



Planning and Zoning Board

Case Information

GENERAL PLAN CASE #: GPMInor14-005
CASE NUMBER: Z14-016 PLN2014-00008
LOCATION/ADDRESS: The 5000 to 5200 blocks of East Brown Road (north side).
GENERAL VICINITY: Located at the northwest corner of Brown Road and Higley Road
GENERAL PLAN REQUEST: Minor General Plan Amendment to adjust the boundaries of the existing Mesa 2025 General Plan Land Use designation from NC to MDR 4-6 (5± gross acres)
ZONING REQUESTS: Rezone from AG to RSL4.5-PAD on 43.65± acres and Rezone from AG to RSL2.5-PAD on 33± acres and Preliminary Plat approval.
PURPOSE: This request will allow the development of a single-residence subdivision with 431 lots of varying sizes.
COUNCIL DISTRICT: District 5
OWNER: Tallact, LLC., Anthony Perricone
APPLICANT: Andrew Gasparro, KB Homes and Sean Lake, Pew & Lake LLC.
STAFF PLANNER: Angelica Guevara

SITE DATA

PARCEL NUMBER(S): 141-34-006 and 141-34-005
PARCEL SIZE: 80.05± acres
EXISTING ZONING: AG
EXISTING GENERAL PLAN: Medium Density Residential 4-6 du/ac (MDR 4-6) on 75.05± acres and Neighborhood Commercial (NC) on 5± acres
CURRENT LAND USE: Undeveloped

SITE CONTEXT

NORTH: Existing industrial commerce park – zoned LI
EAST: (across Higley Rd.) Existing single residences, zoned RS-7-PAD and existing townhome development, zoned RM-2-PAD
SOUTH: (across Brown Road) Existing commercial uses and vacant land – zoned LC and RM-4 PAD
WEST: Existing single residences – zoned RS-6

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

HISTORY/RELATED CASES

June 26, 1979: Annexed to City (Ord. #1250).
December 17, 1979: Establishment of City Zoning on annexed property to City of Mesa AG, Ord. 1302

GENERAL PLAN HISTORY

Mesa 1988 General Plan: Community Commercial at the northwest corner of the intersection and Medium Density Residential 3-5 Dwelling Units per Acre on the remainder of the site.
Mesa 1996 General Plan: Medium Density Residential 2-5 dwelling units per acre on the entire site.
Mesa 2025 General Plan: Neighborhood Commercial on the 5± acres at the corner of Higley Rd. and Brown Rd. and Medium Density Residential 4-6 on the remainder of the site.

GENERAL PLAN PROJECT DESCRIPTION

This proposal includes a Minor General Plan amendment to change the existing land use designation for the 5± acres at the northwest corner of Higley and Brown Roads. The existing General Plan land use designation for the site is Neighborhood Commercial (NC). The applicant is requesting an amendment to match the land use designation on the remainder of the site of Medium Density Residential 4-6 (MDR4-6). The applicant is requesting an amendment to MDR 4-6 to accommodate the future development of 431 single-residences at a density of 5.38 du/acre.

PROJECT DESCRIPTION

The requested rezoning and site plan review with preliminary plat has been requested to allow the development of a 197 small-lot and 234 court-lot, single residence subdivision on approximately 80.05± acres, resulting in a density of approximately 5.38 du/acre.

The property is located to the west of the Alta Mesa Community and Golf Course and south of the Falcon Commerce Park. There is existing commercial development to the southeast and southwest of the site and existing single residences to the west of the site.

The community has been designed with a central open space park amenity near the main entrance off of Higley Road. A couple of other small pocket park areas have also been provided for a total of 14.34 acres of open space provided between the park areas and trails/pedestrian connections. The main park will include: a swimming pool, restroom facilities, shade trellis, event lawn, an event ramada with an outdoor kitchen, a shade ramada, and a children's play area. The amenities and privately held landscape areas in front of the homes along the streets and motor courts will be maintained by the homeowner's association.

The applicant is proposing larger, traditional-style 65' x 120' lots adjacent to the existing RS-7 single residence development to the west of the site similar in size to the existing developed lots. Transitional smaller traditional style lots that are 45' x 110' and 50' x 120' are also proposed adjacent to the larger lots to help transition to the smaller lots in the center of the site. The floor plans proposed for the traditional lots ranges from 1,786 square feet to 3,338 square feet. The denser and smallest 6-pack court-lot product is proposed along the eastern side of the site with lots averaging 4,219 square feet in area and floor plans starting at 1,684 square feet and up to 2,260 square feet.

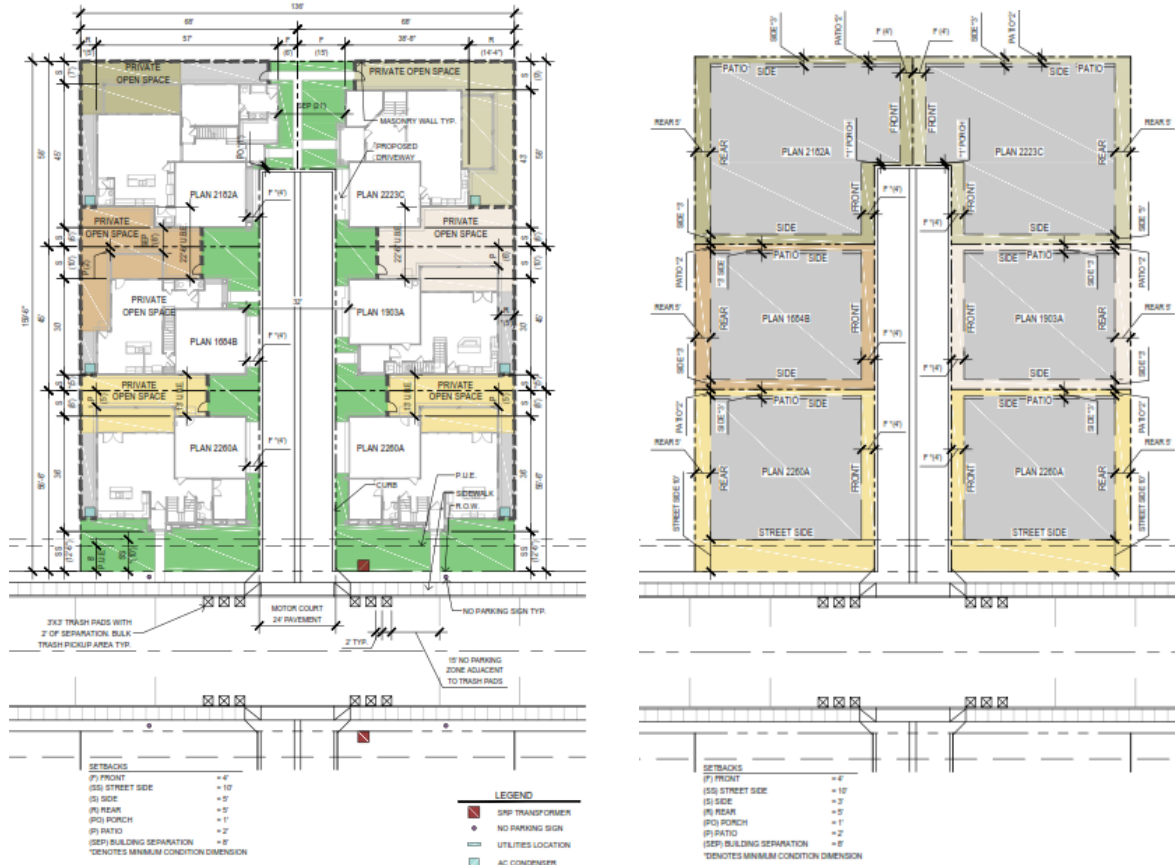
The applicant's narrative indicates:

"The proposed court type product is designed with up to six 2-story single family units that surround a common motor court. The motor courts are common area tracts that are to be maintained by the home owner's association. All of the units are serviced from the motor court, effectively removing the garage from the community's street scene. This approach will allow for the architecture of the residence to be closer to the street creating a more walkable neighborhood. The street scene will also be enhanced with heavy architectural detailing of front doors, porches, and well landscaped tree lined streets. The traditional private yard space is being utilized in common open space areas; residents are able to use these common open spaces without having to maintain them.....there are five different floor plans offered with three varying architectural styles to choose from creating fifteen different options.

The planned primary access points for this community occur on Higley Road aligning with the centrally located park and amenity of the proposed development, and off of Brown Road. A third access point is also provided at the McLellan Road alignment off of Higley Road."

Each cluster will be accessed from a public street and the subdivision will not be gated. Each home includes a two-car garage with guest parking provided along the public streets. Additional private open space surrounded with six foot masonry walls will be provided for each home between homes with use and benefit easements.

The applicant provided the exhibits below (Pages 19 and 20 of the design booklet), which demonstrate how the private and public areas within the clusters works. The private areas are shown in brown, tan and yellow, while the green area is the public open space. There is also an exhibit, which identifies the proposed setbacks.



The proposed base zoning for the court-lot product is RSL2.5 and requires at least 4 additional design elements due to the average lot size proposed of 4,219 square feet. The applicant has identified the following design elements to comply with this ordinance requirement.

RSL Design Elements:

Streetscape Element

The zoning ordinance requires the developer to include at least one streetscape elements in their design. The proposal meets this requirement by providing 14.90 acres (20% of the gross area) of open space within the project, which exceeds the required open space of 3.93± acres. The applicant has also provided a decorative pavement surface at the entrance to the subdivision.

Site Design Element

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

Building Design Element

Another of the requirements for the RSL2.5 designation is to provide a building design element. The proposal meets this requirement by providing Architectural Diversity. They are accomplishing this by providing 10 different floor plans with three varying architectural styles to create 30 unique elevations where three distinct elevations are required for the first 20 lots and an additional elevation for every

additional 20 homes. The applicant has proposed 234 lots, which would require 14 unique elevations to comply.

Another option they have chosen to meet the required Building Design Element 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 34% of the 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 must be located within 330-feet of an active open space area. The applicant has provided one large open space park and additional small pocket park areas within the development to meet this 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. 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 RSL-2.5 Standards	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
Required RSL-2.5 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

	Minimum Lot Size Min. Dimensions	Minimum Front Setback	Minimum Side Setbacks	Minimum Rear Setback	Maximum Height
Proposed RSL-4.5 Standards	4,000 SF 40' x 90' (corner lot width - 45')	10' front – bldg. wall 10' front – porch 18' front - garage	10' street side 5' int. side 10' int. side total	20' rear	30' 2 stories
Required RSL-4.5 Standards	4,000 SF 40' x 90' (corner lot Width – 45')	15' front - bldg. wall 10' front – porch 20' front - garage	10' street side 4.5' int. side 10' int. side total	20' rear	30' 2 stories

SUBDIVISION DETAILS:

Street System	Fences/Walls	Open Space	Other
- Public streets	- 6' decorative CMU perimeter theme wall surrounding the development	- 14.9 acres of open space are provided. Large centralized open space with community pool with restrooms, ramada, trellis, event lawn, playground and additional smaller pocket parks	-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 Mesa Unified School District.

The applicant held two neighborhood meetings, the first was on August 19, 2013 and the second on February 10, 2014. The applicant provided meeting minutes, which identified that 31 neighbors attended the meeting. The applicant answered questions relating to the intended product, price range for the homes, and street access and traffic. Several neighbors expressed concerns with the connections provided to the existing public streets. To address the neighbors' concerns, the applicant revised the layout to remove the street connections to the existing neighborhood on the west and provided a street connection to McLellan Road at the northwest corner of the subdivision. Staff has received several phone calls regarding concerns related to the street connections on the west of the site.

CONFORMANCE WITH THE 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 Designation:

Neighborhood Commercial - NC

This land use designation exists on the five acres at the northwest corner of Higley and Brown Roads. The NC land use designation identifies areas where retail and service oriented businesses that serve the surrounding residential trade area within a ½- to 1-mile radius are planned. 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. Hyperstore or Big Box 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.

Proposed General Plan Designation:

Medium Density Residential 4-6, MDR 4-6 (4.0-6.0 du/ac)

The applicant is requesting to change the land use designation to MDR 4-6. This land use designation identifies where suburban density detached or attached single residence is desirable. The target density for these areas is 5.0 du/ac. Appropriate locations offer collector 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.

STAFF ANALYSIS – GENERAL PLAN AMENDMENT

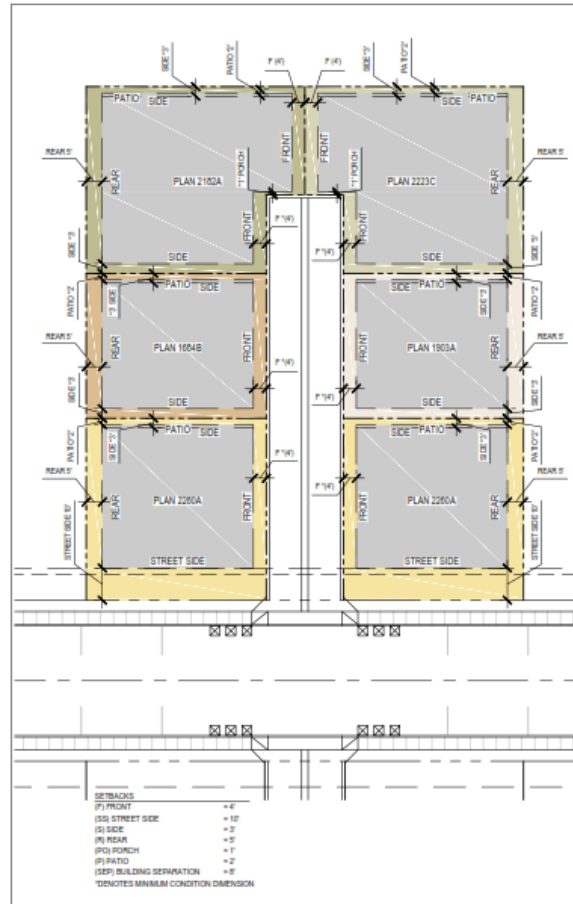
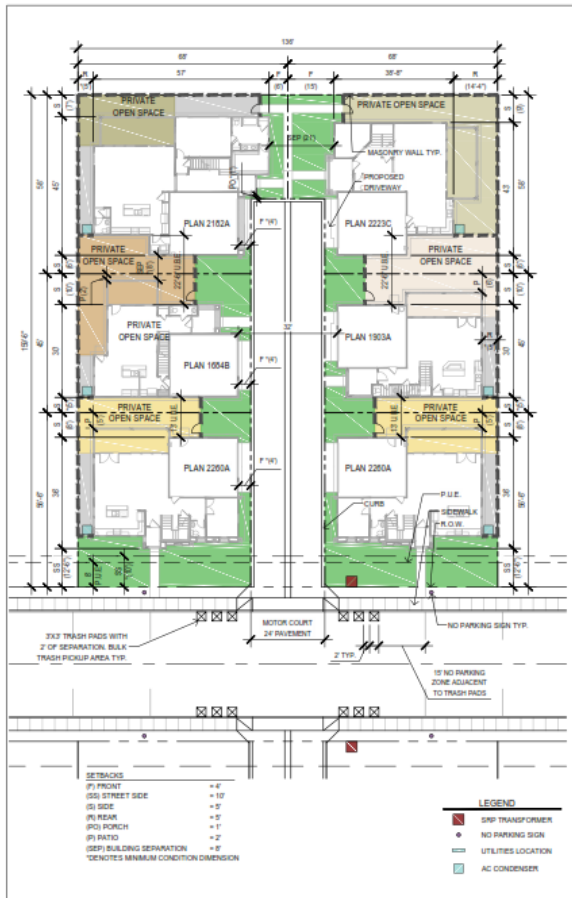
The applicant is proposing to change the General Plan land use designation at the corner of Higley and Brown from NC to MDR 4-6. Having commercial development at this corner would allow for development of a small convenience center that would serve the daily needs of the adjacent residents. This would help meet goals of providing for local shopping needs within walking distance of homes. However, there are two community commercial centers to the southwest and southeast of the site that struggle to remain fully occupied, thus indicating additional commercial uses are not needed in the area. By allowing the change to the Plan we would not be increasing the amount of commercial use and adding to the customer base of the retail space to the south. Staff is supportive of allowing the modification in the General Plan designation if the proposed development will be designed to help encourage pedestrian traffic to the commercial areas to the south.

STAFF ANALYSIS – REZONING/PRELIMINARY PLAT

CONCERNS:

Setbacks

Staff is concerned with the proposed 5-foot rear setback for the cluster product which will be 2-stories in height with only 10 feet between homes. The exhibit provided on the following page from the applicant's submittal, on the left identifies the proposed unit mix within a cluster. The exhibit on the right, identifies the minimum setbacks proposed for a cluster. Staff would like to ensure that the layout and massing on the left is what will actually be constructed. The concern is with the 5-foot rear yard setback if product is constructed to the setbacks. Staff is less concerned with the area between the homes because that is where 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 useable private area between the homes. Staff is proposing a possible solution which would limit the amount of solid wall along the rear property line to a maximum of 55% percent of the length of the cluster. The remainder of the building wall would need to be at the 10-foot setback. Staff has included a stipulation of approval to address this concern.



Pages 19 and 20 of design booklet

Architectural Diversity and Quality of Design

Even though the applicant has exceeded the minimum number of elevations required for the cluster product, there is only one plan designed that provides the garage on the side to fit on lots that front the public street, plan 2260. Plan 2260 has 3 elevations that can be used on the 80 lots that will front on the public street. Staff has a concern with the monotonous street scene that will be consumed by those three elevations of that single house plan, which will have a substantial presence on the 234 lots provided within the clusters. This is a particular concern as you drive on the public streets within the project on the eastern end of the site as shown on the site plan on the next page. The applicant has indicated that with a change to the color palette they are really proposing 12 unique elevations, but staff does not agree that a change to the colors provides enough product variation along the streets when the same floor plan will be used over and over on 80 lots out of 234.



Page 6 of design booklet

The front street facing elevations for plan 2260 proposed on 80 lots are provided below:



Page 51 of design booklet

To address the concern of a monotonous street scene, staff is recommending a condition of approval requiring two additional plans with three distinct elevations be provided as additional options for the 80 street fronting lots.

Staff is also concerned with the proposed architecture and layout of the homes. The detailing on the elevations (materials, fenestrations, 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 also has a concern with floor plans of the traditional lots as many of them have not been designed to comply with the building form standards of the Code. Staff is recommending the elevations be reviewed by the Design Review Board with final approval from the Planning Director to ensure compliance with the building form standards and a higher quality design.

Parking and Solid Waste

The traditional lots are designed with two parking spaces within the garage and visitor parking within the driveways and in the public streets.

The cluster lots are designed to only provide 2 parking spaces within the garage and an additional 0.2 spaces per unit on the public streets for a total of 48 visitor parking spaces for 234 cluster homes.

Historically, the cluster type developments generate parking issues because parking is not allowed within the motor court and there are no private driveways in front of the garages for additional on lot parking like in the traditional product. With a more traditional lot layout each home has parking in their garage, in their driveway, and on the street in front of their home. So, while only 2 spaces are required, there is typically parking for 4 to 6 vehicles with each home. In this type of development homes parking for owners with more than two vehicles and visitor parking is provided along the street. This causes even more concerns on trash and recyclable pick-up days as well as holidays or social gatherings. The City of Mesa has not adopted separate development standards for "Garden Court" or "Motor Court" subdivisions; however some of the other surrounding jurisdictions have. Staff has been reviewing the City of Phoenix standards to help provide some guidance in what may or may not be appropriate within our city for cluster developments. 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. Two of the floor plans provided for the clusters are less than 2,000 square feet with 3 bedrooms and 2.5 baths. Three of the floor plans range from 2,182 to 2,260 square feet with 3 bedrooms/2.5 bathrooms and up to 5 bedroom/2.5 bathrooms. Because the proposed homes are slightly larger than entry level homes they can accommodate families or multiple adults which typically leads to multiple vehicles per home, staff is very concerned with the number of parking spaces provided as only 48 additional parking spaces are provided on the street. Staff believes the City of Phoenix standards are appropriate in this circumstance as any overflow parking from the clusters will end up going to the streets with the traditional lots causing an undesirable situation for the homeowners of this community. 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 trash/recyclable collection vs. parking spaces occurs in the southeast corner of the development, where there could be up to 6 barrels lined up at the bend in the street on collection day. The applicant has provided parking exhibit on page 136 of their design booklet. Parking has not been shown in this area, but realistically, will be difficult to police those areas and prevent parking along the street at that location.

Traffic calming

The subdivision design provided has done a good job of limiting long streets except along the eastern edge of the development adjacent to Higley Road. The proposed public street will allow parking on both sides of the street. The staff concern is that the street is very straight and very long creating a situation where drivers may tend to speed down that street. Staff is recommending a condition of approval requiring a speed table be provided at the main entry to slow drivers and provide a visual impression on the street.

Pedestrian Connection to the Intersection

Staff has concerns with the proposed design for Tract C, the open space connection to the corner of Higley and Brown Roads. This tract will provide a pedestrian connection for the residents to the intersection and to the adjacent commercial development to the south of the site. The proposal includes a simple retention basin, landscape material and a sidewalk hugging the west end of the tract. Staff believes an 80 acre development of this quality should provide a more attractive and functional pedestrian connection that also serves as a visual enhancement to the intersection.

A redesign of the retention basin could allow the sidewalk to connect directly to the corner with shade provided with a trellis similar to what is proposed within the park with seating, lighting, and entry monummentation, all similarly designed to match what is proposed at the pool/park entry wall, and project entry monument. Another idea could include an urban retention area with a sunken basin where the retaining walls could double as seating with the amenity furniture, shading, lighting and monummentation mentioned previously.

Staff is recommending a condition of approval that would allow the applicant an opportunity to redesign Tract C with final approval by the Planning Director.

Street Connections

The applicant made a couple of significant changes to the street layout from the initial submittal to the final submittal that is included in the board's packet. The initial design provided street connections to Princess Drive and Gary Street to the existing residential development on the west of the site. It is also important to note that the initial design did not include a connection to McLellan Road. The initial design is provided below:



The current design which removes the street connections to Princess Drive and Gary Street but includes a connection to McLellan Road is provided below:



Staff likes the street connection to McLellan Road and does not support the removal of street connections to Princess Drive and Gary Street. The development plan approved in 1984 (Case No. Z84-085) shows the existing public streets at the west end of the site were planned to connect to the future development within this site. These connections are important to allow solid waste vehicles, Post Office delivery trucks, school buses, and residents of both developments to circulate through the neighborhoods in an efficient manner that reduces community costs. Providing the connections also help existing and future residents to circulate more efficiently and for residents in both areas to interact without having to go back out on the arterial street network. Given the location of the subdivisions and the street network, it is more likely that residents of the existing neighborhood would travel through the new neighborhood than the other way around. Removing the street connections poses other issues with two public streets dead-ending without providing an appropriate turn-around. In order to provide a well-designed and connected street network and community, staff is recommending a condition of approval to provide the street connections back to Princess Drive and Gary Street.

CONCLUSIONS:

Staff recommends adoption of GPMInor14-005 and approval of Z14-016 with the following conditions of approval:

CONDITIONS OF APPROVAL:

1. Compliance with the basic development as described in the project narrative and as shown on the site plan, landscape exhibits and preliminary plat submitted, (without guarantee of lot yield, building count, or lot coverage).
2. Compliance with the Residential Development Guidelines as well as the building form standards established in the City of Mesa Zoning Ordinance.
3. 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.
4. **Residential product to be reviewed by the Design Review Board with final approval by the Planning Director.**
5. Compliance with all City development codes and regulations.
6. 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 of dedication whichever comes first.
7. All street improvements, street frontage landscaping, and perimeter theme walls to be installed in phases as approved by the City of Mesa.
8. 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.
9. Compliance with all requirements of the Subdivision Technical Review Committee.
10. Compliance with all requirements of the City of Mesa Terms and Conditions for the Sale of Utilities as administered by the Water Resources Department.
11. Compliance with all requirements of the current City of Mesa Engineering and Design Standards Manual.
12. Owner shall grant an Avigation Easement and Release to the City, pertaining to Falcon Field 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).
13. Written notice be provided to future residents, and acknowledgment received that the project is within a mile(s) of Falcon Field Airport.
14. Noise attenuation measures be incorporated into the design and construction of the homes to achieve a noise level reduction as required by Code.
15. View fences shall comply with the City of Mesa pool fence barrier regulations.
16. **Provide decorative asphalt at each street entrance from McLellan Rd., which is to be maintained by the Home Owner's Association. Details to be approved by the Transportation Department.**
17. **Provide an enhanced pedestrian connection to the intersection of Higley and Brown Roads. It shall include design features that facilitate pedestrian walkability to the commercial uses across the street by providing a safe, attractive, and comfortable area for the residents. Final grading and drainage, landscape plan and design for Tract C shall be Administratively Approved by the Planning Director.**
18. **Provide street connections to Princess Drive and Gary Street that exist at the west end of the site as shown on the site plan provided with the 1st submittal.**
19. **Utilize a speed table at the mid-point of the north-south street just west of Higley Road and relocate any designated parking spaces within the sight triangle associated with that speed table. Details to be approved by the Transportation Department.**
20. **Provide dusk to dawn garage lights and porch lights within each cluster.**

- 21. Provide two additional house plans for the lots fronting the public street within the clusters to add more variety to the street facing housing product. Details to be reviewed by the Design Review Board with final approval by the Planning Director.**
- 22. Patios have been included in the open space calculation for the private yards and therefore may not be enclosed.**
- 23. 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 cluster.**
- 24. Designated Solid Waste barrel pick-up locations for cluster lots shall be within 150-feet of the unit.**
- 25. Provide a parking ratio of three (3) parking spaces per dwelling unit for the cluster units.**