

MESA ROYALE

Rezone, Site Plan Review, and Preliminary Plat

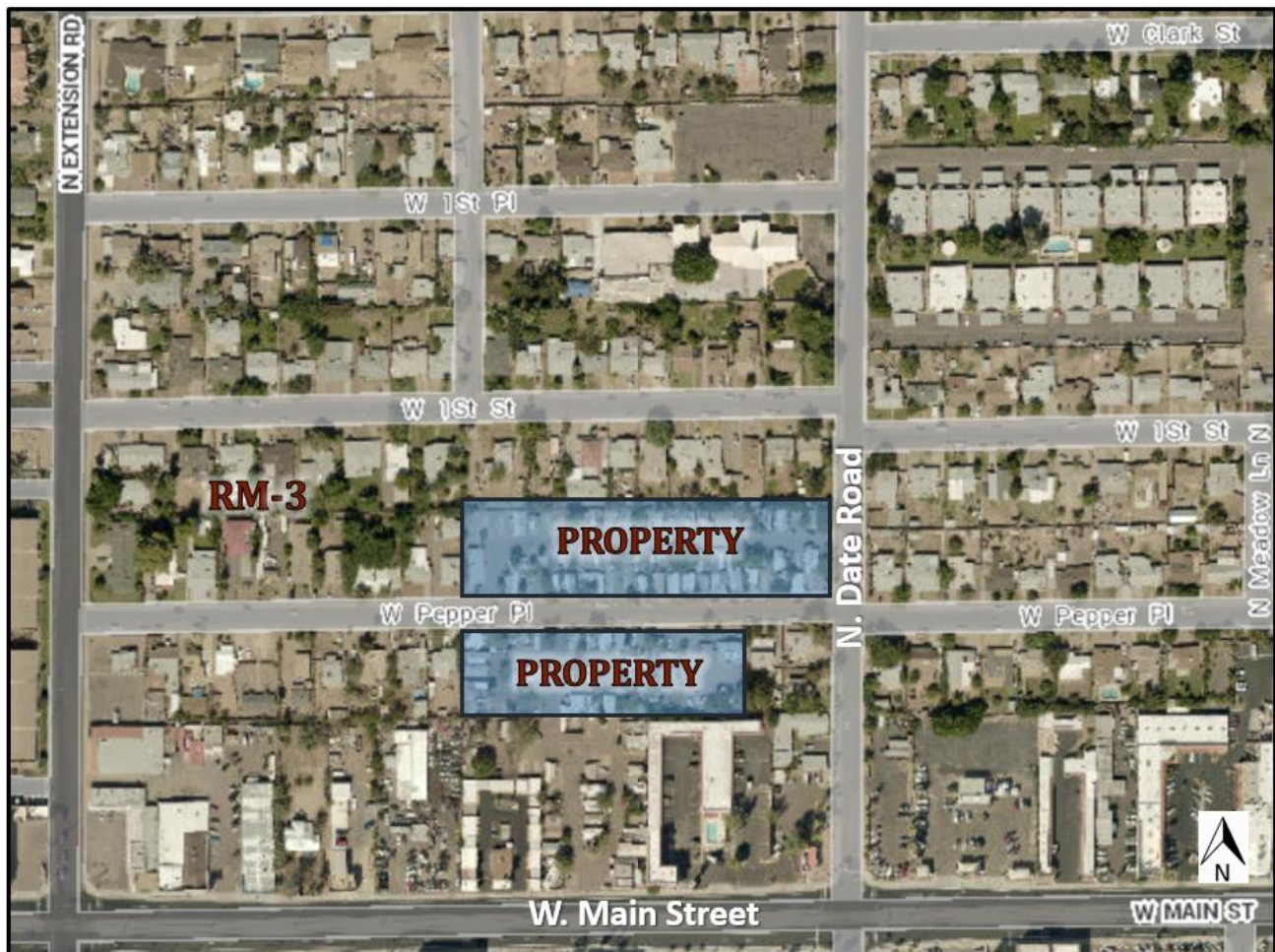
Case No. ZON18-00446 - Chicanos Por La Causa

August 7, 2018

INTRODUCTION

Chicanos Por La Causa (“CPLC”), a non-profit social services and community development organization, intends to redevelop approximately 3.4 acres of land as depicted on the [Aerial Map](#) below (the “Site”) as a residential condominium community. This application is submitted to request a Rezone of the Site from RM-2 to RM-3 with a PAD Overlay concurrent with Site Plan Review approval and Preliminary Plat approval to entitle the proposed Mesa Royale Condominium community (collectively the “Applications”).

The Site abuts W. Pepper Place and N. Date Road within the City of Mesa (“City”) and includes the following five (5) Maricopa County Assessor Parcels: 135-57-019; -020; -021; -072; and -073 (“Property”). The Light Rail Transit (LRT) line follows the W. Main Street alignment south of the Site.



Aerial Map

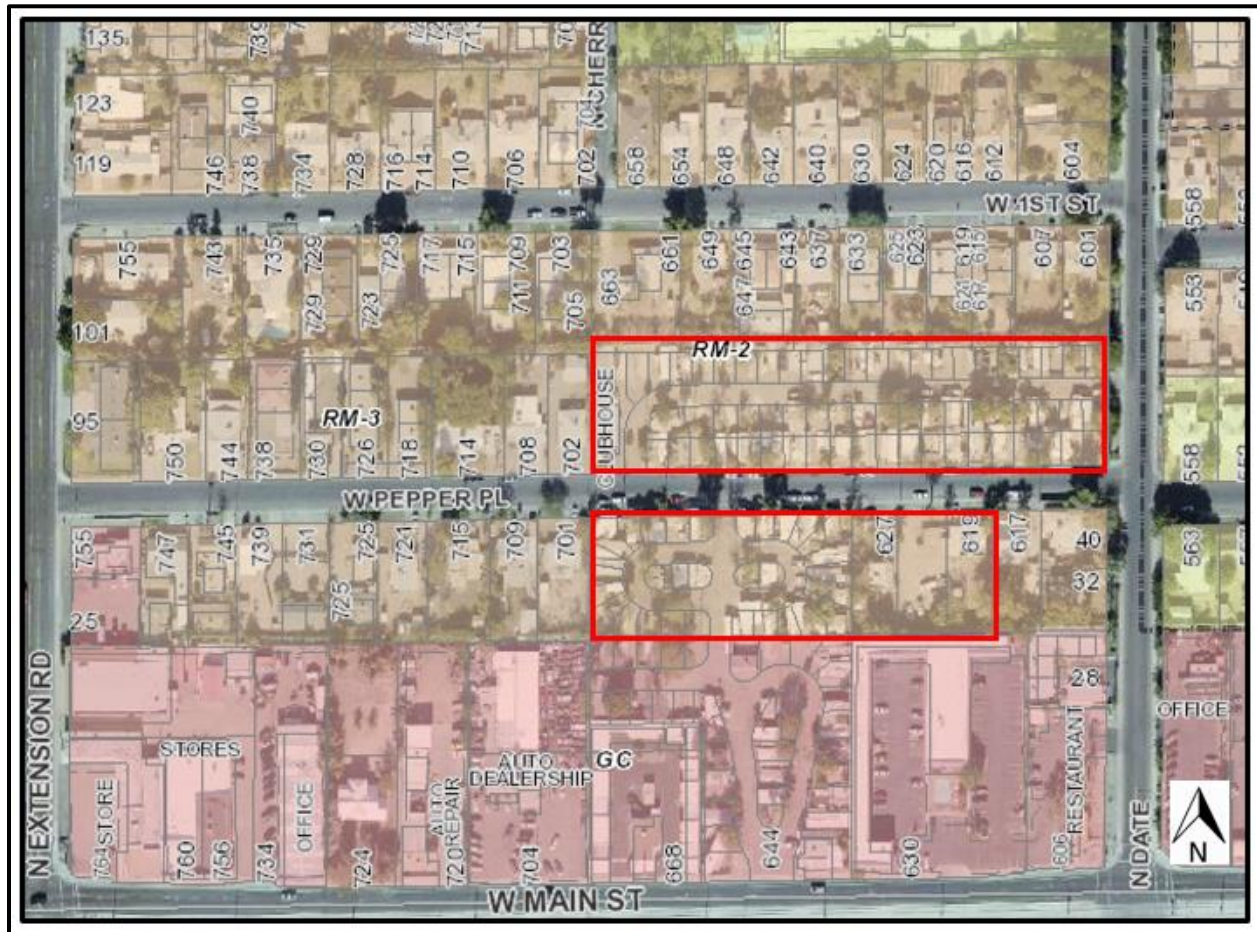
The Site is currently zoned RM-2 Multiple Residence and abuts the General Commercial zoning district to the south, RS-6 Single Residence zoning district to the east across N. Date Road, RM-2 to the north and west, and RM-3 Multiple Residence zoning further to the west as depicted on the City’s [Zoning Map](#) below.

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Zoning Map

CPLC intends to redevelop the Site in phases to create 56 residential units through a Condominium Plat ("Project"), which requires approval of a Rezone, Site Plan Review, and Preliminary Plat. The Rezone includes a proposed Planned Area Development ("PAD") Overlay, which is designed to create the framework to allow for flexibility in design while ensuring the high quality development standards and key elements of the Project are provided in the final development. The flexibility in this PAD allows CPLC to pursue sustainable design options and thoughtful redevelopment of the Site into an urban, high-density residential community.

The existing RM-2 zoning does not correspond to the modern vision of CPLC and the Project, nor does it allow for redevelopment of the Site consistent with the City's long-range planning guidance documents - the West Main Street Area Plan, the Mesa Central Main Plan, and the Mesa 2040 General Plan, which are addressed in detail below. As demonstrated throughout this document, approval of this Rezone with a PAD Overlay is both necessary and appropriate.

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REZONE REQUEST

The overarching goal of the Project is to create a unique and distinctive place to live that is supported by quality pedestrian connectivity and access to public transit in an emerging area of Mesa. CPLC requests a Rezone of the Site from RM-2 to RM-3 with a PAD Overlay in order to achieve the following Project goals for the Mesa Royale Condominium community:

- Replace a portion of an outdated mobile home park with modern vibrant urban development
- Construct residential units at urban densities near LRT Station
- Provide private enclosed parking, thereby reducing the heat island effect
- Enhance the pedestrian experience along Pepper Place and Date Road
- Provide an important transition and interface between the public realm (street and sidewalk) and the private realm (yard or building) with street-facing residential porches/stoops
- Establish clear and well-designed greenway courtyard entries
- Include enhanced landscaping for pedestrian shade
- Facilitate “eyes” on the street and common open spaces
- Include outdoor patios, porches, and/or balconies to provide residents with private outdoor spaces in addition to landscaped open spaces
- Maintain accessible community open spaces and pedestrian pathways through an HOA
- Increase inventory of workforce housing diversity options with attached for-sale residential units
- Transition from commercial uses to the south and existing low-density residential neighborhoods to the north

The Project is proposed to be constructed in phases as shown on the Phasing Plan Exhibit below, and in the following scheme:

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Phase 1: 10 units/2 buildings/3-story townhomes

Phase 2: 27 units/9 buildings/2-story townhomes

Phase 3: 19 units/4 buildings/3-story townhomes



Phasing Plan Exhibit

CPLC requests a Rezone of the Site from RM-2 to RM-3 with a PAD Overlay concurrent with Site Plan Review approval and Preliminary Plat approval to entitle the proposed Mesa Royale Condominium community.

Site Plan Review

The Applications are submitted to request Specific Preliminary Site Plan Review approval for all three phases of the Project and includes the requisite detailed drawings, site plans, landscape plans, and grading, drainage and utility plans.

Condominium Plat

The Project proposes to create 56 market rate, for-sale residential housing units through a condominium plat. Open space areas, sidewalks, and private shared drives on-site will be held in common ownership and maintained by a Homeowners Association. The requisite plans and documents for review of a Preliminary Plat concurrent with the Rezone request and Site Plan Review are included.

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Planned Area Development (PAD) Overlay

This Rezone request includes a PAD Overlay designed to create the framework to allow for flexibility in design while ensuring the high quality development standards and key elements of the Project are provided in the final development. The flexibility in this PAD allows CPLC to pursue sustainable design options and thoughtful redevelopment of the Site. The existing RM-2 zoning does not correspond to the modern vision of CPLC and the Project; therefore, this Rezone with a PAD Overlay is both necessary and appropriate.

Specifically, CPLC requests a PAD Overlay as part of the Rezone for the Project because it provides opportunity for innovative design and flexibility necessary to achieve a creative, high-quality development that incorporates open space, a sustainable homeowners association, unique building design, and homeownership opportunities near public transit. The Project proposes a unique set of development standards utilizing the City's PAD Overlay Ordinance in order to accomplish the goals and policies envisioned by the City and the community for urban high-density redevelopment of the Site.

Benefits

It is anticipated that the proposed development will result in a considerable increase in revenue to be generated from new construction and new residents. Reinvestment in this area through redevelopment will contribute to the vitality of Mesa by providing a great place for residents to live in close proximity to public transit and the amenities and services of the Downtown district, including employment, retail, neighborhood gathering places, and dining and shopping.

Urban residential redevelopment within the City provides greater stability and a healthier environment because existing infrastructure is in place, it limits sprawl and auto-dependency, reduces the heat island effect, and allows construction of buildings with greater energy/water efficiencies, which helps to improve everyone's health with cleaner air, soil, and water.

The Project will improve Mesa's economic development and will likely spur other redevelopment activity in the area, thereby bolstering economic activity at nearby shops, restaurants, and other businesses. In addition, the Project will help to ensure the fiscal soundness of the LRT line by increasing ridership. The City, and the community as a whole will benefit from redevelopment of the Site.

Overall, this Project will advance the City's policies and community values by adding to the diversity of housing options, improving walkability, increasing tax revenues, and reducing reliance on cars. CPLC requests approval to Rezone the Site in order to facilitate redevelopment that is consistent with localized land uses and, more specifically, is consistent with the vision and core values of the City's long-range planning documents - the West Main Street Area Plan, the Mesa Central Main Plan, and the City's General Plan, each of which is addressed in detail below.

BACKGROUND

Background – West Main Street Area Plan

In 2007, in anticipation of Light Rail Transit (LRT) line coming to Mesa along Main Street, the City developed the West Main Street Area Plan (“West Main Plan”) to reflect the community’s vision for future redevelopment in the area. The West Main Plan document was adopted by Mesa City Council on December 3, 2007, through Resolution No. 9132. The Plan covers 2.5 square miles bounded by University Drive to the north, Broadway Road to the south, Country Club Drive to the east, and the Mesa/Tempe city limits to the west.

The Site lies within the boundaries of the West Main Plan, which anticipates the character of the area transitioning toward increased intensity, density, and diversity. Because of the Site’s proximity to the LRT line, now constructed along Main Street to the south, increasing residential density beyond what is permitted in the current RM-2 district will move toward fulfilling the community’s redevelopment vision for the area.

This Plan recognizes that current zoning in this area poses restrictions and limitations for future urban development at densities necessary to support the LRT line:

The current Zoning Ordinance development standards have limited provisions for redevelopment of narrow lots and older commercial development in the area. Setbacks and landscape provisions limit the possible re-use of some of these small, narrow lots. . . . The current development standards encourage suburban-style, auto-dependent uses and site design near the LRT station. – Page 18

The Zoning Ordinance allows for innovative design and flexibility when approved through the provisions of a Planned Area Development (PAD) Overlay District. Approval of the proposed Rezone of the Site from RM-2 to RM-3 / PAD will create a compact development near transit that is supported by pedestrian links, thereby increasing ridership and helping to ensure the fiscal soundness of the LRT line.

Additionally, the Plan provides the following policies for the TOD Corridor Area (Page 67):

- **LUP21: Residential Density:** *Residential density in the TOD Corridor Area should not be less than 17 dwelling units per acre in single-use projects.*

The maximum density allowed in the RM-2 district is 15 units per acre, which falls short of the West Main Plan’s intent for redevelopment within this TOD Corridor Area to provide a minimum of 17 units per acre. To fulfill the Plan’s goals, the Site Plan proposes a maximum density of 20 units per acre, which may be approved through a PAD Overlay as provided for in the Zoning Ordinance. Approval of the proposed Rezone from RM-2 to RM-3 / PAD will further the City’s goals and policies to increase residential density in proximity to its LRT line.

- **LUP23: Building Height:** *A building height of minimum 2 stories and maximum 5 stories is acceptable for buildings in the TOD Corridor Area. . . . A building height step-back may be required for developments adjacent to single-family residences.*

The Project is designed to maintain the proper transitioning of building heights from the most intensive zoning to the south (General Commercial) and the lower building heights found to the north of the Project site. The building height of the 3-story buildings will step-back in the side yard setbacks in Phases 1 and 3. At 40

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feet, the 3-story buildings will be compatible with the adjacent zoning districts. The height of the 2-story buildings is 26 feet, which is less than the maximum building height of 30 feet permitted in the RM-2 district.

- **LUP25: Pedestrian Pathways:** *Pedestrian-oriented areas should be continuous and link with the public sidewalk along Main Street.*

Shared open space areas and pedestrian connectivity are core components of the overall Site Plan layout. The development team has put much thought into providing these key features while, at the same time, being able to offer additional home ownership opportunities in the area. Pedestrian connectivity is discussed in more detail below.

Additionally, the Plan identifies the following issues:

- *Existing low-density residential developments as well as non-residential developments are under-utilized and have densities insufficient to support transit-oriented development (TOD).*
- *The existing zoning and land use designation do not provide for the mixed-use, high-density environment necessary for a successful transit-oriented development. – Page 35*

This application requests to Rezone the Site from RM-2 to RM-3 / PAD in order to apply site-specific development standards necessary and appropriate for the Project in order to achieve the higher residential density envisioned for the Site.

Background – Mesa Central Main Plan

Mesa's City Council adopted Resolution No. 9980 on January 23, 2012, approving the Mesa Central Main Plan ("Central Main Plan"). The Central Main Plan was created by stakeholders in the community and covers 3.75 square miles of land bounded by University Drive to the north, Broadway Road to the south, Country Club Drive to the west, and Gilbert Road to the east. Preparation of the Central Main Plan began in 2010 and included extensive public involvement, outreach, and input led by a Plan Advisory Committee (PAC). The central Main Plan was developed to "*take advantage of the significant public investment in extending the light rail line to Downtown Mesa. . . The primary goal of the Plan is to facilitate economic development in this area*". – Page 1.

The Site is identified in the Central Main Plan as lying within the Transit Adjacent – Residential (Downtown and West Main), which envisions redevelopment of the Site to an urban medium- to high-density residential environment as part of an overall mixed-use urban community near public transit.

The Transit Adjacent – Residential areas are envisioned to transform to a more urban environment with improved streetscape and an emphasis on medium- to medium-high-density residential developments with limited mixed-use. The development of these areas will support an urban environment with buildings addressing the public realm along Main Street.

West Main

*The Main Street Corridor west of Country Club Drive consists of suburban strip retail, motor courts, individually-accessed commercial lots, and a **mobile home park** adjacent to Main Street.*

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. . . Given the proximity to the Country Club Drive LRT station, **redevelopment should focus on residential use** with concentration of neighborhood-scale commercial uses at the intersections with Date and Extension Road. . . focus should be placed on residential uses that orient towards, and are coordinated with, redevelopment that occurs along Main Street. . . These recommendations are consistent with the adopted West Main Street Neighborhood Area Plan, which placed an emphasis on creating a pedestrian-friendly environment.

Policy TAR-W 1: Encourage **redevelopment that focuses on residential use** with concentration of neighborhood-scale commercial uses at the intersections of Main Street with Date and Extension Road.

Policy TAR-W 2: Improve the balance between pedestrian and automobile needs. Discourage additional strip development along Country Club Drive and Main Street, and over time, redevelop with uses that reduce traffic conflicts and integrate into the adjacent neighborhood.

Policy TAR-W 3: Recognition that creation of viable **redevelopment sites that appropriately transition to adjacent neighborhoods may require consolidation of parcels** and the limited incorporation of adjacent residential properties. [Emphasis added]

CPLC has acquired an assemblage of properties in this location that includes three single-residence parcels. CPLC proposes to rezone the subject Site for high-density residential uses on the parcels abutting W. Pepper Place, consistent with the policies above. The Project does not include any properties adjacent to Main Street.

The Project will provide pedestrian connectivity from all residential units to the public sidewalks on Pepper Place and Date Road. Residents will have access to the public transit opportunities on Main Street (LRT line and buses) by walking from Pepper Place, east to Date Road, and then south to Main Street. The wall along the south property line of the Project will be constructed with opportunity for future pedestrian gate(s) that will allow a more direct route to Main Street for residents in the future. The gate(s) would be opened for use once the commercial Site to the south has been redeveloped, which will create a more complete mixed-use urban environment as envisioned for the area.

The Central Main Plan further describes the Transit Adjacent – Residential Development Character Type as “*creation of low to mid-rise residential . . . Common building form and development characteristics include:*

- *Typical building heights of two- to three-stories; could be up to 85’ in the Downtown area.*
- *Lot coverage typically 40 to 80 percent.* – Page 63

The vision above clearly defines the Project, which proposes up to 50% overall lot coverage and two- and three-story building heights up to 40 feet, thereby fulfilling the character envisioned for this area.

Background – General Plan Use and Policy Objectives

In 2010, the City adopted the Mesa 2040 General Plan (“General Plan”), which designates the Site as Neighborhood Traditional. Any request for a Rezone is required to address how the proposal complies with the General Plan land use and policy objectives. As demonstrated below, this Rezone request is consistent with the General Plan and fulfills the Plan’s vision, key elements, and guidelines as summarized below.

SECTION II. BUILDING A BETTER MESA: CREATING A CITY OF CHOICE(S)**Chapter 3. A Vision For The Future****B. Challenges and Opportunities****Urban Design/Place-Making**

The importance of creating more recognizable neighborhoods and complete communities includes facilitating development that connects people to where they live, work, shop, and play. When people feel connected to a place, they have a greater sense of ownership and are more likely to participate in community activities, work together for community improvement, and help create a safer environment.

The location of the Site in proximity to the City's LRT line is ideal for redevelopment and construction of a high-density, urban residential community. The proposed enhanced streetscape and landscaped entry courtyards will activate the pedestrian experience along Pepper Place and Date Road. More importantly, the Project redevelopment will advance this area of Mesa as the ultimate place to live in a modern urban, mixed-use, multi-modal neighborhood.

C. A Vision for the Future

In 2040, Mesa is a recognizable City with a great sense of place where:

- Neighborhood and village centers, of appropriate scale and in appropriate locations, have replaced auto-dominant suburban sprawl to create stronger neighborhoods with a greater sense of place.*
- Existing neighborhoods are well maintained and appropriate infill and redevelopment is encouraged.*
- There are efficient, **multi-modal transportation and transit systems** that provide for the movement of goods and people, whether it is around the corner or around the world.*
- Residents feel a **sense of inclusion and ownership** in their community and a **connection to each other** through such things as innovative use of technology; participatory government; high degrees of volunteerism; and community events.*
- We have a choice in a variety of environments from rural to urban; low-rise to high-rise; passive to active to meet the needs and desires of all residents. [Emphasis added]*

The site design incorporates shared open space courtyards to encourage neighbor interaction and to create a sense of place, community, and connection. All units will be for sale, thereby increasing the City's inventory of housing with increased opportunities for home ownership. A Homeowners Association will be established to ensure ongoing maintenance and upkeep of the neighborhood. Approval of the Mesa Royale Rezone will also fulfill the *following goals and policies of the City's General Plan*:

Chapter 4. Creating and Maintaining a Variety of Great Neighborhoods**B. Key Elements Needed for Strong Neighborhoods****1. Safe, Clean and Healthy Living Environment**

- Encouraging new development and redevelopment that improves walkability between housing and key amenities and services such as parks, schools, shopping, and transit connections.*

3. Connectivity and Walkability

Connectivity and walkability is improved through:

- Requiring high quality design of streets, sidewalks, and buildings along streets to provide attractive and interesting places to walk.

4. Provide for Diversity

Having a **diversity of housing types** within a neighborhood provides interest to the built environment and provides the opportunity for differing people to live in close proximity to one another. The variety of housing also allows people to stay in the same neighborhood as their housing needs change throughout their life. Having long-term residents in a neighborhood **brings stability and cohesion and makes continued investment in the neighborhood more likely.**

5. Neighborhood Character and Personality

Steps that can be taken to improve the character and personality of neighborhoods include:

- Reviewing new/reuse developments for the elements needed to add to the surrounding community and create a unique sense of place.
- Requiring the use of high quality architecture, building materials and landscape design and maintenance in all developments.

6. Quality Design and Development

Steps that can be taken to create, maintain, or improve the quality of neighborhoods in Mesa include:

- In smaller lot and multi-residence areas, requiring developer-provided landscaping of front yards throughout the development and a **mechanism for ongoing maintenance**; the same requirements should apply to neighborhood-based businesses located in and serving any residential neighborhood.
- Requiring that all building facades that face a street or public space have architectural interest.
- Design of blocks and street systems that promote walkability between uses and provide for multi-modal transportation options.
- Using a variety of high-quality, durable materials that are appropriate for this climate.
- Maintaining a **pedestrian scale and attractiveness along streets.** [Emphasis added]

The Mesa Royale Condominium will provide home ownership opportunities by adding diversity to the City's housing inventory. A Homeowners Association will be established to ensure ongoing maintenance and upkeep of the neighborhood. The engaged front porch projections on the street facing units will promote interaction at the street level. The Project will ensure that the City achieves its goals and vision for a high-quality residential community that is safe, walkable, and connected to public transit while improving the character, quality, and diversity of the surrounding neighborhoods.

C. Plan Elements

Goal: Create and maintain a variety of great neighborhoods.

General Policies and StrategiesNeighborhoods S5:

Investigate strategies and incentives to encourage appropriate infill and Site reuse consistent with neighborhood goals and values.

From the 2010 planning area population of 482,503, Mesa is expected to grow by approximately 174,430 persons for a total population of 656,933 by 2040. . . Mesa will need

between 270,000 and 280,000 dwelling units to house this future population. The means we will need to add at least 70,000 additional dwelling units over the planning period.

Multi-residence Housing:

*Multiple residence housing plays a critical role in accommodating persons of all economic classes, but is often a preferred housing option for those of moderate means. **Multiple-residence housing plays an important role in the city's economic growth** because it serves employees of hundreds of Mesa businesses who live and shop in Mesa. Such housing also plays an important role in attracting new industry and retaining existing businesses in Mesa. In the coming years this form of housing is likely to become even more important to provide urban living environments desired by retirees and for the creative class. . . Several features that will be part of the ongoing development of multi-residence housing in Mesa include:*

- Encouraging the integration of a mix of housing options in each area of the city;*
- Focusing the **higher density developments (those over 20 units per acre)** within the designated Transit Districts;*
- Requiring architectural design, outdoor space, and amenities that will maintain value over time, and including a requirement for perpetual maintenance of these original design features; . . .*

Workforce Housing:

For illustrative purposes, affordable housing facilitates persons who make 80% or less of the area median income, any pay no more than 30% of their gross income for housing. It is possible to provide decent, code-compliant housing for all residents of Mesa through:

Housing developed specifically as workforce housing should be built in places where there are mobility options as well as easy access to community services, such as parks, schools, jobs, shopping, etc. [Emphasis added]

The proposal will supply multiple-residence housing to meet the need for additional workforce housing with the added benefit of home ownership at a density of 20 units per acre, thereby fulfilling the goals, policies, and strategies of the General Plan.

Chapter 7. Community Character

Transit Districts

The transit districts character type includes the light rail corridor, bus rapid transit corridors, and areas designated for a consistent high level of transit options. The focus of this character type is to develop a mix-use pedestrian-oriented, urban environment, particularly within walking distance of transit stops.

This proposal is for an urban high-density residential development within the transit corridor. When the commercial properties along Main Street to the south redevelop, this residential development combined with future commercial development will create the overall mixed-use community that the City has envisioned for this area. The City's policies and strategies above are reflected in the Project design and are consistent with the overarching goals and vision of the Project, as further described below.

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PROJECT DESCRIPTION

The vision for the proposed Mesa Royale Condominium community is to create a unique urban living environment offering market rate for-sale residential units. The Project proposes a 56-unit residential condominium community comprised of contemporary two- and three-story buildings that face inward toward shared open space courtyards, with the exception of end units and Building O that front onto Pepper Place and Date Road.

Building height has been stepped down as the Site transitions away from the General Commercial district to the south, and the RM-2 district to the north. Specifically, three-story buildings are proposed on the south side of Pepper Place and two-story buildings are proposed on the north side of Pepper Place to buffer the existing single-residence properties to the north. The individual residences are located within north-south oriented three- and five-unit buildings that are accentuated with visually stimulating architectural styles and articulation.

Site Layout

A featured component of the Project is to provide an important transition and interface between the public realm (street and sidewalk) and the private realm (yard or building). The main facade of the street-facing buildings provides an elevated stoop as the front entry for the units facing Pepper Place and Date Road. Stairs from these stoops lead directly to the public sidewalk. The stoop is elevated above the sidewalk to engage the public realm, while at the same time ensuring privacy within the building. These units will have private covered porches projecting into the standard street-facing front yard setback with 12" stoops (two 6-inch steps) that will accommodate grade changes and drainage.

The main facade of the buildings face an internal greenspace, or shared courtyard (min. 24-ft width). The front yard spaces created within these open spaces remains unfenced and is visually continuous with adjacent yards, supporting a common landscape and working in conjunction with the other private frontages. Overall, the Project provides approximately 266 square feet of open space per unit, and sets aside more than 24% of the Site in landscaping and open space.

Another key component of the site design is to provide private garages. Each unit will have an attached 2-car garage with access in the rear of the building via a shared private driveway accessed from Pepper Place. The site design limits visibility of garages from the street and places the focus on building entrances and common open spaces, thereby de-emphasizing automobile facilities.

Trash Collection

A bump-out area is provided for storage of waste and recycling containers within each garage outside of the minimum 20' x 22' required clear space. Future residents will haul their containers to Pepper Place for pick-up. The site design reduces the visual clutter of trash and refuse collection areas by enclosing the barrels in a safe and convenient location.

Vehicular Circulation / Parking

Vehicular access to the site will be provided via shared private driveways from Pepper Place. This design reduces the number of driveway connections from Pepper Place and allows the Project to offer private,

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enclosed 2-car garages for all units. The Zoning Ordinance requires 1.2 parking spaces per unit. The Project proposes 2.0 spaces per unit, thereby exceeding the City's minimum parking standard. Though not a requirement of the Ordinance, the Site Plan proposes up to 11 on-site parking spaces, and up to 13 on-street parking spaces for visitors and guests.

Each driveway will include minimum 24-foot pavement to allow for two-way vehicle movement and will provide colored accented concrete along the outer edges to distinguish pedestrian travel ways. Each driveway will serve up to 10 residential units with access to garages in the rear of the buildings. The private driveways provide space to accommodate vehicle turnaround area between the perimeter wall and the end units. These end units have windows to facilitate "eyes" on the open spaces. As with the entire Project site, the driveways will have adequate lighting for safety and security.

Pedestrian Connectivity

All buildings will have direct access to a comprehensive pedestrian system. The internal network of sidewalks provide access to each private residential unit, which front either onto a shared open space courtyard or onto the adjacent public streets. Sidewalks will connect to the adjacent public sidewalks along Pepper Place and Date Road. The Project will encourage people to walk by providing safe, convenient, comfortable and efficient pedestrian connections.

Lighting

All lighting will be consistent with the City's standards of the Mesa Zoning Ordinance and will include exterior lighting appropriate for the Project. Special care will be taken to provide lighting levels that promote security while avoiding spill over onto adjacent residential properties. The Project will comply with the City's Lighting and Illumination standards.

Walls and Fences

Site improvements will include perimeter fencing and walls. Wall requirements shall comply with the City's Fences and Freestanding Walls standards of the Mesa Zoning Ordinance.

Open Space / Landscaping

The primary goal of the Landscape Plan is to create an aesthetically pleasing and inviting space for residents and pedestrians both on-site and off-site. Landscaping will serve to soften the building exteriors adjacent to pedestrian sidewalks. The portions of the Site that front onto Pepper Place and Date Road will be planted with a pedestrian friendly urban landscape, lined with a canopy of trees to provide shade and screening, as well as beautiful accent trees creating visual interest. Protection from the sun will be provided by building overhangs, covered private porches, trees, and the surrounding architecture.

Overall, the Project proposes to set aside more than 24% of the Site in landscaping and common open space. Landscaping will be installed both internal to the Project site as well as along the street frontages. The site perimeter will be landscaped with trees, shrubs, and groundcover while providing storage basins for storm water retention. Ownership and maintenance of the shared open spaces, in addition to the private driveways, will be provided through a Homeowners Association.

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In addition to the landscaped courtyards and perimeter open spaces, each unit will include a private covered patio, porch, and/or balcony. Overall, an average of 266 square feet of open space (combined private and common) will be provided per unit, which exceeds the City's standard for combined private and common open space at 175 square feet per 3-bedroom unit.

Storm Water, Potable Water, and Sewer

The City of Mesa requires the Project site to retain the 100-year/2-hour event on-site and meter out through a pump system to the street storm system or other appropriate means. Since there is not a nearby City street storm system, the City allows the use of drywells to dispose of the runoff retained in the surface basins. Because the project straddles Pepper Place, the storm systems will be designed individually and function independently of each other. For purposes of this project, these will be referred to as the North site and the South site.

The Project site lies within the City of Mesa's Downtown Redevelopment District, which reduces the retention requirement for the 100-year event from 2.2 inches per hour to 1.5 inches per hour. As the calculations on Sheet C1 show, the required volume to be retained by the North site is 9,621 cubic feet, and the volume required to be retained by the South site is 7,707 c.f. of storage. The retention basins for both sites make use of the rear wall of the sites to be able to accommodate the required volumes. The North site retains 13,117 c.f., and the South site retains 8,422 c.f. as shown on the plans. Both basins will be drained via a Maxwell IV drywell placed at the west edge of each of the basins to allow any overflow from the basins into Pepper Place.

Water service for the units will be individually metered from the 8" line in Pepper Place. Sanitary sewer service for each unit will be collected by a singular 6" line in the driveways that will connect to the 6" line in Pepper Place.

Cultural Resources Survey

CPLC acknowledges that the Property may contain subsurface cultural remains based on a cultural resources survey. The City has requested the following note be included in this project narrative:

The Class III Cultural Resources Survey for this project identified the possibility of intact subsurface cultural remains - including human remains - in the northeast portion of the study area. Mesa's Historic Preservation Office concurs with the report's recommendation of monitoring not only the area within the project but also a buffer of about 250 ft to ensure adequate monitoring for the potential of subsurface remains. The State Historic Preservation Office has also made this recommendation.

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DEVELOPMENT STANDARDS**Proposed Development Standards for RM-3 with PAD Overlay**

The following table compares the development standards of the existing RM-2 district with the RM-3 / District, and lists the development standards proposed for the Project under the RM-3 / PAD.

Table 11-5-5: Modified Development Standards – RM Residential Multiple Dwelling Districts**Proposed Deviation from the RM-3 Standard**

<i>Standard</i>	<i>RM-2 (R-2)</i>	<i>RM-3 (R-3)</i>	<i>Proposed RM-3 / PAD</i>
Minimum Lot Area (sq ft)	7,200	6,000	N/A Condominium Plat
Minimum Lot Width (ft)			
Multiple-Residence	60	60	60
Minimum Lot Depth (ft)			
Multiple- Residence	94	94	94
Maximum Density (dwelling units/net acre)	15	20	20
Minimum Density (dwelling units/net acre)	-	-	-
Minimum Lot Area per Dwelling Unit (sf)	2,904	2,183	2,183
Maximum Height (ft)	30	40	40
Minimum Yards (ft)			
Front and Street-Facing Side	Local Street: 20 ft (Pepper and Date)		5 ft
Interior Side and Rear: 3 or more units on lot	Single Story: 20 ft Multiple Story: 15 ft per story		Side / Rear 1 st Story - 17 ft / 15 ft 2 nd Story - 17 ft / 15 ft 3 rd Story - 30 ft / 15 ft

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Standard	RM-2 (R-2)	RM-3 (R-3)	Proposed RM-3 / PAD
Building Form Standards	The building form standards of section 11-5-3.E shall not apply to this PAD.		-
Minimum Separation Between Buildings on Same Lot			
Two-story building	30	30	24
Three-story building	N/A	35	24
Maximum Building Coverage (% of lot)	45	50	50
Minimum Open Space (sq ft/unit) Private and Common Open Spaces Combined	200	175	175
Minimum Private Open Space (3-bedroom units)	120 sq ft/unit Minimum 10-ft dimension		30 sq ft/unit Minimum 5-ft dimension
Parking: Apartments, Condominiums within ¼ mile radius of bus rapid transit or light rail station (26 or more total units)	1.2 spaces per dwelling unit		2.0 space per unit
Minimum dimensions for residential enclosed garage	20 feet wide and 22 feet long		20 feet x 22 feet
Minimum perimeter landscaping (Non-single residence use adjacent to single residence)	20 to 25 feet		Varies (6" – 17 feet)
Minimum Local Street Frontage Plantings	1 Tree per 25 Linear Feet		1 Tree per 80 Linear Feet
Minimum Number of Plants Adjacent to Single Residence	1 Tree per 20 Linear Feet		1 Tree per 32 Linear Feet
Minimum Number of Plants Adjacent to Other Non-Single Residence	3 Trees per 100 Linear Feet		2 Trees per 100 Linear Feet

Justification for Modified Development Standards

The overarching goal of the Project is to create a unique and distinctive place to live that is supported by quality pedestrian connectivity and access to public transit, while fulfilling many of the City's long-range planning goals for the TOD Corridor Area, not the least of which is density. The Site is currently zoned and subject to the permitted uses and development standards of the RM-2 zoning district. The proposed residential condominium community is a permitted use in the existing RM-2 district. However, a Rezone to the RM-3

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district is required in order to achieve the targeted density, and modifications to the RM-3 development standards through a PAD Overlay are necessary to accommodate the desired high-quality, urban for-sale residential development proposed.

Through approval of this Rezone request, CPLC will utilize the RM-3 zoning district and associated development standards except that the below-described modifications are requested as part of the Rezone to the RM-3 district with a PAD Overlay. The PAD Overlay Ordinance (11-22-3) provides for modifications to the Development Standards, which states: *“The general development standards established in this Ordinance and the specific development standards for each underlying zoning district are required, unless specifically **modified by the City Council with the approval of the PAD Overlay**”.* [Emphasis added]

The Site meets the criteria for development standard modifications allowed under the PAD Overlay, which requires parcels less than 5 acres in size to include a minimum of 20 dwelling units. The Project site is less than 5 acres and proposes a 56-unit residential condominium community. Additionally, the Project meets the Supplemental Regulations by providing common open space and access to a public street. Accordingly, the Project qualifies for the following modifications to the RM-3 development standards as permitted under the PAD Overlay regulations.

Setbacks

The Project proposes a residential condominium community with 56 units dispersed within fifteen 2- and 3-story buildings, which fulfills many of the goals and policies of the City’s General Plan. As demonstrated above, the proposed Mesa Royale Condominium community will create an urban environment as envisioned in the City’s long-range planning documents, but not contemplated in the RM-3 development standards. Because of the parcels’ configuration and narrow lot depth, the buildings must be positioned in a north/south orientation in order to provide the targeted 20 units per acre. This requires locating residential entrances closer to the street, and results in reduced side and rear yard setbacks.

The City’s RM-3 district requires, at a minimum, a 20-foot front/street-facing setback, a 20-foot side and rear yard setback for single-story buildings, a 35-foot side and rear yard setback for a 2nd story, and a 50-foot side and rear yard setback for a 3rd story. The Site Plan proposes a minimum 5-foot front/street facing yard setback, a minimum 15-foot rear yard setback, and a minimum 17-foot side yard setback. A modification to the setback standards through a PAD Overlay, therefore, is required.

Front/Street-Facing Setback: A featured component of the Project is to provide an important transition and interface between the public realm (street and sidewalk) and the private realm (yard or building). The main facade of the street-facing buildings provides an elevated stoop as the front entry for the units facing Pepper Place and Date Road. Stairs from these stoops lead directly to the public sidewalk. The stoop is elevated above the sidewalk to engage the public realm, while at the same time ensuring privacy within the building. These units will have private covered porches projecting into the standard street-facing front yard setback with 12” stoops (two 6-inch steps) that will accommodate grade changes and drainage.

The main facade of the buildings face an internal greenspace, or shared courtyard (min. 24-ft width). The front yard spaces created within these open spaces remains unfenced and is visually continuous with adjacent yards, supporting a common landscape and working in conjunction with the other private frontages.

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Overall, the Project provides approximately 266 square feet of open space per unit, and sets aside more than 24% of the Site in landscaping and open space. A reduction to the street-facing front yard setback standard will not result in a reduction to the overall yard area or common open space area. The Project, therefore, requests a reduction of the front/street-facing yard setback standard from 20 feet to 5 feet for purposes of accommodating the private frontage stoops as described above.

Rear Yard Setback: The 3-story buildings on the southern property boundary are abutting the General Commercial zoning district to the south. It is not anticipated that the proposed 3-story buildings in this location would have an adverse impact on future redevelopment of the commercial properties to the south. A modification through the PAD Overlay is required to reduce the 1st story rear yard setback from 20 feet to 15 feet, the 2nd story rear yard setback from 35 feet to 15 feet, and the 3rd story rear yard setback from 50 feet to 15 feet.

The 2-story buildings on the northern property line abut the adjacent RM-2 zoning district to the north. The ends of these 2-story buildings that face the north have minimal windows to mitigate potential privacy impacts on the neighbors in the residential district to the north. It is worth noting that the height of these 2-story buildings (26 ft) is less than the maximum building height permitted under the existing RM-2 district, which allows up to 30 feet in height. A modification is necessary to reduce the 1st and 2nd story rear yard setbacks from 20 and 35 feet respectively, to 15 feet.

Overall, the Project provides approximately 266 square feet of open space per unit, and sets aside more than 24% of the Site in landscaping and open space. A reduction to the rear yard setback standard will not result in a reduction to the overall yard area or common open space area. A modification through the PAD Overlay, therefore, is required to reduce the 1st story rear yard setback standard from 20 feet to 15 feet, the 2nd story rear yard setback standard from 35 feet to 15 feet, and the 3rd story rear yard setback standard from 50 feet to 15 feet.

Side Yard Setbacks: The Site Plan provides a minimum 17-foot side yard building setback for the 1st floor, a minimum 17-foot side yard setback for the 2nd floor, and a minimum 30-foot side yard setback for the 3rd floor. Because these buildings are adjacent to residential uses, these buildings have been stepped back. A modification through the PAD Overlay is required to reduce the 1st floor side yard setback from 20 feet to 17 feet, the 2nd story side yard setback from 35 feet to 17 feet, and the 3rd story side yard setback from 50 feet to 30 feet.

Because these residential units are proposed as vertical townhome-style condominiums, rather than horizontal, strict adherence to these step-back standards is not feasible. A modification to the side yard setback standard is necessary for the Project to provide market rate, for-sale workforce housing units at the targeted density. A modification to the side yard setback standard is both necessary and appropriate for the Project to achieve its goals.

Minimum Separation Between Buildings

The minimum separation between buildings required in the RM-3 district is 25 feet for the 1st story, 25 feet for the 2nd story, and 30 feet for the 3rd story. The Project proposes a minimum building separation of 24 feet for all buildings, which requires a modification to the RM-3 standard. The proposed 24-foot building separation meets the Building Code and Fire Code standards, and may be approved through a PAD Overlay.

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Minimum Private Open Space

The Project will be a residential condominium community with attached common walls as permitted in the Zoning Ordinance. Each residential unit's boundary is defined by its footprint, which includes the square footage of vertical living spaces (2 and 3 stories), a 2-car garage, and associated porch or patio. As such, each condominium unit does not have a private front, side, or rear yard beyond the building/porch/patio footprint. All yard areas (and private drives) will be held in common ownership through a condominium plat and maintained through a Homeowners Association. This is standard practice for residential condominiums.

Each of the 3-bedroom units has a private patio, porch, and/or balcony ranging in size from 30 square feet to 105 square feet. Because of the generous amount of landscaping and common open space (more than 24% of the Site) that will be provided through the condominium plat, CPLC requests a modification to the private open space standard. Overall, an average of 266 square feet of open space (combined private and common) will be provided per unit, which exceeds the City's standard for combined private and common open space at 175 square feet per 3-bedroom unit.

The Ordinance requires a minimum of 120 square feet of private open space per 3-bedroom unit. Though the Project provides an average of 266 square feet of open space (combined private and common) per unit, a modification to the minimum private open space standard is required.

Perimeter Landscaping

The Project provides perimeter landscaping, varying in width from 6 inches to 17 feet. Many uses are proposed within the perimeter of the Project, including storm water storage, perimeter walls, utility easements, overhead power lines, streetscape, vehicle maneuvering, and guest parking in addition to perimeter landscaping. The site design allows for all of these uses to exist harmoniously and without conflict, but requires a modification to the perimeter landscaping standard.

In areas where the landscape buffer widths are reduced, the Landscape Plan proposes plantings that are appropriate in those areas. Where the landscape buffer is reduced to 6 inches, notch-out pavers will be provided for vine bases to be installed in open ground planter spaces. This will allow green screen/landscape features to grow in front of the perimeter walls at the end of the drive aisles to soften the hardscape, while not interfering with the overhead power lines. Additionally, planters will be installed between the garage doors to further soften the hardscape area associated with the private drive aisles.

In conjunction with the request for reduced building setbacks, it stands to reason that the perimeter landscaping within these setbacks must also be reduced. Reducing the perimeter landscaping will not result in a reduction to the overall landscaping or open space, both of which exceed the minimum standards.

Minimum Perimeter/Street Tree Plantings

The Project as proposed does not meet the minimum perimeter tree planting standards. The majority of the trees are proposed to be clustered within the greenspace courtyards and will off-set the reduced number of trees planted in the perimeter setback areas. The tree locations as proposed will be more visible from the public way than if they were planted along the rear yard perimeters in strict adherence to the Ordinance.

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CONCLUSION

Reinvestment in this area through redevelopment will contribute to the vitality of Mesa by providing a great place for future residents to live in close proximity to public transit and the amenities of the Downtown district. It is anticipated that the City will realize a considerable increase in revenue to be generated from new construction and future residents living in this up-and-coming urban mixed-use environment.

The development team has put much thought and care into the site design and architecture to afford future residents with a fulfilling lifestyle in a modern urban neighborhood with easy access to transit and major urban commercial, retail, and employment opportunities. As progress is made toward redevelopment of the Site, CPLC remains committed to offering relocation assistance for current residents.

In summary, the Rezone proposes to advance the City's policies and community values by adding to the diversity of housing options, improving walkability, increasing tax revenues, and reducing reliance on cars. The attached plans and exhibits demonstrate that the Project is consistent with localized land uses and the vision and core values of the West Main Street Area Plan, the Mesa Central Main Plan, and the Mesa 2040 General Plan.

In order to achieve the vision for the Mesa Royale Condominium community, we respectfully request approval of the Applications for a Rezone of the Site concurrent with Site Plan Review and a Preliminary Plat to entitle the proposed Mesa Royale Condominium community.