

# 11

MAY 22 2008



**Chandler • Arizona**  
*Where Values Make The Difference*

**MEMORANDUM**                      **Planning and Development – CC Memo No. 08-099**

**DATE:**            MAY 8, 2008

**TO:**                MAYOR AND CITY COUNCIL

**THRU:**            W. MARK PENTZ, CITY MANAGER  
                         DOUG BALLARD, PLANNING & DEVELOPMENT DIRECTOR  
                         JEFF KURTZ, ASSISTANT PLANNING & DEVELOPMENT DIRECTOR  
                         KEVIN MAYO, ACTING PLANNING MANAGER

**FROM:**            JODIE M. NOVAK, MEP, SENIOR CITY PLANNER

**SUBJECT:**        DVR08-0013 CHANDLER AIRPORT CENTER (OTTAWA)  
                         Introduction and Tentative Adoption of Ordinance No. 4071

**Request:**           Rezoning from Planned Area Development (PAD) for office to PAD amended to allow office and an adult educational institution within an existing office development

**Location:**           West of the northwest corner of Cooper Road and Northrop Boulevard, which is north of Germann Road

**Applicant:**           Earl, Curley & Lagarde, P.C. – Stephen Earl

**RECOMMENDATION**

Upon finding the request to be consistent with the General Plan and Airpark Area Plan, Planning Commission and Staff recommend approval of the PAD zoning amendment to allow an adult educational institution.

**BACKGROUND**

This property is part of a 245-acre master planned employment center near the Chandler Municipal Airport. The master plan, Chandler Airport Center, is located at the intersection of Cooper and Germann Roads and includes industrial, retail, and office land uses. Chandler Airport Center received conceptual Planned Area Development (PAD) zoning in April 2005, and several office and light industrial projects have developed including Panattoni, Hewson, and Opus. The subject site is located west of the northwest corner of Cooper Road and Northrop Boulevard. The site backs up to the Loop 202 Santan Freeway.

This application proposes to amend the existing PAD zoning for one of the two office buildings constructed by Opus. The site is zoned PAD to allow general office use. The amendment would allow an adult educational institution use in addition to the allowed office use within one building. Ottawa University proposes to occupy a portion of the most eastern building, which was developed in Phase One. Ottawa University is a non-profit liberal arts university level institution that specializes in education for adult learners and designed for the working adult. The application does not propose any changes to the building or site as previously approved through a PDP.

The office building is two-stories and 90,000 square feet in size. Ottawa University intends to occupy approximately 17,000 square feet of space on the building's west side. Ottawa University is open for classes from 5 to 10 p.m. with classes starting at 6 or 6:30 p.m. weekdays and 9 a.m. to 5 p.m. on Saturdays, which allows working adults to attend classes. The school's hours compliment the office users in this building and the adjacent office building since the hours of operation occur when offices are closing or closed for the evening.

The site provides appropriate parking for both general office use and an educational institution like Ottawa University. Both types of uses are required to provide parking at 1 space for each 200 square feet of building area. The site is parked at this ratio. Parking demand for the school is primarily in the evening after other businesses are closed.

Building signage and multi-tenant monument signs were approved through the original PAD zoning and Comprehensive Sign Plan for Chandler Airport Center. Any signage for Ottawa University would need to comply with the sign plan.

### **AIRPORT COMMISSION**

The Airport Commission reviewed the zoning amendment request in accordance with the Airport Conflicts Evaluation Process at their April 9, 2008 meeting. The Airport Manager has issued a conflicts evaluation report indicating that the Airport Commission found that the development request to allow Ottawa University does not constitute a conflict with the existing or planned airport uses.

### **DISCUSSION**

Staff is of the opinion that amending the PAD zoning to allow an adult educational institution, Ottawa University, in addition to the already permitted general office use within a single building at Chandler Airport Center is appropriate and compatible with the existing development. The school use occurs in the evening and on Saturdays when the offices are typically not in use. The site provides the required parking to accommodate both general office and an educational institution. The school use compliments the mix of office, retail, and light industrial within the Chandler Airport Center master plan. The school is designed for working adults and fits well within a larger employment center such as Chandler Airport Center.

This request is specific to an adult educational institution occupying approximately 17,000 square feet of space in one office building. A substantial expansion of the use may require a new PDP if parking cannot be accommodated. If Ottawa University were to leave this site, only an

adult educational institution similar to Ottawa University would be permitted in this one building as represented in the request. This request does not allow educational schools and institutions for youth including public or private grade schools or other non-adult programs. A new PAD and/or PDP amendment is required if substantially different than this request.

#### **PUBLIC / NEIGHBORHOOD NOTIFICATION**

- The request was noticed in accordance with the requirements of the Chandler Zoning Code.
- A neighborhood meeting was held on April 24, 2008. No one attended other than the applicant and Airport Manager. There have been no phone calls or correspondence about this request.
- At the time of the memo, Staff is not aware of any opposition to this request.

#### **PLANNING COMMISSION VOTE REPORT**

Motion to Approve.

In Favor: 6    Opposed: 0

#### **RECOMMENDED ACTION**

Upon finding the zoning amendment request to be consistent with the General Plan, Planning Commission and Staff recommend approval of the Rezoning subject to the following conditions:

1. Development shall be in substantial conformance with Exhibit A, Development Booklet, entitled "Chandler Airport Center", kept on file in the City of Chandler Planning Services Division, in File No. DVR08-0013, except as modified by condition herein.
2. Compliance with the original stipulations adopted by the City Council as Ordinance 3673, in case DVR04-0037 Chandler Airport Center, except as modified by condition herein.
3. Only an adult educational institution as represented in this request is permitted. Other school/educational institution uses such as public or private grade schools or other non-adult programs are not permitted. An adult educational institution that does not conform to this request will require an amendment to the zoning and/or a PDP amendment.

#### **PROPOSED MOTION**

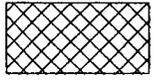
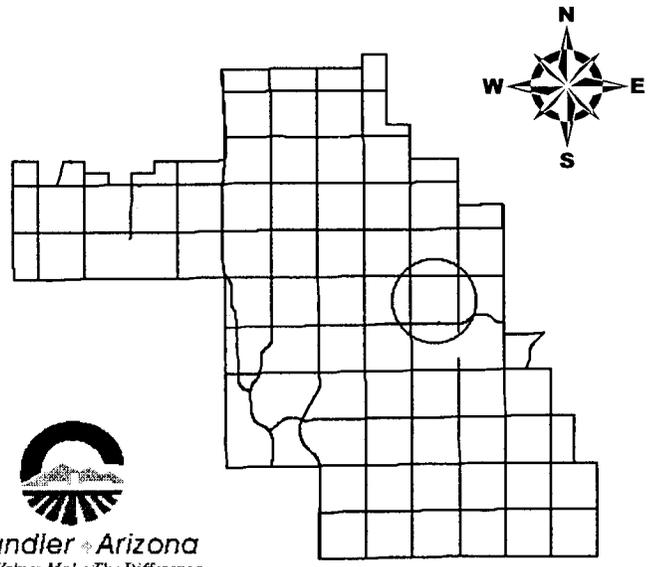
Motion to introduce and tentatively adopt Ordinance No. 4071 approving DVR08-0013 CHANDLER AIRPORT CENTER (OTTAWA) Rezoning from PAD to PAD, subject to the conditions recommended by Planning Commission and Staff.

#### **Attachments**

1. Vicinity Maps
2. Site Plan
3. Landscape Plan
4. Building Elevations
5. Original Ordinance No. 3673
6. Airport Conflicts Evaluation Letter
7. Development Booklet, Exhibit A
8. Ordinance No. 4071



## Vicinity Map

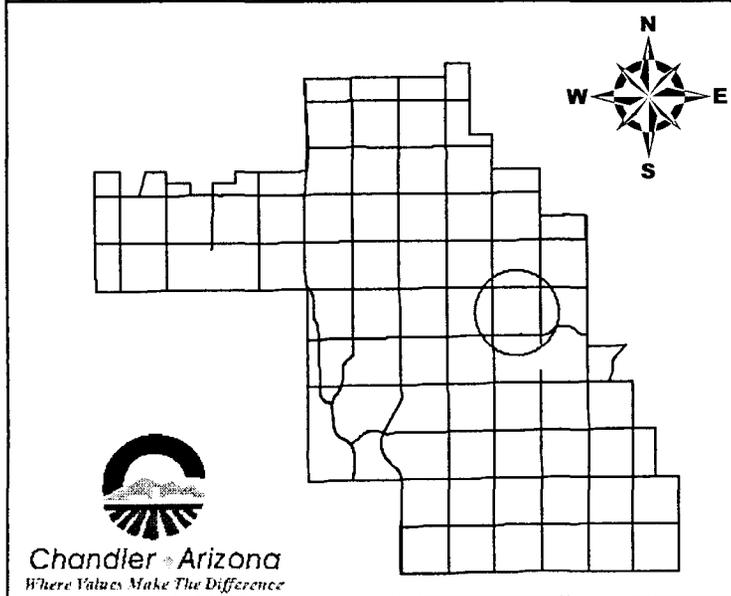


DVR08-0013

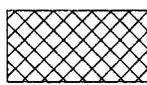
Chandler Airport Center  
(Ottawa)



Chandler Arizona  
Where Values Make The Difference



## Vicinity Map

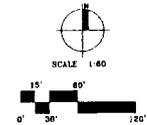


**DVR08-0013**

**Chandler Airport Center**  
(Ottawa)

CITY OF CHANDLER 4/18/2008

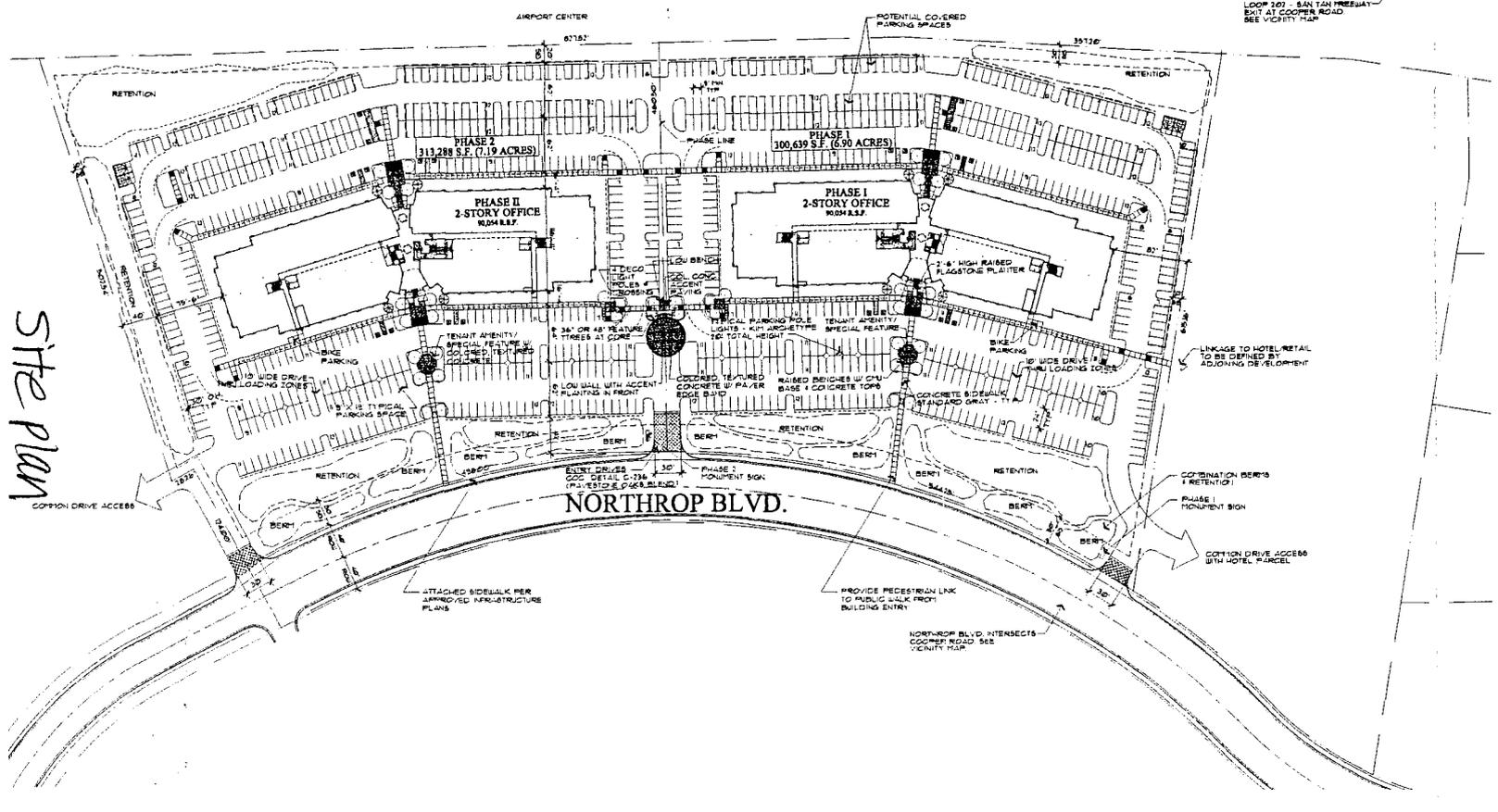
LOOP 202 - SAN TAN FREEWAY



SITE DATA

OFFICE BUILDING	: 183,828 G.S.F.
	: 180,108 R.S.F.
PHASE I NET SITE AREA	: 300,639 S.F. (6.90 ACRES)
PHASE II NET SITE AREA	: 313,288 S.F. (7.19 ACRES)
TOTAL NET SITE AREA	: 613,928 S.F. (14.09 ACRES)
PARKING REQUIRED	: 920 SPACES (1/200 G.S.F.)
PARKING PROVIDED	: 885 SPACES (5.07 / 1,000 R.S.F.)
	: (4.87 / 1,000 G.S.F.)
	(INCLUDES 273 POTENTIAL COVERED PARKING SPACES)
YIELD	: 30%
ZONING	: PAD APPROVED

Site plan



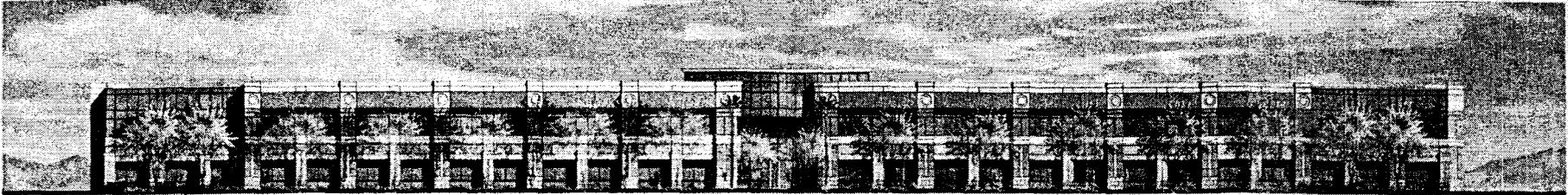
VICINITY MAP



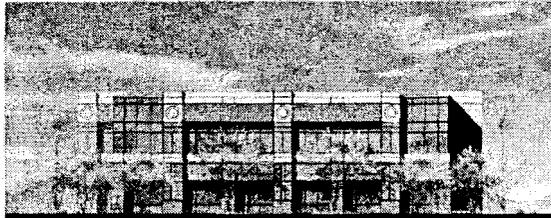
DATE: 03/04/06 JOB NUMBER: 05112 05112-05112







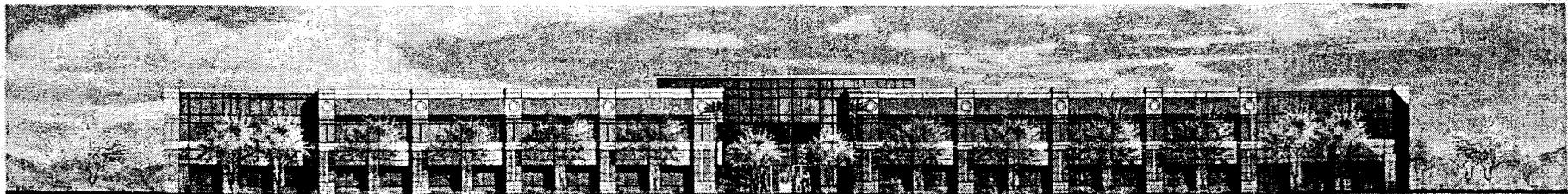
NORTH ELEVATION  
WITH LANDSCAPE



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

Buildings Elevations

**ORDINANCE NO. 3673**

AN ORDINANCE OF THE CITY OF CHANDLER, ARIZONA, AMENDING THE ZONING CODE AND MAP ATTACHED THERETO, BY REZONING A PARCEL FROM AGRICULTURAL DISTRICT (AG-1) AND PLANNED AREA DEVELOPMENT (PAD) MIXED USE COMMERCIAL AND INDUSTRIAL USES TO PLANNED AREA DEVELOPMENT (PAD) LIGHT INDUSTRIAL, OFFICE, COMMERCIAL AND AIRPORT USES WITH A MID-RISE BUILDING OVERLAY (DVR04-0037 CHANDLER AIRPORT CENTER) LOCATED WITHIN THE CORPORATE LIMITS OF THE CITY OF CHANDLER, ARIZONA.

WHEREAS, application for rezoning involving certain property within the corporate limits of Chandler, Arizona, has been filed in accordance with Article XXVI of the Chandler Zoning Code; and

WHEREAS, the application has been published in a local newspaper with general circulation in the City of Chandler, giving fifteen (15) days notice of time, place and date of public hearing; and

WHEREAS, a notice of such hearing was posted on the property at least seven (7) days prior to said public hearing; and

WHEREAS, a public hearing was held by the Planning and Zoning Commission as required by the Zoning Code

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Chandler, Arizona, as follows:

**SECTION I. Legal Description of Property:**

SEE ATTACHMENT 'A'

Said parcel is hereby rezoned from AG-1 to PAD with a Mid-Rise Building Overlay, subject to the following conditions:

1. Right-of-way dedications to achieve full half-widths, including turn lanes and deceleration lanes, per the standards of the Chandler Transportation Plan.
2. Undergrounding of all overhead electric (less than 69kv), communication, and television lines and any open irrigation ditches or canals located on the site or within adjacent right-of-ways and/or easements. Any 69kv or larger electric lines that must stay overhead shall be located in accordance with the City's adopted design and engineering standards. The aboveground utility poles, boxes, cabinets, or similar appurtenances shall be located outside of the ultimate right-of-way and within a specific utility easement.
3. Future median openings shall be located and designed in compliance with City adopted design standards (Technical Design Manual # 4).

4. Completion of the construction of all required off-site street improvements including but not limited to paving, landscaping, curb, gutter and sidewalks, median improvements and street lighting to achieve conformance with City codes, standard details, and design manuals.
5. The developer shall be required to install landscaping in the arterial street median(s) adjoining this project. In the event that the landscaping already exists within such median(s), the developer shall be required to upgrade such landscaping to meet current City standards.
6. The development shall provide additional landscaping to include one (1) 24-inch box tree and three (3) 5-gallon shrubs for every 20 feet of freeway frontage to be installed in the freeway right-of-way.
7. Construction shall commence above foundation walls within three (3) years of the effective date of the ordinance granting this rezoning or the City shall schedule a public hearing to take administrative action to extend, remove or determine compliance with the schedule for development or take legislative action to cause the property to revert to its former zoning classification.
8. Development shall be in substantial conformance with Exhibit A, Development Booklet, entitled "Chandler Airport Center Zoning Application", kept on file in the City of Chandler Planning Services Division, in File No. DVR04-0037 Chandler Airport Center, except as modified by condition herein.
9. The landscaping in all open-spaces and rights-of-way shall be maintained by the adjacent property owner or a Chandler Airpark Center property owners' association.
10. Approval by the Director of Planning and Development of plans for landscaping (open spaces and rights-of-way) and perimeter walls and the Director of Public Works for arterial street median landscaping.
11. Sign packages, including free-standing signs as well as wall-mounted signs, shall be designed in coordination with landscape plans, planting materials, storm water retention requirements, and utility pedestals, so as not to create problems with sign visibility or prompt the removal of required landscape materials.
12. The source of water that shall be used on the open space, common areas, and landscape tracts shall be reclaimed water (effluent). If reclaimed water is not available at the time of construction, and the total landscapable area is 10 acres in size or greater, these areas will be irrigated and supplied with water, other than surface water from any irrigation district, by the owner of the development through sources consistent with the laws of the State of Arizona and the rules and regulations of the Arizona Department of Water Resources. If the total landscapable area is less than 10 acres in size, the open space common areas, and landscape tracts may be irrigated and supplied with water by or through the use of potable water provided by the City of Chandler or any other source that will not otherwise interfere with, impede, diminish, reduce, limit or otherwise adversely affect the City of Chandler's municipal water service area nor shall such provision of water cause a credit or charge to be made against the City of Chandler's gallons per capita per day (GPCD) allotment or

allocation. However, when the City of Chandler has effluent of sufficient quantity and quality which meets the requirements of the Arizona Department of Environmental Quality for the purposes intended available to the property to support the open space, common areas, and landscape tracts available, Chandler effluent shall be used to irrigate these areas.

In the event the owner sells or otherwise transfers the development to another person or entity, the owner will also sell or transfer to the buyer of the development, at the buyer's option, the water rights and permits then applicable to the development. The limitation that the water for the development is to be owner-provided and the restriction provided for in the preceding sentence shall be stated on the final plat governing the development, so as to provide notice to any future owners. The Public Report, Purchase Contracts, and Final Plats shall include a disclosure statement outlining that the development shall use treated effluent to maintain open space, common areas, and landscape tracts.

13. The development shall provide sound attenuation measures in accordance with ADOT standard details and requirements excepting any decibel reductions or sound attenuation credits for the use of a rubberized asphalt-paving surface. Any noise mitigation if required is the responsibility of the development.
14. Monument sign's sign panels shall have an integrated or decorative cover panel until a tenant name is added to the sign.
15. The uses within the Office/Light Industrial with Airport Access area shall be allowed under the following criteria. For the purposes of the stipulation, the following definitions are used:

*Airpark* – Those areas outside of the airport property being adjacent to and/or having direct access to paved taxi lanes and appropriate taxi lane safety areas which allow aircraft access to the airport runway/taxiway system through the crossing of the airport property line.

*Airport* – Those areas that are bordered by and are interior to the airport property line. Said property contains the runway/taxiway system.

*Runway/Taxiway system* – The areas within the airport property consisting of paved areas designated for the take-off, landing, parking, taxiing or other movement of fixed wing and rotary wing aircraft.

#### PROHIBITED USES

The uses prohibited within the airpark area include any activity that provides aeronautical services to the public in direct support of aircraft operations, maintenance, and service/repair.

#### PERMITTED USES

The uses permitted within the airpark area are those uses allowed under the I-1 zoning district, excepting those more airport intensive prohibited uses identified above. Permitted uses are generally described as transitional uses that are less airport intensive uses such as offices or businesses that use aircraft as part of the office or business. These businesses may self-fuel, maintain, or repair their own aircraft in accordance with the Airpark Rules and

Regulations. Uses which require access between the Airport and Airpark require an Airport access permit.

16. No television, communication towers or stand-alone antennas shall be constructed on the property. All structures on the property shall remain below the protective surfaces as defined in Federal Aviation Regulation Part 77 and detailed in the Airport Layout Plans.
17. Developer acknowledges that City does not guarantee the actual physical connection of the property from the Airpark area to the airport area. The Developer has the option to construct the on-airport taxiway connection subject to a Development Agreement.

Since zoning cannot guarantee or provide access to the airport, said access needs to be addressed through a development agreement. Developer understands and agrees that no right of access to any part of the Chandler Municipal Airport, including any of its taxiways or runways, accrues to or runs with any of the land that is subject to this zoning, including the airpark, as a consequence of this zoning. An owner or occupier of any portion of the airpark may apply to the City for permission to access and use the on-airport taxiways or runway. However, the decision to grant such permission shall be in the sole discretion of the City, and in no event, shall the granting of such permission constitute a right of access running with the permittee's property at the airpark.

18. The developer acknowledges that the hangar portion of the buildings in the Airpark area will not be for aeronautical services to the public, and that a certificate of occupancy needs to be obtained before the hangar can be utilized. In addition, each development with intended aircraft hangar construction must provide a paved aircraft-parking apron adjacent to the hangar and the taxiway safety area. Said area must be of sufficient size to be equal to or less than the square footage of the aircraft hangar.
19. All development shall comply with the approved FAR Part 150 Noise Compatibility Study and specifically sound proofing the buildings to achieve a 25- to 30-db reduction within the applicable noise contours.
20. A separate comprehensive sign package for the buildings shall be required at the time the first Preliminary Development Plan (PDP) is submitted.
21. The trail connection from the Paseo Canal to the central portion of the site shall be integrated with the development as each PDP application is reviewed.

SECTION II. Except where provided, nothing contained herein shall be construed to be and abridgment of any other ordinance of the City of Chandler.

SECTION III. The Planning & Development Department of the City of Chandler is hereby directed to enter such changes and amendments as may be necessary upon the Zoning Map of said Zoning Code in compliance with this ordinance.

INTRODUCED AND TENTATIVELY APPROVED by the City Council this 14<sup>th</sup> day of April 2005.

ATTEST:

  
CITY CLERK

  
MAYOR

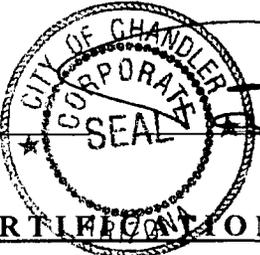


PASSED AND ADOPTED by the City Council this 28<sup>th</sup> day of April 2005.

ATTEST:

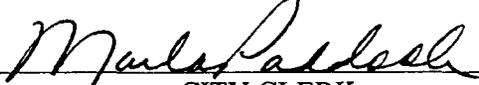
  
CITY CLERK

  
MAYOR



CERTIFICATION

I, HEREBY CERTIFY, that the above and foregoing Ordinance No. 3673 was duly passed and adopted by the City Council of the City of Chandler, Arizona, at a regular meeting held on the 28<sup>th</sup> day of April 2005, and that a quorum was present thereat.

  
CITY CLERK

APPROVED AS TO FORM:

  
CITY ATTORNEY

PUBLISHED in the Tribune on May 4 & 11, 2005

## Legal Description Chandler Airport Center

Job No. 03-043

Revised March 22, 2005  
May 22, 2004

### PARCEL NO. 1:

That portion of the Southwest quarter of Section 1, Township 2 South, Range 5 East of the Gila and Salt River Base and Meridian, Maricopa country, Arizona described as follows:

COMMENCING at the Southwest corner of Southwest quarter of said Section 1: thence North (an assumed bearing), along the West line of said Southwest quarter, 1759.72 feet to the POINT OF BEGINNING;

Thence N85°43'20"E, 1867.893 feet; thence N85°43'20"E, 601.33 feet; thence N89°32'11"E, 177.31 feet to a point on the East line of said Southwest quarter; thence S00°11'09"W, along said East line, 594.58 feet to the Southeast corner of the North half of said Southwest quarter; thence S89°21'14"W, along the South line of the North half of said Southwest Quarter, 2637.82 feet to the Southwest corner of the North half of said Southwest quarter; thence North, along the West line of said Southwest quarter, 438.60 feet to the POINT OF BEGINNING.

### PARCEL NO. 2:

Farm Unit "E" or the Southwest quarter of the Southwest quarter of Section 1, Township 2 South, Range 5 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

### PARCEL NO. 3:

Farm Unit "F" or the Southwest quarter of the Southwest quarter of Section 1, Township 2 South, Range 5 East of the Gila and Salt River base and Meridian, Maricopa County, Arizona;

EXCEPT COMMENCING at the South quarter corner of said section 1; thence N0°05'11"W along the North-South midsection line of said Section 1, 33.00 feet to the POINT OF BEGINNING.

Thence S89°05'06"W along a line of 33.0 feet North of and parallel to the South line of the said Southwest quarter Section 1, 666.777 feet (record) 666.26 feet (calculated measured); thence N49°39'54"E, 834.73 feet (record), N49°56'20"E 834.72 feet (calculated measured); thence S40°20'06"E, 45.81 feet (record) 45.79 feet (calculated measured) to a point on the aforesaid North-South midsection line of said Section 1; thence S0°05'11"E along said North-South midsection line, 494.72 feet to the POINT OF BEGINNING.

### PARCEL NO. 4:

The Northwest quarter of Section 12, Township 2 South, Range 5 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona;



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**MEMORANDUM Public Works – Airport, Staff Memo No. AP08-074**

**DATE:** MARCH 14, 2008

**TO:** JEFF KURTZ, ASST PLANNING AND ZONING DIRECTOR

**FROM:** GREG CHENOWETH, AIRPORT MANAGER *gc*

**SUBJECT:** AIRPORT CONFLICTS EVALUATION – AIRPORT COMMISSION FINDINGS FOR THE PROPOSED CHANGE OF USE TO ALLOW OTTAWA UNIVERSITY ON EAST NORTHROP BOULEVARD LOCATED SOUTH OF THE LOOP 202 (SAN TAN FREEWAY) AND WEST OF COOPER ROAD

The Airport Commission discussed the proposed Change of Use to allow Ottawa University on East Northrop Boulevard located south of the Loop 202 (San Tan Freeway) and west of Cooper Road at their regular meeting of April 9, 2008.

Finding: The Commission determined that the proposed Change of Use to allow Ottawa University on East Northrop Boulevard located south of the Loop 202 (San Tan Freeway) and west of Cooper Road does not constitute a conflict with the existing or planned airport uses.

Conflict(s) Cited: None.

Conflict Resolution(s): None.

Commission Members in Attendance: Stan Olivier, David Church, Jim Cullumber, Gary DeHoff, Mike Wigfield, Chelle Daly and Schuyler McCorkle. This attendance represented a quorum.

In compliance with the Airport Conflicts Evaluation Process, the Commission voted 7-0 to forward a report to the Planning Administrator and City Council indicating the findings noted above.

cc: Jodie Novak, Senior Planner

*Airport Conflicts Evaluation letter*

**ORDINANCE NO. 4071**

AN ORDINANCE OF THE CITY OF CHANDLER, ARIZONA, AMENDING THE ZONING CODE AND MAP ATTACHED THERETO, BY REZONING A PARCEL FROM PAD TO PAD (DVR08-0013 CHANDLER AIRPORT CENTER - OTTAWA) LOCATED WITHIN THE CORPORATE LIMITS OF THE CITY OF CHANDLER, ARIZONA.

WHEREAS, application for rezoning involving certain property within the corporate limits of Chandler, Arizona, has been filed in accordance with Article XXVI of the Chandler Zoning Code; and

WHEREAS, the application has been published in a local newspaper with general circulation in the City of Chandler, giving fifteen (15) days notice of time, place and date of public hearing; and

WHEREAS, a notice of such hearing was posted on the property at least seven (7) days prior to said public hearing; and

WHEREAS, a public hearing was held by the Planning and Zoning Commission as required by the Zoning Code

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Chandler, Arizona, as follows:

**SECTION I. Legal Description of Property:**

See Attachment 'A'.

Said parcel is hereby rezoned from PAD to PAD, subject to the following conditions:

1. Development shall be in substantial conformance with Exhibit A, Development Booklet, entitled "Chandler Airport Center", kept on file in the City of Chandler Planning Services Division, in File No. DVR08-0013, except as modified by condition herein.
2. Compliance with the original stipulations adopted by the City Council as Ordinance 3673, in case DVR04-0037 Chandler Airport Center, except as modified by condition herein.



APPROVED AS TO FORM:

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CITY ATTORNEY *asβ*

PUBLISHED:

'A'



# Legal Description Chandler Airport Center Lot 13B

Job No. 07-004

January 15, 2007

A portion of Lot 13 of Chandler Airport Center – Phase 2, as recorded in Book 858, Page 43, records of Maricopa County located in a portion of the Southeast Quarter of Section 2, Township 2 South, Range 5 East of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

BEGINNING at the Northeast corner of said Lot 13 and a point on the South right-of-way line of SR202 (San Tan Freeway); thence S09°20'57"W (an assumed bearing), along the East line of said Lot 13, for a distance of 615.16 feet to the Southeast corner of said Lot 13, a point on the North right-of-way line of Northrop Boulevard and a point on a non-tangent curve, concave to the South, the center of which bears S33°37'27"W at a distance of 940.00 feet; thence Northwesterly, along the arc of said curve and along the South line of said Lot 13, through a central angle of 33°46'58", for a distance of 554.25 feet; thence N01°11'13"W, not tangent to said curve, for a distance of 460.49 feet to a point on the North line of said Lot 13 and a point on the South right-of-way line of said SR202 (San Tan Freeway); thence N88°48'47"E, along the North line of said Lot 13, for a distance of 275.83 feet; thence S87°22'17"E, along the North line of said Lot 13, for a distance of 357.20 feet to the POINT OF BEGINNING;

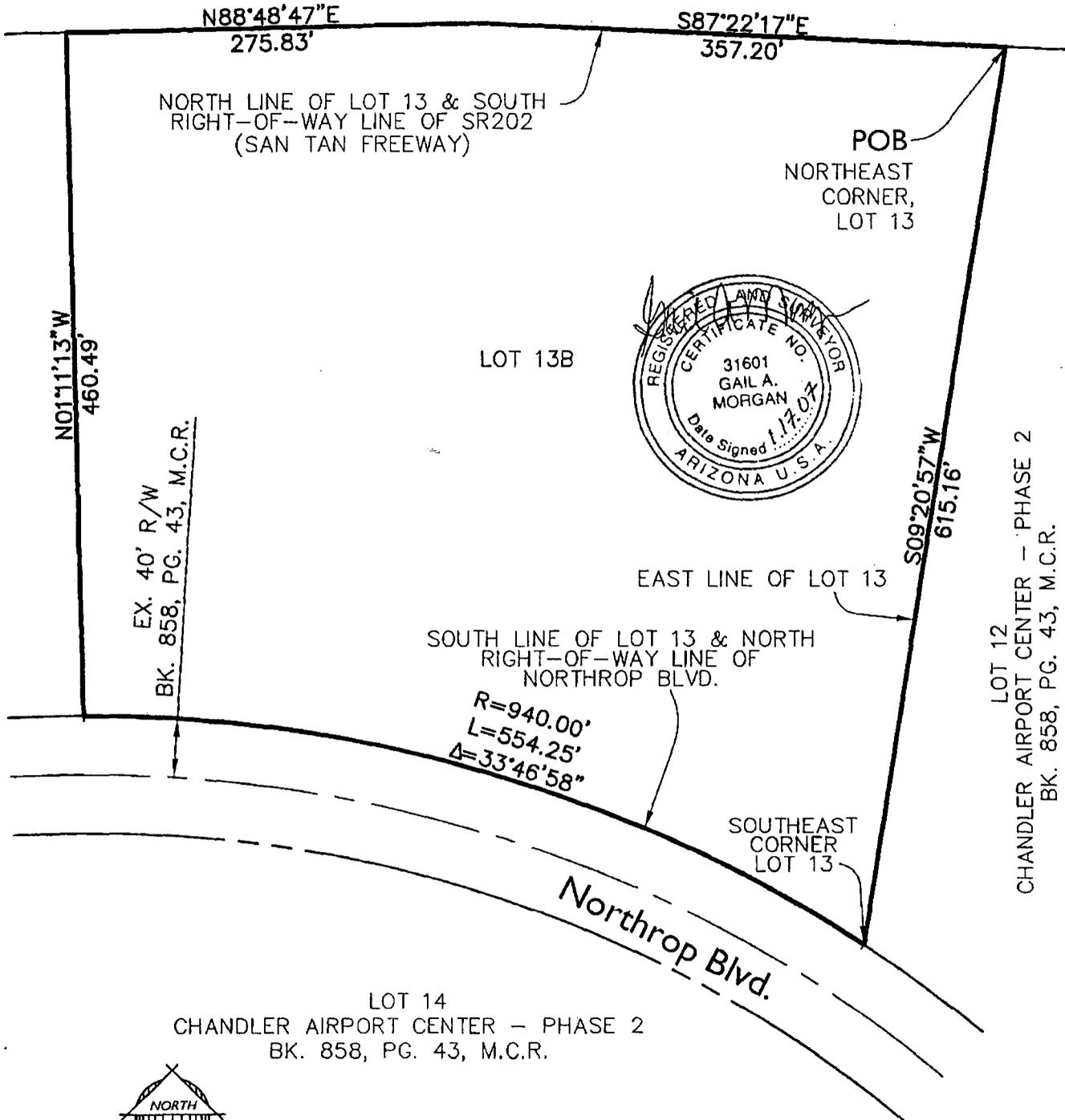
An area containing 300,639 square feet or 6.9017 acres, more or less.



EPS Group, Inc. • 2150-I S. Country Club Dr., Suite 22 • Mesa, AZ 85210  
Tel (480) 503-2250 • Fax (480) 503-2258

A

# SR202 (San Tan Freeway)



SCALE: 1"=100'

Project:	Lot 13B Chandler Airport Center - Phase 2 Chandler, Arizona
Exhibit	

	<b>Eps group, Inc.</b> Engineers, Planners & Surveyors
	2150-1 S. Country Club Dr., Ste. 22, Mesa, Arizona 85210 Phone (480) 503-2250 Fax (480) 503-2258