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Planning and Zoning Board

Case Information

CASE NUMBER:	Preliminary Plat for "Eastmark DU 3/4 East Parcels 3/4-6 through 3/4-8"
LOCATION/ADDRESS:	The 9600 through 9700 blocks of East Point Twenty-Two Boulevard (south side) and the 4900 blocks of South Inspirian Parkway
GENERAL VICINITY:	Located east of Ellsworth Road and north of Ray Road
REQUEST:	Preliminary Plat
PURPOSE:	This request will allow for the subdivision of approximately 32.9± acres within the Eastmark Community for 194 single residence lots.
COUNCIL DISTRICT:	District 6
OWNERS:	DMB Mesa Proving Grounds, LLC
APPLICANT:	Jill Hegardt, DMB
STAFF PLANNER:	Lesley Davis

SITE DATA

PARCEL NUMBER(S):	304-33-011Z and a portion of 304-32-001J
PARCEL SIZE:	32.9± acres
EXISTING ZONING:	Planned Community District (PCD)
LAND USE GROUP:	Village (V)
GENERAL PLAN DESIGNATION:	Mixed Use Community (MUC)

SITE CONTEXT

NORTH:	Undeveloped Eastmark DU-2 – zoned PCD
EAST:	Eastmark Great Park – zoned PCD
SOUTH:	Eastmark Development Unit ¾ East Parcels ¾-1 through DU ¾-4 – zoned PCD
WEST:	(across Ellsworth Road) undeveloped – zoned AG and LI

STAFF RECOMMENDATION: Approval with Conditions

P&Z BOARD DECISION: ☐ Approval with conditions ☐ Denial

HISTORY/RELATED CASES

September 22, 2008:	Approval of a Major General Plan Amendment changing the land use designation to Mixed Use Community.
November 3, 2008:	a) Annexed to City (Ord. #4891). b) Establish City of Mesa Zoning R1-43 (Z08-55) c) Rezone to PCD to establish the Mesa Proving Grounds Community Plan (Z08-56)
April 20, 2011:	Approval of the Development Unit Plan for Development Unit 6 North
May 17, 2012:	Approval of the Development Unit Plan for Development Unit 7.
June 20, 2012:	a) Approval of the Great Park Phase 1 (Z12-25) b) Approval of the Eastmark Community Center (Z12-26)
June 19, 2013:	Approval of the Development Unit Plan for Development Unit 8/9 (Z13-32)
May 21, 2014:	Approval of the Development Unit Plan for Development Unit 3/4 (Z14-30)

PROJECT DESCRIPTION/REQUEST

This request is for approval of a preliminary plat entitled "Eastmark DU 3/4 East Parcels 3/4-6 through 3/4-8" located east of Ellsworth Road on the north side of Ray Road. The proposed preliminary plat is for the subdivision of approximately 32.9 acres within Development Units 3/4 of the Eastmark community into 194 single-residence lots.

The applicant is proposing three different housing types within Eastmark DU 3/4. Parcel 3/4-6 is an Auto-Court product type where there are six homes in a cluster that face a shared motor-court private drive. Parcel 3/4-7 is what the developer is calling their "Green Court" product type, which provides homes that face a green space with garages along a loop drive that will serve as "alley" access to the homes as well as access to guest parking. Parcel 3/4-8 are single residence lots that will have traditional homes and setbacks consistent with previously developed neighborhoods within Eastmark.

In October of 2015, the Planning and Zoning Board approved a Preliminary Plat for the property to the south that included these same three housing types.

The Eastmark Community Plan allows the platting of single residence developments without approval of a site plan.

CONFORMANCE WITH THE COMMUNITY PLAN AND DEVELOPMENT UNIT PLAN

The Community Plan (CP) for Eastmark identified this area as a central neighborhood, which would provide a collection of neighborhoods forming the core residential living environment for Eastmark. The approved Development Unit Plan (DU) for Units 3/4, which was approved in May of 2014 (Z14-030), indicated that the residential neighborhoods in this particular area could include single residence or multi-residence homes. The proposed Preliminary Plat is consistent with both the approved Community Plan and Development Unit Plan.

STAFF ANALYSIS

CONCERNS:

Green Courts:

The primary concern Planning Staff has raised regarding the design of the Green Courts related to the use of what is essentially an alley or service lane as the only means of access to these homes and the guest parking at the north and south ends of each cluster. For those in the middle, the distance to the guest parking is very long. Further, anyone accessing these properties can only do so through a garage dominant streetscape.

The remaining concern with regards to these narrow streets relates to emergency access requirements. The Fire Department would be much more comfortable with streets at least 28-feet wide. This would allow for parking on one side and still provide emergency access. In the previously approved subdivision to the south with these types of homes, a stipulation was included that required approval from the City of Mesa Fire Marshall before any changes could be made to the management controls for the enforcement of the parking prohibitions. This stipulation was included on the recorded plat and the same stipulation would need to be included for this development.

Auto-Courts:

The current standard for Solid Waste is that a homeowner would not have to pull a barrel to the street, a distance that is greater than 100-feet. This was also a concern on a previously approved subdivision within Eastmark with the same lot type. Similar to the approval for that previous unit, staff recommends that the developer notify the homeowner when purchasing the home. This can typically be done in the form of a disclosure to be signed by the purchaser upon closing.

Traditional Lots:

Staff does not have any concerns with the traditional lot homes proposed. The lots sizes and product type are similar to what has been previously built in other Eastmark neighborhoods.

CONCLUSION:

Due to the conditions of approval, staff has determined that the preliminary plat is largely in compliance with the vision and standards set forth in the Eastmark Community Plan. Therefore, staff recommends approval of the preliminary plat subject to the following conditions:

CONDITIONS OF APPROVAL:

1. Compliance with the basic development as described in the project narrative and as shown on the preliminary plat submitted (without guarantee of lot yield).
2. Compliance with the approved Community Plan and the approved amendments to the Community plan as well as the Development Unit Plan and all applicable City development codes and regulations (Engineering, Transportation, Solid Waste, Fire, etc.).
3. Landscape palette, screen walls, entry monuments, and amenities shall be designed with a quality level that is compatible to the design approved and provided in Development Unit 7.
4. Compliance with all applicable requirements of the Development Services Department,

including items contained in the Development Impact Summary, to be addressed as part of Subdivision Technical Review and included in the final plat.

5. **Include the following note on the final plat: Management controls for the enforcement of the parking prohibition on tracts less than 28-feet in width may be altered to be more restrictive, but not less restrictive than the original approved and recorded CC&R's and only upon written approval of the City of Mesa Fire Marshall.**
6. **Each homebuyer and subsequent purchasers of homes along private drives that have a width of less than 28-feet must sign a disclosure acknowledging that parking is not allowed along the private drive.**
7. **Each homebuyer and subsequent purchasers whose home is further than 100-feet from their Solid Waste pick-up location must sign a disclosure acknowledging that they will have to pull the barrel to and from the designated location.**

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