



Planning and Zoning Board

Case Information

CASE NUMBER: Preliminary Plat for "BB Living at Eastmark"
LOCATION/ADDRESS: The 9800 through 10000 blocks of east Ray Road (north side)
GENERAL VICINITY: Located east of Ellsworth Road on the north side of Ray Road
REQUEST: Preliminary Plat
PURPOSE: This request will allow for the subdivision of approximately 11.27 acres within the Eastmark Community.
COUNCIL DISTRICT: District 6
OWNERS: DMB Mesa Proving Grounds, LLC
APPLICANT: Branden Lombardi, BB Living Residential
STAFF PLANNER: Tom Ellsworth

SITE DATA

PARCEL NUMBER(S): 304-32-726 and 304-32-727
PARCEL SIZE: 11.27± acres
EXISTING ZONING: Planned Community District (PCD)
LAND USE GROUP: Village (V)
GENERAL PLAN DESIGNATION: Mixed Use Community (MUC)

SITE CONTEXT

NORTH: Eastmark DU-3/4 Parcels 1-3, zoned PCD
EAST: Eastmark Great Park, zoned PCD
SOUTH: (across Ray Road) Eastmark DU-3 South Parcel 3-3, zoned PCD
WEST: Eastmark DU-3/4 Parcels 1-3, zoned PCD

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)

STAFF RECOMMENDATION: Approval with Conditions

PROJECT DESCRIPTION/REQUEST

This request is for approval of a preliminary plat entitled "BB Living at Eastmark" located east of Ellsworth Road on the north side of Ray Road. The proposed preliminary plat is for the subdivision of approximately 11.27 acres within Development Unit 3/4 of the Eastmark Community Plan into 132 single-residence lots for attached residential dwellings. The applicant has indicated that the units may be leased or sold, which is the purpose of platting each unit into lots rather than a typical multi-residential site plan where all units are placed on one lot. The Eastmark Community Plan allows the platting of residential lots without approval of a site plan.

The proposed preliminary plat is designed with a primary private street. The primary private street is proposed to act as a spine road to provide vehicular and pedestrian circulation through the subdivision. The subdivision is designed to orient the fronts of some of the units towards the spine road or open spaces.

The applicant is also proposing narrower service lanes to provide access to the garages in the rear of the units. These service lanes are designed to allow for access as fire service lanes and to allow solid waste pick up. Some of the units face each other across a green space.

Guest parking is provided in designated locations throughout the subdivision. Parking will not be allowed on the spine road except for the designated parallel parking spaces shown on the preliminary plat. Parking will also be prohibited along the service lanes as well. The preliminary plat is designed to allow an even distribution of the guest parking across the site and is providing a parking ratio of 2.48 spaces per unit.

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:

Parking:

Staff has expressed an overall concern with parking as it relates to alley-loaded subdivisions that lack driveways and have narrower than standard streets. The required parking ratio within a standard subdivision is 2 spaces per unit, that are typically provided for within garages or carports. Standard subdivisions provide street widths (34') that accommodate parking on both sides of the street and garage setbacks that allow for a drive way that can also accommodate guest parking (3 or more guest spaces per dwelling). The proposed preliminary plat includes a narrower than standard private road (29') and even narrower service lanes (20') with no drive ways.

The applicant has worked with staff to alleviate this concern by providing parking throughout the subdivision at a ratio of 2.48 spaces per unit (two spaces in each garage plus .48 guest spaces per unit). Staff goal in cluster projects has been to have at least 2.5 parking spaces per unit and to have the guest spaces within 150' of the entry to the cluster. This puts the furthest parking space within 200 feet of the furthest unit. Staff has some concerns with the number and location of the proposed guest parking, particularly on the western portion of the development.

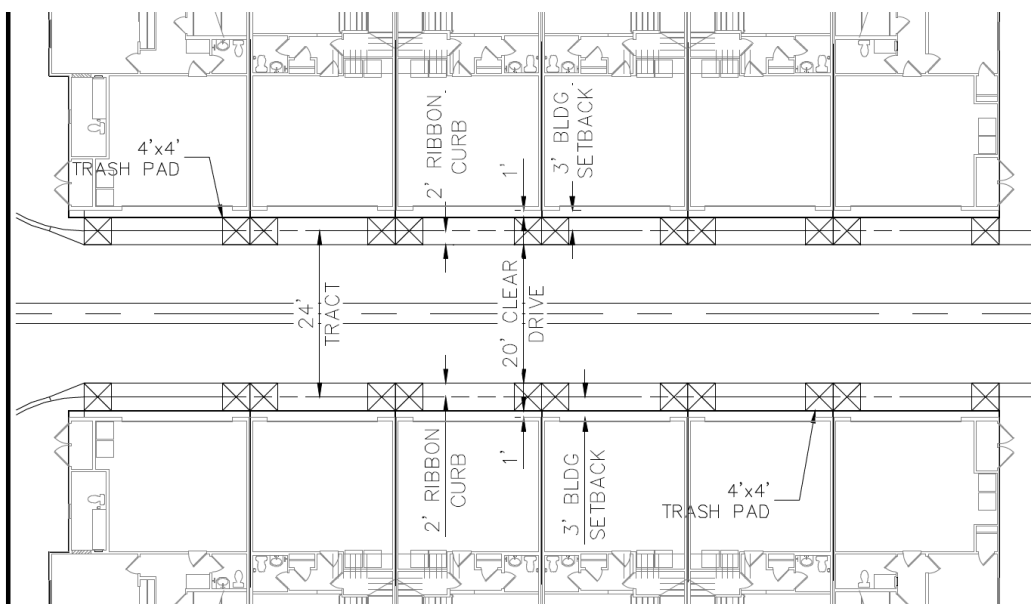
For example, for lot 1 – 8 and 124 – 132 (a total of 21 homes), there are only 4 off-street parking spaces (just north of lot 115), and seven on-street parking spaces in Reliance Way for guests. In some of the other cluster and small lot developments we have experienced problems with people parking along the street where they are not supposed to and causing conflicts with solid waste pick up. We want to avoid that situation in this development.

The applicant has agreed to not allow parking on the main private spine road or the service roads. A note will be required to be placed on the final plat stipulating that parking is prohibited along Hawk Avenue and the private service drives except in the designated parking locations (see condition #5a). The plat also includes pad locations for solid waste pick up. Each of these pads will be marked by a brass cap designating which pads belong to which unit. Parking will not be allowed at these pad locations (see condition #5b). While staff would prefer to see the plat modified to increase the number of parking spaces and provide them closer to the units, the applicant and the Eastmark Development have assured us they will police the parking and ensure it does not happen along Hawk Avenue where it will be prohibited.

Fire and Solid Waste Access:

Fire and Solid Waste vehicles both require a service lane of 20' to remain clear and unobstructed to allow service. The applicant is proposing that the service lanes be utilized for both fire service with solid waste pick up on both sides of the lane. A typical 20' service lane becomes an issue for access on solid waste pickup days. The solid waste bins require a 4'x4' area for service. The solid waste pad area cannot encroach into the 20' service lane.

The applicant has worked with staff to design these service lanes with 20' clear pavement, with a 2' ribbon curb on either side. The product floor plan will be required to allow a 2' clear area on each lot to allow for the solid waste pads to be placed 2' on the lot and on the 2' ribbon curb to ensure that the service lane remains clear. This is illustrated in the project narrative by the following exhibit:



Staff is including a condition of approval that will require a note on the preliminary plat that will

stipulate that all designated fire and solid waste service lanes will be a minimum of 20' unobstructed by parking or solid waste bins (see condition #5c)

Solid Waste Service:

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. The auto-court design proposed within the proposed subdivision would require pull distances to exceed the standard (see exhibit below). Solid Waste service includes assisted service for customers who are unable to pull their bins to the curb on service days. The greater pull distances will decrease the level of service by requiring more time for the drivers to provide this service. The applicant has worked with staff to agree to a modification to the Eastmark Maintenance Agreement that will require the HOA to reimburse the City any time a driver has to pull a barrel out to the street (see condition #5d).



CONCLUSION:

With the conditions of approval, and through requirements that will be in the CC&Rs that the Eastmark HOA is going to enforce parking restrictions to maintain access to the trash barrel locations, the fire lanes, and gas meters, staff has determined that the preliminary plat is 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 3/4.
- 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) The following notes shall be included on the final plat:
 - a) No on-street parking is permitted along Hawk Avenue or the service lanes. Parking is only permitted in designated parking locations.
 - b) All solid waste pads will be identified by a brass cap marker designating the associated lot. Parking is not permitted at the solid waste pad locations.
 - c) All designated fire and solid waste service lanes will be a minimum of 20' unobstructed by parking or solid waste bins.
 - d) The Eastmark HOA will be responsible for the cost of all assisted solid waste services within the subdivision.
- 6) Each homebuyer and subsequent purchaser must sign a disclosure that notifies them that parking is not allowed along the private drives.
- 7) Each homebuyer and subsequent purchaser must sign a disclosure, acknowledging that if their home is further than 100-feet from the Solid Waste pick-up location they will have to pull the barrel to and from the designated location on pick-up days.

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