Inner Loop District Update

MESA GATEWAY STRATEGIC PLAN

August 17, 2018

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Inner Loop District Update

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EXECUTIVE SUMMARY

Executive Summary

HISTORY OF CHANGE

Since its opening as a general aviation airport in 1994, Phoenix Mesa Gateway Airport has been recognized by the City of Mesa or its potential to attract employment and jobs to Mesa and the East Valley. To ensure that the largely vacant area surrounding the airport was developed with airport compatible uses and contributed to helping the City achieve its desired jobs to housing ratio, the City of Mesa adopted the Gateway Strategic Plan (MGSDP). The MGSDP was informed by 1998 noise contours and overflights. The City of Mesa 2040 General Plan, adopted in 2014, reflected the land uses and development policies identified in, and incorporates, the MGSDP.

Due to changes in aircraft technology, the area within the Inner Loop District that is impacted by airport noise has been reduced since the adoption of the MGSDP. Areas south and west of the airport (in Gilbert and Queen Creek), and north of the planning area have developed with residential uses. Recently, several of the long-time dairy operators and adjacent landowners in the Inner Loop area expressed to the City their interest in rezoning their land for residential uses.

As a result of these changes, the City of Mesa initiated the update of the Inner Loop District portion of the MGSDP. The purpose of the update was to re-examine the factors that inform Inner Loop District Framework Plan so that the area around the airport is developed in a way that continues to benefit the airport and the city.

PLANNING PROCESS

The process used to develop the update of the Inner Loop District included three phases. In the first phase, three land use options were prepared based on potential rezoning submittals, and research on five comparable airports selected by the City of Mesa with input from Phoenix Mesa Gateway Airport (PMGA) staff. These options were presented at a public meeting for review and comment.

The second phase of the planning process included refining the three options to one draft option, based on community input, soliciting additional input from focus groups representing land owners, city departments, and economic development interests.

The third phase of the process consisted of refining the draft option based on focus group input, and presenting the refined draft option at a community open house for review and comment. The refined draft option was revised to final based on comments received at this open house.

Participants at the Public Education Session

PLANNING ANALYSIS

Since the 2008 adoption of the MGSDP, the areas impacted by noise from aircraft taking off and landing at PMGA have been reduced in size and are generally located west of Sossaman Road and south of Elliott Road. As a result, areas previously designated for employment development could be developed with other uses.

The airport analysis found that most airports that are in close proximity to residential uses have made some types of alterations to their flight patterns and/or schedule. However, these airports are successful.

The market analysis found that currently, should all

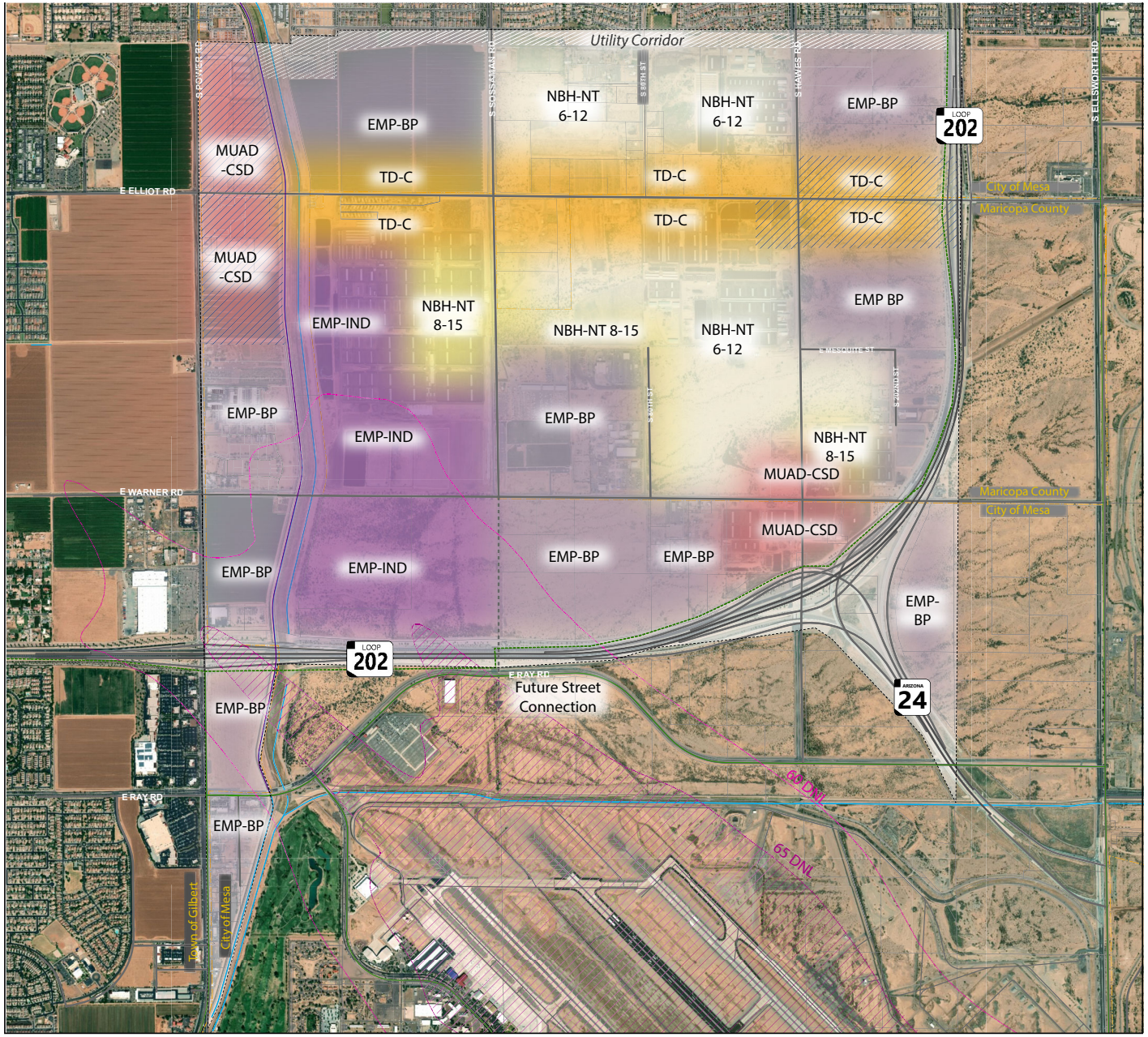
the employment land within the Gateway District be developed for employment, the City would double its current employment (Figure E-1: Employment Density Analysis Mesa Gateway Inner Loop). The market analysis concluded should some of the land within the Gateway Inner Loop District be developed for other uses, Mesa would still have more than adequate land for employment and be able to attain its goal of a 1:1 job ratio (or better). The analysis also found that higher density housing, more appropriate to areas that could be impacted by noise, is in demand in nearby Gilbert, and would likely be an appropriate market for the Inner Loop District. (Figure E-1 Employment Density Analysis Mesa Gateway Inner Loop.)

FIGURE E-1: Employment Density Analysis Mesa Gateway Inner Loop (Current Condition)

DISTRICT	GROSS ACRES	NET ACRES	OCCUPIED	AVAILABLE
Private/State Land				
Inner Loop	3,100	2,480	175	2,305
Logistics and Commerce	4.600	3,680	1,000	2,680
Mixed Use (excluding residential areas)	2,535	2,208		2,028
Airport Private Land North of Airport Private Land East of Airport	 330 300	 264 240		 264 240
Total Private Land	10,865	8,692	11,175	7517
Airport Property	Acres		Building Sq. Ft.	
NE Airport Property (New Terminal)	650			
Sky Bridge	360		4,000,000	
ASU Poly Innovation District	210		3,100,000	
Total	1,220			
Private Land Holdings				
Total NET Private Acres of Commercial Use			7,517	
Potential Building Square Feet at 0.35 FAR			114,604,182	
Potential Employment at 500 Square Feet/Employee			229,208	
Gross Acres			10,865	
Potential Employment at 500 Square Feet/Employee			229,208	
Jobs/Gross Acre			21.1	

Source: Maricopa County Assessor, Elliott D. Pollack & Co.

FIGURE E-2: Inner Loop District Land Use Plan



MESA GATEWAY STRATEGIC PLAN

Inner Loop District Update

Legend Items

Boundaries

Aiport Noise Exposure

- 65 DNL Boundary
- 60DNL Boundary

Area Limits

- Planning Area Boundary
- City Boundary
- Parcel Boundary

Routes

Transportation

- FRWY
- ARTL
- Bike Paths
- Shared Use Paths
- Canal Centerline
- Future Trail

Character Area Districts

Excludes Residential

Employment

Businesss Park (EMP-BP)

Large areas devoted primarily to enclosed industrial without outside storage, office, and related business and commercial uses (Modern Business Park). Height limited by Williams Gateway Airport. Residential not permitted.

Industrial (EMP-IND)

Large areas devoted primarily to industrial, warehousing and related uses; may include limited associated commercial uses. Residential not permitted.

Mixed-Use Activity District

Community Scale Districts (MUAD-CSD)

See General Plan Mixed Use Activity District Community Scale District description and typical uses.

Neighborhood:

Neo-Traditional- 6-12 du/acre (NBH-NT 6-12)

See General Plan Land Use Category Neighborhood – Traditional – Neo Traditional. Minimum density 6 du/gross acre.

Neo-Traditional- 8-15 du/acre (NBH-NT 8-15)

See General Plan Land Use Category Neighborhood – Traditional – Neo Traditional. Minimum density 8 du/gross acre, maximum density 15 du/gross acre.

Transit

Corridor (TD-C)

See General Plan Transit District Corridor Land Use Category Form and Guidelines and Typical Uses.

N 0 0.5 1 Miles

Bowman CONSULTING · Elliott D. Pollack & Company · PLANnet · The Planning Center a division of TPC Group, Inc.

THE LAND USE PLAN

The Land Use Plan (Figure E-2) includes a variety of employment, retail, and commercial uses. Generally residential densities in the Inner Loop District are at six units to the acre and above. Because it has a direct connection to the Loop 202, the Elliott Road Corridor is planned for high-intensity mixed-use development. Industrial employment is located within the 60 LDN Area of Influence, and higher density residential and business uses are planned under overflight areas.

EMPLOYMENT OVERVIEW

The Inner Loop Distrct Land Use Plan, when developed, could result in over 55,000 new jobs and 12,000 new housing units. The current MAG 2050 forecast for the entire Gateway Planning Area is approximately 70,000 new jobs. In other words, the development of the employment areas in the Gateway Planning Area could provide over 75% of the 2050 employment forecasted for this area. (Figure E-3: Inner Loop District Employment Overview.)

FIGURE E-3: Inner Loop District Employment Overview

Use	Gross Acres	% Res.	Units/Acre	Units
Mixed Use Activity District - CSD	120	30%	25	900
Transit Corridor	320	30%	40	3,840
Neighborhood 8-15 du/ac	200	100%	12	2,400
Neighborhood 6/12 du/ac	550	100%	9	4,950
Utililty Corridor/Open Space	50	0%	-	-
Sub Total	**1,240**		**9.8**	**12,090**

Use	Gross Acres	% Emp.	Jobs/Acre	Jobs
Mixed Use Activity District - CSD	120	70%	25	2,100
Transit Corridor (TD-C)	320	70%	40	8,960
Transit Corridor (TD-C) No Residential	120	100%	40	4,800
Employment-Industrial	450	100%	18	8,100
Employment - Business Park	1,090	100%	25	27.250
Mixed Use Activity District (No Residential)	160	100%	25	4,000
Sub Total	**2,260**		**24.4**	**55,120**

LAND USE DISTRICTS AND ZONING CATEGORIES

CHARACTER DISTRICTS

General Plan Character Districts to be considered for application to the Inner Loop District are described below. Where indicated, the descriptions below modify the character type descriptions used in the Mesa2040 General Plan. Zoning appropriate to each district is described in Figure E-4: Zoning Appropriate to Inner Loop character districts.

Employment Character Districts

Business Park

The Business Park character type is for areas that contain a number of separate businesses, offices, light industrial facilities, accessory and supporting uses joined together through the street, sidewalk, and/or open space systems and usually have common landscaping and signage. They are typically low intensity developments comprised mainly of office, office/warehouse, research and development, and similar uses. Within the Inner Loop District, this land use category mirrors the General Plan Business character district with the exception that it encourages taller buildings along the Loop 202 (as high or, if no interference with airport, higher than the Loop 202).

Industrial

The Industrial character type signifies locations appropriate for manufacturing, warehousing, and other industrial operations. These areas typically have larger lots and require provision of access and circulation by large vehicles. These industries typically provide quality jobs and require protection from encroachment of non-compatible uses. This character district mirrors the General Plan character district.

Mixed-Use Activity District

Community Scale District

This application of the Community Scale district in the Inner Loop District slightly differers from the General Plan 2040.

Community Scale districts (primarily serving up to a 4-mile radius) typically contain one or two big box buildings and associated shops and pad sites. These character types are typically at the intersection of two arterial streets and are typically auto-dominant unless part of a Transit District. The primary goal of this character type is to provide high quality opportunities for commercial and entertainment activities consistent with the needs of today's consumer.

Residential Districts

Neighborhood:

Neo-traditional neighborhoods have many of the same fundamental building blocks as traditional neighborhoods, but as newly developing neighborhoods, will not likely have as much of a mix of uses. Neo-traditional neighborhoods promote walkability by having shorter block lengths and perimeters, and have greater connectivity to recreational and commercial uses than typical suburban development. These neighborhoods should have a variety of lot sizes including some variation within a block. This is the desired character type for new neighborhoods within the following Inner Loop Land Use Districts:

- Neo-Traditional- 6-12 Du/Acre
- RS Dwelling 9,7,6
- Neo-Traditional- 8-15 Du/Acre

Appropriate Zoning

Figure E-3 identifies zoning districts appropriate to the Inner Loop District.

FIGURE E-4: Zoning Appropriate to Inner Loop Character Use Districts

	Base Zoning District Group	EMP-BP	EMP-IND	MUAD-CSD	NBH-NT 6-12	NBH-NT 8-15	TD-C
Residential	RS-7 Residential Single Dwelling				●		
	RM-2, RM-3, RM-4, RM-3U Residential Multiple Dwelling				●	●	●
	RM-4U, RM-5 Residential Multiple Dwelling			○			●
	RSL, Residential Small Lot Single Dwelling				●	●	
Commercial	NC, Neighborhood Commercial			●	○	○	
	LC, Limited Commercial	○	○	●			
	GC, General Commercial	○	○	●			
	OC, Office Commercial			○	○	○	●
Employ-ment	MX, Mixed Use	●	●	●			●
	LI, Light Industrial;	●	●				
	GI, General Industrial;	●	●				
	HI, Heavy Industrial; and		●				
	PEP, Planned Employment Park	●	●	●			
Form-Based Districts	T3N				●	○	
	T4N				●	●	●
	T4NF				○	○	●
	T4MS			●			●
	T5N			●	○	●	●
	T5MSF			●			●
	T5MS			●			●
	T6MS						●

● Primary Zone
○ Secondary Zone

Inner Loop District Update

Mesa Gateway Strategic Development Plan

Introduction

The Inner Loop District is one of the four framework districts within the Mesa Gateway Strategic Development Plan (MGSDP). The City of Mesa adopted the MGSDP in 2008 to provide a framework for development around the Phoenix-Mesa Gateway Airport (PMGA) that would protect airport operations while providing opportunities for economic activity and a variety of new development. When the MGSDP was adopted, a substantial portion of the land was within the PMGA Area of Influence (AOI) and impacted by aircraft noise. Since the development of the MGSDP, the AOI associated with the airport has been reduced, and overflight patterns have changed. These shifts in the AOI and overflight patterns provided an opportunity to re-examine land use options for this area. This Inner Loop District Plan Update provides the background and information needed to consider amendments to the Inner Loop portion of the MGSDP. (Figure 1: Plan Implementation Framework.)

PURPOSE

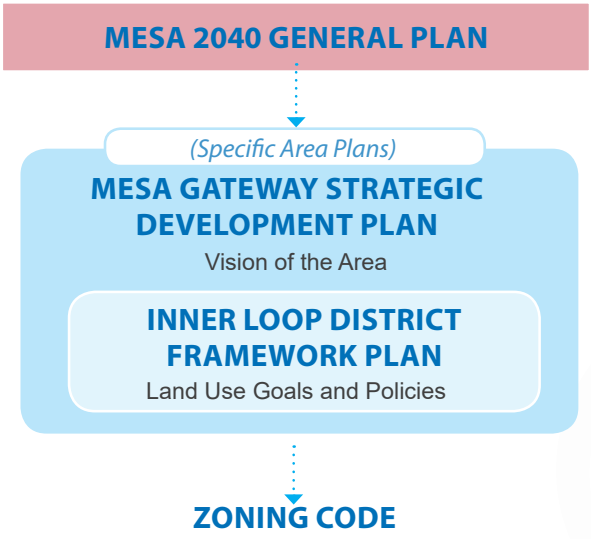
The purpose of this Inner Loop District Update is to provide Inner Loop District policies and design guidance that results in sustainable and quality development that

- Contributes to the City of Mesa economy and community
- Helps to achieve the job to housing balance identified in the City's General Plan, and
- Does not negatively impact the operations and economic benefits to Mesa of the Phoenix Mesa Gateway Airport.

Boundaries

Figure 2 shows the boundaries of the Inner Loop Planning Area. The Planning Area is generally bounded by PLoop 202 on the south and East, Power Road on the West and the E. Peralta Avenue (extended)/Powerlines on the north.

FIGURE 1: Plan Implementation Framework

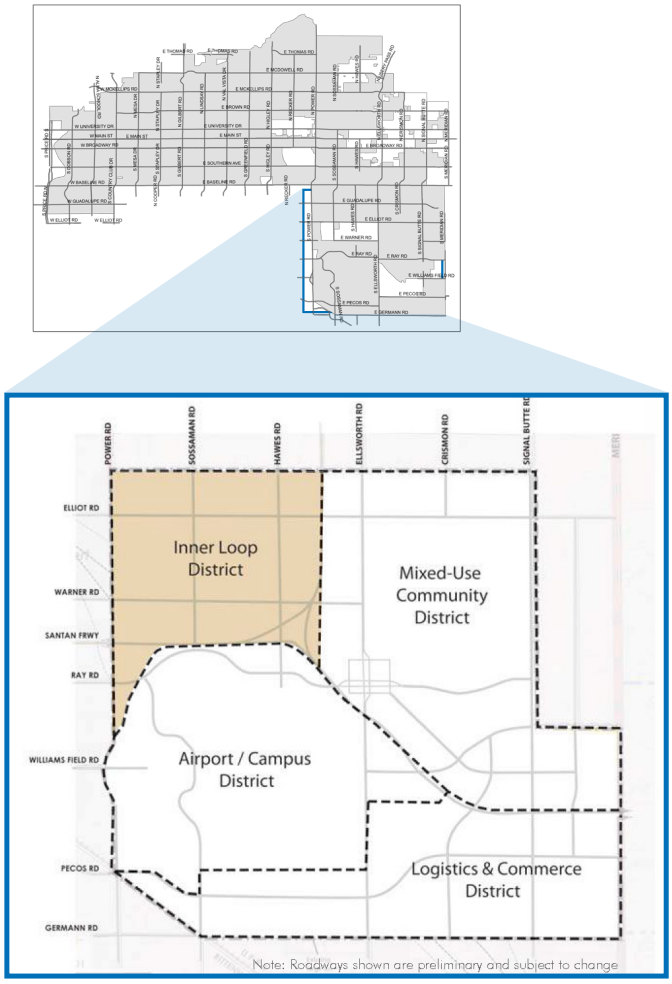


ORGANIZATION

The plan is organized into the following chapters:

- **Introduction** - This Chapter provides the framework and background of the plan document and information about its update process.
- **Embracing & Guiding Change** - This chapter includes additional context and existing background information for the Inner Loop District and planning considerations to set the area's vision, goals, and policies. Analysis for the area's land-use, infrastructure, and economic market are included in forming the vision.
- **Tools for Change** - This chapter describes the implementation for the area's goals and policies through a refined land-use map and categories as well as future planned efforts for infrastructure and open space.

FIGURE 2: Mesa Gateway Airport Inner Loop District and Gateway Strategic Development Planning Areas.



PLANNING PROCESS

Introduction

The public, landowners, economic development interests, utility providers, and other city departments were engaged in a three-phase process to develop recommendations for and update to the Inner Loop District of the MGSDP.

THE PLANNING PROCESS

PHASE I:

This Phase included research of existing planning area conditions and a community education session. At the community education session information was presented on:

- Current infrastructure in the Inner Loop Area
- Surrounding market conditions relevant to the Inner Loop Planning Area
- Comparable airport operations and surrounding land use

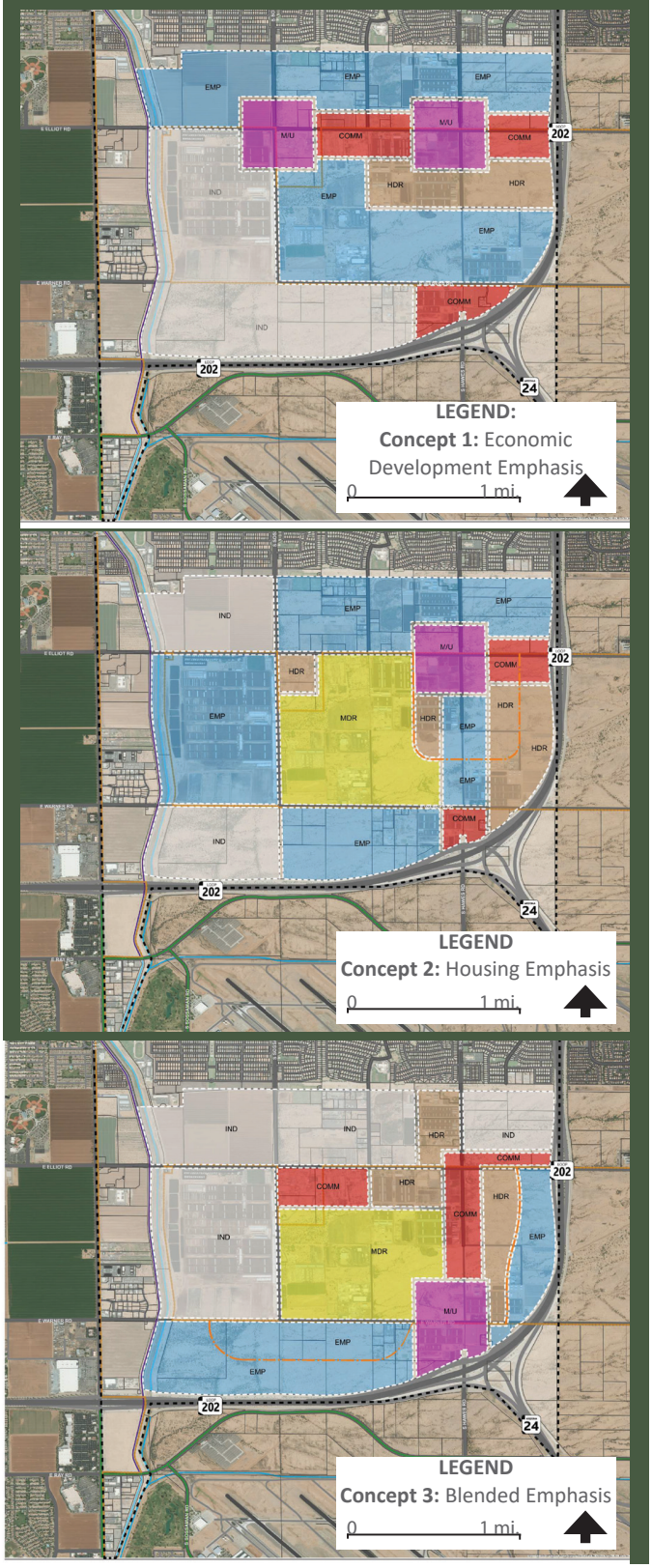
Three land use alternative concepts were presented for comment. The three concepts were:

Concept 1: Economic Development Emphasis.
This option focused on extending the Elliott Rd. Tech Corridor to the west across the 202, taking advantage of airport traffic along Hawes Rd., and reducing residential development within the AOI and overflight zones.

Concept 2: Housing Emphasis
This option focused on providing housing in those areas least impacted by overflights and the AOI.

Concept 3: Blended Emphasis
This option represents a blend of the two prior options and seeks to maximize housing outside the AOI and overflight zones, reserve freeway frontage for commercial development, and support the western continuation of the Elliott Rd. Tech Corridor.

FIGURE 3: Initial Planning Concepts



PHASE II

This phase of the planning process included refining the three concepts into one draft concept plan The refined draft concept plan was developed with input from City staff and landowners, shared for review and comment at focus group meetings with stakeholders including landowners, utilities, economic development interests, city parks, transportation, utilities (water) staff. Finally, a second meeting with area landowners was held as a follow up to the focus group meetings.

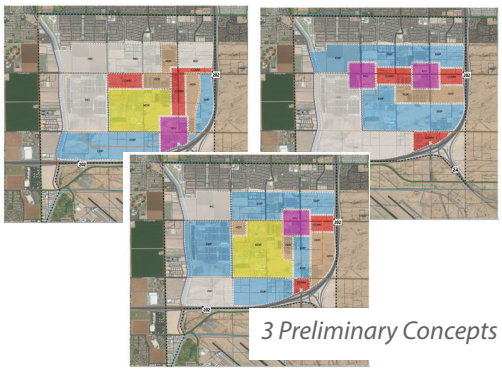
Based on comments received at the focus groups and from the landowner follow-up meeting, the draft concept plan was revised to draft plan and presented at a community Open House.

PHASE III

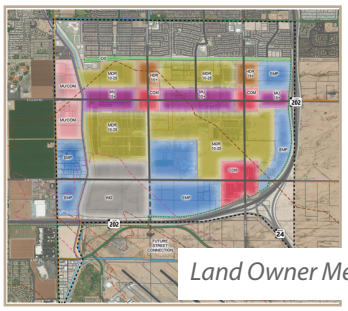
The final Inner Loop District Plan and Plan document ill be developed and presented to the Planning and Zoning Board and City Council for recommendation and action.

PLANNING PROCESS

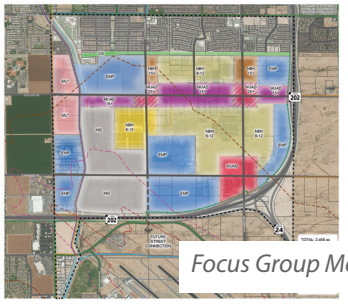
EVOLUTION OF THE PLAN



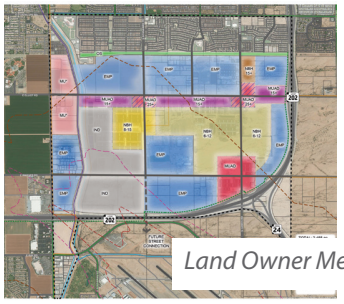
3 Preliminary Concepts



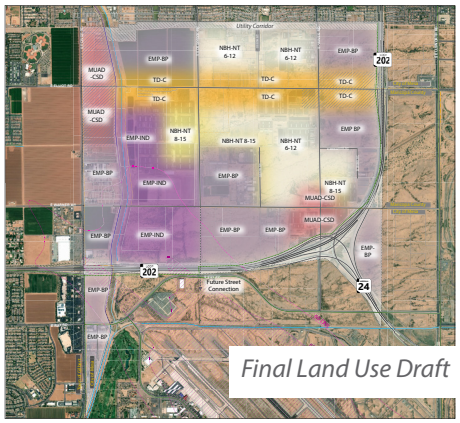
Land Owner Meeting



Focus Group Meetings



Land Owner Meeting



Final Land Use Draft

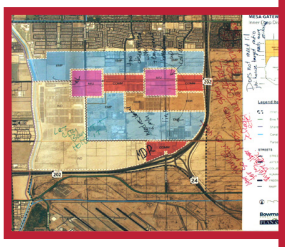
FIGURE 4: Outreach Process Timeline

EDUCATIONAL SESSIONS

- An educational session was held to the public to present current existing plans and challenges and were presented three alternative land-use options for the public to provide feedback on.

LAND OWNER MEETING #1

- Planning Department staff, several property owners, and the consultant team discussed comments recieved from the educational session and a proposed rezoning of a large portion of the area between SR-202 and 80th street.



FOCUS GROUPS

- Based on comments from the community and the land owners, the three draft plans presented at the education session were refined to a single plan. This plan was presented to three groups of stakeholders for review and comment.

The stakeholder groups include:
- Land Owners
- Utilities
- Economic Development

LAND OWNER MEETING #2

- Follow-up meeting to the Focus Group and Land Owner meeting #1.

COMMUNITY OPEN HOUSE

- Follow-up meeting to the Focus Group and Land Owner meeting #1.

EMBRACING & GUIDING CHANGE

A History of Change

Since its opening as a general aviation airport in 1994, Phoenix Mesa Gateway Airport has been recognized by the City of Mesa or its potential to attract employment and jobs to Mesa and the East Valley. To ensure that the largely vacant area surrounding the airport was developed with airport compatible uses and contributed to helping the City achieve its desired jobs to housing ratio, the City of Mesa adopted the Gateway Strategic Plan (MGSDP). The MGSDP was informed by 1998 noise contours and overflights. The City of Mesa 2040 General Plan, adopted in 2014, reflected the land uses and development policies identified in, and incorporates, the MGSDP.

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As a result of these changes, the City of Mesa initiated the update of the Inner Loop District portion of the MGSDP. The purpose of the update was to re-examine the factors that inform Inner Loop District Framework Plan so that the area around the airport is developed in a way that continues to benefit the airport and the city.

Framework for Change: Assets, Opportunities, and Analysis

ASSETS AND OPPORTUNITIES

INFRASTRUCTURE/TRANSPORTATION

Asset: Loop 202
The Inner Loop District is one of the most accessible areas in the East Valley. Because it directly connects to the I-10 and U.S. 60, Loop 202 provides regional access, and substantially reduces travel times to Central Phoenix, as well as other major metropolitan areas, such as Tucson.
Opportunity:
As a result, this area is well located for employment as well as housing development.

Asset: Phoenix Mesa Gateway Airport
The Phoenix Mesa Gateway Airport, has grown from 177,649 passengers (enplanements) in 2008 to 850,000 in 2017, and is projected to increase to over 2.2 million in 2027.
Opportunity:
The presence of the airport enhances the accessibility of this area for business, as well as those desiring to live in close proximity to an airport.

Asset: Elliott Road Tech Corridor:
Elliott Road east of the Loop 202 is being developed as a Tech Corridor with fiber optics.
Opportunity:
This area can provide jobs for area residents within a short commuting distance. Elliott Road also directly connects to the Loop 202.

Asset: Hawes Road
Hawes Road provides a direct connection to the PMGA and is planned to be widened to four lanes.
Opportunity:
An improved Hawes Road will enhance the accessibility of this area and increase visibility for development along it.

ECONOMY

Asset: Available Vacant Land
Approximately 8,700 acres of vacant, privately owned-land within the Gateway Area is available for Development.
Opportunity:
This area provides more than adequate land to meet projected City employment growth. Should this land be developed for employment uses, almost 230,00 jobs could be created. In 2015 The Maricopa Association of Governments estimated the City had about 175,000 jobs, and projects a total of 202,500 jobs in Mesa by 2020. (Source: Maricopa Association of Governments June 2016 FINAL Socioeconomic Projections)

DEMOGRAPHICS

Asset: Population Growth and Millennials.
People born between 1980 and 2000 are a larger demographic than baby boomers. This population group is attracted to mixed use areas with transit. (Source: National Mortgage News. July 6, 2018. Access date: August 1, 2018.)
Opportunity: New Markets
This area offers a potential to create mixed use, pedestrian areas that can meet changing housing demand.

LAND USE

Asset: General Plan Land Use
The adopted City of Mesa General Plan 2040 designates the Mesa Gateway Inner Loop District Employment/ Employment Mixed Use Activity District, and Employment. (Figure 6: City of Mesa General Plan 2040 Land Use Map: Inner District Land Use.)

Opportunity: General Plan Flexibility
While this plan would amend the current Mesa 2040 General Plan Character Area Map to provide more detail; the current character designations suggest that residential and employment uses are appropriate to this area as long as they do not negatively impact Airport Operations. While it is possible that Airport Operations could change due to the presence of residential in this area, analysis of comparable airports did not find that surrounding residential development precluded airport growth and development.

FIGURE 5: Inner Loop District

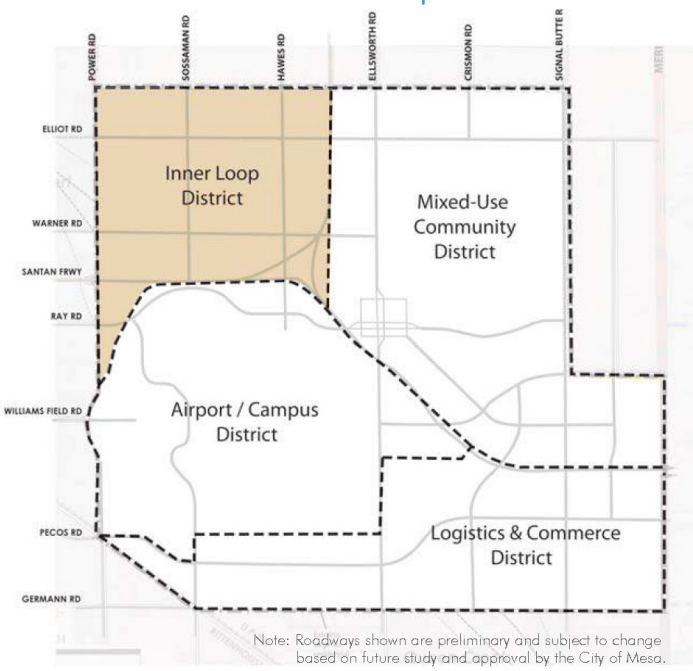


FIGURE 6: City of Mesa General Plan 2040 Land Use Map: Inner Loop District Land Use

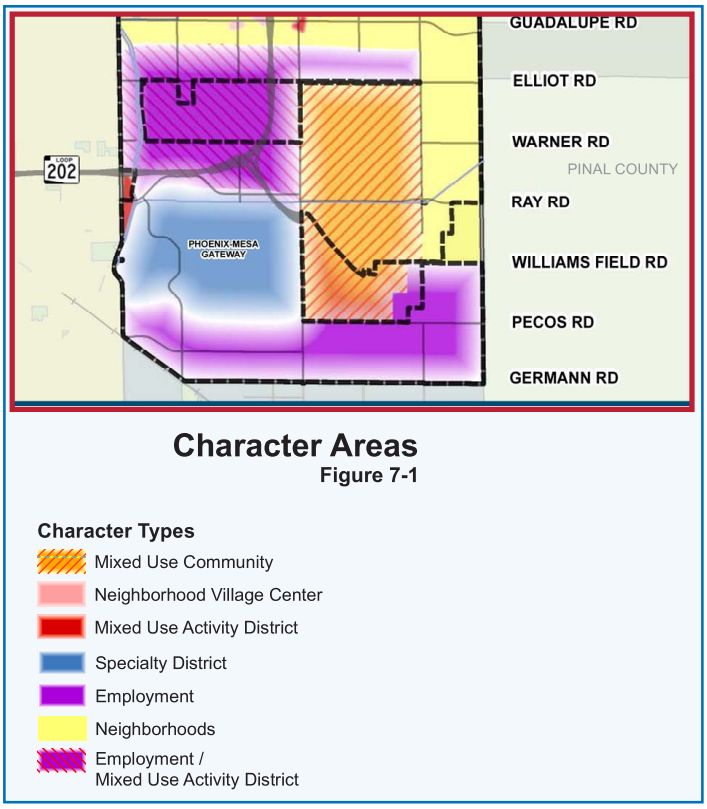
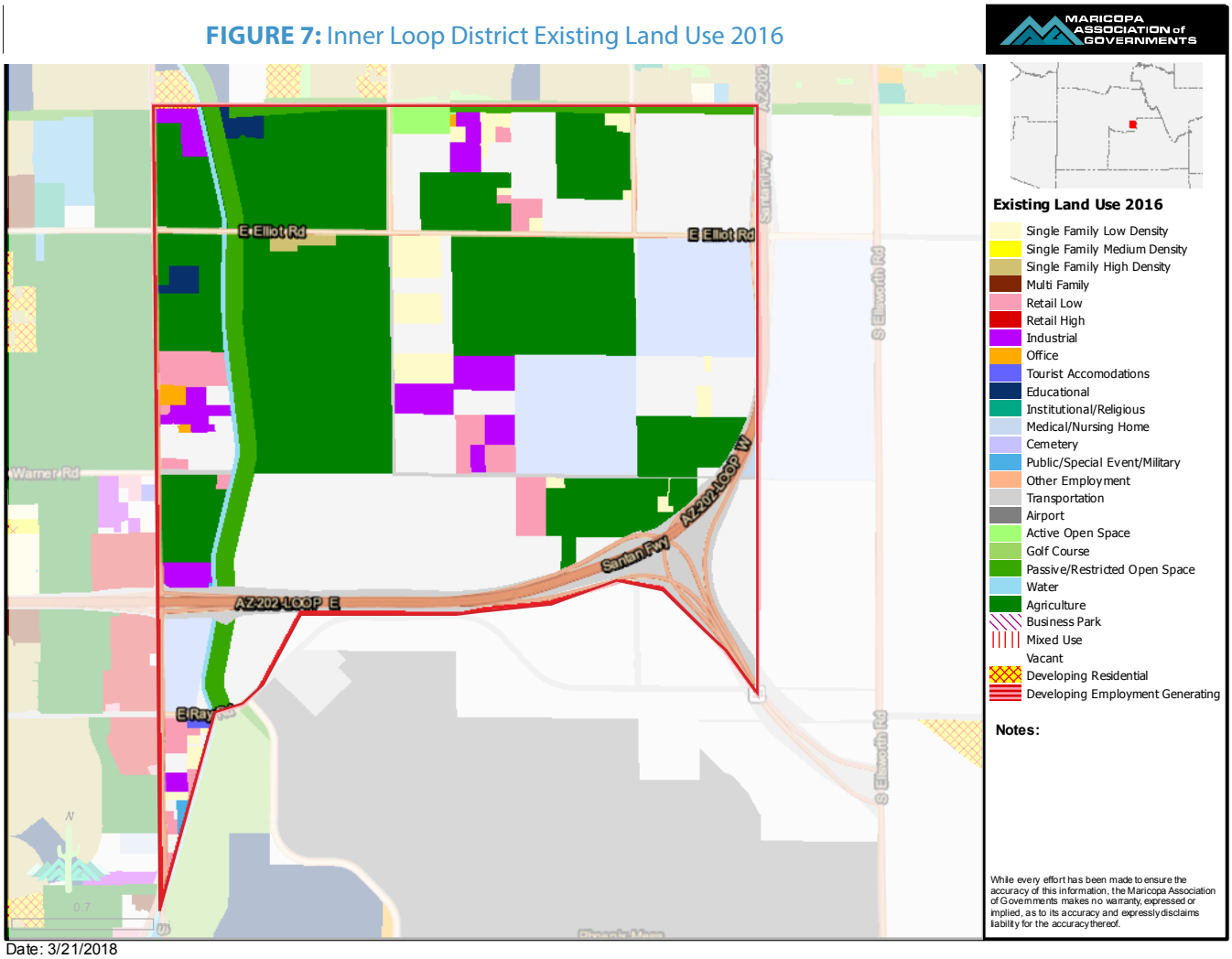


FIGURE 7: Inner Loop District Existing Land Use 2016



Date: 3/21/2018

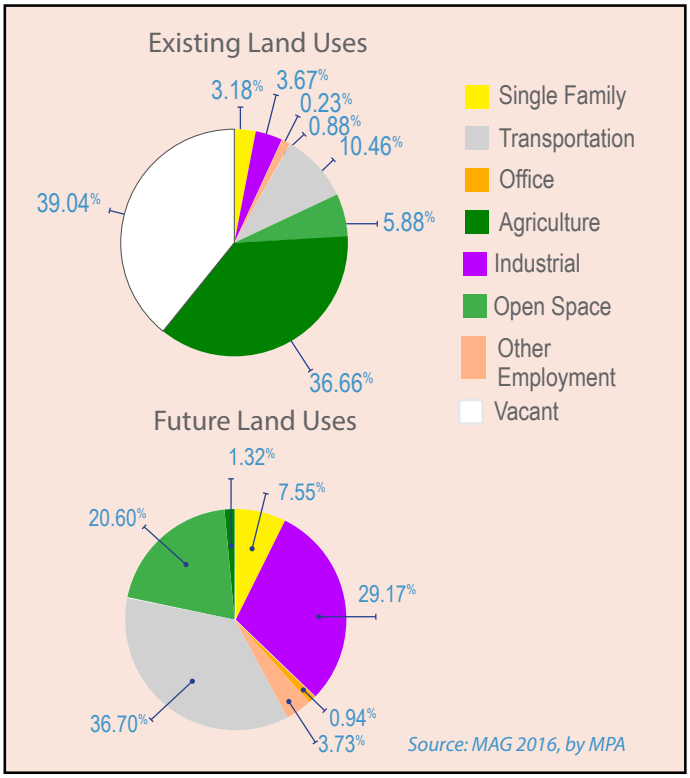
Asset: Existing Land Use

More than 80% of the land in the Inner Loop District as uses that are easily redeveloped (vacant (39%), agricultural (Active dairies) (37%), or open space (6%)). MAG projects land uses to be industrial (30%) and transportation-related uses (37%) and about 21% remaining open space. (Figure 7: Inner Loop District Existing Land Use 2016.) (Source: Maricopa Association of Governments.)

Opportunity: Vacant, Available Land

The Inner Loop District is largely undeveloped. This will provide an opportunity for new development to occur in a way that minimizes conflicts between land uses.

FIGURE 8: Inner Loop District Land Use Allocation



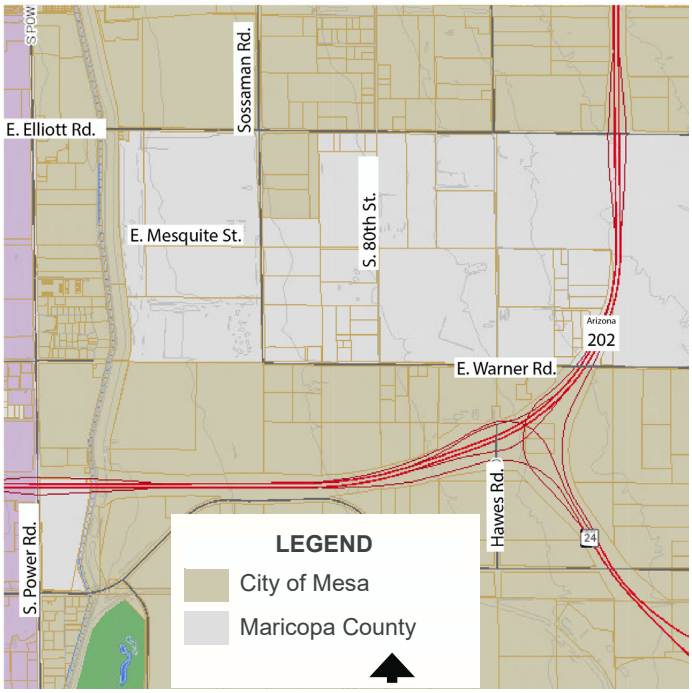
Asset: Land Ownership
The Arizona State Land Department owns and manages 160 acres of land at the northwest corner of Hawes and Warner Road and 160 acres of land at the southwest corner of the Loop 202 and Elliott Road. Most of the privately owned land within the study area are large parcels.

Opportunity: Consistent Planning and Design
Because the land within the Inner Loop District is mostly large ownership parcels, the opportunity for consistent planning, phasing and design exists.

Asset: Opportunities for Annexation
The portion of the study area located between Elliott and Warner Road east of the Roosevelt Water Conservation District Canal (past the Loop 202) is within Maricopa County and not incorporated into the City of Mesa. (Figure 8: Inner Loop District Land Use Allocation.)

Opportunity: Regulatory Authority
As part of annexation agreements, the City is able to negotiate land use, services, and park dedications - which could reduce overall city costs of annexation and services.

FIGURE 8A: Inner Loop District Jurisdictional Authority



ANALYSIS

AIRPORT OPERATIONS

The PMGA runway terminates at the southwest edge of the Inner Loop District. Currently, no housing (with the exception of that associated with diary operations) is located in the Inner Loop District. As this area becomes more populated, it is likely that calls from this area (even though it is largely outside the AOI) regarding noise and other airport concerns will increase. Over the long time, this may result in some adjustments to airport operations.

LAND USE

Ample, undeveloped land is located with the Inner Loop District to accommodate a variety of development. Current development patterns do not preclude any particular type of development, however in some areas, such as along Warner Road at 80th street and north of Elliott Road, consideration should be given to adequate buffers between new and existing development.

MARKET

This section describes the inventory of available vacant land within the Gateway Area that could be subject to commercial/employment uses and estimates the potential number of jobs that could be accommodated in the Gateway Area and Inner Loop District.

The extent of vacant land currently in the Gateway Area is significant. Most of the Inner Loop area is currently used for feed lots with a some limited urban development along Power Road. The MGSDP Mixed-Use District located to the east of the Inner Loop District is largely comprised of Eastmark, one of the fastest growing master plan communities in the country, and Cadence. Some of the northern portions of Eastmark will likely be reserved for a combination of retail, office and employment uses. The Logistics & Commerce District located south of the PMGA is predominantly vacant and planned for industrial-type uses. The far eastern part of this District has some "heavy" industrial uses, currently far from any residential development. Within the Airport District, the majority of the land owned by the Airport or City of Mesa, and a small amount of land is privately owned. (Figure 9: Mesa Gateway Strategic Plan Districts.)

LAND INVENTORY

There are nearly 11,000 acres of privately-owned land in the Gateway area that are designated for employment or commercial uses. When developed, and land that will be used for public roads and other infrastructure are subtracted from the total acreage, approximately 7,500 acres could be developed for some type of commercial use including and not limited to office, industrial, flex, or retail. (Figure 10: Employment Density Analysis Mesa Gateway Inner Loop.)[1]

The City of Mesa General Plan Character Area Map and Gateway Strategic Plan designates the entire 3,100-acre Inner Loop District for commercial uses. Approximately 175 acres are currently in use.

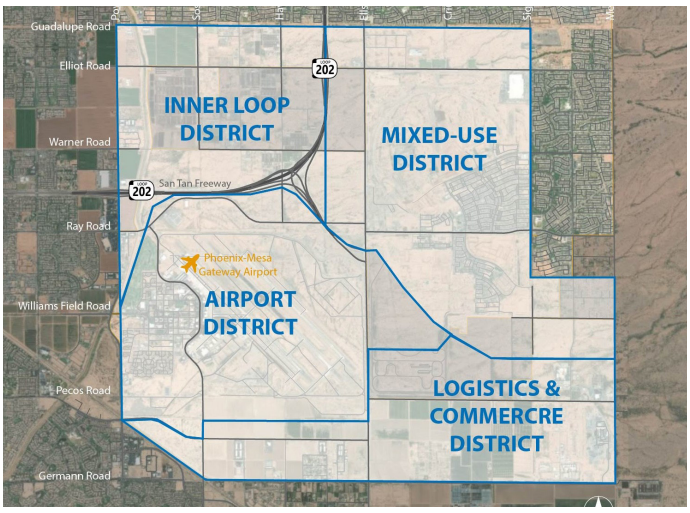
The Logistics & Commerce District is the largest Strategic Plan District (4,600 acres). Approximately 1,000 acres are developed within this district. The largest landowners are TRW and Commercial Metals who occupy an entire square mile.

The estimated acreage in the Mixed-Use District does not include any of the new residential developments in Eastmark and Cadence. Available commercial acreage includes a guesstimate of 500 acres in the northern portion of Eastmark, 400 acres in the Pacific Proving property, land on the north side of Elliot Road, and land on the eastern side of the Loop 202.

Within the Airport District are two privately owned areas, one north of the Airport and one east of the Airport totaling 630 acres.

1. In order to estimate the total acres that could be used and developed for urban purposes, a deduction of 20% is made to the gross acreage of 10,865 acres to account for roads, utilities, drainage and other infrastructure requirements. The resulting net acreage is approximately 8,700 acres.

FIGURE 9: Mesa Gateway Strategic Plan Districts



This vacant land inventory does not include available land within the Airport proper or land owned by the Airport or the City. This includes about 650 acres on the northeast side of the PMGA where the future terminal will be constructed and the recently announced Sky Bridge development and the Arizona State University (ASU) Poly Innovation District.

Sky Bridge is planned for 4 million square feet of warehouse, office, flex industrial, retail and hotel space on 360 acres located southwest of the Airport runways. The Poly Innovation District (PID) is planned for 3.1 million square feet of primarily research building space similar to the ASU Research Park in Tempe. It appears that ASU will be demolishing some of the single family homes on the campus to make way for the new commercial development. ASU expects a 30-year build-out of the property. (Figure 10: Employment Density Analysis Mesa Gateway Inner Loop.)

EMPLOYMENT

Figure 10 also shows the potential employment that could be accommodated on the private land holdings in the Gateway Strategic Plan Area, excluding Airport property. Assuming 7,517 net acres of develop-able land at an overall FAR of 0.35, approximately 114.6 million square feet of building space could be accommodated.

At a ratio of 500 square feet per employee, total employment in the Gateway Area could be over 229,000 jobs. By comparison, the Maricopa Association of Governments June 2016 Final Socioeconomic Projections estimates that Mesa had 175,400 jobs in 2015; and it is forecasting employment to grow to 202,600 jobs by 2020. Using the gross commercial acreage of the Gateway Area at 10,865 acres, the ratio of jobs per acre is 21.1[2].

2. Three case studies were conducted on existing employment centers in Greater Phoenix in order to validate the estimated jobs per gross acre ratio of 21.1 for the Gateway Area, The case studies are included in Appendix A.

FIGURE 10: Employment Density Analysis Mesa Gateway Inner Loop (Current Condition)

DISTRICT	GROSS ACRES	NET ACRES	OCCUPIED	AVAILABLE
Private/State Land				
Inner Loop	3,100	2,480	175	2,305
Logistics and Commerce	4.600	3,680	1,000	2,680
Mixed Use (excluding residential areas)	2,535	2,208		2,028
Airport				
Private Land North of Airport	330	264		264
Private Land East of Airport	300	240		240
Total Private Land	10,865	8,692	11,175	7517
Airport Property	Acres		Building Sq. Ft.	
NE Airport Property (New Terminal)	650			
Sky Bridge	360		4,000,000	
ASU Poly Innovation District	210		3,100,000	
Total	1,220			
Private Land Holdings				
Total NET Private Acres of Commercial Use			7,517	
Potential Building Square Feet at 0.35 FAR			114,604,182	
Potential Employment at 500 Square Feet/Employee			229,208	
Gross Acres			10,865	
Potential Employment at 500 Square Feet/Employee			229,208	
Jobs/Gross Acre			21.1	

Source: Maricopa County Assessor, Elliott D. Pollack & Co.

Gateway Area Employment Forecast

The most recent MAG forecast was published in 2016 and is shown in Figure 11: Mesa Gateway Employment Forecast 2-15-2050. MAG produces its forecasts at the Regional Analysis Zone (RAZ) level, which typically consists of large geographic areas, and at the Traffic Analysis Zone (TAZ) level, which are smaller areas, often one square mile in size. For the Gateway Area, there are three RAZs, as shown in Figure 12: Gateway RAZ Map. RAZ 320 encompasses the Gateway Airport. (Figure 12: Maricopa Association of Governments Regional Analysis Zones.)

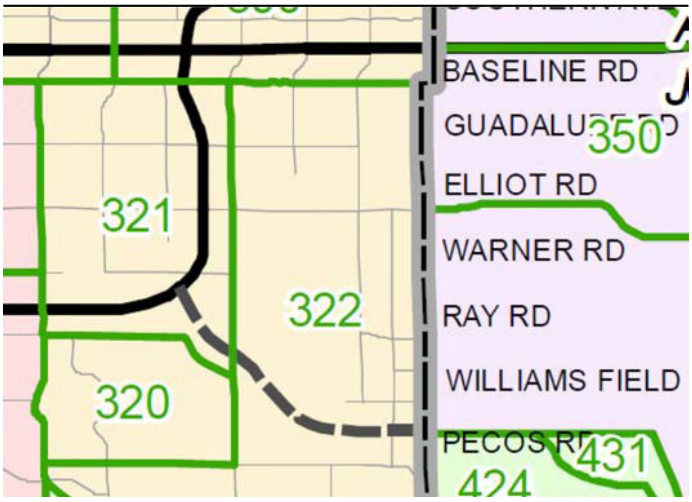
MAG estimates there were 8,550 jobs in the Gateway Area in 2015. By 2050, employment is expected to grow to nearly 70,000 jobs with the majority of job growth occurring in RAZ 322 which encompasses both the Mixed-Use and the Logistics & Commerce Districts. Total job growth from 2015 to 2050 is estimated at 61,200 jobs.

FIGURE 11: Mesa Gateway Employment Forecast 2015-2050

RAZ	2-15	2020	2030	2040	2050
320	3,400	4,571	5,944	7,011	8560
321	1,674	1,920	3,735	11,847	17,440
322	3,615	6.175	9,273	37,300	53,319
Total	**8,689**	**12,66**	**18,952**	**56,158**	**79,319**
Change		3,977	6,286	37,206	23,161
Cumulative Change		3,977	10,263	47,969	70,630

Note: the northern portions of RAZs 321 & 322 North of Guadalupe road are excluded from this table.
Source: MAG 2016

FIGURE 12: Gateway Regional Analysis Zones



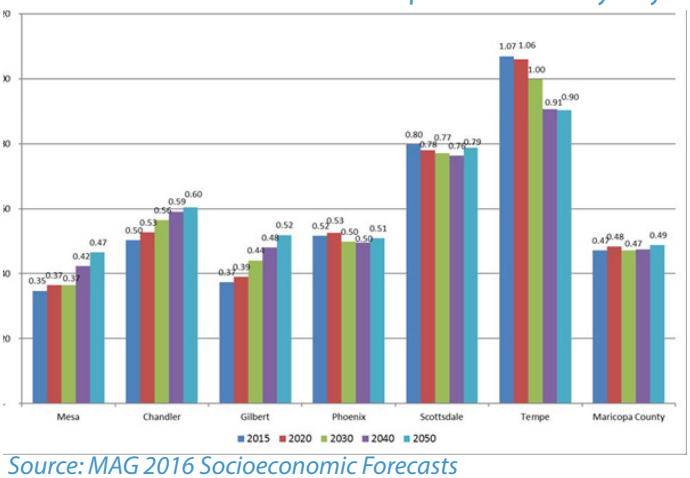
MARKET AREA ANALYSIS

Long term forecasts of employment growth for the Gateway Area fall far short of the development potential of the area. With the potential to accommodate 230,000 jobs based on its land mass, only 61,000 jobs are forecast for the area over the next 35+- years. Clearly there is the opportunity to introduce some residential uses in the Gateway Area, assuming that operations at the Airport are not materially affected.

The City of Mesa is rightly concerned with its employment base which currently lags behind other cities. Figure 13: Forecast Jobs-to-Population Ratio by City shows the jobs-to-population ratio of several East Valley cities and Maricopa County. The County average is approximately 0.5 jobs for each resident. Mesa's estimated ratio was 0.35 in 2015. The ratio is expected to increase over time and roughly match the County average by 2050.

The Gateway Area and the Phoenix-Mesa Gateway Airport represent a significant asset for Mesa to grow its employment base. The Elliot Road Tech Corridor has been conceived to assist in growing the community's high tech, high wage employment base. Over the long term, the Gateway Area will continue to be a major asset of the City and will be a preferred location for employment purposes. Available land within the Inner Loop will provide long term employment opportunities for the City. The introduction of residential uses into the Inner Loop should not materially affect those employment opportunities given the extent of available land in the area. Planning for the area should, however, consider the impact of residential uses on operations at Phoenix-Mesa Gateway Airport.

FIGURE 13: Forecast Jobs-to-Population Ratio by City



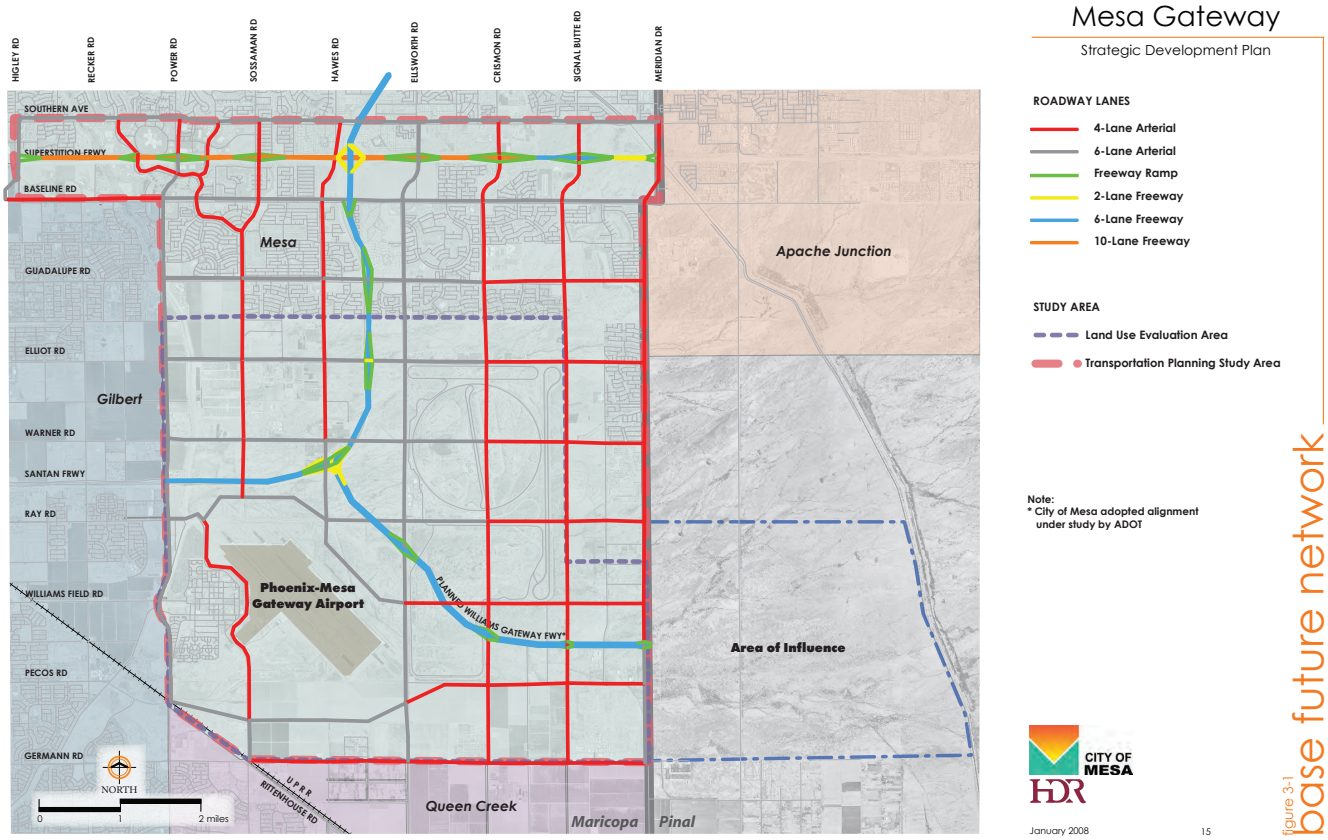
Source: MAG 2016 Socioeconomic Forecasts

INFRASTRUCTURE

ROADWAY INFRASTRUCTURE

Excellent regional transportation access is provided by the Loop 202 Freeway as it wraps the eastern and southern boundaries of the District. Perimeter section line arterial streets provide local access via Power Road, Sossaman Road, Hawes Road and Elliot Road. The attached 'Base Future Network' exhibit shows the internal roadway network at buildout per the City of Mesa 2040 Transportation Plan. (Figure 14: Roadway Infrastructure Map). Each arterial street within the District will be built as development occurs in accordance with the roadway sections noted on Figure 14. The current status of the arterial streets within the District is as follows: Elliot Road is currently a two-lane roadway between Power Road and the Loop 202; Sossaman Road is currently a two-lane roadway between the SRP power line corridor and Warner Road (non-existing between Warner Road and the Loop 202); Hawes Road is currently a two-lane roadway between the SRP power line corridor and Elliot Road, converting to a farm access road on the south side of Elliot Road; Warner Road is currently a two-lane roadway between Sossaman Road and the Loop 202 (non-existing between the MCFCD drainage channel and Sossaman Road). At some point in the future, a bridge will need to be constructed on Warner Road over the RWCD canal and MCFCD drainage channel for connection between Power Road and Sossaman Road. This bridge is not currently projected for funding in the City of Mesa CIP program.

FIGURE 14: Roadway Infrastructure Map



WATER INFRASTRUCTURE

Potable water service to the District is provided by the City of Mesa, primarily by the Signal Butte Water Treatment Plant (SBWTP). An attached exhibit shows the locations of existing and future water infrastructure. The SBWTP will be expanded through 2040 as depicted on Figure 15: Existing and Future Water Infrastructure Map. Figure 16: Max Day Demand VS Production at SBWTP Service Area shows that there is adequate water supply to serve the area. Public water mains located in local or collector roadways will be determined on a project-by-project basis.

FIGURE 16: Max Day Demand VS Production at SBWTP Service Area

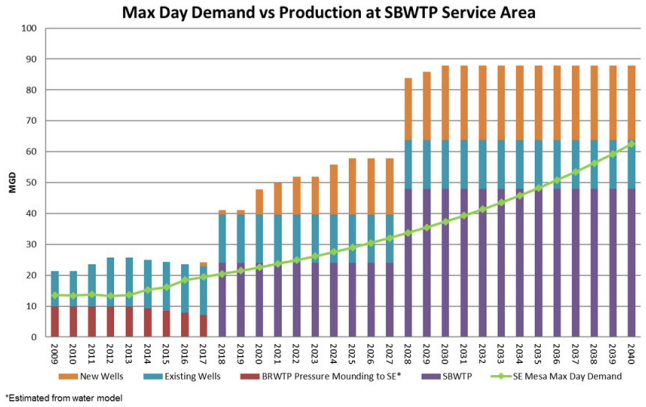
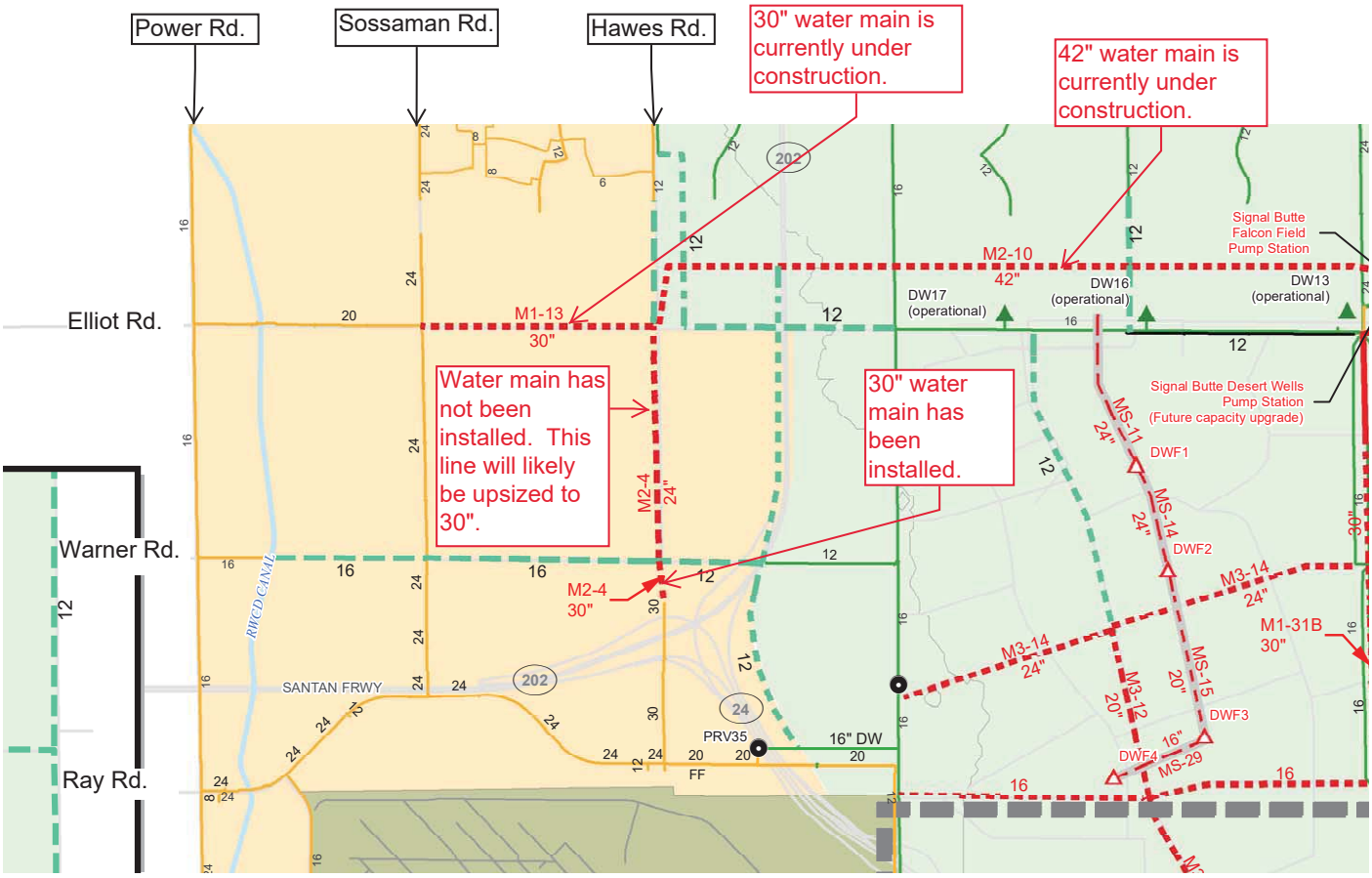


FIGURE 15: City of Mesa Existing and Future Water Infrastructure Map

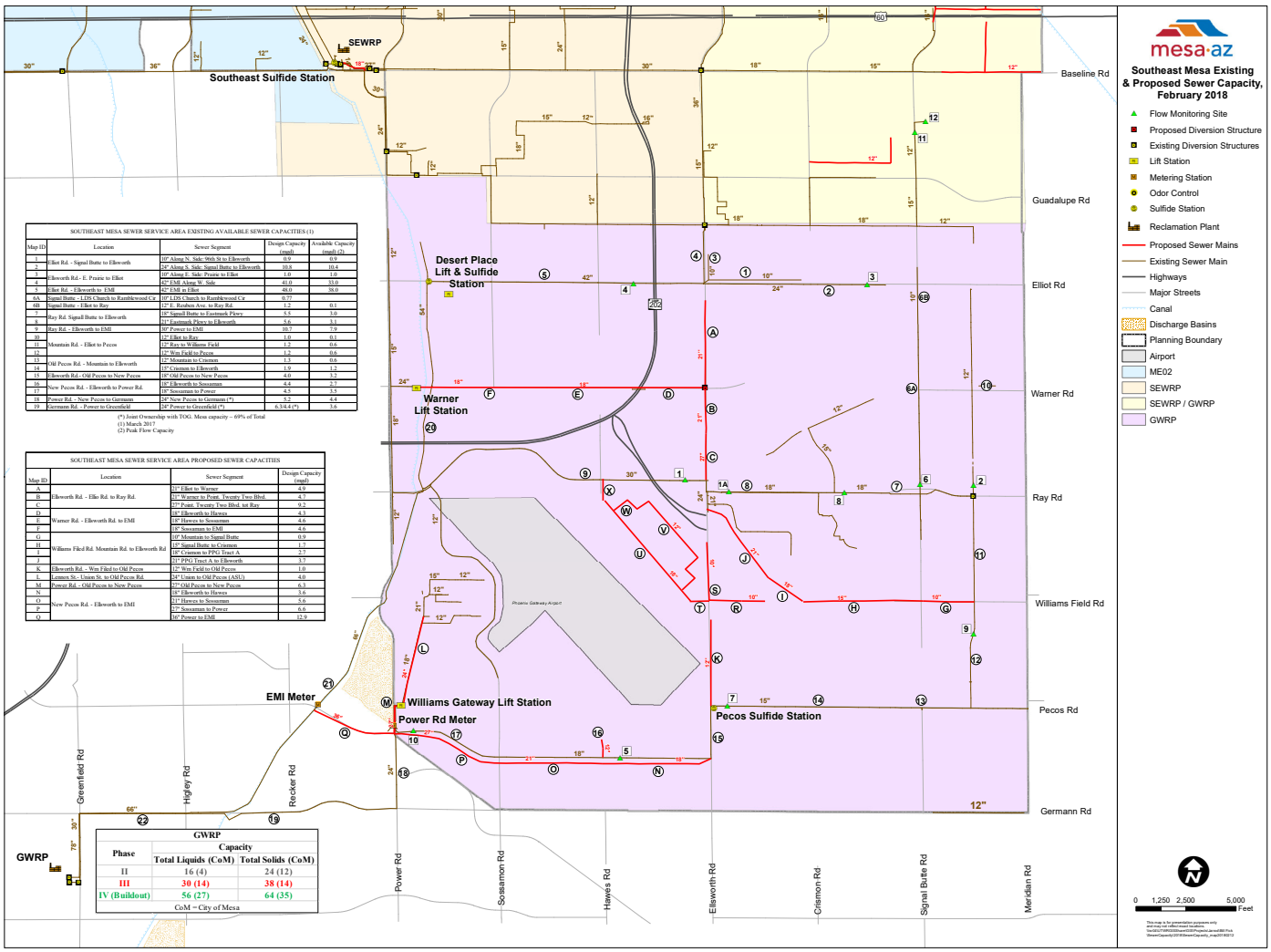
Sizes and locations of future mains are conceptual.



WASTEWATER INFRASTRUCTURE

Wastewater collection for the District is provided by the City of Mesa. Figure 17: Southeast Mesa Existing & Proposed Sewer Capacity shows existing and proposed sewer line capacities for the District. An existing 54-inch wastewater trunk line runs along the east side of the MCFCD drainage channel. An existing 42-inch wastewater trunk line runs in Elliot Road between the MCFCD drainage channel and the Loop 202. A proposed 18-inch sewer line will run in Warner Road between the MCFCD drainage channel and the Loop 202. Additional collection system sewer lines will be installed as needed to convey flows to the above reference trunk lines.

FIGURE 17: Southeast Mesa Existing & Proposed Sewer Capacity



SOUTHEAST MESA SEWER SERVICE AREA EXISTING AVAILABLE SEWER CAPACITIES (1)

Map ID	Location	Sewer Segment	Design Capacity (mgd)	Available Capacity (mgd) (2)
1	Elliot Rd. - Signal Butte to Ellsworth	10" Along N. Side: 96th St to Ellsworth	0.9	0.9
2		24" Along S. Side: Signal Butte to Ellsworth	10.8	10.4
3	Ellsworth Rd. - E. Prairie to Elliot	10" Along E. Side: Prairie to Elliot	1.0	1.0
4		42" EMI Along W. Side	41.0	33.0
5	Elliot Rd. - Ellsworth to EMI	42" EMI in Elliot	48.0	38.0
6A	Signal Butte - LDS Church to Ramblewood Cir	10" LDS Church to Ramblewood Cir	0.77	
6B	Signal Butte - Elliot to Ray	12" E. Reuben Ave. to Ray Rd.	1.2	0.1
7	Ray Rd. Signal Butte to Ellsworth	10" Signal Butte to Eastmark Pkwy	5.5	3.0
8		21" Eastmark Pkwy to Ellsworth	5.6	3.1
9	Ray Rd. - Ellsworth to EMI	30" Power to EMI	10.7	7.9
10		12" Elliot to Ray	1.0	0.1
11	Mountain Rd. - Elliot to Pecos	12" Ray to Williams Field	1.2	0.6
12		12" Wm Field to Pecos	1.2	0.6
13	Old Pecos Rd. - Mountain to Ellsworth	12" Mountain to Crismon	1.3	0.6
14		18" Crismon to Ellsworth	1.9	1.2
15	Ellsworth Rd.- Old Pecos to New Pecos	10" Old Pecos to New Pecos	4.0	3.2
16	New Pecos Rd. - Ellsworth to Power Rd.	18" Ellsworth to Sossaman	4.4	2.7
17		18" Sossaman to Power	4.5	3.5
18	Power Rd. - New Pecos to Germann	24" New Pecos to Germann (*)	8.2	4.4
19	Germann Rd. - Power to Greenfield	24" Power to Greenfield (*)	6.3/4.4 (*)	3.6

(*) Joint Ownership with TOG. Mesa capacity – 69% of Total
(1) March 2017
(2) Peak Flow Capacity

SOUTHEAST MESA SEWER SERVICE AREA PROPOSED SEWER CAPACITIES

Map ID	Location	Sewer Segment	Design Capacity (mgd)
A	Ellsworth Rd. - Elliot Rd. to Ray Rd.	21" Elliot to Warner	4.9
B		21" Warner to Point. Twenty Two Blvd.	4.7
C		27" Point. Twenty Two Blvd. tot Ray	9.2
D	Warner Rd. - Ellsworth Rd. to EMI	18" Ellsworth to Hawes	4.3
E		18" Hawes to Sossaman	4.6
F		18" Sossaman to EMI	4.6
G	Williams Filed Rd. Mountain Rd. to Ellsworth Rd	10" Mountain to Signal Butte	0.9
H		15" Signal Butte to Crismon	1.7
I		18" Crismon to PPG Tract A	2.7
J		21" PPG Tract A to Ellsworth	3.7
K	Ellsworth Rd. - Wm Filed to Old Pecos	12" Wm Field to Old Pecos	1.0
L	Lennon St.- Union St. to Old Pecos Rd.	24" Union to Old Pecos (ASU)	4.0
M	Power Rd. - Old Pecos to New Pecos	22" Old Pecos to New Pecos	6.3
N	New Pecos Rd. - Ellsworth to EMI	18" Ellsworth to Hawes	3.6
O		21" Hawes to Sossaman	5.6
P		27" Sossaman to Power	6.6
Q		36" Power to EMI	12.9

GWRP		
Phase	Capacity	
	Total Liquids (CoM)	Total Solids (CoM)
II	16 (4)	24 (12)
III	30 (14)	38 (14)
IV (Buildout)	56 (27)	64 (35)
CoM = City of Mesa		

NATURAL GAS INFRASTRUCTURE

Natural Gas Service to the District is provided by City of Mesa Gas. Availability of gas lines will depend on the specific location within the District along with specific needs of each user.

ELECTRICAL INFRASTRUCTURE

Electrical Service to the Inner Loop District is provided by Salt River Project. A 230-KV overhead power line runs along the northern boundary of the District. Internal needs will necessitate the construction of substations and distribution lines as development occurs.

Fiber Optic /Communications Infrastructure:
Fiber optic and communications infrastructure is provide to the District. Availability of fiber optic lines will depend on the specific location within the District along with specific needs of each user.

PUBLIC SAFETY INFRASTRUCTURE

As development occurs in the Inner Loop District, additional public safety facilities, including an additional fire station, will be necessary.

COMMUNITY FACILITIES

Based on discussions with the City Parks, Recreation & Community Facilities Department, an additional Community Park, and neighborhood parks will be needed to support new residential development in the Inner Loop District. Bicycle lanes and shared use paths should be included as appropriate and determined by the City of Mesa.

INFRASTRUCTURE ANALYSIS

The perimeter of the Inner Loop District is well served with transportation and utility infrastructure. Master plans have been created to ultimately serve the Inner Loop District, however, the infrastructure in the District is largely undeveloped. As a result, future development will likely begin on the perimeter and work its way inward to avoid significant off-site roadway and utility extensions.

TOOLS FOR CHANGE

Goals and Objectives

The Phoenix-Mesa Gateway area goals and policies are applicable to the Inner Loop District.

Goal 1: Capitalize on the expansion of the Phoenix-Mesa Gateway Airport.

Objectives
1.1.3 Protect areas of intense flight activity by only approving developments under the primary flight paths that will not limit flight patterns, growth, and development of the airport.
1.2.1 Developments around the airport must be designed in a manner, regardless of use, so as not to negatively affect smooth, safe, and convenient aircraft operations into and out of the airport.

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

Objectives
2.1.1 Foster the continued development of local higher educational, technological and applied research institutions.
2.1.2 Create an overall balance in the types of jobs in the area to serve the needs of businesses and residents.
2.1.3 Pursue economic development initiatives that will attract Top Tier companies with emphasis on the businesses identified in the Economic Development Scorecard, understanding that change will occur over time.
2.1.4 Plan for mixed-use development, including employment, residential, hospitality, entertainment, aviation, education and recreational uses, to address the jobs to housing balance needed for a sustainable area.
2.1.5 Develop diverse urban centers and employment nodes.

2.2 General Development Guidelines
2.2.1 Development of property will be a greater intensification than typical suburban development; some districts will be designated for very urban design form.
2.2.3 Single-residence detached land uses may be considered in any area if the developer can demonstrate that the product to be developed is compatible with all the City's goals and objectives for the area.
2.2.4 Freeway frontage will be devoted to employment and retail uses. Other uses may also be allowed when done in a manner that meets all of the City's goals and objectives for this area.
2.2.7 Developments must provide for the infrastructure and public facilities that will be necessary for ultimate development of the area.

Goal 3: Establish an intra- and inter-connected, multi-modal transportation system.

Objectives
3.1.2 Develop a multi-modal transportation system that includes transit to improve overall connectivity in the area, particularly with the Airport and with the larger region.
3.1.6 Minimize traffic impacts to the surrounding area through internalized trip making realized by an improved jobs-to housing balance.

Goal 4: Become a model of sustainable development practices.

Goal 5: Plan for Implementation.
Objectives
5.1.2 Continue to work with key stakeholders toward a shared vision for local economic development.

Inner Loop District Land Use Plan

The Inner Loop District Land Use Plan is informed by the Gateway Strategic Plan goals and objectives. (See Figure 18: Inner Loop District Land Use Plan.)

LAND USE OVERVIEW

LAND USE INTRODUCTION

The districts are based on the City's existing General Plan character types, but with a greater mix of uses and an emphasis on the future growth and protection of the Phoenix-Mesa Gateway airport. The land use character districts used in this document mirror the General Plan 2040 character types and serve as a framework for zoning. This section provides the recommended modifications to the Inner Loop District Standards, Black Character, and Design guidance in the Mesa Gateway Strategic Plan.

LAND USE OVERVIEW

The Inner Loop District land use plan identifies approximately 1,200 acres for residential use and 2.260 acres for non-residential use.

Areas within the 60 and 65 LDN Areas of Influence (AOIs) and closest to the Loop 202 are designated as Business Park and Industrial Character Districts. Highest density residential uses, are located within (along Elliott Rd.) and near (along Sossaman Rd.) airport overflight paths. Overflight paths from the airport extend north from the runway to approximately Elliott R., and eastward.

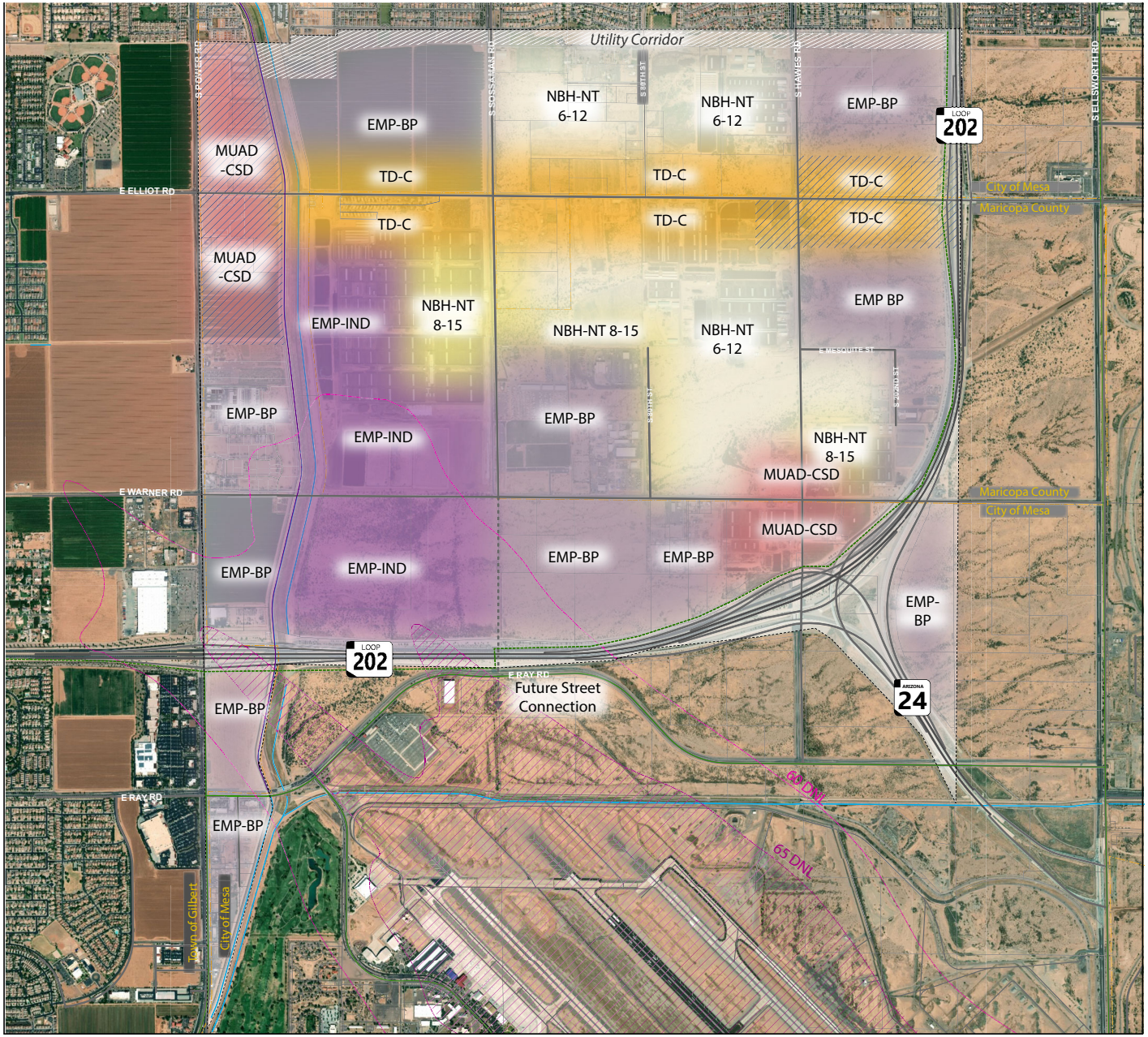
Residential areas are designated as Neo-Traditional Housing Districts. A Neo-Traditional Housing District (8-15 du/Ac.) is located adjacent to employment and industrial uses that are closest to the 60 LDN AOI and overflight paths.

A second Neo-Traditional Housing District appropriate for medium/lower density housing (6-12 du/ac) is located outside of all AOIs and flight paths.

To support the Elliott Rd. Tech corridor, provide a foundation for a variety of transportation modes, and create a sustainable, mixed use, environment, Elliott Rd. is designated as a Transit Corridor. While light rail is not anticipated along this corridor in the foreseeable future, this designation supports bus, pedestrian, and bicycle connections to the bike trail planned along the Loop 202, potential BRT on the Loop 202 (and within the east valley), and transit.

Hawes Rd., which will provide direct airport access under the Loop 202 when redevelopment of the existing diary occurs, is planned to be improved to a four-lane arterial roadway. Hawes Rd. at its intersection with Warner Rd. (near the airport) is planned as a commercial corner designated for Community Scale Districts connected to and servicing residential areas north of Warner Rd.. The south side of the intersection is designated Regional Scale District to serve nearby residences and airport-related traffic. At it's intersection with Elliott Rd., Hawes Rd. is designated as a high intensity, non-residential Transit Corridor Character District that could extend he Elliot Rd. Tech corridor to the west or/and support freeway related retail and office uses.

FIGURE 18: Inner Loop District Character Districts Plan



MESA GATEWAY STRATEGIC PLAN

Inner Loop District Update

Legend Items

Boundaries

Aiport Noise Exposure

- 65 DNL Boundary
- 60DNL Boundary

Area Limits

- Planning Area Boundary
- City Boundary
- Parcel Boundary

Routes

Transportation

- FRWY
- ARTL
- Bike Paths
- Shared Use Paths
- Canal Centerline
- Future Trail

Character Area Districts

Excludes Residential

Employment

Businesss Park (EMP-BP)
Large areas devoted primarily to enclosed industrial without outside storage, office, and related business and commercial uses (Modern Business Park). Height limited by Williams Gateway Airport. Residential not permitted.

Industrial (EMP-IND)
Large areas devoted primarily to industrial, warehousing and related uses; may include limited associated commercial uses. Residential not permitted.

Mixed-Use Activity District

Community Scale Districts (MUAD-CSD)
See General Plan Mixed Use Activity District Community Scale District description and typical uses.

Neighborhood:

Neo-Traditional- 6-12 du/acre (NBH-NT 6-12)
See General Plan Land Use Category Neighborhood – Traditional – Neo Traditional. Minimum density 6 du/gross acre.

Neo-Traditional- 8-15 du/acre (NBH-NT 8-15)
See General Plan Land Use Category Neighborhood – Traditional – Neo Traditional. Minimum density 8 du/gross acre, maximum density 15 du/gross acre.

Transit

Corridor (TD-C)
See General Plan Transit District Corridor Land Use Category Form and Guidelines and Typical Uses.

N
0 0.5 1 Miles

Bowman CONSULTING
Elliott D. Pollack & Company
PLANet
THE PLANNING CENTER a division of TRC group, inc.

EMPLOYMENT OVERVIEW

The Inner Loop District Land Use Plan, when developed, could result in over 55,000 new jobs and 12,000 new housing units. The current MAG 2050 forecast for the entire Gateway Planning Area is approximately 70,000 new jobs. In other words, the development of the employment areas in the Gateway Planning Area could provide over 75% of the 2050 employment forecasted for this area. (Figure 19: Inner Loop District Land Use Employment Overview.)

FIGURE 19: Inner Loop District Employment Overview

Use	Gross Acres	% Res.	Average Units/Acre	Units
Mixed Use Activity District - CSD	120	30%	25	900
Transit Corridor	320	30%	40	3,840
Neighborhood 8-15 du/ac	200	100%	12	2,400
Neighborhood 6/12 du/ac	550	100%	9	4,950
Utility Corridor/Open Space	50	0%	-	-
Sub Total	**1,240**		**9.8**	**12,090**

Use	Gross Acres	% Emp.	Jobs/Acre	Jobs
Mixed Use Activity District - CSD	120	70%	25	2,100
Transit Corridor (TD-C)	320	70%	40	8,960
Transit Corridor (TD-C) No Residential	120	100%	40	4,800
Employment-Industrial	450	100%	18	8,100
Employment - Business Park	1,090	100%	25	27.250
Mixed Use Activity District (No Residential)	160	100%	25	4,000
Sub Total	**2,260**		**24.4**	**55,120**

LAND USE CHARACTER DISTRICTS

General Plan character areas as applied to the Inner Loop District are described below. Reference images for each district are shown in Figure 20: Land Use Reference Images. Where indicated, these districts modify the district descriptions used in the Mesa2040 General Plan. Zoning appropriate to each district is described in Figure 21: Zoning Appropriate to Inner Loop Land Use Districts.

EMPLOYMENT CHARACTER DISTRICTS

Business Park

The Business Park character type is for areas that contain a number of separate businesses, offices, light industrial facilities, accessory and supporting uses joined together through the street, sidewalk, and/or open space systems and usually have common landscaping and signage. They are typically low intensity developments comprised mainly of office, office/warehouse, research and development, and similar uses. Within the Inner Loop District, this land use category mirrors the General Plan Business character district with the exception that it encourages taller buildings along the Loop 202 (as high or, if no interference with airport, higher than the Loop 202).

Industrial

The Industrial character type signifies locations appropriate for manufacturing, warehousing, and other industrial operations. These areas typically have larger lots and require provision of access and circulation by large vehicles. These industries typically provide quality jobs and require protection from encroachment of non-compatible uses. This character district mirrors the General Plan character district.

Mixed-Use Activity Area

Community Scale District

This application of the Community Scale district in the Inner Loop District slightly differers from the General Plan 2040.

Community Scale districts (primarily serving up to a 4-mile radius) typically contain one or two big box buildings and associated shops and pad sites. These character types are typically at the intersection of two arterial streets and are typically auto-dominant unless part of a Transit District. The primary goal of this character type is to provide high quality opportunities for commercial and entertainment activities consistent with the needs of today's consumer.

RESIDENTIAL CHARACTER DISTRICTS

Neighborhood:

Neo-traditional neighborhoods have many of the same fundamental building blocks as traditional neighborhoods, but as newly developing neighborhoods, will not likely have as much of a mix of uses. Neo-traditional neighborhoods promote walkability by having shorter block lengths and perimeters, and have greater connectivity to recreational and commercial uses than typical suburban development. These neighborhoods should have a variety of lot sizes including some variation within a block. This is the desired character type for new neighborhoods within the following Inner Loop Land Use Districts:

- Neo-Traditional- 6-12 Du/Acre
- RS Dwelling 9,7,6

FIGURE 20: Land Use Reference Images

Employment District: Business Park

Employment District: Industrial

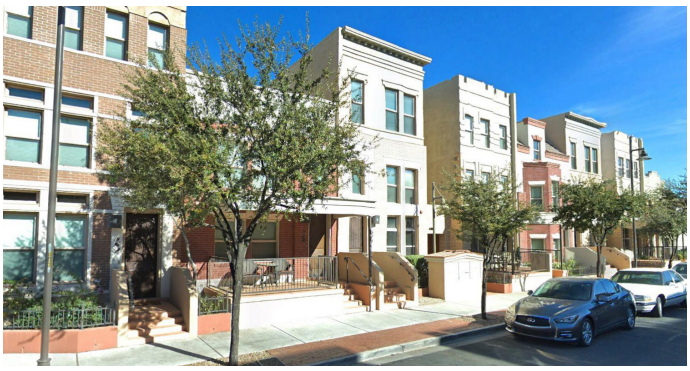
Mixed Use Activity District: Community Scale District

Neo--Traditional 6-12 dwelling units/acre

FIGURE 21 (continued) : Land Use Reference Images

Neo--Traditional 8-15 dwelling units/acre

Transit Corridor (TD-C)



- Neo-Traditional- 8-15 Du/Acre

BUILDING FORM AND CHARACTER

The major factors affecting form and character in the Inner Loop District are the freeway system and the increasing aircraft overflights from Phoenix-Mesa Gateway Airport. Development along the Loop 202 is envisioned to be high intensity with heights comparable to the elevated Loop 202, and where permitted so they do not interfere with airport operations, higher.

Residential development, mostly located between Hawes and Sossaman Rds., is envisioned to be medium-low to medium-high density attached and detached product. High density, multi-story condominium or apartments are planned along Elliott Rd. generally between S. 74th Street (extended) to Hawes Rd. on the north side of Elliott Rd. and S. Channing Circle (extended) on the south side of Elliott Rd.. To promote community health, residential development in the Inner Loop District shall provide areas for outdoor activities that are not highly noise sensitive (for example, sports fields, active play areas/ playgrounds, and/or swimming pools).

To support sustainability, all development shall be designed to be walkable, direct pedestrian connections from residential to commercial areas and other destinations such as parks and community facilities shall be provided.

Commercial/retail development (stand alone or part of a larger mixed use development) will be designed to be walkable, connected to the non-motorized transportation system, and built at a scale comfortable for those traveling by foot or bike.

STREET CHARACTER

The City of Mesa zoning ordinance, chapter 61, Thoroughfare standards, provides clear guidance on thoroughfares appropriate to form based transects. This plan suggests the following thoroughfare guidance within the Inner Loop District:

- Elliott Road, Hawes Road, Warner Road, Sossaman Road: Thoroughfare Assembly CS-100-48-BL
- 80th Street, collector streets Thoroughfare Assembly CS-60-32
- Local Street Thoroughfare Assembly CS-60-35

FIGURE 22: Zoning Appropriate to Inner Loop Land Use Districts

	Base Zoning District Group	EMP-BP	EMP-IND	MUAD-CSD	NBH-NT 6-12	NBH-NT 8-15	TD-C
Residential	RS-7 Residential Single Dwelling				●		
	RM-2, RM-3, RM-4, RM-3U Residential Multiple Dwelling				●	●	●
	RM-4U, RM-5 Residential Multiple Dwelling			○			●
	RSL, Residential Small Lot Single Dwelling				●	●	
Commercial	NC, Neighborhood Commercial			●	○	○	
	LC, Limited Commercial	○	○	●			
	GC, General Commercial	○	○	●			
	OC, Office Commercial			○	○	○	●
Employ-ment	MX, Mixed Use	●	●	●			●
	LI, Light Industrial;	●	●				
	GI, General Industrial;	●	●				
	HI, Heavy Industrial; and		●				
	PEP, Planned Employment Park	●	●	●			
Form-Based Districts	T3N				●	○	
	T4N				●	●	●
	T4NF				○	○	●
	T4MS			●			●
	T5N			●	○	●	●
	T5MSF			●			●
	T5MS			●			●
	T6MS						●

● Primary Zone
○ Secondary Zone

APPENDIX

AIRPORT CASE STUDIES

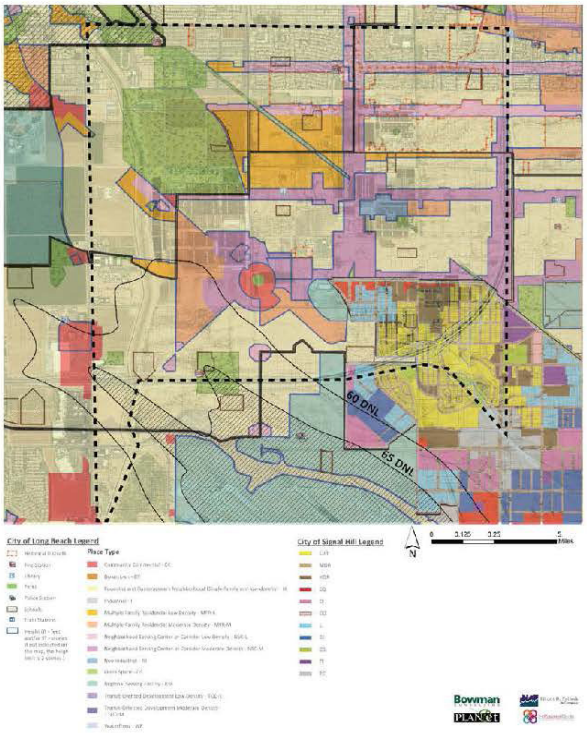
Comparable Airports

- Long Beach International Airport, California
- John Wayne Airport, Orange County, California
- Ontario International Airport, California
- Tucson International Airport, Arizona
- William P. Hobby Airport, Houston, Texas

City of Mesa Gateway Inner Loop District Study

2/20/2018

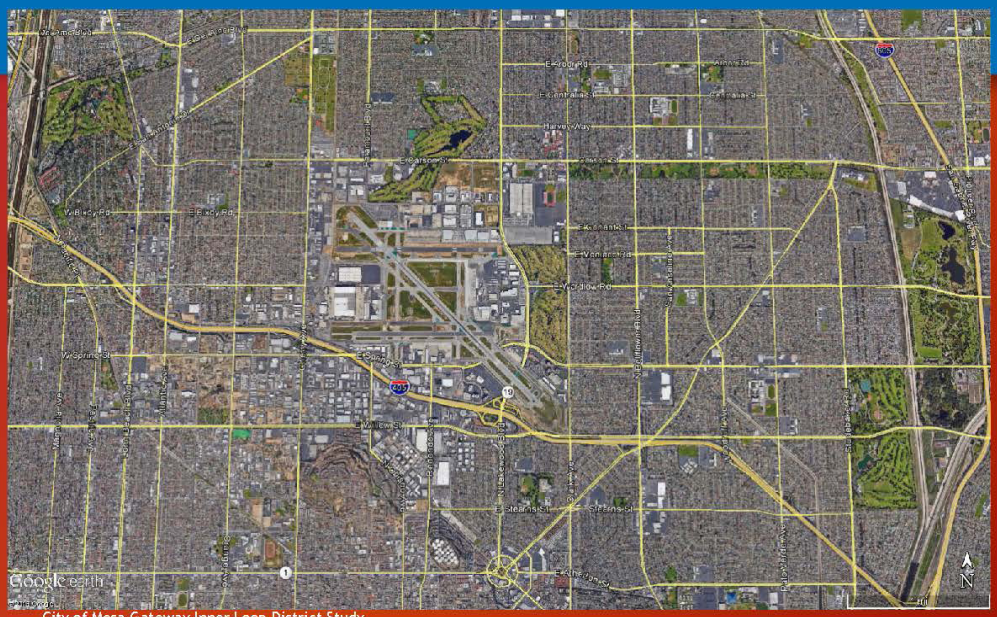
CASE STUDY: Long Beach International Airport



"End of the runway"land uses include

- Residential at varying densities including single family.
- Commercial corridors
- Urban core type uses (downtown)

Comparable Airports – Long Beach

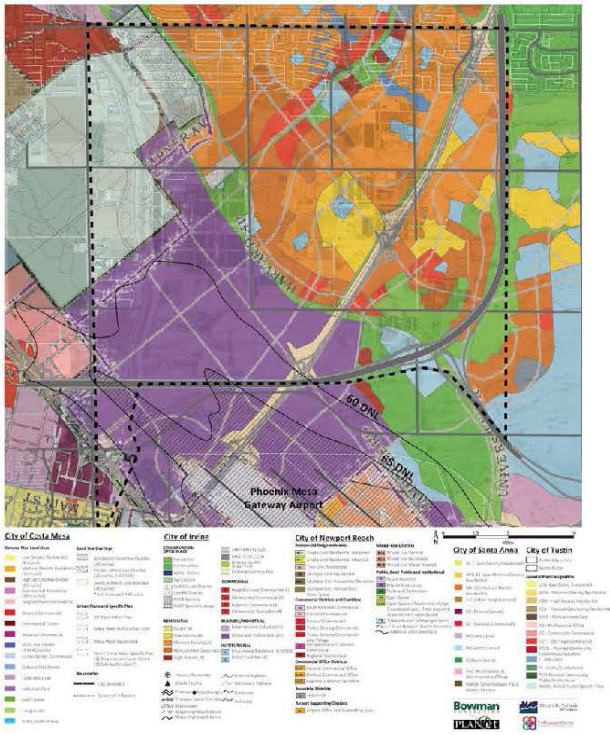


City of Mesa Gateway Inner Loop District Study

- 4 square miles of primarily employment surrounding airport (including 1,166 acre airport property)
- Subject to operations restrictions - 50 commercial flights per day
- 18 noise monitoring stations
- 3.8M passengers/year

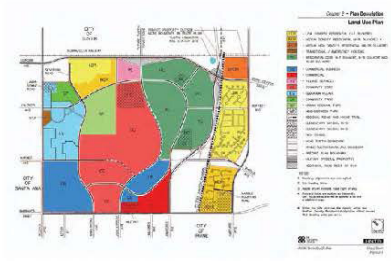
2/20/2018

CASE STUDY: John Wayne Airport



"End of the runway" land uses include

- Irvine:
  - Mostly Industrial closest to runway
  - Mostly Higher density housing (0-40 du/ac)
  - Commercial Corridors
- Tustin MCIS plan includes:
  - Open Space
  - Family housing (existing)
  - And in large undeveloped area mostly business services and open space.



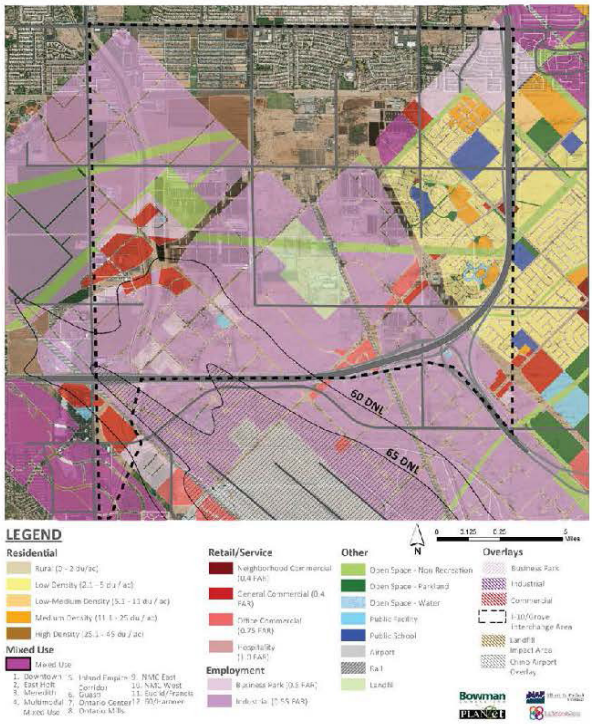
Comparable Airports - John Wayne

- 6.5 square miles of employment, residential, retail uses (including 500 airport acres)
- Maximum Avg. Daily Departures permitted: 85 thru 2020, rising to 95 from 2020-2030
- Maximum passenger count permitted: 10.8M thru 2020, rising to 11.8M thru 2025
- 10 noise monitoring stations

City of Mesa Gateway Inner Loop District Study

2/20/2018

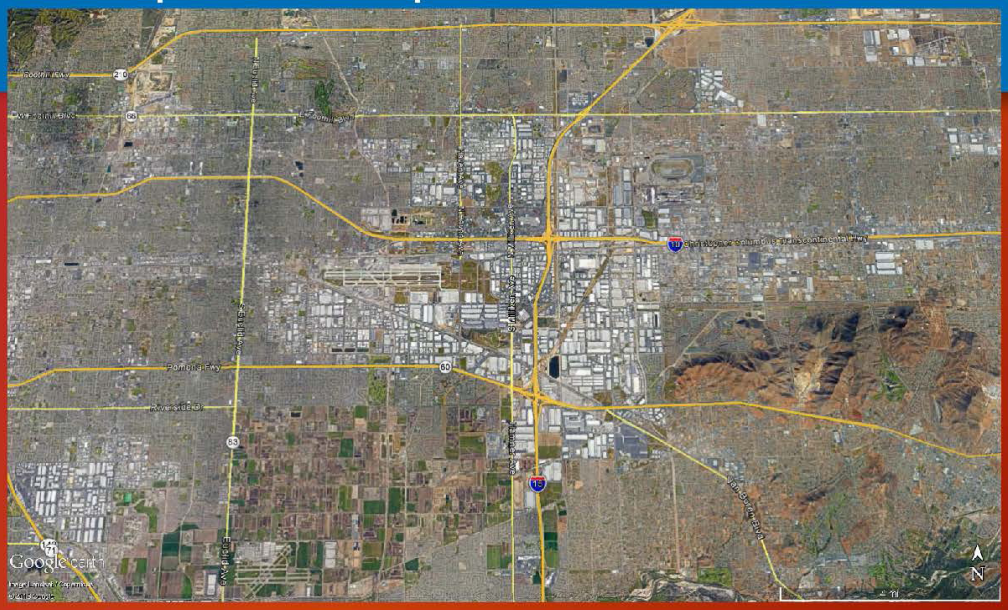
CASE STUDY: Ontario International Airport



"End of the runway" land uses include

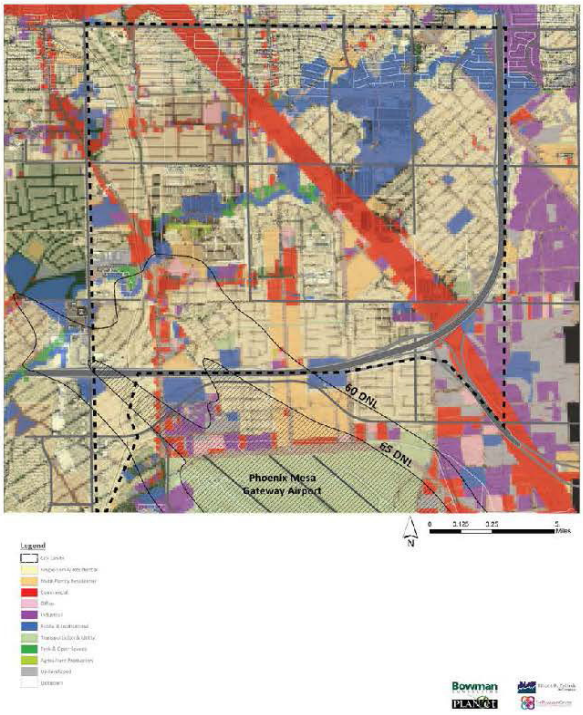
- Mostly Industrial closest to runway
- Limited low density residential (2.1-5 du/ac) northeast of airport
- Very limited low-medium density (5-11 du/ac) east and northeast of airport

Comparable Airports - Ontario



- 35 square miles of primarily employment surrounding airport
- No particular operational restrictions
- Residential uses to west - acquisition and noise attenuation has occurred
- Preferred takeoff and landing pattern to the east
- 7.2M passengers/year

CASE STUDY: Williams P. Hobby Airport

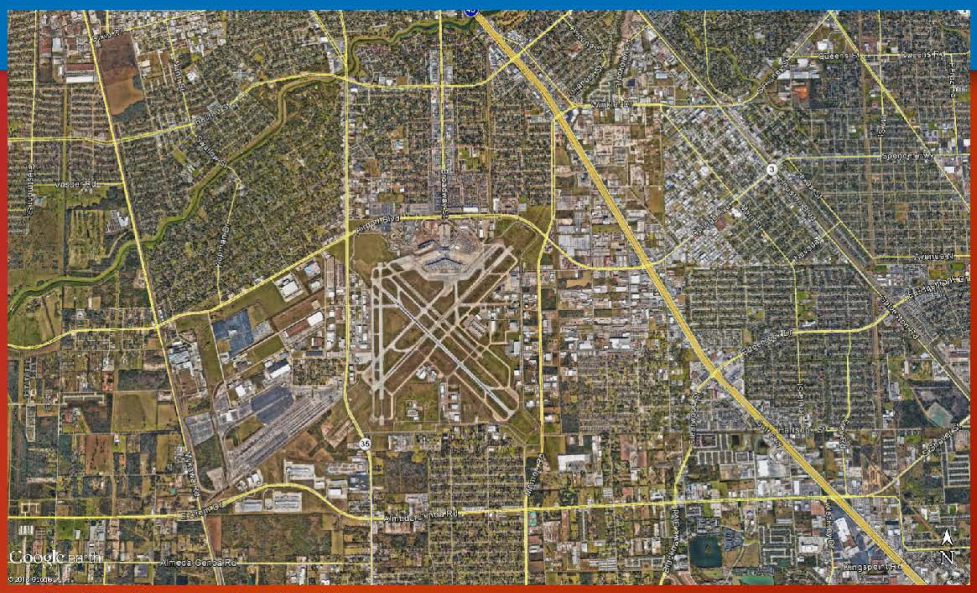


"End of the runway" land uses include

- Mostly single family housing
- Some multi-family housing
- Commercial corridors
- Parks and infrastructure
- Little to no industrial

Houston does not have zoning

Comparable Airports – Houston Hobby

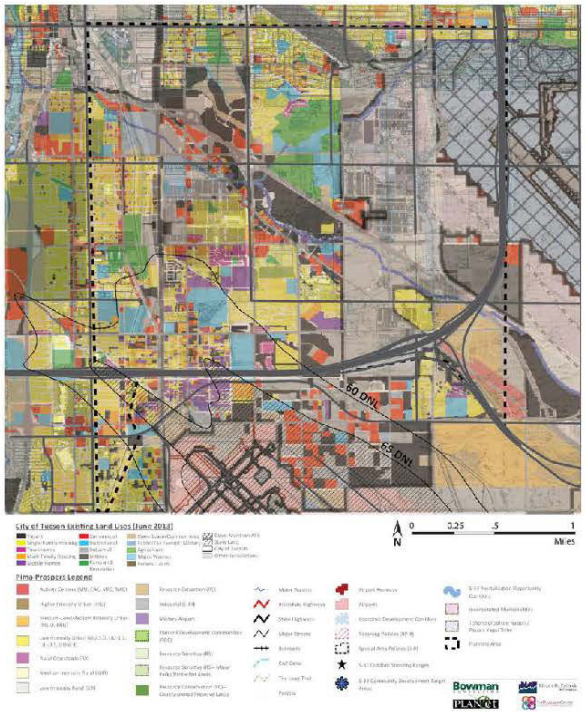


- Airport approximately 2 sq. mi. in size.
- Another 4.4 sq. miles of commercial uses around airport including large rail transfer station
- No particular operations restrictions noted except for night-time flights
- 13.3M passengers/year

City of Mesa Gateway Inner Loop District Study

2/20/2018

CASE STUDY: Tucson International Airport



"End of the runway" land uses include

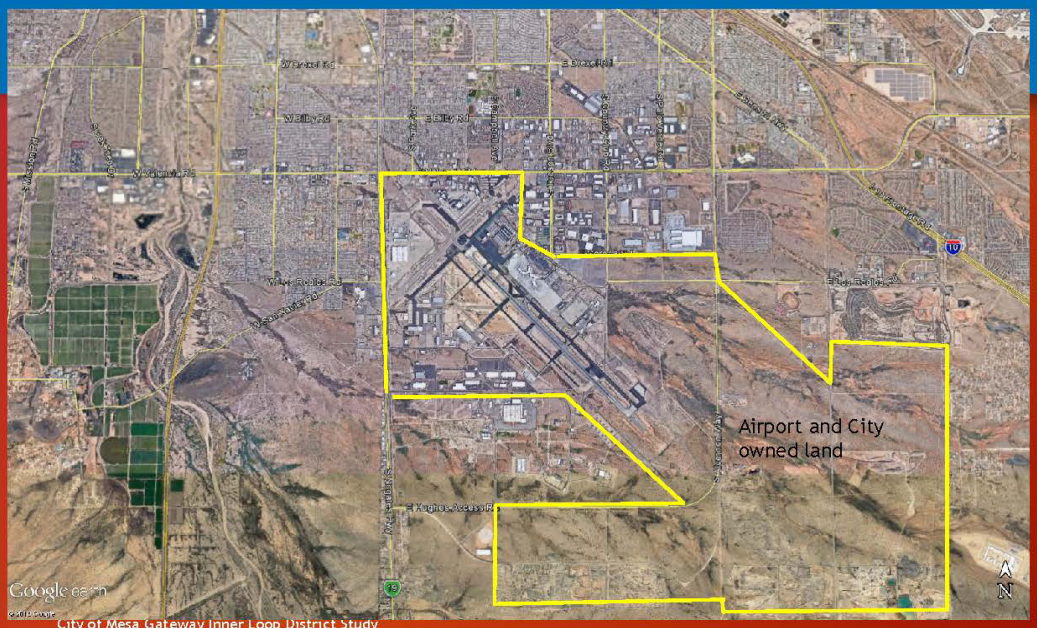
Tucson:

- Single family housing in older neighborhoods to northwest and west developed prior to airport
- Some medium density residential
- Commercial corridors

Pima County

- Industrial
- Urban

Comparable Airports – Tucson International



- Airport owns 8,343 acres, including 3,000 acres purchased to prevent encroachment
- 2.5 square miles of employment surrounding airport
- Preferred operations are takeoffs and landings to the southeast as flight conditions permit
- 2.6M passengers/year

2/20/2018

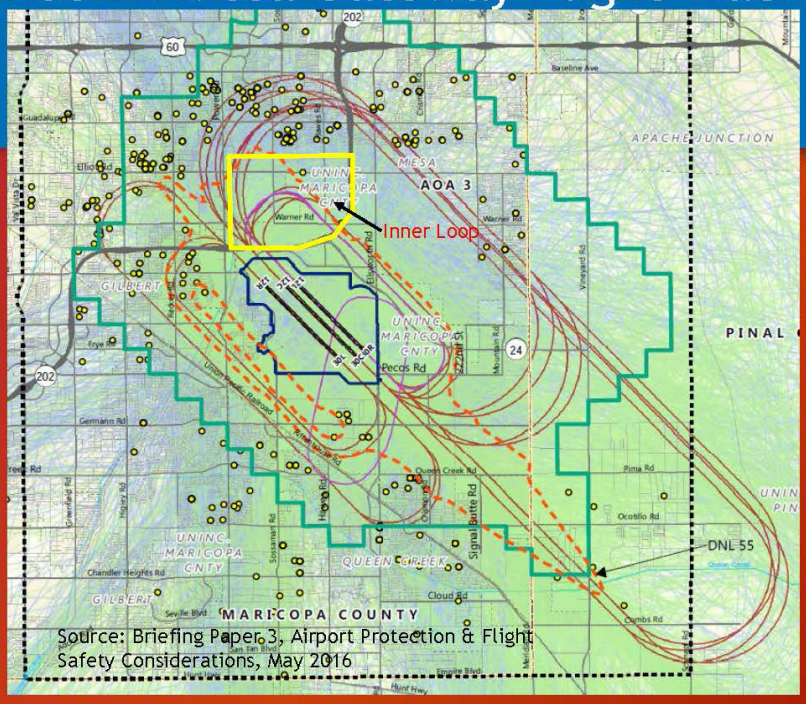
Airport Analysis

- Virtually all airports have some residential uses nearby. Many of these airports started as small operations and grew with aviation industry, but residential development was then already in place.
- Aircraft are becoming quieter.
- Residential uses around California airports has led to flight restrictions on number of commercial operations and passenger counts.

City of Mesa Gateway Inner Loop District Study

2/20/2018

Phoenix-Mesa Gateway Flight Tracks, Noise Exposure



Source: Briefing Paper 3, Airport Protection & Flight Safety Considerations, May 2016

The Inner Loop study area is likely the most valuable land near the Airport

- Proximity to the airport, US 60, and Loop 202
- Elliot Road Tech Corridor
- Utility infrastructure (water, wastewater, gas, fiber network) in the area to exceptional
- Eastmark core area has been reduced. Opportunity for Inner Loop area to serve as East Mesa Urban Core?
- Forecasts for IWA not available - FY2017 10,442 commercial carrier operations, 223,261 total operations

2/20/2018