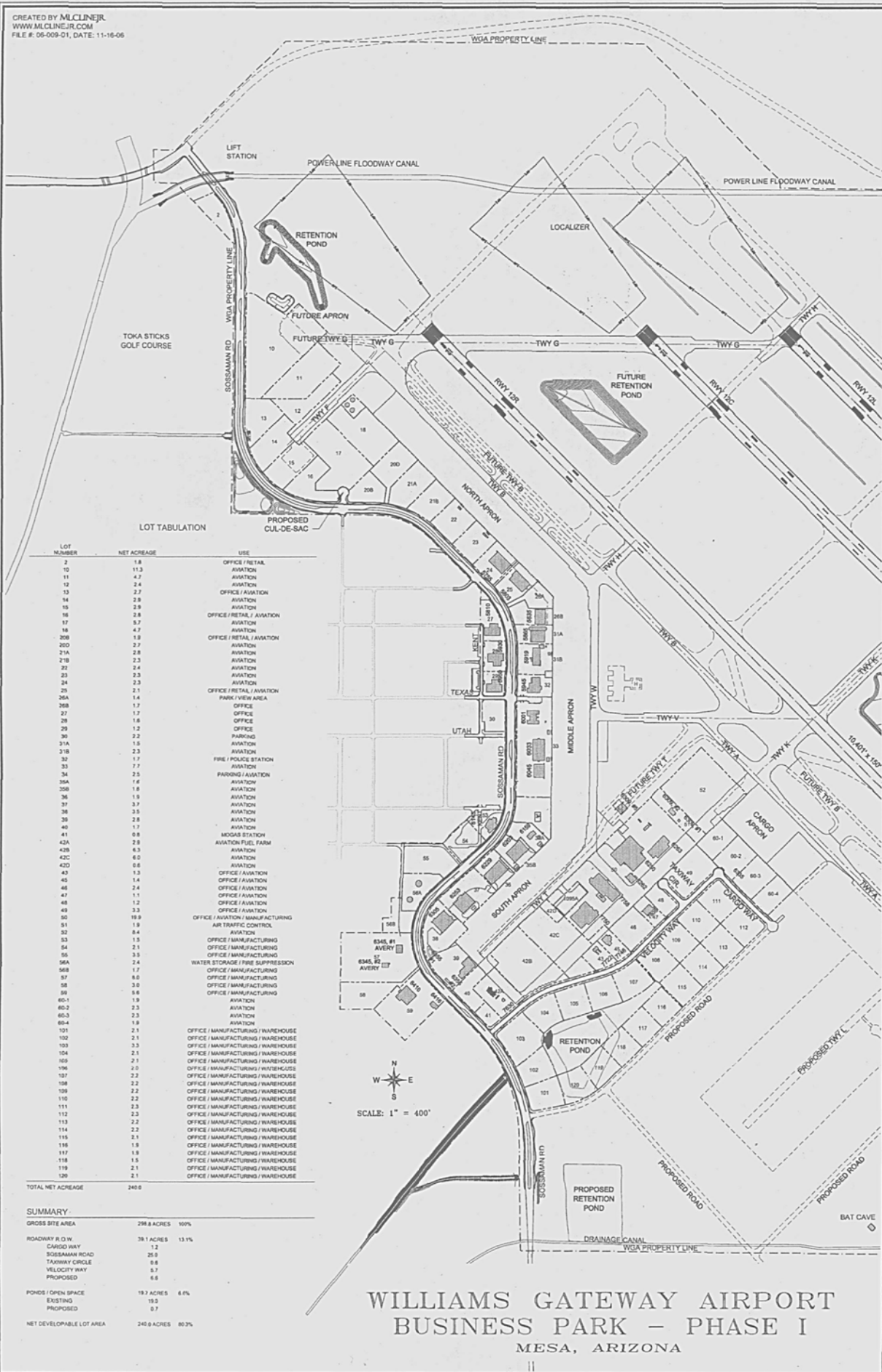


DRAFT 2



APPROVED PLANS
CITY-COUNCIL

DATE: 5/7/07
WITH STIPS YES NO



LOT TABULATION

LOT NUMBER	NET ACREAGE	USE
2	1.8	OFFICE / RETAIL
10	11.3	AVIATION
11	4.7	AVIATION
12	2.4	AVIATION
13	2.7	OFFICE / AVIATION
14	2.9	AVIATION
15	2.9	AVIATION
16	2.8	OFFICE / RETAIL / AVIATION
17	5.7	AVIATION
18	4.7	AVIATION
200	1.9	OFFICE / RETAIL / AVIATION
202	2.9	AVIATION
21A	2.8	AVIATION
21B	2.3	AVIATION
22	2.4	AVIATION
23	2.3	AVIATION
24	2.3	AVIATION
25	2.1	OFFICE / RETAIL / AVIATION
26A	1.4	PARK / VIEW AREA
26B	1.7	OFFICE
27	1.7	OFFICE
28	1.6	OFFICE
29	1.2	OFFICE
30	2.2	PARKING
31A	1.5	AVIATION
31B	2.3	AVIATION
32	1.7	FIRE / POLICE STATION
33	7.7	AVIATION
34	2.5	PARKING / AVIATION
36A	1.6	AVIATION
36B	1.6	AVIATION
36	1.9	AVIATION
37	1.7	AVIATION
38	3.5	AVIATION
39	2.8	AVIATION
40	1.7	AVIATION
41	0.8	MOGAS STATION
42A	2.9	AVIATION FUEL FARM
42B	6.3	AVIATION
42C	6.0	AVIATION
42D	0.8	AVIATION
43	1.3	OFFICE / AVIATION
45	1.4	OFFICE / AVIATION
46	2.4	OFFICE / AVIATION
47	1.5	OFFICE / AVIATION
48	1.2	OFFICE / AVIATION
49	1.2	OFFICE / AVIATION
50	19.9	OFFICE / AVIATION / MANUFACTURING
51	1.9	AIR TRAFFIC CONTROL
52	8.4	AVIATION
53	1.5	OFFICE / MANUFACTURING
54	2.1	OFFICE / MANUFACTURING
55	6.6	OFFICE / MANUFACTURING
56	2.4	WATER STORAGE / FIRE SUPPRESSION
56A	1.7	OFFICE / MANUFACTURING
57	6.6	OFFICE / MANUFACTURING
58	3.0	OFFICE / MANUFACTURING
59	1.6	OFFICE / MANUFACTURING
60-1	1.9	AVIATION
60-2	2.3	AVIATION
60-3	2.3	AVIATION
60-4	1.8	AVIATION
101	2.1	OFFICE / MANUFACTURING / WAREHOUSE
102	2.1	OFFICE / MANUFACTURING / WAREHOUSE
103	3.3	OFFICE / MANUFACTURING / WAREHOUSE
104	2.1	OFFICE / MANUFACTURING / WAREHOUSE
105	2.1	OFFICE / MANUFACTURING / WAREHOUSE
106	2.0	OFFICE / MANUFACTURING / WAREHOUSE
107	2.2	OFFICE / MANUFACTURING / WAREHOUSE
108	2.2	OFFICE / MANUFACTURING / WAREHOUSE
109	2.2	OFFICE / MANUFACTURING / WAREHOUSE
110	2.2	OFFICE / MANUFACTURING / WAREHOUSE
111	2.2	OFFICE / MANUFACTURING / WAREHOUSE
112	2.3	OFFICE / MANUFACTURING / WAREHOUSE
113	2.2	OFFICE / MANUFACTURING / WAREHOUSE
114	2.2	OFFICE / MANUFACTURING / WAREHOUSE
115	2.1	OFFICE / MANUFACTURING / WAREHOUSE
116	1.9	OFFICE / MANUFACTURING / WAREHOUSE
117	1.8	OFFICE / MANUFACTURING / WAREHOUSE
118	1.5	OFFICE / MANUFACTURING / WAREHOUSE
119	2.1	OFFICE / MANUFACTURING / WAREHOUSE
120	2.1	OFFICE / MANUFACTURING / WAREHOUSE

TOTAL NET ACREAGE 240.0

SUMMARY

GROSS SITE AREA	298.8 ACRES	100%
ROADWAY R.O.W.	39.1 ACRES	13.1%
CARGO HWY	1.2	
BOSSAMAN ROAD	25.0	
TAXIWAY CIRCLE	0.8	
VELOCITY HWY	6.7	
PROPOSED	6.6	
PONDS / OPEN SPACE	19.3 ACRES	6.4%
EXISTING	19.0	
PROPOSED	0.7	
NET DEVELOPABLE LOT AREA	240.8 ACRES	80.3%

**WILLIAMS GATEWAY AIRPORT
 BUSINESS PARK - PHASE I
 MESA, ARIZONA**

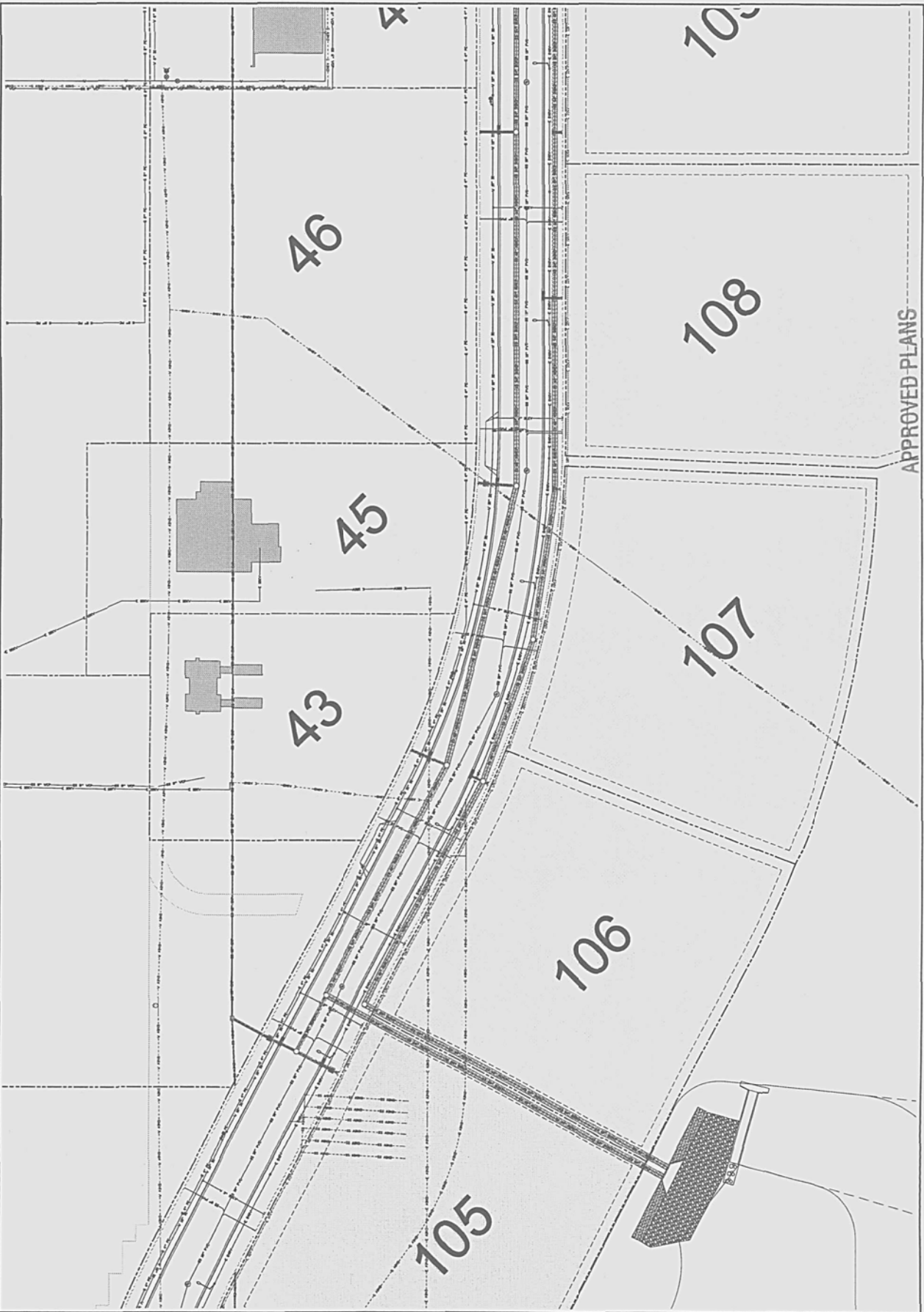
APPROVED PLANS
 CITY COUNCIL

DATE: 5/7/07
 WITH STIPES: YES NO



LEGEND

[Symbol]	EXISTING INFRASTRUCTURE
[Symbol]	PROPOSED INFRASTRUCTURE
[Symbol]	EXISTING BUILDINGS
[Symbol]	PROPOSED BUILDINGS
[Symbol]	EXISTING UTILITIES
[Symbol]	PROPOSED UTILITIES



APPROVED PLANS
 CITY COUNCIL

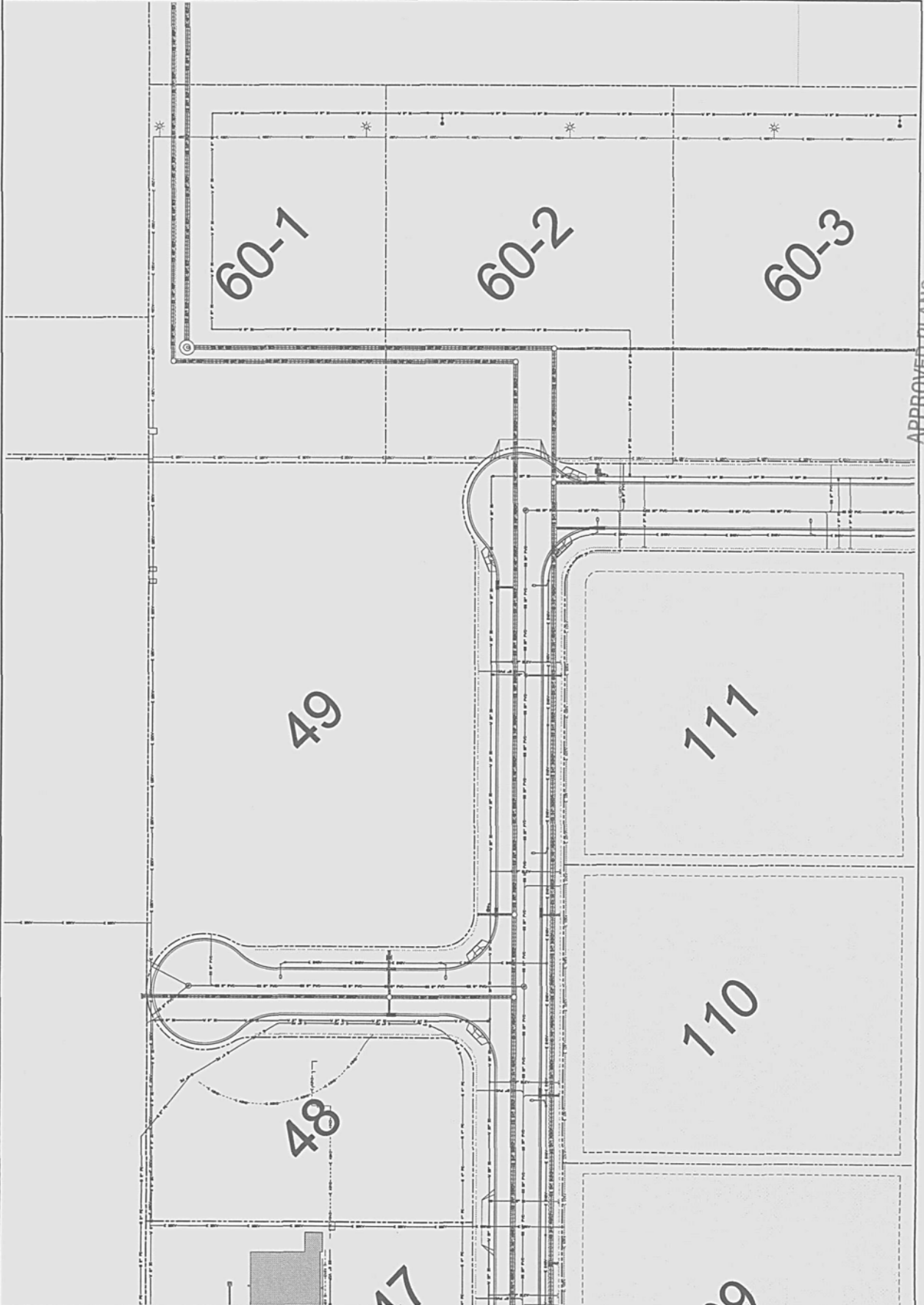
DATE: 5/7/07
 WITH STIPS: YES NO



LAYERS

ROAD EXISTENCE	ROAD EXISTENCE
ROAD EXISTENCE	ROAD EXISTENCE
ROAD EXISTENCE	ROAD EXISTENCE
ROAD EXISTENCE	ROAD EXISTENCE
ROAD EXISTENCE	ROAD EXISTENCE

DATE: 5/2/07
 WITH STIPS: YES NO

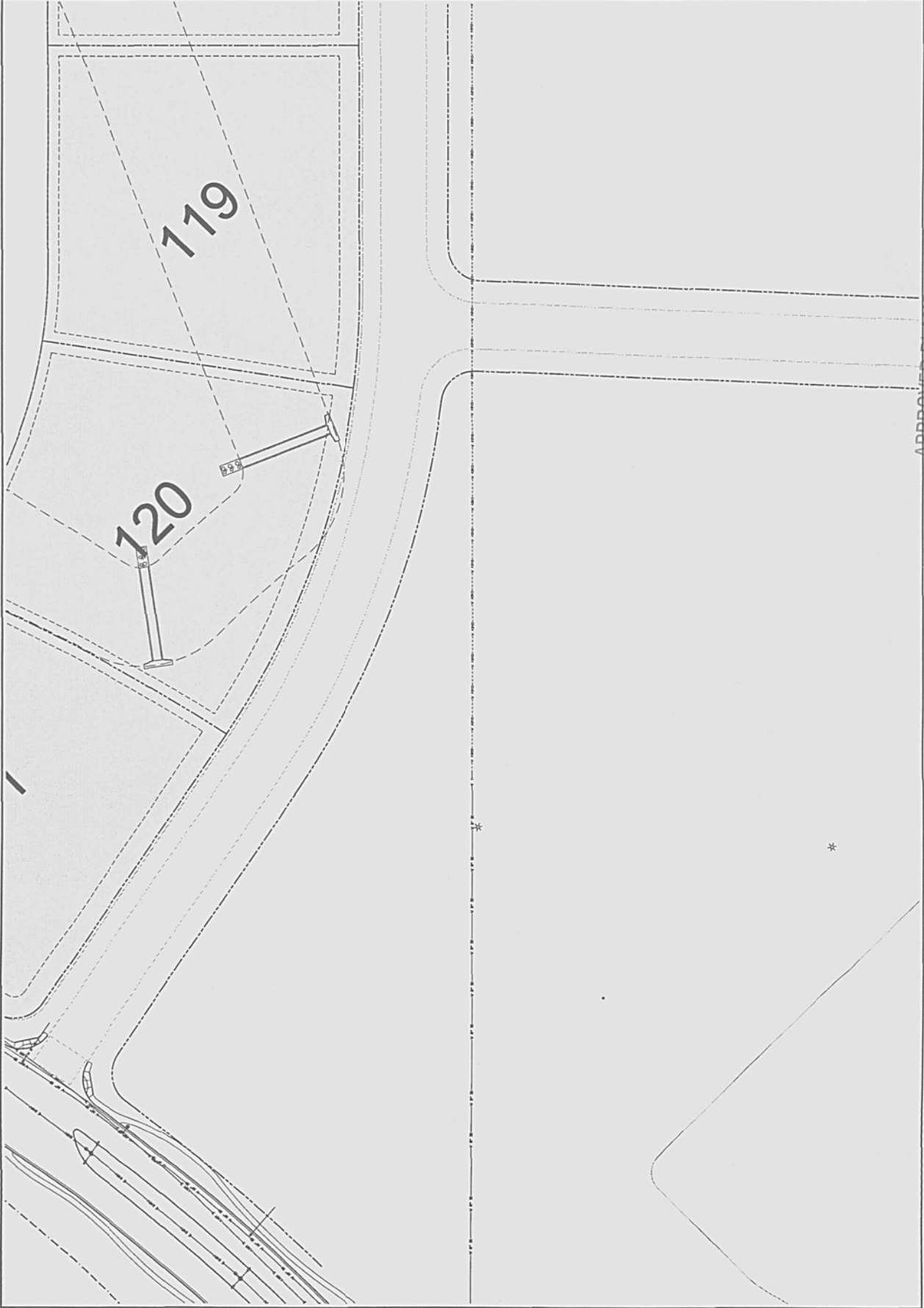


APPROVED PLANS
 CITY COUNCIL

DATE: 5/2/07
 WITH STIPS: YES NO



- LEGEND
- EXISTING
 - PROPOSED
 - CONCEPTUAL
 - UNDEVELOPED
 - UNDEVELOPED
 - UNDEVELOPED
 - UNDEVELOPED
 - UNDEVELOPED

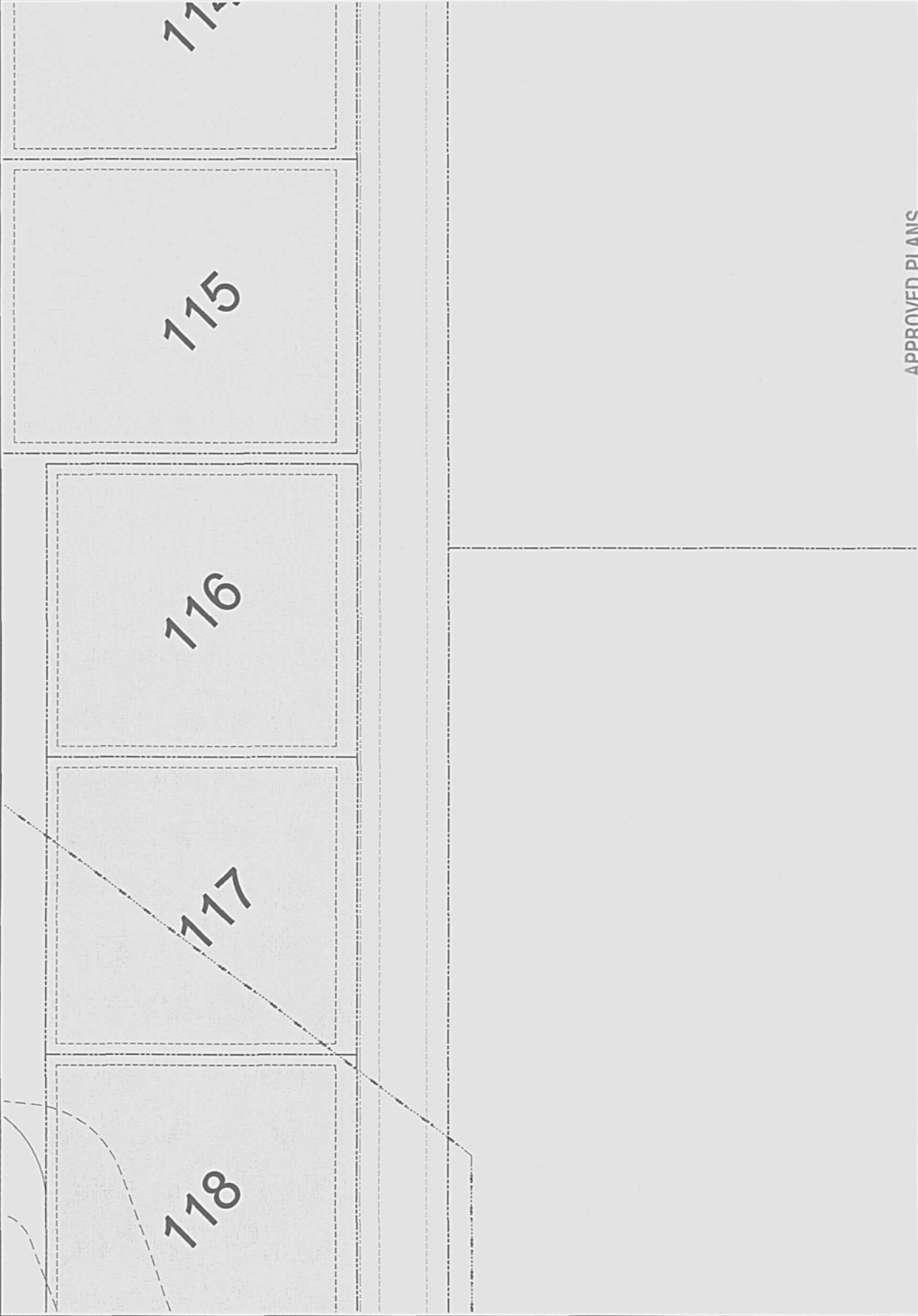


APPROVED PLANS
 CITY COUNCIL

DATE: 5/7/07
 WITH STIPS: YES NO



- LEGEND
- EXISTING DEVELOPMENT
- PROPOSED DEVELOPMENT
- PROPOSED DEVELOPMENT
- PROPOSED DEVELOPMENT
- PROPOSED DEVELOPMENT
- PROPOSED DEVELOPMENT



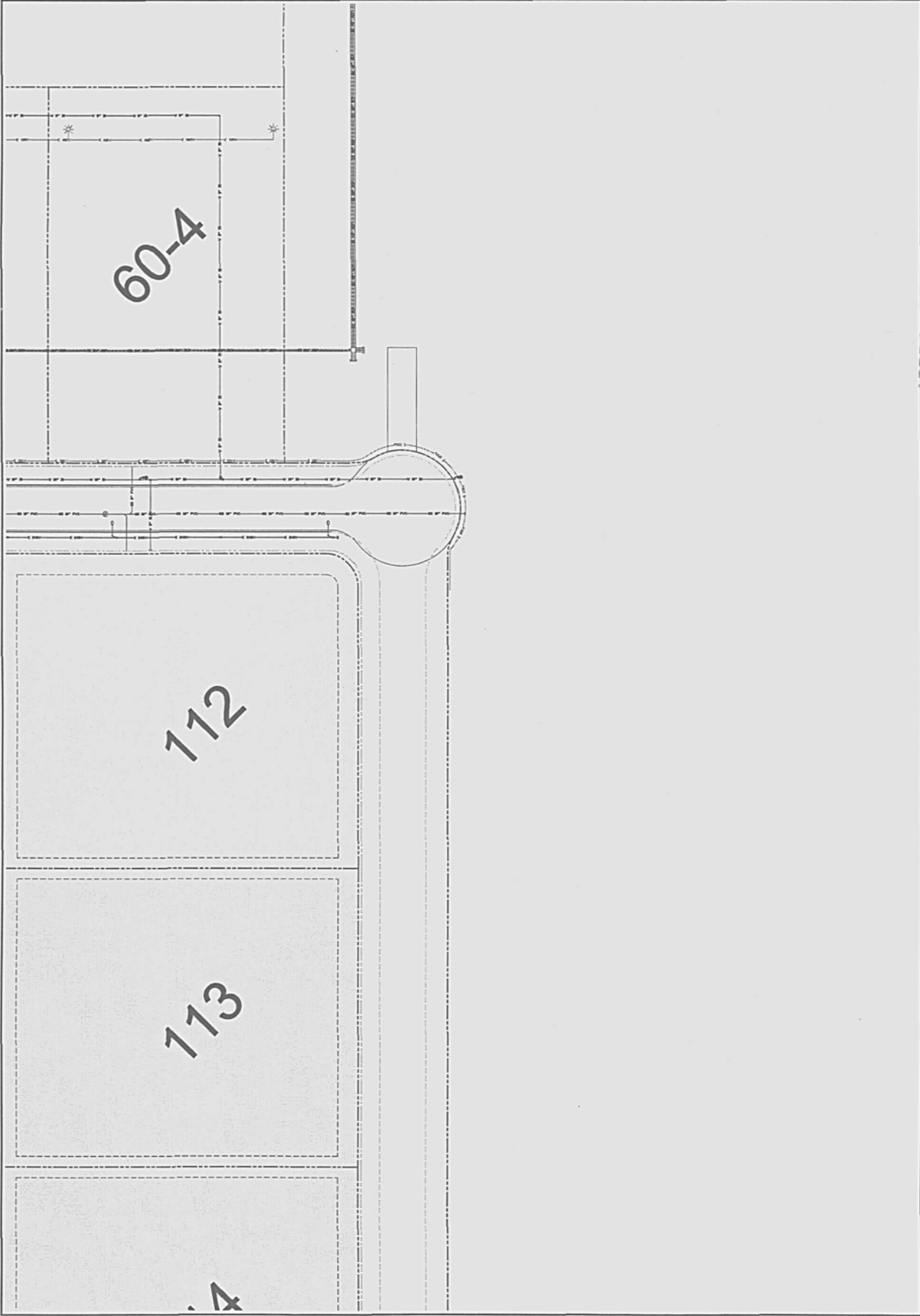
APPROVED PLANS
 CITY COUNCIL

DATE: 5/7/07
 WITH STIPS: YES NO



LEGEND

---	Proposed Roadway
---	Proposed Utility
---	Proposed Structure
---	Proposed Site



APPROVED PLANS
 CITY COUNCIL

DATE: 5/17/07
 WITH STIPS: YES NO



Development Department
5835 S Sossaman Road
Mesa, AZ 85212
480-988-7600
FAX 480-988-2315

Development Master Plan (DMP) Update – 2007
Citizen Participation Report – Case Number Z-07-14

Date: March 22, 2007

Purpose: The report provides results of the implementation of the Citizen Participation Plan of adjacent property owners, agencies, schools and businesses in the vicinity of the Williams Gateway Airport, as submitted by the Williams Gateway Airport Authority (WGAA). WGAA has submitted an application to the City of Mesa for an update of the approved Development Master Plan (DMP) for the Williams Gateway Airport. This report provides evidence that citizens, public agencies and interested persons have had adequate opportunities to review and comment on the application. Comments, sign-in lists, petitions, letters, summary sheets and other material have not been received as of this date. However, should comments be received, all will be copied to the City of Mesa staff regarding this application.

Contact:

Williams Gateway Airport Authority
5835 S Sossaman Road
Mesa, AZ 85212
Mike N Williams, A.A.E.
Development Manager
480-988-7605 FAX 480-988-2315
mnwilliams@flywga.org

Neighborhood Meetings: None requested as of this date.

Correspondence and Telephone Calls: No responses received as of this date.

Results: There are 41 adjacent property owners on the contact list as of the date of this Citizen Participation Report (see attached).

1. **Summary of concerns, issues and problems:**
 - a. None received as of this date.
2. **How concerns issues and problems were addressed:**
 - a. Not applicable.
3. **Concerns, issues and problems not addressed and why:**
 - a. Not applicable.

AVAILABLE PROPERTIES

Lot 2 1.9 Acres Possible Hotel Site (when combined with Gila River property)
Lots 13+14 5.6 Acres Single development site

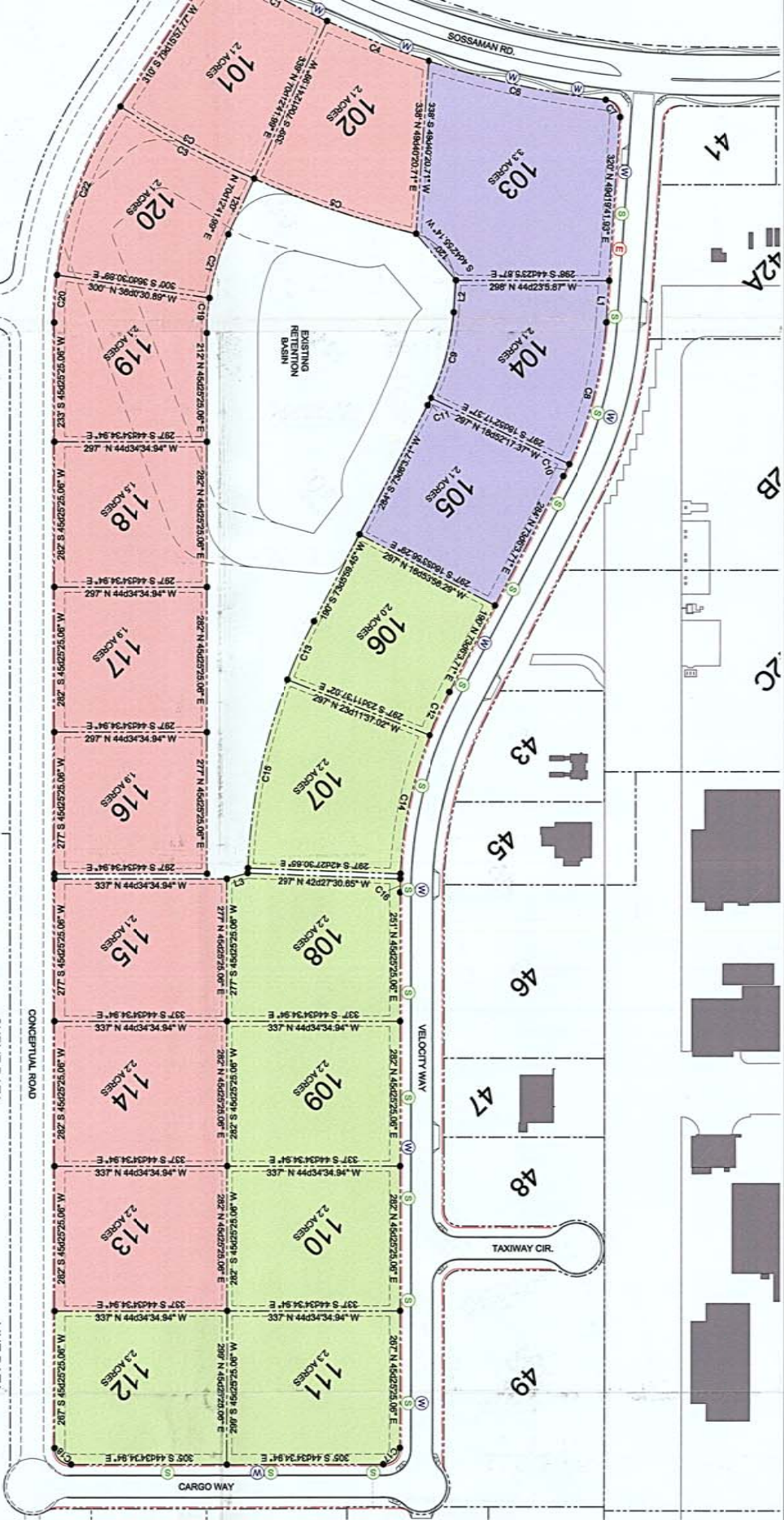
Contact Business & Properties
(480) 988 - 7649

- | Lot | Tenant - Service |
|-----|--|
| 10 | CESSNA - Service Center |
| 11 | CESSNA (option) |
| 12 | GATEWAY 12 - Office, Hangars (storage) |
| 15 | FLEMING-WEST- Hangar |
| 16 | FLEMING-WEST (option) |
| 16A | Reserved |
| 17 | EMBRAER - Service Center |
| 18 | EMBRAER (option) |
| 20B | WINGS VALET - Storage Hangars |
| 20D | WINGS VALET - Storage Hangars |
| 21A | WINGS VALET - Storage Hangars |
| 21B | Reserved |
| 22 | ASU(PY)MESA AIR - Flight Training |
| 23 | CHANDLER-GILBERT COMMUNITY COLLEGE (CGCC) - Aviation Education & Training |
| 24 | CGCC - Aviation Education & Training
UNIV. OF N.D. AEROSPACE - Flight Training
GATEWAY AVIATION SERVICES - FBO Hangar
General Aviation Terminal
AIR EVAC - Aeromedical Evac Services
AIRLINE TRANSPORT PROFESSIONALS - Flight Training
ENTERPRISE RENT-A-CAR - Car Rental
FLIGHT DECK CAFE - Restaurant
GATEWAY AVIATION SERVICES - FBO
GATEWAY PILOT SHOP - Aviation Supplies
SILVERSTATE HELICOPTERS - Flight Training |
| 26A | Airport Viewing Area |
| 26B | Airport Administration |
| 27 | LOCKHEED-MARTIN - Aerospace |
| 28 | EMBRY RIDDLE - Flight Training
TAC AIR SYSTEMS - Flight Training |
| 29 | L-3 COMMUNICATIONS - Aviation & Flight Simulator Research |
| 31A | FIGHTER COMBAT INTERNATIONAL - Emergency Maneuver Flight Training |
| 31B | AIRLINE TRANSPORT PROFESSIONALS - Flight Training
L-3 COMMUNICATIONS - Aviation & Flight Simulator Research |
| 31B | US MARSHALS SERVICE - Law Enforcement |



- SPECIAL USE LOT
- LOT UNDER LEASE OR OPTION
- LOT AVAILABLE FOR LEASE

LOT LINES ARE SUBJECT TO CHANGE PRIOR TO LEASE AGREEMENT



CURVE DATA

CURVE ID	RADIUS	ARC LENGTH	DELTA	TANGENT
C1	1811'	212'	7°	100'
C2	32'	49'	80°	31'
C3	1915'	207'	9°	140'
C4	1811'	213'	7°	107'
C5	1915'	333'	10°	167'
C6	1811'	383'	11°	177'
C7	32'	49'	80°	30'
C8	757'	288'	22°	140'
C9	460'	175'	22°	89'
C10	757'	16'	2°	13'
C11	460'	16'	2°	8'
C12	643'	63°	6°	40'
C13	1140'	125'	6°	63'
C14	1140'	219'	19°	141'
C15	1140'	378'	19°	191'
C16	643'	28'	2°	13'
C17	50'	50'	90°	32'
C18	32'	50'	90°	32'
C19	460'	69'	9°	36'
C20	757'	93'	7°	46'
C21	460'	130'	16°	66'
C22	757'	354'	27°	180'

LINE DATA

LINE ID	LENGTH	BEARING
L1	62'	N 49° 19' 42" E
L2	62'	S 49° 19' 42" W
L3	42'	N 59° 59' 44" W

DRAFT

1

LEGEND

- EXISTING RETENTION BASIN
- PROPOSED RETENTION BASIN
- PROPOSED PAVEMENT
- PROPOSED CURB
- PROPOSED SIDEWALK
- PROPOSED UTILITY
- PROPOSED LOT
- PROPOSED ROAD
- PROPOSED CONCEPTUAL ROAD
- PROPOSED LOT BOUNDARY LINE

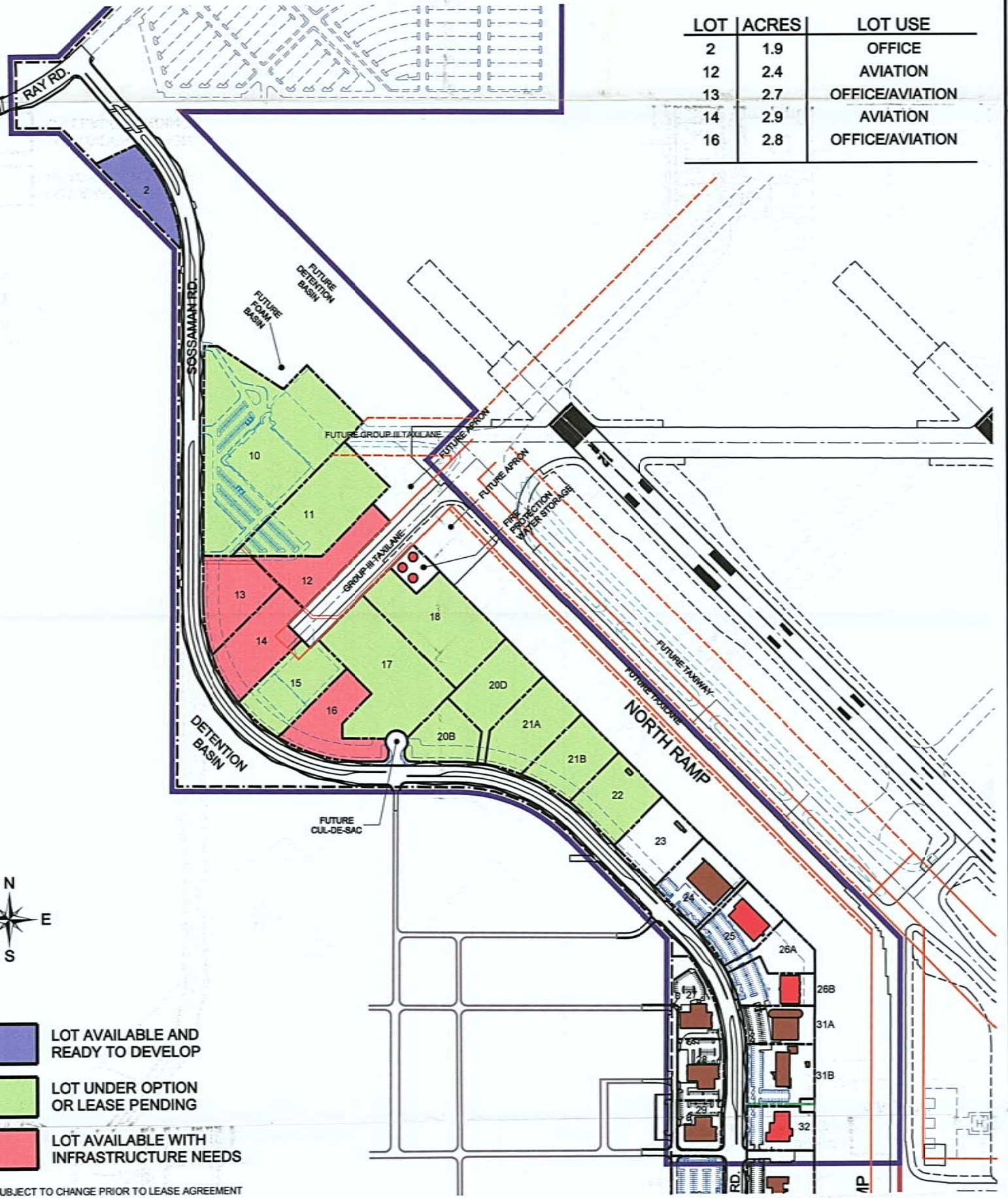
Relative Location and Curve Data for Lots 104 & 105

SCALE: 1"=100'

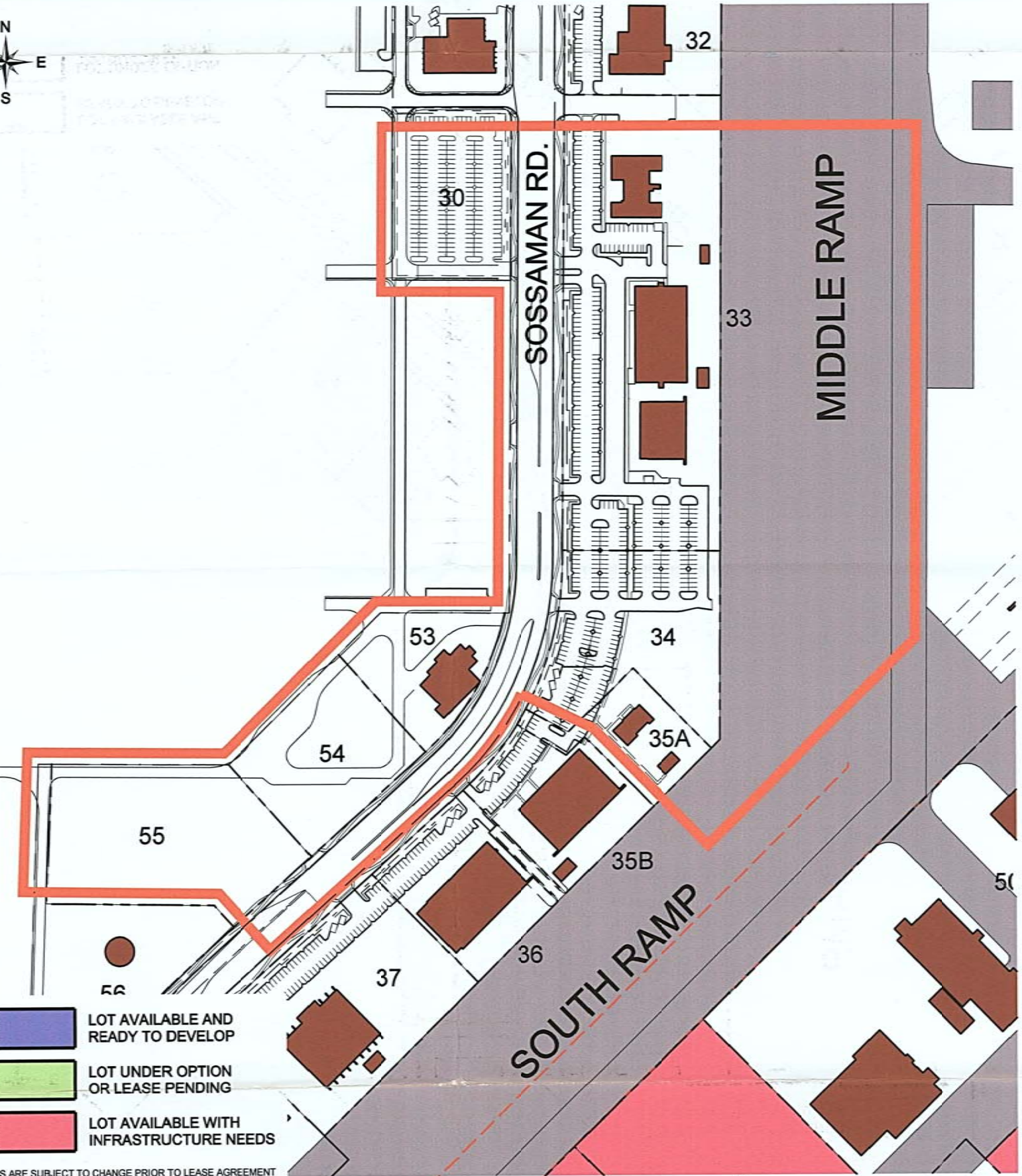
WILLIAMS GATEWAY AIRPORT
MESA, ARIZONA

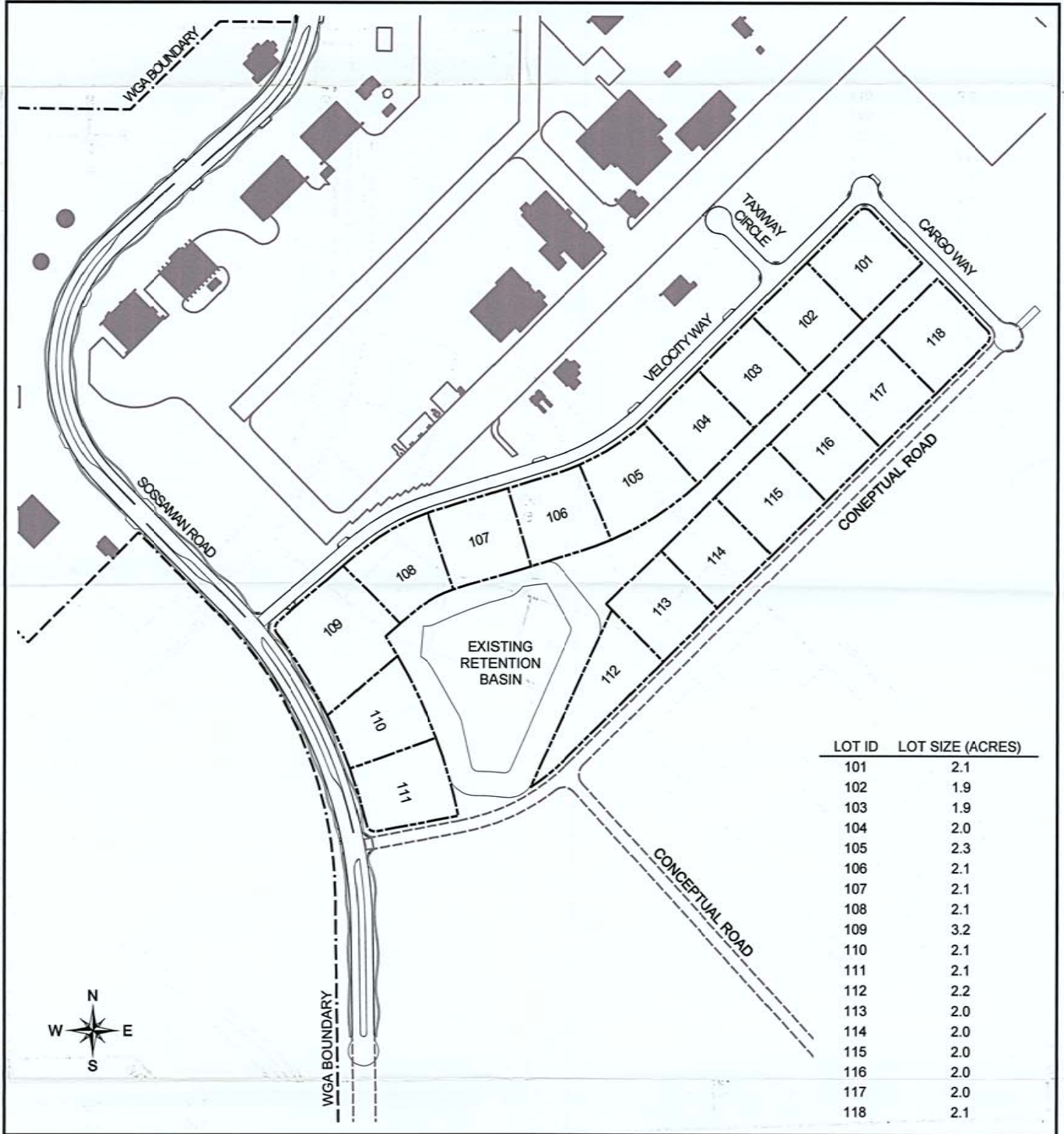
WILLIAMS GATEWAY AIRPORT AUTHORITY
DEVELOPMENT & ENGINEERING
8635 S. SOSSAMAN ROAD
MESA, ARIZONA 85212
480-986-7600
WWW.FLYVGA.ORG

LOT	ACRES	LOT USE
2	1.9	OFFICE
12	2.4	AVIATION
13	2.7	OFFICE/AVIATION
14	2.9	AVIATION
16	2.8	OFFICE/AVIATION



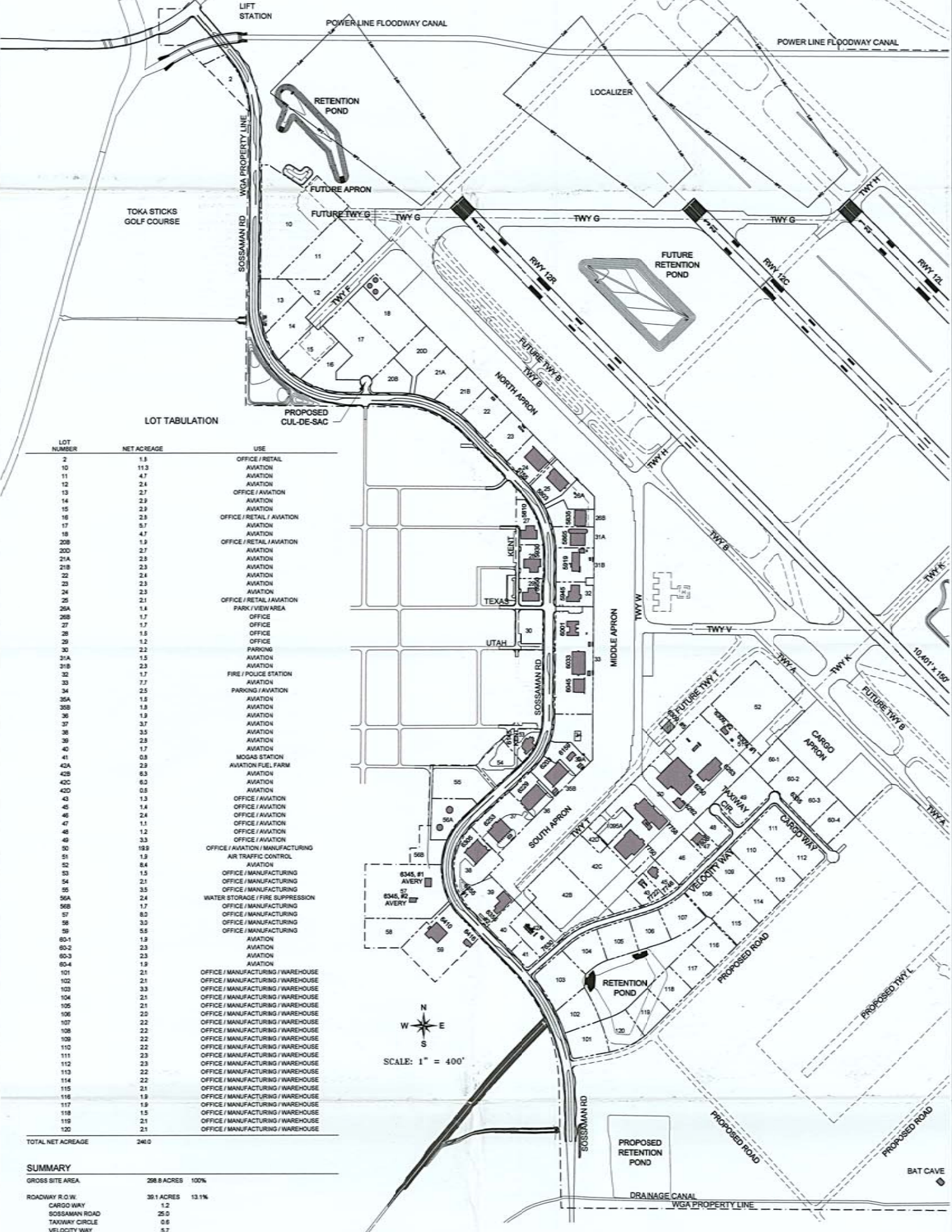
LOT AVAILABLE AND READY TO DEVELOP
 LOT UNDER OPTION OR LEASE PENDING
 LOT AVAILABLE WITH INFRASTRUCTURE NEEDS
 SUBJECT TO CHANGE PRIOR TO LEASE AGREEMENT





LOT ID	LOT SIZE (ACRES)
101	2.1
102	1.9
103	1.9
104	2.0
105	2.3
106	2.1
107	2.1
108	2.1
109	3.2
110	2.1
111	2.1
112	2.2
113	2.0
114	2.0
115	2.0
116	2.0
117	2.0
118	2.1

2004-281-W1 09-03-04 Drawn By: M.C. Requested By: CD



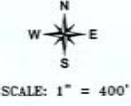
LOT TABULATION

LOT NUMBER	NET ACREAGE	USE
2	1.8	OFFICE / RETAIL
10	11.3	AVIATION
11	4.7	AVIATION
12	2.4	AVIATION
13	2.7	OFFICE / AVIATION
14	2.9	AVIATION
15	2.9	AVIATION
16	2.8	OFFICE / RETAIL / AVIATION
17	5.7	AVIATION
18	4.7	AVIATION
20B	1.9	OFFICE / RETAIL / AVIATION
20D	2.7	AVIATION
21A	2.8	AVIATION
21B	2.3	AVIATION
22	2.4	AVIATION
23	2.3	AVIATION
24	2.3	AVIATION
25	2.1	OFFICE / RETAIL / AVIATION
26A	1.4	PARK / VIEW AREA
26B	1.7	OFFICE
27	1.7	OFFICE
28	1.6	OFFICE
29	1.2	OFFICE
30	2.2	PARKING
31A	1.5	AVIATION
31B	2.3	AVIATION
32	1.7	FIRE / POLICE STATION
33	7.7	AVIATION
34	2.5	PARKING / AVIATION
35A	1.8	AVIATION
35B	1.8	AVIATION
36	1.9	AVIATION
37	3.7	AVIATION
38	3.5	AVIATION
39	2.8	AVIATION
40	1.7	AVIATION
41	0.8	MOBILE STATION
42A	2.8	AVIATION FUEL FARM
42B	6.3	AVIATION
42C	6.0	AVIATION
42D	0.8	AVIATION
43	1.3	OFFICE / AVIATION
45	1.4	OFFICE / AVIATION
46	2.4	OFFICE / AVIATION
47	1.1	OFFICE / AVIATION
48	1.2	OFFICE / AVIATION
49	3.3	OFFICE / AVIATION
50	10.8	OFFICE / AVIATION / MANUFACTURING
51	1.9	AIR TRAFFIC CONTROL
52	8.4	AVIATION
53	1.5	OFFICE / MANUFACTURING
54	2.1	OFFICE / MANUFACTURING
55	5.5	OFFICE / MANUFACTURING
56A	2.4	WATER STORAGE / FIRE SUPPRESSION
56B	1.7	OFFICE / MANUFACTURING
57	8.0	OFFICE / MANUFACTURING
58	3.0	OFFICE / MANUFACTURING
59	5.6	OFFICE / MANUFACTURING
60-1	1.9	AVIATION
60-2	2.3	AVIATION
60-3	2.3	AVIATION
60-4	1.9	AVIATION
101	2.1	OFFICE / MANUFACTURING / WAREHOUSE
102	2.1	OFFICE / MANUFACTURING / WAREHOUSE
103	3.3	OFFICE / MANUFACTURING / WAREHOUSE
104	2.1	OFFICE / MANUFACTURING / WAREHOUSE
105	2.1	OFFICE / MANUFACTURING / WAREHOUSE
106	2.0	OFFICE / MANUFACTURING / WAREHOUSE
107	2.2	OFFICE / MANUFACTURING / WAREHOUSE
108	2.2	OFFICE / MANUFACTURING / WAREHOUSE
109	2.2	OFFICE / MANUFACTURING / WAREHOUSE
110	2.2	OFFICE / MANUFACTURING / WAREHOUSE
111	2.3	OFFICE / MANUFACTURING / WAREHOUSE
112	2.3	OFFICE / MANUFACTURING / WAREHOUSE
113	2.2	OFFICE / MANUFACTURING / WAREHOUSE
114	2.2	OFFICE / MANUFACTURING / WAREHOUSE
115	2.1	OFFICE / MANUFACTURING / WAREHOUSE
116	1.9	OFFICE / MANUFACTURING / WAREHOUSE
117	1.9	OFFICE / MANUFACTURING / WAREHOUSE
118	1.5	OFFICE / MANUFACTURING / WAREHOUSE
119	2.1	OFFICE / MANUFACTURING / WAREHOUSE
120	2.1	OFFICE / MANUFACTURING / WAREHOUSE

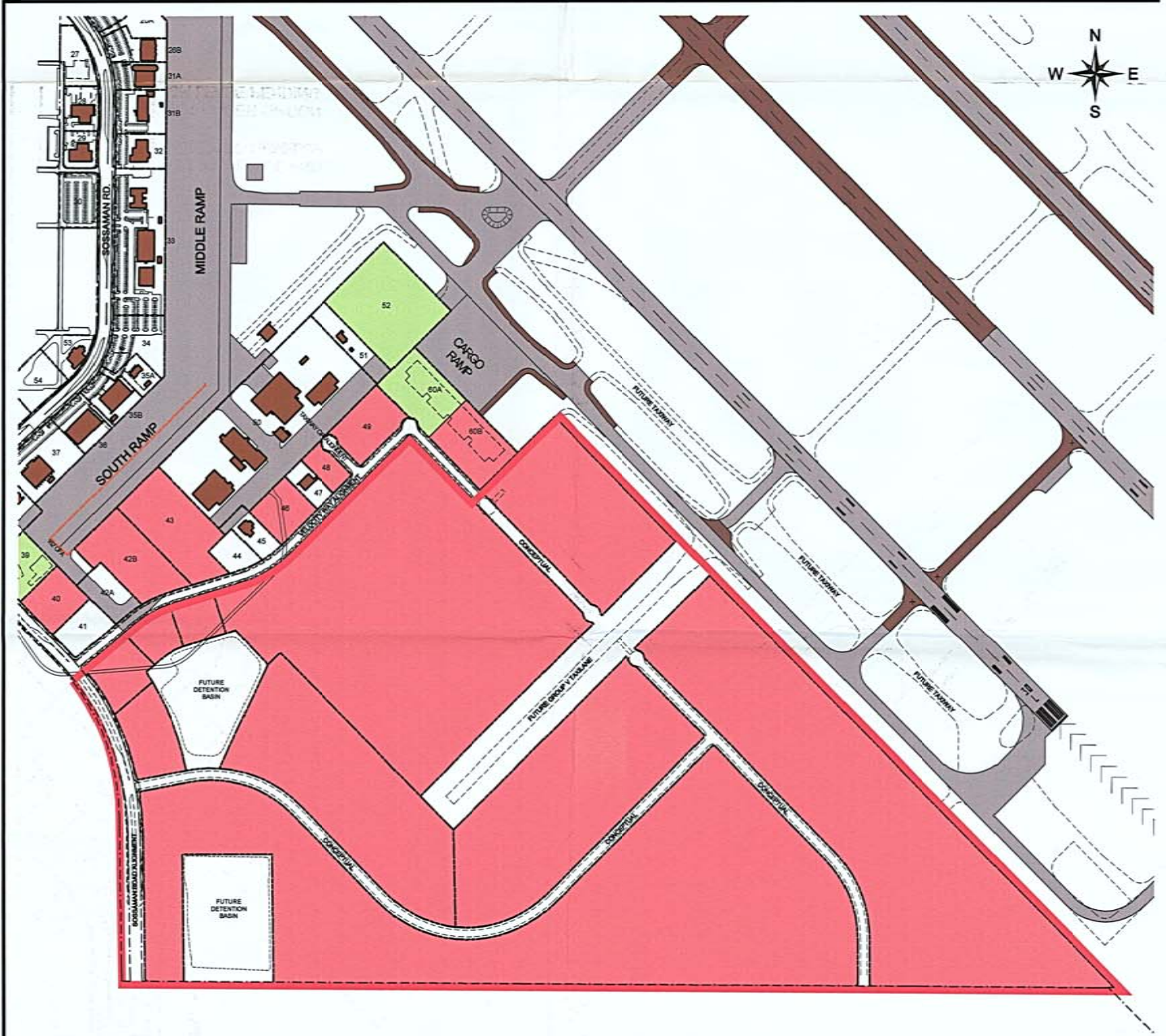
TOTAL NET ACREAGE 240.0

SUMMARY

GROSS SITE AREA	298.8 ACRES	100%
ROADWAY R.O.W.	39.1 ACRES	13.1%
CARGO WAY	1.2	
SOSSAMAN ROAD	25.0	
TAXIWAY CIRCLE	0.6	
VELOCITY WAY	5.7	
PROPOSED	6.6	
PONDS / OPEN SPACE	19.7 ACRES	6.6%
EXISTING	19.0	
PROPOSED	0.7	
NET DEVELOPABLE LOT AREA	240.0 ACRES	80.3%



**WILLIAMS GATEWAY AIRPORT
BUSINESS PARK - PHASE I
MESA, ARIZONA**



-  LOT AVAILABLE AND READY TO DEVELOP
-  LOT UNDER OPTION OR LEASE PENDING
-  LOT AVAILABLE WITH INFRASTRUCTURE NEEDS

LOT LINES ARE SUBJECT TO CHANGE PRIOR TO LEASE AGREEMENT

2003-093-W1 04-16-03 Drawn By: MLC Approved By: CD