



Planning and Zoning Board

Case Information

GENERAL PLAN CASE#: GPMInor14-006
ZONING CASE#: Z14-017
LOCATION/ADDRESS: 3143 South Power Road
GENERAL VICINITY: Located south of Guadalupe Road on the east side of Power Road
GENERAL PLAN REQUEST: Minor General Plan Amendment to adjust the boundaries of the existing Mesa 2025 General Plan Land Use designations from NC and HDR 115+ to MDR6-10 (16.3± acres)
ZONING REQUEST: Rezone from LC and RM-4 to RSL-2.5 PAD and site plan/preliminary plat
PURPOSE: This request will allow the development of a single residence subdivision with 100 lots
COUNCIL DISTRICT: District 6
OWNER: Saia Family Limited Partnership
APPLICANT: Andy Ho, KB Homes
Sean Lake, Pew and Lake, PLC
STAFF PLANNER: Lesley Davis

SITE DATA

PARCEL NUMBER(S): 304-05-021E
PARCEL SIZE: 16.3± acres
EXISTING ZONING: LC and RM-4
GEN. PLAN DESIGNATION: NC and HDR 15+
CURRENT LAND USE: Undeveloped

SITE CONTEXT

NORTH: Zoned RS-43 – existing charter school
EAST: RWCD canal, East Maricopa Floodway and Gilbert Public Schools Transportation Facility
SOUTH: Vacant – zoned LI (Light Industrial)
WEST: (across Power Road) Town of Gilbert –existing garden court/cluster development

STAFF RECOMMENDATION:

GENERAL PLAN AMENDMENT: Adoption
ZONING CASE: Approval with Conditions

P&Z BOARD RECOMMENDATION:

GENERAL PLAN AMENDMENT: Adoption of Resolution. Denial
ZONING CASE: Approval with conditions. Denial

PROP 207 WAIVER: Signed. Not Signed

ZONING HISTORY/RELATED CASES:

March 25, 1994: Annexed to City (Ord. #2873)
April 18, 1994: Rezoned from County Rural-43 to City R1-43 (Z94-20, Ord. #2895)
January 22, 2008: City Council approval to rezone from RS-43 to RM-4 PAD and LC PAD (Z07-117, Ord. #4808)

GENERAL PLAN HISTORY

1982 General Plan: Agriculture/Vacant
1988 General Plan: Commerce Park (CP)
1996 General Plan: Mixed Use (MU)
Mesa 2025 General Plan: Mixed Use/Employment (MU/E) changed to NC and HDR 15+ as part of case GPM07-015

GENERAL PLAN PROJECT DESCRIPTION

This proposal includes a Minor General Plan amendment to change the existing land use designation for the 16.3± acres at 3143 South Power Road. The existing General Plan land use designation for the site is NC (Neighborhood Commercial) and HDR 15+ (High-Density Residential 15+ du/ac). The applicant is requesting an amendment to Medium Density Residential 6-10 (MDR 6-10 du/ac) to accommodate the development of 100 single residence lots.

PROJECT DESCRIPTION/ ZONING REQUEST

The request also includes a rezoning from LC PAD to RM-4 PAD to RSL205 PAD with an associated Site Plan/Preliminary Plat to accommodate a 100-lot, single-residence subdivision on approximately 16 acres, resulting in a density of 6.11 DU/acre. The subject property is located in the 3100 block of South Power Road, which is south of Guadalupe Road on the east side of Power Road, just south of an existing charter school.

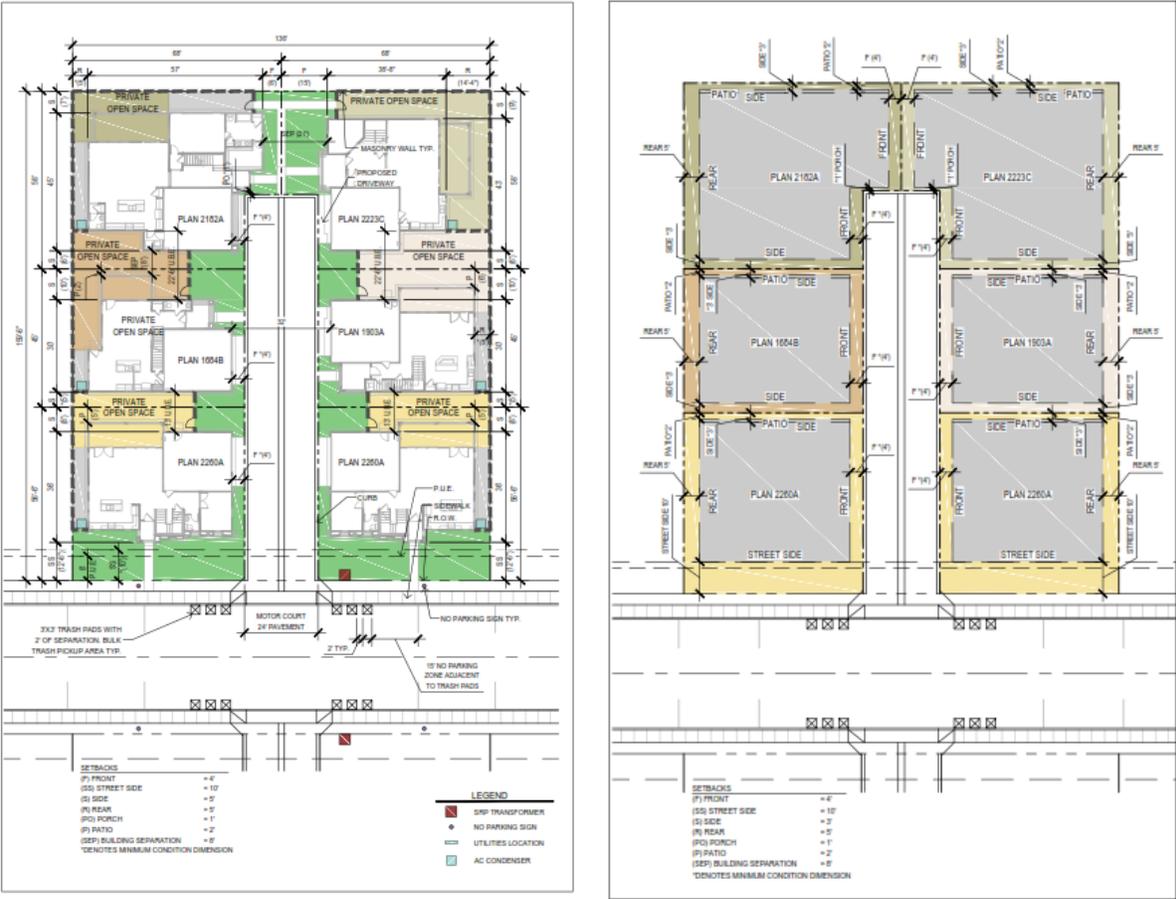
The property was previously approved for a retail development along Power Road with townhouses in the rear.

The Each grouping of six homes is accessed from a public street system. Guest parking is provided along the public street, with exception to lots 13-18 and 68-70, where the driveways are long enough to accommodate guest parking. The applicant has identified 266 parking spaces, which is 2.6 parking spaces per dwelling unit.

Open space has been provided with a park/amenity area near the entrance to the subdivision with a large turf retention area at the southwest corner of the development. Some small pocket park areas have been provided at the east side of the subdivision along the RWCD canal. A strong pedestrian network has been provided throughout with pathways to the parks and the perimeter of the subdivision. This subdivision has a public street system and will not be gated.

The prospective builder is proposing what they call a “Motor Court” housing product, which is also sometimes referred to as “Cluster” home development. This product features six homes that front onto a shared driveway/motor court, which is also where they access their garage. This is different than a “Garden Court” development because the homes face the driveway instead of a pedestrian area on the opposite side of the driveway. Each home will have a small private yard that will be fenced with a 6-foot masonry wall. The applicant provided the exhibits below, which demonstrate how the private and public

areas work. The private areas are the brown, tan and yellow spaces, while the green area is the public open space. There is also an exhibit, which identifies the proposed setbacks.



Pages 17 and 18 of design booklet

The proposed base zoning is RSL2.5. The RSL (Residential Small Lot) zoning is new with the current adopted zoning ordinance. As a reminder, the RSL districts have built-in additional design requirements based on the size of the lots requested. The smaller the lots the more design elements required. The average lot size for this proposed development is 3,274 square-feet; therefore 5 design elements are required. The applicant has identified the following design elements to comply with the ordinance requirement.

RSL Design Elements:

Streetscape: The zoning ordinance requires the developer to include at least 2 streetscape elements in their design. The applicant has met this requirement by providing 4 acres of open space within the project, which exceeds the required open space, which is .91 acres. The applicant has also provided a decorative pavement surface at the entrance to the subdivision.

Site Design: The applicant has provided a reduced number of driveway cuts to access more than one home by utilizing the shared court driveways for 6-unit cluster of homes.

Building Design: Another of the requirements for the RSL2.5 designation is to provide two building design elements. The applicant has chosen to do this by implementing the Architectural Diversity option. That

option requires that three distinct elevations be provided for the first 20 lots and an additional elevation for every additional 20 homes. The applicant has proposed 100 lots, which would require 7 unique elevations to comply. The applicant has proposed 5 floor plans with 3 elevations for each plan, which provides a total of 15 elevations.

Another option they have chosen to meet the required Building Design Elements is to provide variable garage entries. The requirement states that a development plan must include provisions for variable location of garage entries with at least 35% of the lots having garages that are side-loaded, or set entirely in the rear half of the lot in a detached garage. The applicant has stated that they comply with this requirement by providing access to their units through the motor court, which removes the garage from the community’s street scene. They have also stated that 34% of the homes have frontage on the street, with their garages on the side elevation.

Distance to open space

The Zoning Ordinance specifies that the homes be located within 330-feet of an active open space area. The applicant has provided two large open space areas within the development with the more active open space located fairly central to the development. There are some lots that are further from that open space area, however the applicant has provided some smaller open space areas along the canal at the east edge of the development. If those areas are considered usable, then this development is in conformance with that requirement.

MODIFICATIONS

The applicant has also requested a Planned Area Development (PAD) overlay. In a PAD, variations from conventional development requirements may be authorized by the City Council when projects offer amenities, features or conditions that compensate for such variations. The deviations proposed to the lot size and setback standards are identified with bold italicized text in the chart below. Additional proposed deviations have been identified below the chart below. In return for providing the deviations from code, the applicant is expected to provide a creative, high-quality development.

RESIDENTIAL SUBDIVISION DESIGN:

	Minimum Lot Size Min. Dimensions	Minimum Front Setback	Minimum Side Setbacks	Minimum Rear Setback	Maximum Height
Proposed	2,000 SF 25' x 56' (corner lot width - 30')	4' front – from motor court tract/property line 8' front - porch	10' street side 3' int. side 8' int. side total	5' rear	30' 2 stories
RSL2.5 Standards	2,000 SF 25' x 75' (corner lot Width – 30')	12' front - bldg. wall 7' front – porch	10' street side 3' int. side 8' int. side total	15' rear	30' 2 stories

SUBDIVISION DETAILS:

Street System	Fences/Walls	Open Space	Other
- Public streets	-6' decorative CMU perimeter wall surrounding the perimeter except at open space areas	- 4 acres of open space provided. Large centralized open space with community pool with Ramada, gathering/play space	-HOA -CC&Rs

NEIGHBORHOOD PARTICIPATION

The applicant has completed their Citizen Participation Plan, which included mailing written notifications to property owners within 1000-feet of the subject property and registered neighborhoods within 1-mile of the property. They also notified the Gilbert School District and Liberty Arts Academy Charter School, which is adjacent to this property. A neighborhood meeting was held on the property on February 11, 2014. The applicant provided meeting minutes, which identified that 3 neighbors attended the hearing. The only question was regarding product size. The applicant explained that the homes would range from 1,600 to 2,200 square-feet, which seemed to satisfy the neighbor. Staff has not received any phone calls or emails regarding these applications.

GENERAL PLAN

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

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

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

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

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

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

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

Goal H-2: Promote the preservation and development of high-quality, balanced and diverse housing options for persons of all income levels throughout the City of Mesa.

Objective H-2.1: Encourage the creation of residential developments which provide housing opportunities for individuals and families of all socioeconomic levels

Goal H-3: Encourage the development of an appropriate mix of residential land uses throughout the City. Protect and preserve existing, stable neighborhoods and new residential developments from incompatible adjacent land uses.

Objective H-3.1: Preserve and protect the City's neighborhoods by minimizing internal and external impacts that may detract from a neighborhood's ability to offer a safe and aesthetically pleasing environment.

Policy H-3.1a: Ensure that residential areas are adequately buffered from incompatible uses through the use of zoning and development regulations.

Policy H3.1c: Encourage infill development based on compatibility with existing neighborhoods.

Objective H-3.2: Encourage the development of neighborhoods that provide safe vehicular and non-vehicular access and mobility, as well as convenient access to community facilities and neighborhood services.

Policy H-3.2b: Ensure that residential development is located where adequate infrastructure currently exists or is planned to be available in the near future.

Policy H-3.2c: Preserve significant cultural, historical or natural features and provide enhanced open space areas in residential development or redevelopment projects.

Policy H-3.2d: Provide opportunities to ensure that residential neighborhoods may be served by and are in close proximity to services and facilities.

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

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

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

Existing General Plan Designations:

Neighborhood Commercial - NC

Identifies retail and service oriented businesses that serve the surrounding residential trade area within a ½- to 1-mile radius. Typical users include, but are not limited to, grocery store anchored shopping centers, drug stores, fast food chains, convenience/gas stations, and restaurants/cafes. Other compatible uses include small-scale administrative/professional offices including medical services, finance, insurance, and real estate. Hyper-store or Big Box² retail uses are not permitted in Neighborhood Commercial designated areas. Neighborhood Commercial areas are located on, and with direct access to arterial streets. Neighborhood Commercial designated areas are typically a maximum of 10 acres.

High Density Residential 10-15, HDR 10-15 (10.0-15.0 du/ac)

Identifies locations where one and two story multi-family residential and higher density attached single-family residential development is desirable. The target density for these areas is 12.5 du/ac. Appropriate locations offer direct collector and arterial road access, connections to potable water and sanitary sewer, and proximity to public safety services. The provision of park and open space (15 percent of net area excluding street system) is encouraged to provide opportunities for recreation and non-vehicular pedestrian connections like pathways, trails, etc. Other uses permitted in this category may include Office and limited Neighborhood Commercial of less than 10 acres (such as convenience stores), where deemed appropriate by the City.

Proposed General Plan Designation:

Medium Density Residential 6-10, MDR 6-10 (6.0-10.0 du/ac)

Identifies locations where urban density detached or attached single family residential including townhouse, and patio home developments is desirable. The target density for these areas is 6.5 du/ac for detached products and 8.0 du/ac for attached products. Appropriate locations offer direct collector or arterial road access, connections to potable water and sanitary sewer, and proximity to public safety services. The provision of park and open space (15 percent of net area excluding street system) is encouraged to provide opportunities for recreation and non-vehicular pedestrian connections like pathways, trails, etc. Other uses permitted in this category may include Office and limited Neighborhood Commercial of less than 10 acres, where deemed appropriate by the City.

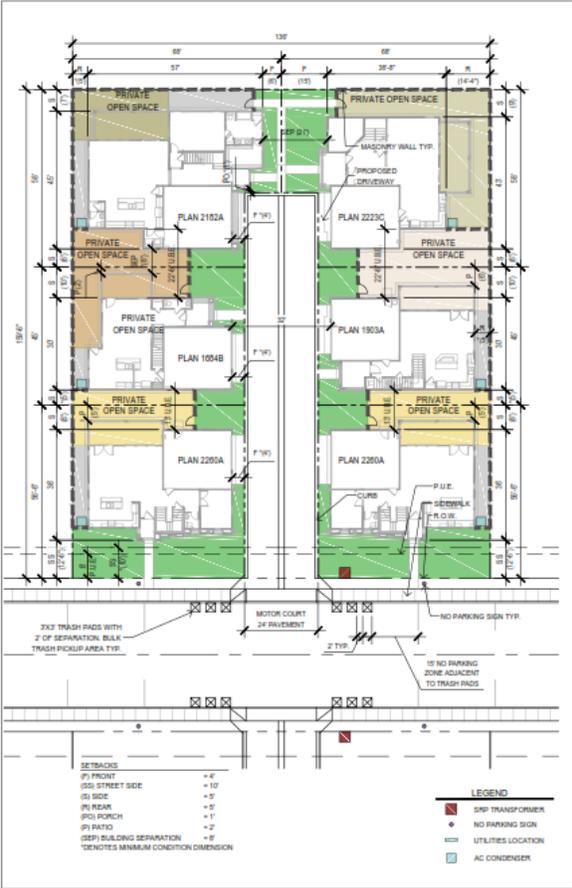
STAFF ANALYSIS – GENERAL PLAN AMENDMENT

The applicant is proposing to change the General Plan land use designation from NC and HDR 15+ to MDR 6-10. The property was previously approved for a combination of NC and HDR 15+ to accommodate a retail development with a 240 unit apartment project in the rear. This application is proposing the Minor General Plan Amendment to accommodate a 100 lot single residence subdivision. The property is surrounded by a school on the north with a canal and accessory uses to the school to the east across that canal. There is vacant land to the south, which is currently zoned LI. Access to the property is provided from Power Road. The applicant has provided 24% open space for the development.

STAFF ANALYSIS - REZONING

Setbacks

Staff is concerned with the proposed rear setback and the issue stated above regarding a possible “canyon” effect. The exhibit shown below on the left identifies a possible unit mix within a pod/cluster. The exhibit on the right identifies the minimum setbacks possible for a pod/cluster. Staff would like to ensure that the exhibit on the left is more similar to what will actually be constructed. The major concern is the 5-foot rear yard setback. Staff is less concerned with the area between the homes on what they call the sides because that is the required on-lot usable space, identified with a Use and Benefit Easement, which is established with in the Zoning Ordinance as a minimum of 280-400 square-feet. This ensures that there will actually be usable area between these homes in this location. This is not the case along the exterior sides of the pod/cluster, where the 5-foot rear yard setback has been identified. If there are 6 homes built with a 5-foot setback along the exterior of the pod/cluster, there is a very minimal distance between two story homes and the long “canyon” has been created. A possible solution to this concern is that the amount of solid wall along the rear property line be limited to a maximum percentage for the length of the pod/cluster. Staff has included a stipulation of approval that would limit the sum of the walls for the homes within 10-feet of the rear property line, to no more than 55% of the outside length of the pod/cluster.



Pages 17 and 18 of design booklet

Architectural Diversity and Quality of Design

The applicant has exceeded the minimum number of elevations for the courtyard and number of plans for the development. Staff feels comfortable that there will be a variety in elevations and plans within the pod/cluster, however there is a significant concern that there has only been one plan provided (plan 2260,) that has been designed with the garage on the side to accommodate the lots along the public streets. There are 3 elevations for this plan; however the street scene will be consumed by those three elevations of that single house plan, which has a fairly substantial presence on the street as a two-story home with a reduced setback. This is a particular concern as you drive along the streets identified as Redfield and Olney Courts on the site plan below. The front elevations for plan 2260 have also been included below:



Page 48 of design booklet



Page 5 of design booklet

Staff is also concerned with the proposed architecture of the homes. The detailing on the elevations (materials, fenestrations, and covered patios) can have a significant impact on the long-term quality of the project to create architectural interest and street theming, and to retain value in the development over time. It is also important to note that these homes are located very near one another and movement in the buildings themselves becomes very important to avoid large 2-story masses, which could create a “canyon” effect in the private yard spaces and along the pedestrian areas in front of the homes. Staff feels that in addition to the front elevations, particular attention needs to be paid to elevations that along Power Road and adjacent to retention and/or open space areas as well as sides/rears that are adjacent to a public street. Staff is recommending that the elevations be reviewed by the Design Review Board with final approval from the Planning Director to ensure higher quality design.

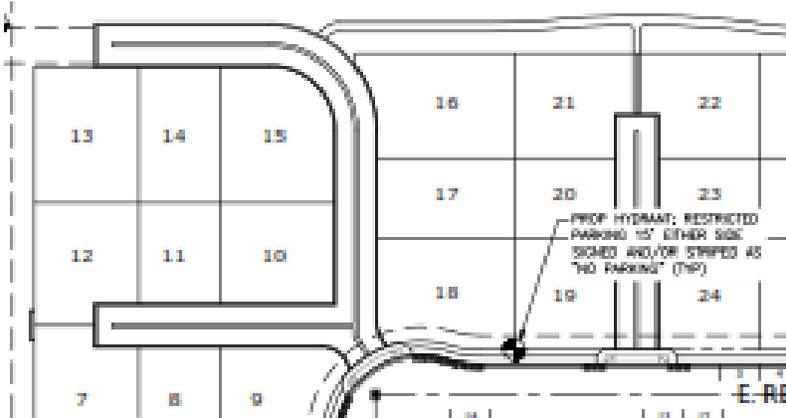
Parking and Solid Waste

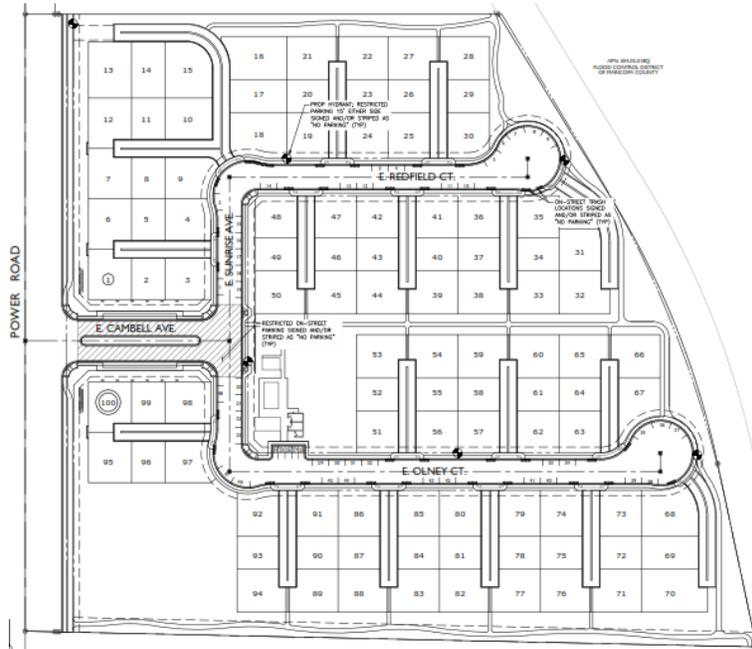
The applicant has provided 2 parking spaces within the garage unit and an additional 48 spaces on the looped public street as well as 18 parking spaces in private driveways for those homes further from the public street, which is 2.6 parking spaces per unit.

Historically, these types of developments generate a parking issue in the number of guest spaces provided. With a more traditional layout each home has parking in their garage, in their driveway, and in the street in front of their home. So, while only 2 spaces are required, there is typically parking for 4 – 6 vehicles with each home. In this type of development any visitor parking becomes parking along the street so that when people have social events parking can become difficult. This can be particularly problematic on Solid Waste pick-up days as well as holidays. The City of Mesa has not adopted separate development standards for “Garden Court” or “Motor Court” subdivisions; however some of the other jurisdictions have. Staff has been reviewing the City of Phoenix standards to help provide some

guidance in what may or may not be appropriate in our city for such a development. The Phoenix guidelines established a requirement for 3 parking spaces for each unit in the cluster with at least one space per unit being non-exclusive and located within 150-feet of the cluster. The proposed homes are a bit larger than what was previously supported at the 2.6 parking spaces per unit. These homes range from 1,600 to 2,260 square-feet with more of their homes in the 2,000 to 2,200 square-foot range. In homes of this size, there will likely be more residents who could potentially have vehicles and people are more likely to hold larger gatherings of people. This could create a parking problem in this subdivision. It is also a very isolated subdivision, so parking on a nearby street, in an adjacent neighborhood, will not be an option. Staff recommends that the applicant make revisions to provide a parking ratio that is more in line with 3 parking spaces per unit.

The primary concern for Solid Waste collection vs. parking spaces occurs in the northwest corner of the development, where there could be up to 9 barrels lined up on collection day. The applicant has provided a parking exhibit on page 58 of their design booklet that also identifies the locations of the barrels. Parking has not been shown in this area, but realistically, it will be difficult to police those areas to prevent parking along the street in that location. Another concern is the distance that a homeowner will need to roll their barrel from their home to the designated space on the public street. The most significant distance is for the lots at the northwest corner of the development. For instance, lot 13 would require a homeowner to take that barrel back and forth to the street approximately 300 feet, four times a week. This is more than twice as far as most of the homes within the subdivision. Staff recommends that the applicant make revisions to reduce the maximum distance for moving a barrel to 150-feet. The applicant has provided a parking plan that includes the on-street parking locations as well as the barrel locations on page 8 of the design booklet. Staff has included a blow up of this area below as well as the full graphic submitted by the applicant below:





Page 8 of design booklet

Fire Department

The Fire Department has raised a concern that a looped vehicular access network is required for this development. The suggested location of that network was to connect the motor court between lots 65 and 66 to the motor court for adjacent to lot 32. The motor court for lots 10, 13, 14 and 15 will also serve as an emergency access point for the fire department and will have to be revised to accommodate their specification for access. Accommodating these requirements should not have a significant impact on the overall design. Staff will continue to work with the applicant and the Fire Department through the Subdivision process to address the final design of these areas.

CONCLUSION:

Staff recommends approval of GPM14-006 and Z14-017 with the following conditions of approval:

CONDITIONS OF APPROVAL:

1. Compliance with the basic development as described in the project narrative, Preliminary Plat, and landscape plans provided.
2. Full compliance with all City development codes and regulations.
3. Dedicate the right-of-way required under the Mesa City Code at the time of application for a building permit, at the time of recordation of the subdivision plat, or at the time of the City's request for dedication whichever comes first.
4. All offsite street improvements and street frontage landscaping to be installed in the first phase of construction unless otherwise approved by the City of Mesa.
5. Compliance with all requirements of the Subdivision Technical Review Committee.
6. Compliance with all requirements of the City of Mesa Terms and Conditions for the Sale of Utilities as administered by the Water Resources Department as well as City of Mesa Standard Detail M-53.
7. Compliance with all requirements of the Fire Department.

8. Compliance with the Residential Development Guidelines as well as the building form standards established in the City of Mesa Zoning Ordinance.
9. No two identical elevations are permitted on adjacent lots or on lots across from each other, and no more than two identical elevations with different exterior colors are permitted within a cluster of lots adjacent within each courtyard.
10. Residential product to be reviewed by the Design Review Board with final approval by the Planning Director.
11. Provide a revised ramada design for the open space area that provides more architectural detail. Details to be approved by the Planning Director.
12. Provide an additional house plan for the lots adjacent to the public street to provide more variety in housing product. Details to be reviewed by the Design Review Board with final approval by the Planning Director.
13. Patios have been included in the open space calculation for the private yards and therefore they may not be enclosed.
14. View fences shall comply with the City of Mesa pool fence barrier regulations.
15. Owner granting an Avigation Easement and Release to the City, pertaining to the Phoenix-Mesa Gateway Airport, which will be prepared and recorded by the City (concurrently with the recordation of the final subdivision map, prior to the issuance of a building permit).
16. Written notice be provided to future residents, and acknowledgment received that the project is within three (3) miles of the Phoenix-Mesa Gateway Airport.
17. Noise attenuation measures are to be incorporated into the design and construction of the buildings to achieve a noise level reduction of 25 db.
18. The sum of the walls for the homes within 10-feet of the rear property line shall not exceed 55% of the outside length of the pod/cluster.
19. Redesign of the lot layout in the northwest corner of the development to reduce the distance between the unit and the Solid Waste barrel location on the street to no more than 150-feet.
20. Provide a parking ratio of three (3) parking spaces per dwelling unit.

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