

Add info # 7

SEP 11 2008



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

**MEMORANDUM                      Fire Department**

**DATE:**            SEPTEMBER 9, 2008

**TO:**                MAYOR AND COUNCIL

**THRU:**            W. MARK PENTZ, CITY MANAGER *WMP*  
                          RICH DLUGAS, ASSISTANT CITY MANAGER *RD*

**FROM:**            TOM CARLSON, ACTING FIRE CHIEF *TC*

**SUBJECT:**        ORDINANCE NO. 4096, CHANDLER AIRPARK BUSINESS CENTER

At the Council Study Session on Monday September 8, 2008 Councilmember Orlando asked for the Fire Department's response to the concern that a planned fueling station proposed at the Chandler Airpark Business Center is located to close to the proposed fire station located on Queen Creek Road. The Fire Department does not have an issue with the proximity of the fueling station to the fire station. The fueling station will be built according to the City's Fire and Building codes which provide for containment, extinguishing systems, etc. The Fire Department currently has two other fire stations located in close proximity to bulk fuel storage and for many years had a station located near a gas processing center. None of these locations have every created a hazard or response issue for Fire Department units.

# 7

SEP 11 2008



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

**MEMORANDUM**                      **Planning and Development – CC Memo No. 08-169**

**DATE:**            AUGUST 21, 2008

**TO:**                MAYOR AND CITY COUNCIL

**THRU:**            W. MARK PENTZ, CITY MANAGER   
                          JEFF KURTZ, ACTING PLANNING AND DEVELOPMENT DIRECTOR 

**FROM:**            KEVIN MAYO, ACTING PLANNING MANAGER 

**SUBJECT:**        DVR08-0019 CHANDLER AIRPARK BUSINESS CENTER  
                          Introduction and Tentative Adoption of Ordinance No. 4096

Request:            Rezoning from Agricultural District (AG-1) to Planned Area Development (PAD) with Preliminary Development Plan (PDP) approval for a business park development with aviation-related uses

Location:           Northwest corner of Cooper and Queen Creek Roads

Project Info:        Approximately 20-acre site, 18-lot business park, taxi-way access

Applicant:           Brennan Ray  
                          Burch & Cracchiolo, P.A.

**RECOMMENDATION**

Upon finding the request to be consistent with the General Plan and Chandler Airpark Area Plan, Planning Commission and Staff recommend approval subject to conditions.

**BACKGROUND**

The request is for rezoning from Agricultural District (AG-1) to Planned Area Development (PAD) with Preliminary Development Plan (PDP) approval for a business park development with aviation-related uses on approximately 20-acres located at the northwest corner of Cooper and Queen Creek Roads. The General Plan designates the subject site as Employment. The request is consistent with the General Plan.

The subject property falls within the 9 square-mile Chandler Airpark Area Plan (CAAP). The CAAP identifies the subject 20-acre site as Commercial/Office/Business Park (Taxiway Access).

This land use designation denotes areas for 'aviation oriented office or light industrial uses that have access to the airport taxiways'. The CAAP includes a policy that indicates 'the City shall encourage through-the-fence operations to occur adjacent to the airport'. The proposed business park with aviation-related uses includes through-the-fence access and is consistent with the goals, policies and specific land use designation within the CAAP.

The subject site is bordered to the south by Queen Creek Road. South of Queen Creek Road is a retail and office commercial development, currently under construction. West of the commercial development is the existing rural-residential subdivision Twin Acres. The Chandler Municipal Airport borders the subject site's northwest side. Cooper Road abuts the property's east side, with vacant land zoned AG-1 planned for business park uses located east of Cooper Road.

Chandler Airpark Business Center represents one of the first through-the-fence taxiway-access developments for the Chandler Municipal Airport. The proposed development will include industrial, office, and retail showroom/warehouse land uses including aviation-related uses. Permitted uses for the business park will include all light industrial uses permitted in the Light Industrial District (I-1), office uses including medical and dental, and retail showroom uses where the display area is generally limited to 30% of the floor area. Additionally, permitted aviation related uses include uses such as charter operations, pilot training, aircraft sales and leasing, aircraft hangar sub-leasing, and other aeronautical activity uses. Prohibited aviation-related uses include uses such as flying clubs, aircraft sightseeing, crop dusting, aerial advertising, and aircraft repair and maintenance businesses. Detailed permitted and prohibited land use tables are included within the attached Development Booklet.

The request includes Preliminary Development Plan approval for the conceptual site layout and design guidelines for the business park. The Development Booklet includes exhibits depicting the business park's general site layout that will include approximately 18 lots ranging in size from 19,000 square feet to over 103,000 square feet. Adjacent to most of the lots are staging areas for airplanes accessing the airport. Additionally, the Chandler Airpark Business Center will be leasing an approximate 80-foot wide strip of airport property along the site's northwest side to provide taxiway access for the business park to the airport. This 80-foot strip could include potential lease-buildings for aviation related uses at the northeast and southwestern ends. The attached site plan indicates approximate building sizes and locations to represent the business park's typical build-out. The proposal includes flexibility so that depending upon a specific user's needs, lots could be combined and/or building footprints and square-footages can be adjusted once specific users are identified. The final square-footages for each building will be determined based upon meeting required parking.

The site plan has been carefully designed to separate the vehicular traffic from the aircraft traffic. Additionally, the proposal will comply with all Federal Aviation Administration (FAA) requirements for through-the-fence access to the Chandler Municipal Airport. The interior lots gain vehicular access through a private street connecting to Cooper Road. Lots fronting Cooper and Queen Creek Roads gain access through shared-access drives/parking lots with driveway locations along both arterial streets. Two 80-foot wide on-site taxiway easements provide aircraft access to the 80-foot wide taxiway as part of the airport property. The development's Conditions, Covenants and Restrictions (CCR's) restrict the method of on-site aircraft

movement. Aircraft are to be 'towed' out of the buildings, through the staging area and onto the various taxiway easements prior to starting the aircraft's engine(s). Additionally, 'running-up' an aircraft's engine(s) is only permitted within designated areas on the airport property, typically at the staging area at the start of the runways. The 'running-up' of engines is not permitted within this proposed development. An aircraft fueling facility is proposed at the western end of the southern on-site taxiway. The fueling facility is restricted to only business park tenants and not open to the aviation public.

Various techniques have been utilized to ensure that uniformity and consistency is maintained throughout the business park as the various lots develop. First, a uniform landscape design and palette consistent with the Commercial Design Standards is provided. The arterial street intersection is highlighted by alternating hybrid Mesquite trees and 25-foot tall Date Palm trees surrounding a corner project identification monument sign. Second, uniform parking screen walls and site screen walls help to connect the various different buildings together. The parking screen walls consist of 3-foot tall stained concrete tilt-panels with metal-plate accent columns featuring a recessed light fixture within a stained concrete block element. The site screen walls include the same construction technique and style; however, the walls are proposed as 8-foot tall screen walls. The site screen walls are utilized between buildings to provide security for the staging areas and taxiways. Additionally, the site screen walls will provide an additional layer of noise reduction screening potential aircraft noise from the residential properties located south of Queen Creek Road. While most aircraft are taller than the 8-foot tall site screen walls, the walls will sufficiently screen the engines of the majority of aircraft that would utilize this business park.

The application includes architectural design guidelines for the future buildings within the business park. The design guidelines encourage the use of multiple building materials to provide visual texture and depth. The guidelines even include criteria for breaking a building's massing down into multiple elements to insure visual interest. Four-sided architecture is mandatory. The guidelines establish the architectural intent for the development while providing sufficient flexibility to allow for individual diversity. Conceptual building elevations are provided in the attached Development Booklet to establish an architectural intent that acknowledges the business parks context within the airport environment. Additional details can be found under tab 8 of the Development Booklet.

A comprehensive sign package is included as well. The sign package includes details and guidelines for the freestanding monument signage and future building mounted signage. Building mounted signage is proposed as reverse pan-channel lettering that may be halo-illuminated or non-illuminated. Corporate colors and fonts are permitted. The sign package does allow for tenants with trellis architectural elements to utilize pan-channel internally illuminated lettering if placed upon the trellis itself. The sign package governs the maximum letter size and overall sign square footage. A 6-foot tall corner monument sign is located at the immediate Cooper/Queen Creek intersection with a second sign located at the first driveway along Cooper Road. The sign's design reflects the business park's aviation nature with a 'wing' shape, corrugated metal material, and center logo. Three two-tenant freestanding monument signs are located along Queen Creek Road with a single two-tenant freestanding monument sign located along Cooper Road. The multi-tenant signs include the same materials as the corner

monument signs as well as a consistent high-tech design. The tenant panels include routed pex-backed internally illuminated lettering.

The business park will develop in phases. Phase one will include all off-site improvements to Cooper and Queen Creek Roads, as well as the on-site private street and taxiway improvements. The individual lots will develop as future tenants are identified. The applicant has represented the intention to file for building permits shortly following City Council approval.

### **DISCUSSION**

Staff supports the rezoning request finding the through-the-fence aviation-related business park to represent a high quality addition to the Chandler Airpark area. The proposal includes design guidelines that will ensure a consistent level of quality, and allow for market and tenant flexibility. The taxiway access points have been thoughtfully designed to minimize impacts upon adjacent properties as well as maintain strict security measures specified by the FAA. The Chandler Airpark Business Center implements the vision and goals of the Chandler Airpark Area Plan.

### **AIRPORT RECOMMENDATION**

The Airport Commission reviewed the zoning request in accordance with the Airport Conflicts Evaluation Process. The Airport Manager has issued a conflicts evaluation report indicating that the Airport Commission found that no airport conflicts exist with this application.

### **PLANNING COMMISSION VOTE REPORT**

Motion to approve:

In Favor: 7    Opposed: 0

Neighbors from the Twin Acres residential subdivision spoke at the hearing in opposition. The neighbors raised concerns regarding the potential increase in aircraft noise, as well as safety concerns regarding an old land-fill site and crop-dusting company location that falls outside of the subject site within City-owned airport property. Since the 'contaminated dirt' is not within the subject site, it will be the responsibility of the City to address any mitigation and/or remediation solutions at the time the City-owned property develops. Discussion occurred during the hearing regarding additional measures to address the noise concerns. Planning Commission added conditions 17-19 to provide additional sound mitigation at the subject site's southwest corner, which is closest to the existing residential homes. Examples of sound attenuation measures as required in Condition No. 17 can include items such as engineered metal slats that are designed to direct noise upwards without providing a solid visual mass.

### **PUBLIC / NEIGHBORHOOD NOTIFICATION**

- This request was noticed according to the provisions of the City of Chandler Zoning Code.
- Neighborhood meetings were held on June 17, 2008 and July 29, 2008 at the Chandler Municipal Airport. Approximately 6 neighboring property owners attended the meeting.

The neighboring property owners voiced concerns about potential noise impacts from the aircraft within the proposed development. The neighboring residential homes are located on the south

side of Queen Creek Road, just west of the subject site. The applicant responded conveying the intention to 'tow' the aircraft out to the taxiways prior to starting the aircraft's engines, as well as the site design that utilized the buildings and 8-foot sound walls as a physical buffer to shield noise. The neighbors continue to voice concerns. The neighbors requested the taxiway on the airport property that will serve the subject site be relocated north to move the aircraft traffic further away from the residential homes. The Airport Manager has responded indicating that the proposed location of the taxiway is consistent with the location specified within the airport's master plan. Finally, the neighbors voiced concerns regarding the location of the potential aircraft fueling facility. From an aircraft circulation standpoint, the proposed location is logical based upon the location of the taxiway access to the airport. Additionally, the fuel facility is restricted to only the business park tenants and not open to the public.

### **RECOMMENDED ACTION**

Upon finding consistency with the General Plan and Chandler Airpark Area Plan, Planning Commission and Staff recommend approval of the rezoning from Agricultural District (AG-1) to Planned Area Development (PAD) with Preliminary Development Plan (PDP) approval for a business park development with aviation-related uses, subject to the following conditions:

1. Development shall be in substantial conformance with Exhibit A, Development Booklet, entitled "CHANDLER AIRPARK BUSINESS CENTER" kept on file in the City of Chandler Current Planning Division, in file number DVR08-0019, except as modified by condition herein.
2. Right-of-way dedications to achieve full half-widths, including turn lanes and deceleration lanes, per the standards of the Chandler Transportation Plan.
3. The landscaping in all open spaces and rights-of-way shall be maintained by the adjacent property owner or property owners association.
4. Approval by the Director of Planning and Development of plans for landscaping (open spaces and rights-of-way) and perimeter walls.
5. 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.
6. 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.
7. Completion of the construction, where applicable, 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.

8. 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.
9. The developer shall be required to install landscaping in the arterial street median 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.
10. 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 CHANDLER AIRPARK BUSINESS CENTER development shall use treated effluent to maintain open space, common areas, and landscape tracts.

11. 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/or in relation to limits established in FAA determined Terminal Procedures (TERPS). All construction cranes shall be installed and

operated in accordance with FAA rules and regulations including notification through the filing of FAA Form 7460-1, Notice of Proposed Construction or Alteration.

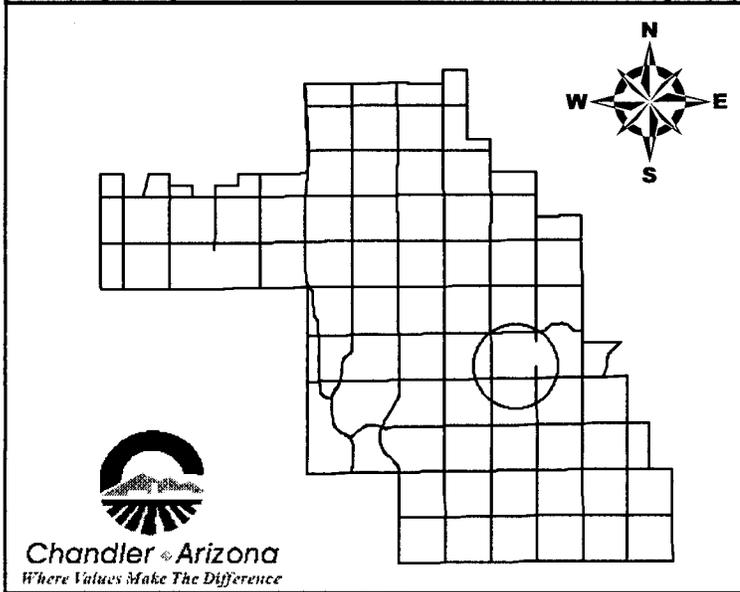
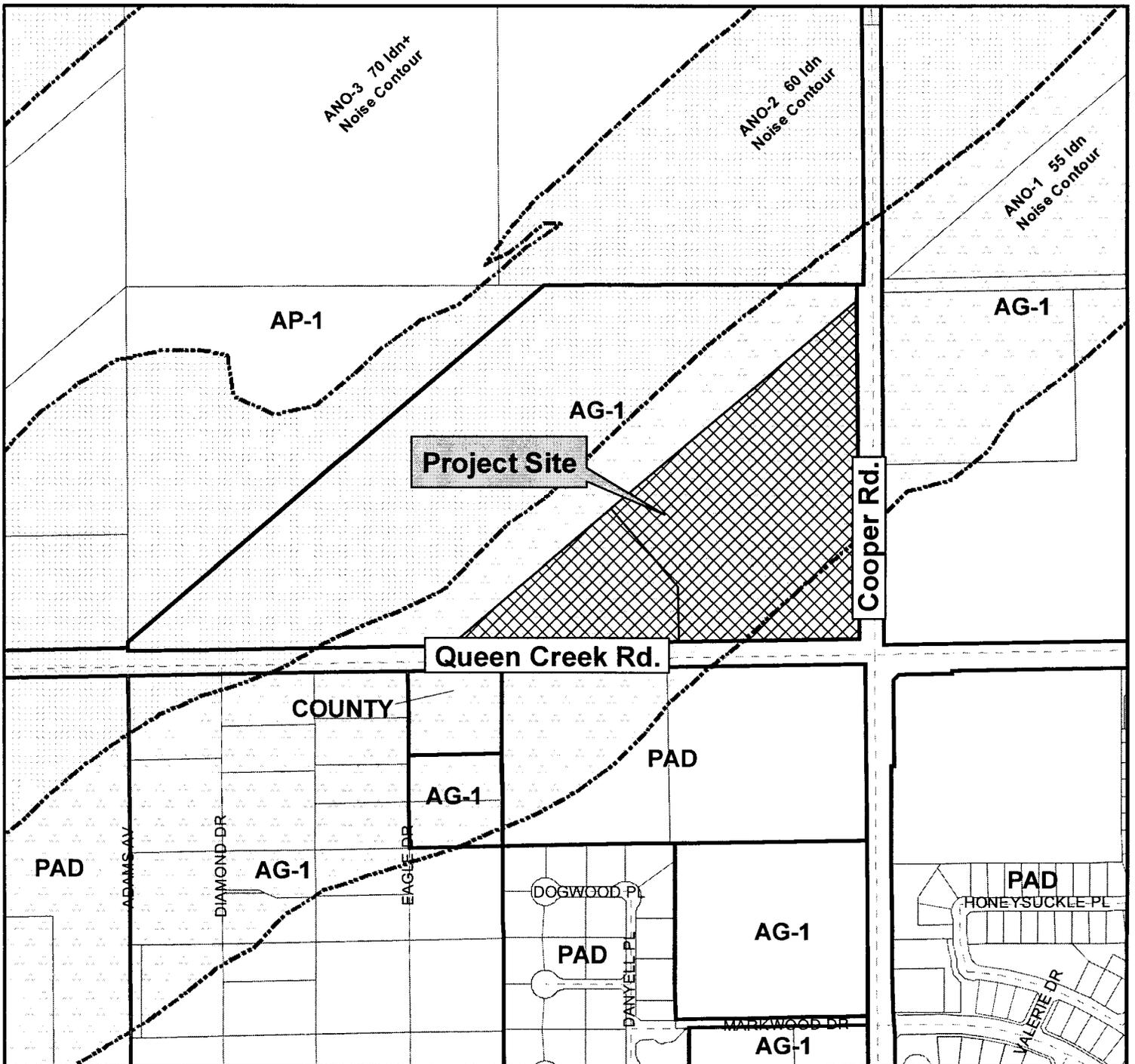
12. Prior to building permit issuance for any structures the developer shall provide a DETERMINATION OF NO HAZARD TO AVIATION approval as issued by the FAA after filing an FAA Form 7460, Notice of Proposed Construction or Alteration.
13. The project landscaping shall comply with the Commercial Design Standards.
14. The landscaping shall be maintained at a level consistent with or better than at the time of planting.
15. The developer shall provide the City with an avigational easement over the subject property in accordance with Section 3004 of the City of Chandler Zoning Code.
16. The developer shall work with Staff in implementing the Design Guidelines to ensure a balance between architectural compatibility and diversity.
17. The 8-foot screen walls between Lease Lot B, Lot 17 and Lot 18 shall be raised to a height of 10-feet, with 2-feet of additional sound attenuation measures placed on top. Details to be worked out with Staff.
18. Additional evergreen trees shall be installed between Lease Lot B, Lot 17 and Lot 18, 12-feet high at the time of planting.
19. The applicant shall work with Staff to provide a temporary sound abatement system along Lease Lot B, Lot 18, to the western edge of Lot 17. This shall be installed prior to airport access.

**PROPOSED MOTION**

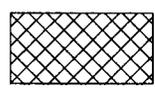
Move to introduce and tentatively adopt Ordinance No. 4096 approving DVR08-0019 CHANDLER AIRPARK BUSINESS CENTER rezoning, as recommended by Planning Commission and Staff.

**Attachments**

1. Vicinity Map
2. Ordinance No. 4096
3. Site Plan
4. Landscape Plan
5. Conceptual Building Elevations
6. Airport Commission Conflicts Evaluation Memo
7. Development Booklet, Exhibit 'A'



**Vicinity Map**



DVR08-0019

**Chandler Airpark Business Center**



Chandler, Arizona  
Where Values Make The Difference



## Vicinity Map



DVR08-0019

**Chandler Airpark Business Center**



**ORDINANCE NO. 4096**

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) TO PLANNED AREA DEVELOPMENT (PAD) (DVR08-0019 CHANDLER AIRPARK BUSINESS 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 Agricultural District (AG-1) to Planned Area Development (PAD), for a business park development with aviation-related uses, subject to the following conditions:

1. Development shall be in substantial conformance with Exhibit A, Development Booklet, entitled "CHANDLER AIRPARK BUSINESS CENTER" kept on file in the City of Chandler Current Planning Division, in file number DVR08-0019, except as modified by condition herein.

2. Right-of-way dedications to achieve full half-widths, including turn lanes and deceleration lanes, per the standards of the Chandler Transportation Plan.
3. The landscaping in all open spaces and rights-of-way shall be maintained by the adjacent property owner or property owners association.
4. Approval by the Director of Planning and Development of plans for landscaping (open spaces and rights-of-way) and perimeter walls.
5. 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.
6. 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.
7. Completion of the construction, where applicable, 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.
8. 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.
9. The developer shall be required to install landscaping in the arterial street median 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.
10. 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 CHANDLER AIRPARK BUSINESS CENTER development shall use treated effluent to maintain open space, common areas, and landscape tracts.

11. 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/or in relation to limits established in FAA determined Terminal Procedures (TERPS). All construction cranes shall be installed and operated in accordance with FAA rules and regulations including notification through the filing of FAA Form 7460-1, Notice of Proposed Construction or Alteration.
12. Prior to building permit issuance for any structures the developer shall provide a DETERMINATION OF NO HAZARD TO AVIATION approval as issued by the FAA after filing an FAA Form 7460, Notice of Proposed Construction or Alteration.
13. The project landscaping shall comply with the Commercial Design Standards.
14. The landscaping shall be maintained at a level consistent with or better than at the time of planting.



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CITY CLERK

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MAYOR

**CERTIFICATION**

I, HEREBY CERTIFY, that the above and foregoing Ordinance No. 4096 was duly passed and adopted by the City Council of the City of Chandler, Arizona, at a regular meeting held on the \_\_\_\_\_ day of \_\_\_\_\_, 2008, and that a quorum was present thereat.

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CITY CLERK

APPROVED AS TO FORM:

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CITY ATTORNEY *EPB*

PUBLISHED:

**ORDINANCE NO. 4096**

Attachment 'A'

**LEGAL DESCRIPTION**

BEING A PORTION OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 2 SOUTH, RANGE 5 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A BRASS CAP FLUSH MARKING THE SOUTHEAST CORNER OF SAID SECTION 11, FROM WHICH A BRASS CAP FLUSH MARKING THE SOUTH QUARTER CORNER OF SAID SECTION 11 BEARS SOUTH 89°00'30" WEST, A DISTANCE OF 2647.38 FEET;

THENCE SOUTH 89°00'30" WEST, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 1506.69 FEET;

THENCE NORTH 00°59'34" WEST, A DISTANCE OF 55.03 FEET TO A POINT ON A LINE PARALLEL WITH AND 55.00 FEET NORTH OF THE SOUTH LINE OF SAID SOUTHEAST QUARTER;

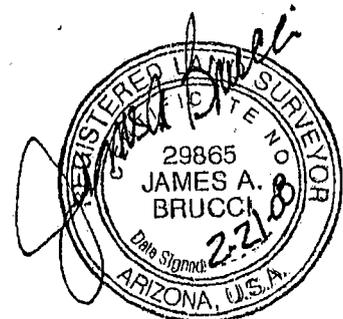
THENCE NORTH 49°33'41" EAST, ALONG THE EASTERLY LINE OF THAT PROPERTY AS DESCRIBED IN DOCUMENT NO. 94-0066751, MCR, A DISTANCE OF 1897.62 FEET;

THENCE NORTH 00°23'12" WEST, A DISTANCE OF 59.05 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER;

THENCE NORTH 89°04'42" EAST, A DISTANCE OF 54.87 FEET TO A POINT ON THE EAST LINE OF SAID SOUTHEAST QUARTER;

THENCE SOUTH 00°22'35" EAST, ALONG SAID EAST LINE, A DISTANCE OF 1319.77 FEET TO THE **POINT OF BEGINNING.**

**SAID DESCRIPTION CONTAINING: 1,027,893 SQUARE FEET OR 23.597 ACRES OF LAND, MORE OR LESS.**



# PROPERTY EXHIBIT

E 1/4 COR SECTION 11  
T.2S.,R.5E., NOT FD.  
CALC PER 589/48 MCR



NORTH LINE OF THE  
SOUTH HALF OF THE  
SE 1/4

N89°04'42"E  
54.87'

S00°23'12"E  
59.05'

2639.53'

APN 303-32-009C  
CITY OF CHANDLER

S49°33'41"W  
1897.62'

APN 303-32-009F &  
APN 303-32-009E  
GROSS AREA=23.597 AC.

1319.77'

COOPER RD.

S 1/4 COR  
SECTION 11,  
T.2S.,R.5E.  
FD.BC/FLUSH

S00°59'34"E  
55.03'

S00°22'35"E

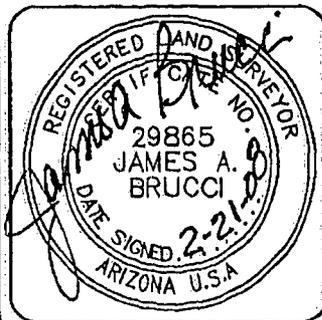
1506.69'

S89°00'31"W

PAGE 1 OF 1

QUEEN CREEK RD.

SE COR SECTION 11  
T.2S.,R.5E.  
FD.BC/FLUSH

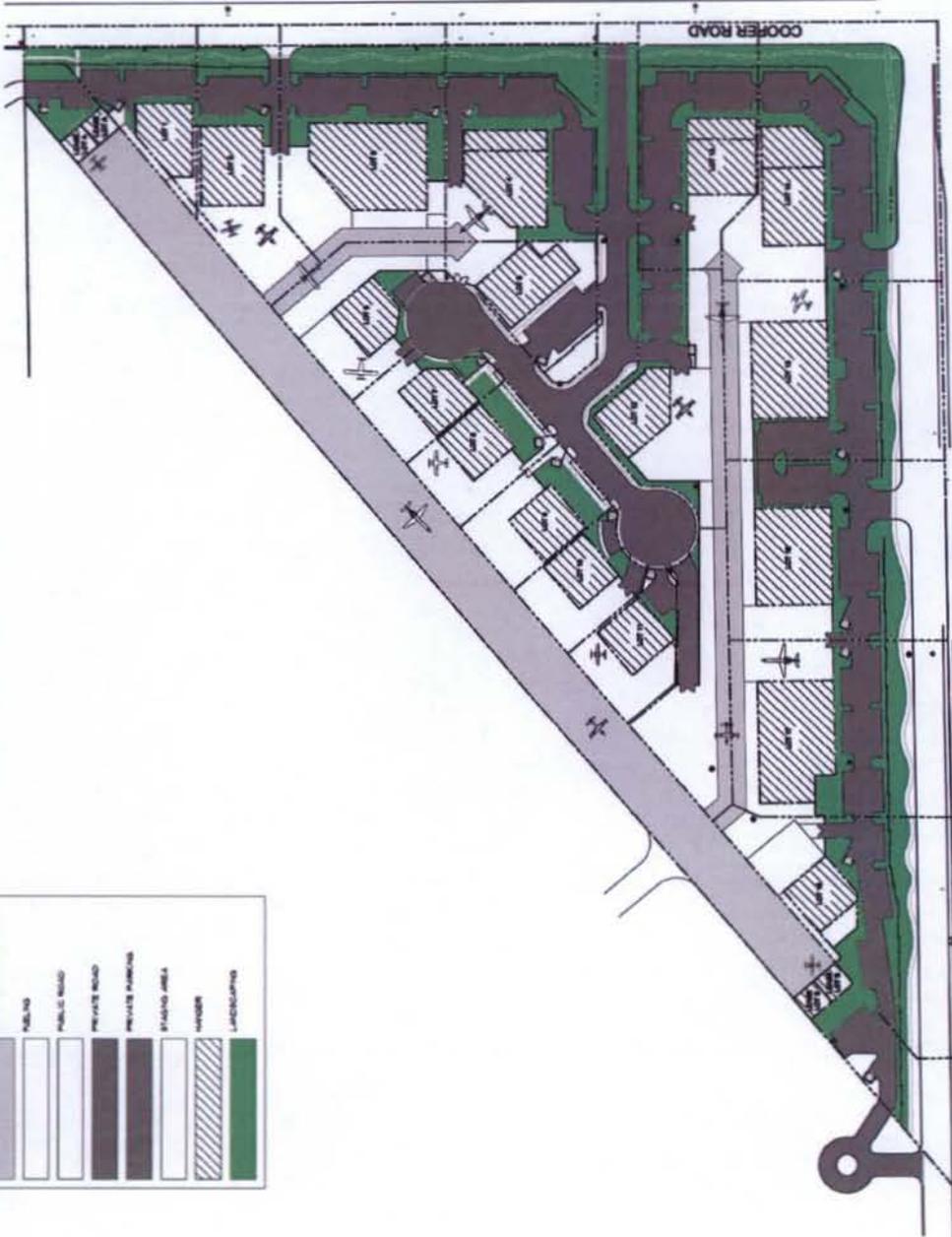


TITLE: DWOE  
SCALE: 1"=250'  
DATE: 2/21/08  
DESC: PROPERTY EXHIBIT

<b>HUNTER</b>	
ENGINEERING	CIVIL AND SURVEY
10450 N. 74TH ST., SUITE 200 SCOTTSDALE, AZ 85258 T 480 991 3985 F 480 991 3986	
PROJ. NO. DWOE001-S	



[Pattern]	TRAILWAY ON LANDMARK LAND
[Pattern]	TRAILWAY ON PRIVATE LAND
[Pattern]	PARKING
[Pattern]	PUBLIC ROAD
[Pattern]	PRIVATE ROAD
[Pattern]	PRIVATE PARKING
[Pattern]	STAGING AREA
[Pattern]	HAZARD
[Pattern]	LANDSLIPPING



LOT NUMBER	SITE INFO	MAXIMUM BPD
LOT 1	BLDG 1 (OPTIONAL) BLDG 2 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 2	BLDG 3 (OPTIONAL) BLDG 4 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 3	BLDG 5 (OPTIONAL) BLDG 6 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 4	BLDG 7 (OPTIONAL) BLDG 8 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 5	BLDG 9 (OPTIONAL) BLDG 10 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 6	BLDG 11 (OPTIONAL) BLDG 12 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 7	BLDG 13 (OPTIONAL) BLDG 14 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 8	BLDG 15 (OPTIONAL) BLDG 16 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 9	BLDG 17 (OPTIONAL) BLDG 18 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 10	BLDG 19 (OPTIONAL) BLDG 20 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 11	BLDG 21 (OPTIONAL) BLDG 22 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 12	BLDG 23 (OPTIONAL) BLDG 24 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 13	BLDG 25 (OPTIONAL) BLDG 26 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 14	BLDG 27 (OPTIONAL) BLDG 28 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 15	BLDG 29 (OPTIONAL) BLDG 30 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 16	BLDG 31 (OPTIONAL) BLDG 32 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 17	BLDG 33 (OPTIONAL) BLDG 34 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 18	BLDG 35 (OPTIONAL) BLDG 36 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 19	BLDG 37 (OPTIONAL) BLDG 38 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 20	BLDG 39 (OPTIONAL) BLDG 40 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 21	BLDG 41 (OPTIONAL) BLDG 42 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 22	BLDG 43 (OPTIONAL) BLDG 44 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 23	BLDG 45 (OPTIONAL) BLDG 46 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 24	BLDG 47 (OPTIONAL) BLDG 48 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 25	BLDG 49 (OPTIONAL) BLDG 50 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 26	BLDG 51 (OPTIONAL) BLDG 52 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 27	BLDG 53 (OPTIONAL) BLDG 54 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 28	BLDG 55 (OPTIONAL) BLDG 56 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 29	BLDG 57 (OPTIONAL) BLDG 58 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 30	BLDG 59 (OPTIONAL) BLDG 60 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 31	BLDG 61 (OPTIONAL) BLDG 62 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 32	BLDG 63 (OPTIONAL) BLDG 64 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 33	BLDG 65 (OPTIONAL) BLDG 66 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 34	BLDG 67 (OPTIONAL) BLDG 68 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 35	BLDG 69 (OPTIONAL) BLDG 70 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 36	BLDG 71 (OPTIONAL) BLDG 72 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 37	BLDG 73 (OPTIONAL) BLDG 74 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 38	BLDG 75 (OPTIONAL) BLDG 76 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 39	BLDG 77 (OPTIONAL) BLDG 78 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 40	BLDG 79 (OPTIONAL) BLDG 80 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 41	BLDG 81 (OPTIONAL) BLDG 82 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 42	BLDG 83 (OPTIONAL) BLDG 84 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 43	BLDG 85 (OPTIONAL) BLDG 86 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 44	BLDG 87 (OPTIONAL) BLDG 88 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 45	BLDG 89 (OPTIONAL) BLDG 90 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 46	BLDG 91 (OPTIONAL) BLDG 92 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 47	BLDG 93 (OPTIONAL) BLDG 94 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 48	BLDG 95 (OPTIONAL) BLDG 96 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 49	BLDG 97 (OPTIONAL) BLDG 98 (OPTIONAL)	BLDG - 14,000 S.F.
LOT 50	BLDG 99 (OPTIONAL) BLDG 100 (OPTIONAL)	BLDG - 14,000 S.F.

CHANDLER AIRPARK BUSINESS CENTER  
NE CORNER OF QUEEN CREEK & COOPER ROADS  
CHANDLER, AZ

Drawn: 08/04/08  
Project Number: 2007-034  
Drawing No.:  
Revisions:

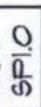
Larson Associates Architects, Inc.  
2607 NORTH 34TH STREET, SUITE 100  
PHOENIX, AZ 85018  
602.964.2790 FAX  
602.964.2790



VICINITY MAP  
SCALE: 1"=100'



1 PRELIMINARY SCHEMATIC SITE PLAN - OPTION A (03/26/07)  
SCALE: 1"=100'





G.K. FLANAGAN  
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Phoenix, AZ 85016  
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602.955.4290 FAX  
gkflanagan-architects.com



CHANDLER AIRPARK BUSINESS CENTER  
CHANDLER AIRPARK  
NE CORNER OF QUEEN CREEK & COOPER ROADS  
CHANDLER, AZ



APR 15 2008  
Drawing Name:  
CONCEPTUAL PLANTING PLAN

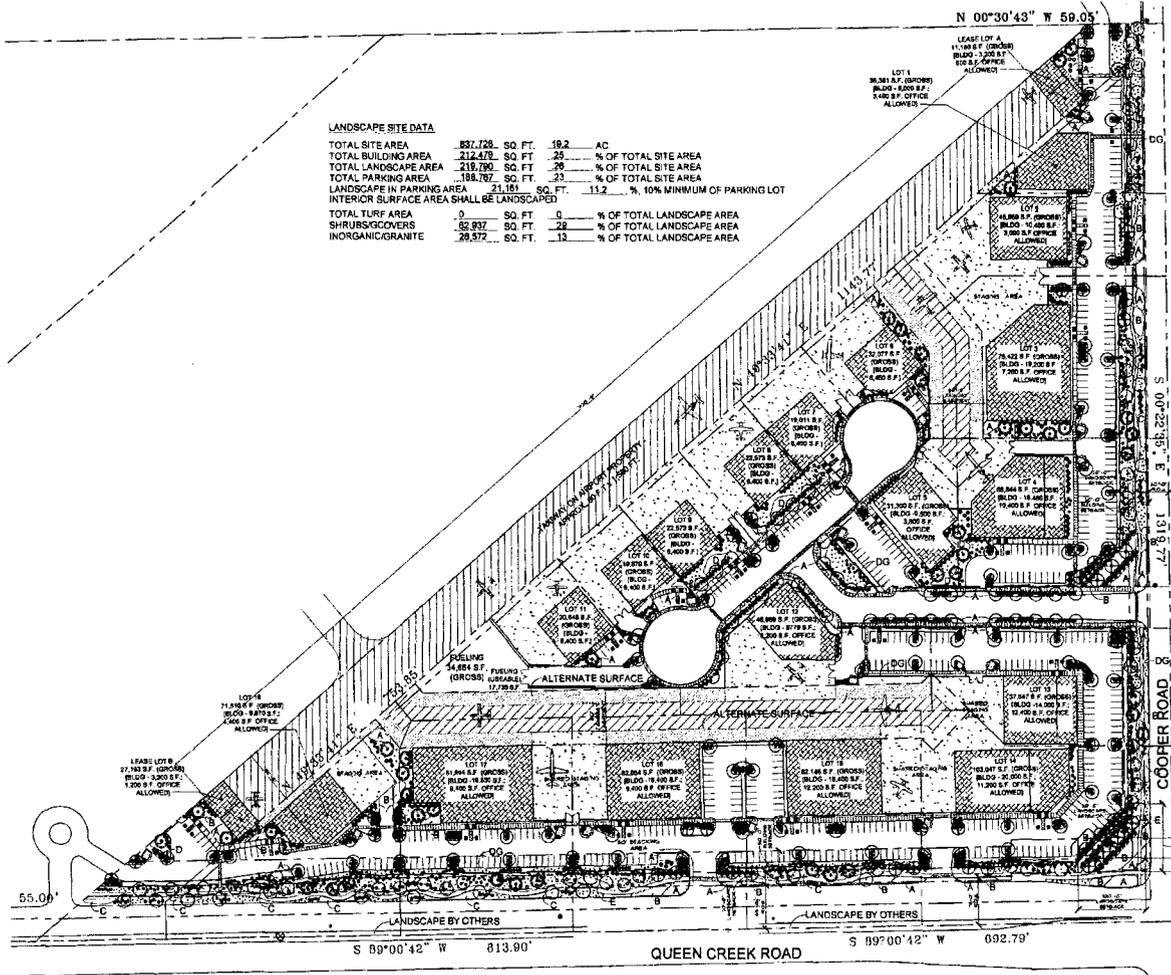
Revisions  
Date: 08.04.08  
Project Number: 2007-016  
Drawing No.

**LANDSCAPE SITE DATA**

TOTAL SITE AREA	837,728 SQ. FT.	19.2	AC
TOTAL BUILDING AREA	214,478 SQ. FT.	25	% OF TOTAL SITE AREA
TOTAL LANDSCAPE AREA	219,790 SQ. FT.	26	% OF TOTAL SITE AREA
TOTAL PARKING AREA	188,787 SQ. FT.	23	% OF TOTAL SITE AREA
LANDSCAPE IN PARKING AREA	21,181 SQ. FT.	11.2	% 10% MINIMUM OF PARKING LOT
INTERIOR SURFACE AREA SHALL BE LANDSCAPED			
TOTAL TURF AREA	0	0	% OF TOTAL LANDSCAPE AREA
SHRUBS/COVERS	82,897 SQ. FT.	28	% OF TOTAL LANDSCAPE AREA
INORGANIC GRANITE	28,972 SQ. FT.	13	% OF TOTAL LANDSCAPE AREA

**PROPOSED PLANT LIST**

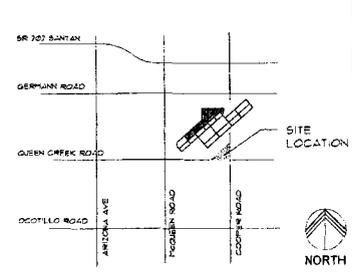
- TREES**
- ★ DATE PALM 25 DIAMOND CUT MATCHING, 3 QTY
  - 'DESERT MUSEUM' 24" BOX/ LOW BREAKING, 168 QTY
  - 'AZT' HYBRID MESQUITE 48" BOX/ LOW BREAKING, 34 QTY
  - 'AZT' HYBRID MESQUITE 36" BOX/ LOW BREAKING, 22 QTY
  - PALO BREA OPTION: DALBERGIA 24" BOX/ LOW BREAKING, 41 QTY
- SHRUBS**
- TECOMA SPECIES 15 GAL, 101 QTY
  - RIO BRAVO SAGE 5 GAL, 75 QTY
  - GRASS 5 GAL, 287 QTY
  - RED YUCCA 5 GAL, 536 QTY
  - VALENTINE BUSH 5 GAL, 926 QTY
  - BAJA RUELLIA 5 GAL, 505 QTY
  - COMPACT TEXAS SAGE 5 GAL, 115 QTY
  - TOOTHLESS SPOON 15 GAL, 70 QTY
- GROUND COVER**
- ★ TURPENTINE BUSH 1 GAL EACH, 455 QTY
  - ★ BURRAGE/ BRITTLE BUSH MIX 1 GAL EACH/ 60% MIX, 205 QT
  - VERBENA 1 GAL @ 3" O.C.
  - ROSEMARY 1 GAL @ 3" O.C.
  - MEXICAN PRIMROSE 1 GAL @ 3" O.C.
  - 'DESERT CARPET' ACACIA 1 GAL @ 4" O.C.
  - EUPHORBIA 1 GAL @ 3" O.C.
  - DECOMPOSED GRANITE 'EXPRESS GOLD' 3/8" MINUS, 2" THICK TYP
  - ALTERNATE COMPACTED SURFACE (AS SPECIFIED BY OWNER)



**CONCEPTUAL PLANTING PLAN**

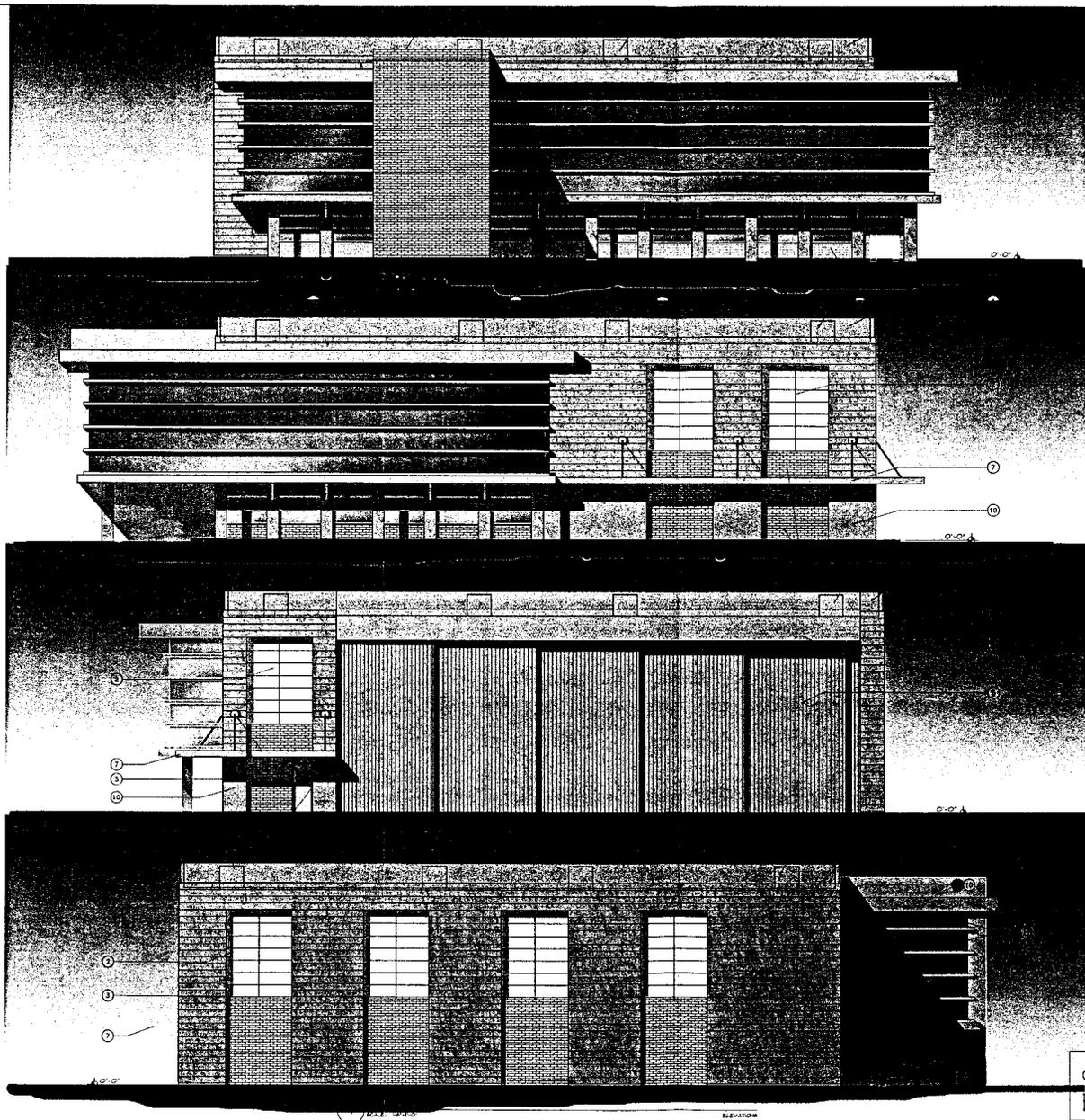


**VICINITY MAP**



**SITE LOCATION**





**ELEVATION OPTIONS - KEYNOTES**

- ① RECESS IN TILT SLAB OR EPS - ON A SCORE JOINT WITH ACCENT COLOR
- ② ACCENT AREA - POSSIBLE RECESSED AREA. MULTIPLE POSSIBLE MATERIALS OR ACCENT FINISHES. IE. KALUAL, WOOD, GLASS WINDOWS. TILT SLAB CONCRETE OR EPS WITH A RECESSED SCORE JOINTS AND ACCENT PAINT, CMU BRICK, METALS PANELS, ETC.
- ③ ACCENT AREA - POSSIBLE RECESSED AREA. MULTIPLE POSSIBLE MATERIALS OR ACCENT FINISHES. IE. KALUAL, WOOD, GLASS WINDOWS. TILT SLAB CONCRETE OR EPS WITH A RECESSED SCORE JOINTS AND ACCENT PAINT, CMU BRICK, METALS PANELS, ETC.
- ④ CONCRETE TILT SLAB OR EPS WITH 1-0" BOARD FORM PATTERN ON REVEALS
- ⑤ AIRPLANE HANGAR DOOR - HORIZONTAL SLIDING, CLAPBELL, VERTICAL FABRIC DOORS ALL ACCEPTABLE
- ⑥ ALUM. WINDOW + DOOR FRAME
- ⑦ METAL CANOPY + DOOR FRAME AS DESIRED
- ⑧ POSSIBLE EXAMPLE OF FUTURE MECHANICAL UNITS HIDDEN BEHIND PARAMET
- ⑨ SMOOTH STUCCO OR EPS OVER METAL STUDS OVER HANGAR DOOR TO MATCH SURROUNDING TILT SLAB IN FINISH AND COLOR - OR WITHOUT SCORE JOINTS WITH OR WITH OUT SCORE JOINTS
- ⑩ CONCRETE TILT SLAB OR EPS FINISHED PER OWNER DESIRE WITH OR WITHOUT SCORE JOINTS WITH OR WITH OUT SCORE JOINTS
- ⑪ GLAZING BUTTIED WITH ALUMINUM FINIS FRAMING

ALL MATERIALS AND COLORS ARE NOT FINALIZED AND SUBJECT TO APPROVED DESIGN GUIDELINES IN FPM WHICH THIS IS PRELIMINARY DESIGN IS ATTEMPTING TO DEVELOP

THESE ARE INTENDED AS DESIGN GUIDELINE ELEVATIONS ONLY - FUTURE PROPERTY OWNERS WILL NEED TO DESIGN THEIR BUILDINGS BASED ON THEIR INDIVIDUAL NEEDS WITH A MIN. OF DESIGN INTENT AS INDICATED IN THIS CONCEPTUAL DESIGN

**MECHANICAL EQUIPMENT PER CHANDLER**  
 ALL ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY PARAMET WALLS EQUAL TO OR GREATER THAN THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT.  
 ALL GROUND MOUNTED MECHANICAL EQUIPMENT SHALL BE SCREENED BY SOLID PARAMET WALLS AND GATES EQUAL TO OR GREATER THAN THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT.

QUEEN CREEK RD. -  
 EXAMPLE BUILDING (2)

**LaiSON Associates Architects, Inc.**  
 3807 North 24th Street, Suite 100  
 Chandler, AZ 85226  
 480.955.9020 480.955.4700 FAX  
 design@laisonarchitects.com



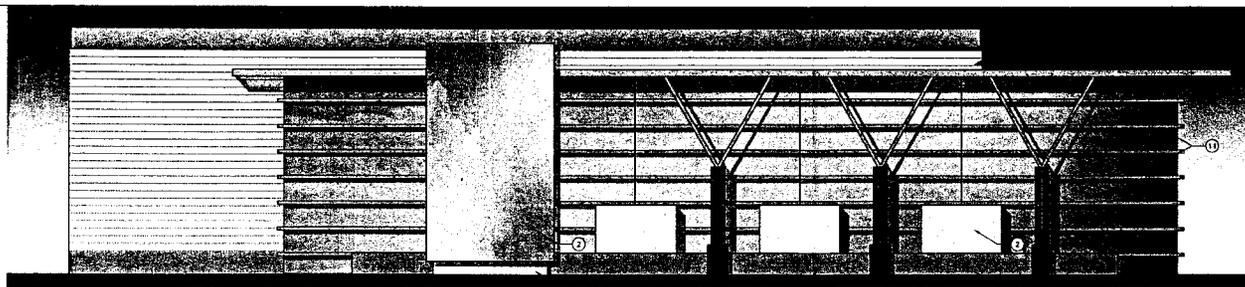
CHANDLER AIRPARK BUSINESS CENTER  
 CHANDLER AIRPARK  
 NE CORNER OF QUEEN CREEK & COOPER ROADS  
 CHANDLER, AZ



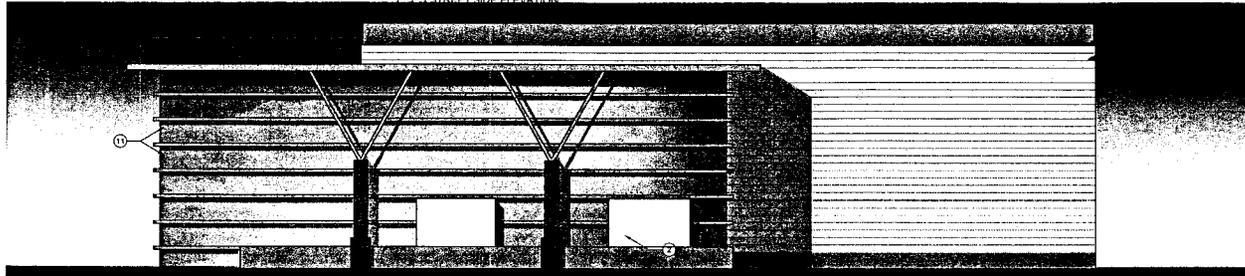
Drawing Name:  
 BUILDING ELEVATION

Revisions

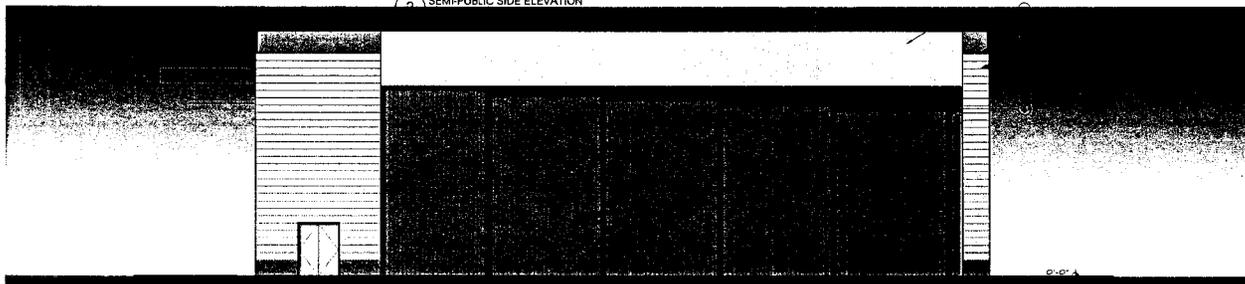
Date: 06/23/07  
 Project Number:  
 2007-6156  
 Drawing No:  
 A2.0



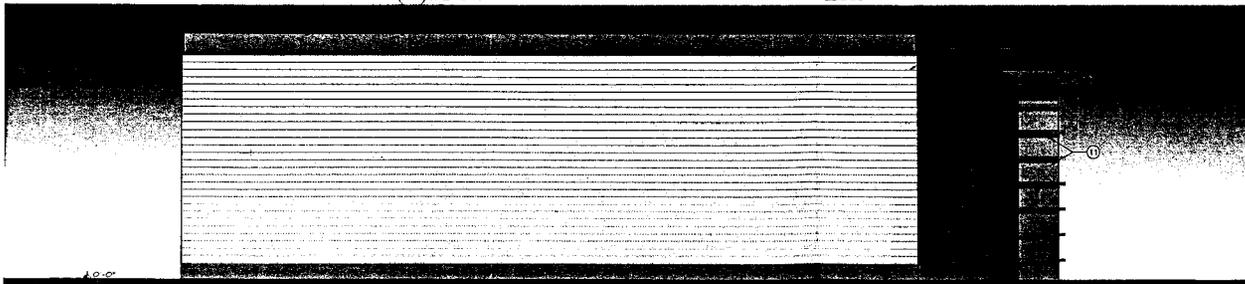
1 STREET SIDE ELEVATION



2 SEMI-PUBLIC SIDE ELEVATION



3 AIRPLANE STAGING SIDE ELEVATION



4 GENERAL ELEVATION

ELEVATION OPTIONS - KEYNOTES

- ① RECESS IN TILT SLAB OR EPS - A SCORE JOINT WITH ACCENT COLOR
- ② ACCENT AREA - POSSIBLE RECEDED AREA - MULTIPLE POSSIBLE MATERIALS OR ACCENT FINISHES (E. - KALUMI, BRUCOL, GLASS WINDOWS, TILT SLAB CONCRETE OR EPS WITH A RECEDED SCORE JOINTS AND ACCENT PAINT, CTI, BRICK, METAL PANELS, ETC.)
- ③ ACCENT AREA - POSSIBLE RECEDED AREA - MULTIPLE POSSIBLE MATERIALS OR ACCENT FINISHES (E. - KALUMI, BRUCOL, GLASS WINDOWS, TILT SLAB CONCRETE OR EPS WITH A RECEDED SCORE JOINTS AND ACCENT PAINT, CTI, BRICK, METAL PANELS, ETC.)
- ④ BREAK METAL OF EPS - PAINTED ACCENT COLOR
- ⑤ AIRPLANE HANGAR DOOR - HORIZONTAL SLIDING CLAFENELL, VERTICAL FABRIC DOORS ALL ACCEPTABLE
- ⑥ ALUMI FINN OVER WINDOW
- ⑦ METAL CANOPY OVER ENTRY WITH ACCENT PAINT AS DESIRED
- ⑧ ALUMI FINN OVER WINDOW
- ⑨ SMOOTH STUCCO OR EPS OVER METAL SLIDES OVER HANGAR DOOR TO MATCH SURROUNDING TILT SLAB IN FINISH AND COLOR
- ⑩ CONCRETE TILT SLAB OR EPS FINISHED PER OWNER DESIRE

ALL MATERIALS AND COLORS ARE NOT FINALIZED AND SUBJECT TO APPROVED DESIGN GUIDELINES IN PDF WHICH THIS IS NEPLINANT DESIGN IS ATTEMPTING TO DEVELOP

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MECHANICAL EQUIPMENT PER CHANDLER  
 ALL ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY PARAPET WALLS EQUAL TO OR GREATER THAN THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT.  
 ALL GROUND MOUNTED MECHANICAL EQUIPMENT SHALL BE SCREENED BY SOLID MASONRY WALLS AND GATES EQUAL TO OR GREATER THAN THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT

QUEEN CREEK -  
 EXAMPLE BUILDING (3)

LOISON Associates Architects, Inc.  
 3807 North 24th Street, Suite 100  
 Phoenix, AZ 85016  
 (602) 954-0700 FAX  
 (602) 954-0700  
 www.loison-architects.com

LOISON

CHANDLER AIRPARK BUSINESS CENTER  
 CHANDLER AIRPARK  
 NE CORNER OF QUEEN CREEK & COOPER ROADS  
 CHANDLER, AZ



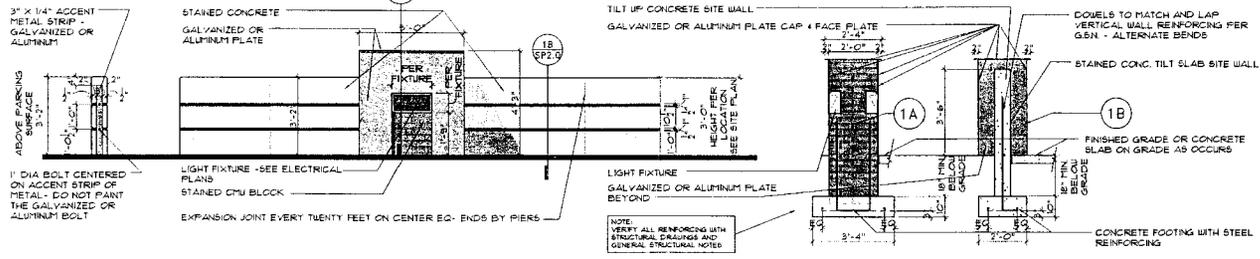
EXPL. 5/30/2009  
 Drawing Name:  
 ELEVATION  
 CONCEPTS

Revisions


Date: 08/23/07  
 Project Number:  
 2001-656  
 Drawing No:

A2.4

THIS LOW PARKING LOT SCREEN WALL IS ONLY TO BE USED BETWEEN THE OFFICE BUILDING AND STREETS

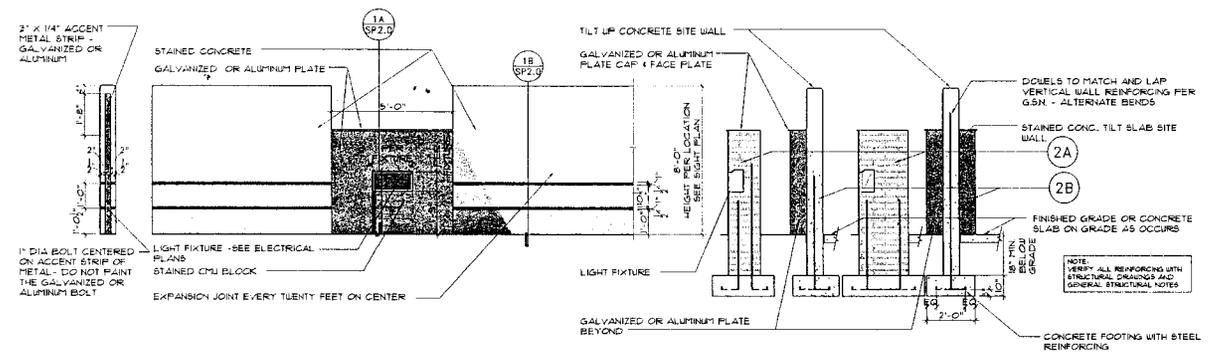


END ELEVATION

TYPICAL SIDE ELEVATION

SECTIONS "1A" & "1B"

1 TYPICAL SITE SCREEN WALL ELEVATION  
SCALE: N.T.S. WALL ELEV 3



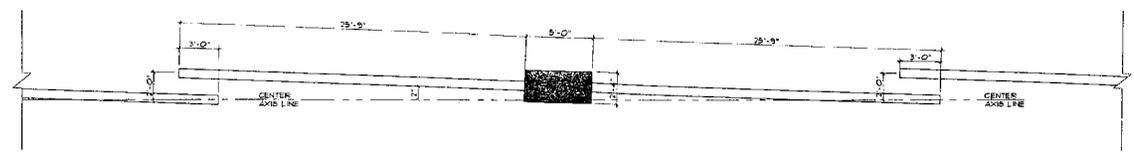
OPEN END CONDITION

TYPICAL SIDE ELEVATION

SECTION @ SINGLE SIDED LIGHT SET UP

SECTION @ A TWO SIDED LIGHT SET UP

2 TYPICAL 8'-0\"/>



3 TYPICAL SITE WALL PLAN  
SCALE: N.T.S. WALL ELEV 3

SEE COLOR SITE WALL LOCATION PLAN ON SP2.0 FOR WALL LOCATION AND HEIGHTS

- LOCATION OF TYPICAL 3'-0\"/>
- LOCATION OF TYPICAL 8'-0\"/>

LAISSON Associates Architects, Inc.  
3607 North 24th Street, Suite 100  
Phoenix, AZ 85016  
602.952.0500 FAX  
602.952.0501  
lca@lcaarchitects.com



CHANDLER AIRPARK BUSINESS CENTER  
CHANDLER AIRPARK  
NW CORNER OF QUEEN CREEK & COOPER ROADS  
CHANDLER, AZ



Drawing Name:  
SITE WALL DETAILS

Revisions

Date: 08/23/07

Project Number:  
2007-6156

Drawing No:  
SP2.0

**NOTES**

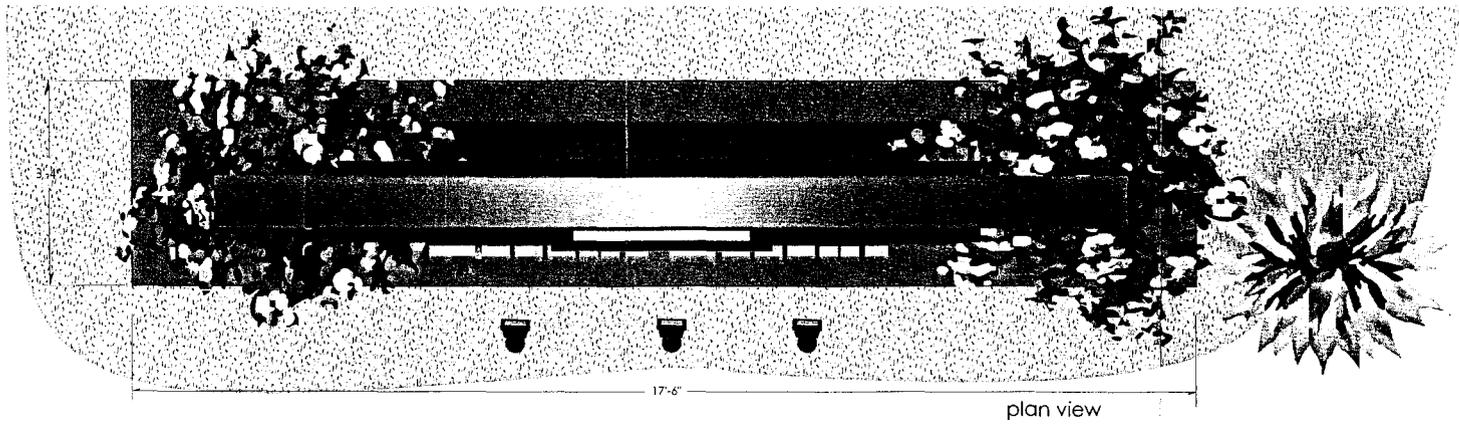
Framed aluminum cabinet with painted corrugated cladding with masonry base.

Logo to be 2" deep reverse pan channel aluminum, mounted to 2" deep reverse pan circle installed to cabinet with rust proof concealed clips.

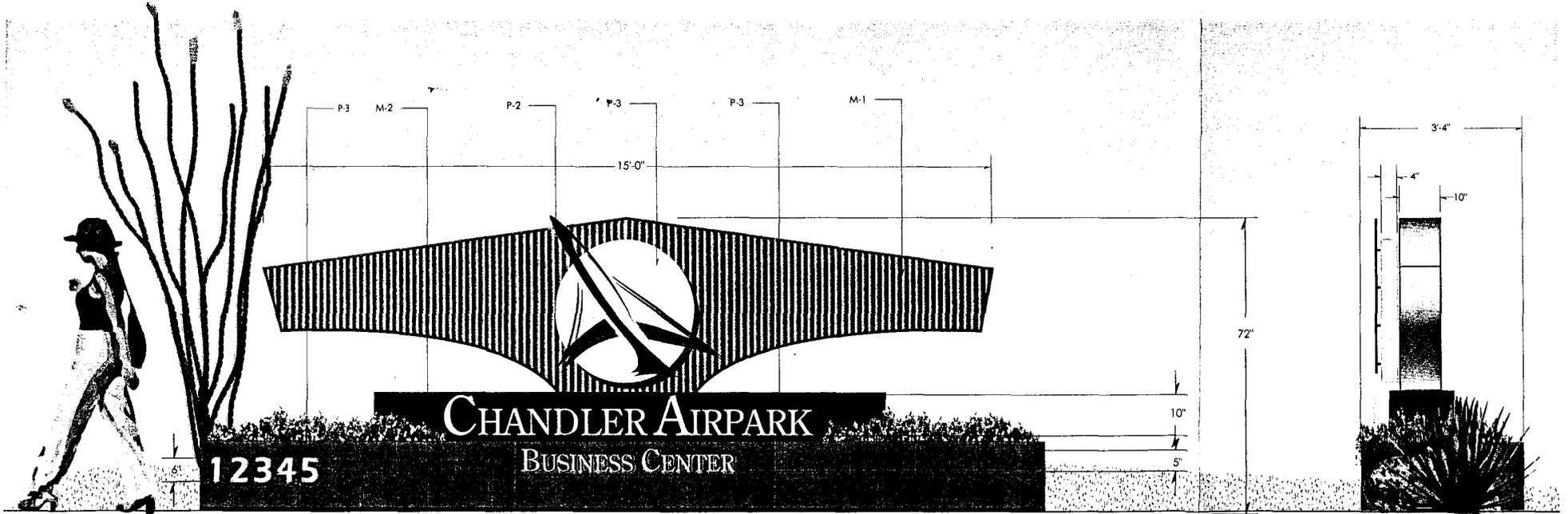
- Center identification copy "Chandler Airpark" to be 2" deep reverse pan channel installed to framed aluminum painted cabinet base. "Business Center" to be painted flat cut-out aluminum pin mounted to masonry base.

- Logo and copy to be up-lit with shielded fixtures, from the ground.

- Address numbers to be flat cut-out aluminum, pin mounted to cabinet face. Actual address to be verified prior to fabrication.



plan view



end view



PROJECT NUMBER	CHANDLER AIRPARK BUSINESS CENTER 08136.000	TYPE DESCRIPTION SCALE	M1 Corner Monument 1/2" = 1'	DATE REVISIONS	03.07.08 04.17.08
<p>passionately committed to enriching the human experience   60 e. rio salado pkwy., suite 200   tempe, az 85281   phone: 480.638.1100   fax: 480.638.1101   intelligent social design architecture value creation inspiration strategic thinking</p>					

**GD 101**  
DRAWING NUMBER

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

**MEMORANDUM Public Works – Airport, Staff Memo No. AP09-008**

**DATE:** AUGUST 7, 2008

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

**FROM:** GREG CHENOWETH, AIRPORT MANAGER

**SUBJECT:** AIRPORT CONFLICTS EVALUATION – AIRPORT COMMISSION FINDINGS FOR PROPOSED ZONING CHANGE FOR CHANDLER AIRPARK BUSINESS CENTER, LLC FROM AG-1 TO PAD WITH LIGHT INDUSTRIAL AP-1 AND OFFICE USES WITHIN THE CHANDLER AIRPARK AREA LOCATED AT THE NEC OF COOPER AND QUEEN CREEK ROADS

The Airport Commission discussed the proposed zoning change for Chandler Airpark Business Center, LLC from AG-1 to PAD with light industrial AP-1 and office uses within the Chandler Airpark Area located at the northeast corner of Cooper and Queen Creek Roads at their regular meeting of August 6, 2008.

Finding: The Commission determined that the proposed zoning change for Chandler Airpark Business Center, LLC from AG-1 to PAD with light industrial AP-1 and office uses within the Chandler Airpark Area located at the northeast corner of Cooper and Queen Creek Roads does not constitute a conflict with the existing or planned airport uses.

Conflict(s) Cited: None.

Conflict Resolution(s): None.

Commission Members in Attendance: Chelle Daly, Stan Olivier, Schuyler McCorkle and Richard Parker. This attendance represented a quorum.

In compliance with the Airport Conflicts Evaluation Process, the Commission voted 4-0 to forward a report to the Planning Administrator and City Council indicating the findings noted above.

cc: Kevin Mayo, Principal Planner