

# Cabana on Power Road

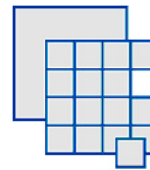
Greenlight Communities  
Power Road S. of Williams Field Rd.

## Project Narrative

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# Project Narrative

## I. Introduction

Pew & Lake, PLC, on behalf of Greenlight Communities, is pleased to submit this project narrative and related exhibits in support of development requests for approximately 8.39 net acres located south of the SWC of Power Road and Williams Field Road near the point of northbound and southbound Power Road in Mesa. The Property is further identified as a portion of parcel number 304-49-007L on the Maricopa County Assessor's Map.

This request, if approved, will allow for the development of *Cabana on Power Road*, a gated multi-family development that is consistent with the previously approved site plan, but reduces the height from four stories to three stories. The proposed development has a distinct brand of landscape, open space, and architectural design that will make this a highly attractive project on a uniquely situated property on Power Road (see below Site Aerial).

**Figure 1 – Site Aerial**



## II. Development Requests

Our requests are for City of Mesa approval of the following:

1. Rezoning from RM-4 BIZ and LC BIZ CUP to RM-4 PAD
2. Site Plan Review
3. Design Review (by separate application)
4. Minor Land Division (by separate application)

It is understood that the subject property comprises only the north portion of parcel no. 304-49-007L. The southern portion of the parcel was previously approved as a retail/commercial site plan that is not a part of this submittal. Thus, the applicant anticipates that a request for a Minor Land Division will be submitted for administrative approval of the proposed configuration of the lot lines.

## III. Overview

Greenlight Communities is a Scottsdale based company that was started by the founders of Deco Communities and Starpointe Communities, prominent companies known for their for-sale and for rent multi-family developments in urban, infill settings. Building upon the depth of experience and relationships with industry-leading designers and architects, Greenlight has successfully constructed, rehabilitated, and managed a variety of distinct multi-family developments in Scottsdale and Phoenix. Currently, over 500 units are under construction.

As planned and designed by the renowned WORKSBUREAU, *Cabana on Power Road* combines a fresh contemporary style with technological advancement in construction and operations. Its innovative site programming and amenities are responsive to the needs of today's competitive market for multi-family homes with lifestyle amenities that contribute to a sense of place. Drawing upon Greenlight's successful and often-duplicated Cabana apartment homes, the proposed *Cabana on Power Road* has designed an iconic concept new for this unique site in Mesa.

The proposed design of *Cabana on Power Road* builds on the philosophy that a community is more than a built environment where people live in one location, but where people feel accepted, supported, and most importantly, at home. The intent is to build a true community on the property by thoughtfully considering common spaces and amenities that bring people together and enhance their residential lives. With this in mind, the designers crafted a development plan for *Cabana on Power Road* that centers on four interconnected open space areas. Each open space area is the heart of a four-pack of residential buildings referred to as a "quad." These quads are connected by site landscaping, a grid of pedestrian pathways, and at the main entries, trellised cabana style shade structures serve as portals to the buildings and open space enclosures.

Special attention has been paid to the contemporary architectural design, which provides varied and pleasing visual appeal on the exterior. The architecture will flow to the interior spaces where residents will find a high quality package of finishes, amenities, and conveniences. Notwithstanding the site constraints owing to the property's peculiar shape, isolated location, and double frontages on an arterial road, the project design team has prepared a cohesive and compelling development plan for this unique setting. As designed, the project is consistent with the Mesa 2040 General Plan ("General Plan") and PAD zoning requirements and is compatible with the surrounding land use context.

#### **IV. Existing Site Conditions**

The subject property is the north portion of a triangular shaped site located south of Williams Field Road at the split of NB and SB Power Road. The property is vacant and unremarkable in its topography. Along both Power Road frontages, right-of-way improvements are in place, including landscaping and curb/gutter. Detached sidewalks are located on the opposite sides of the streets.

Some of the unique constraints include property's unique location in the middle of the Power Road split, which creates double frontages on a one-way arterial road street stretches. Additionally, the site has a peculiar shape with narrower widths at the north and south portions and an elongated extension on the northwest end that is too narrow for any buildings. The property's curved west property line creates limited visibility and a degree of pedestrian safety issues given the southbound traffic.

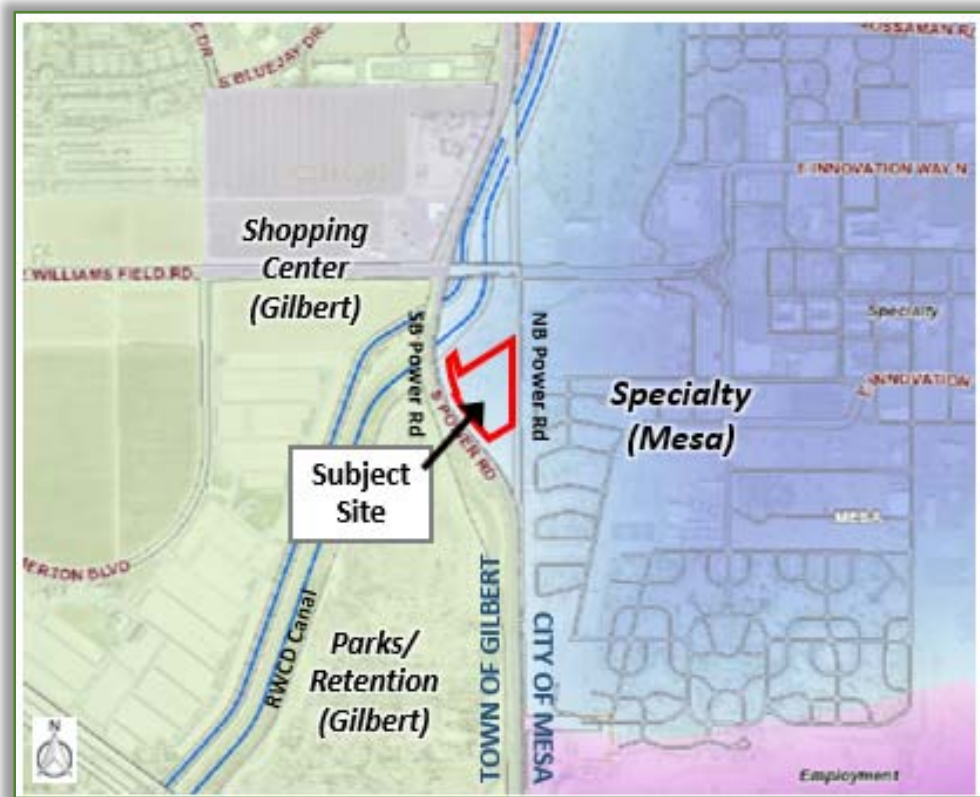
#### **V. General Plan Character Area and Zoning Classification**

The property is designated in the General Plan as the Specialty Character Area. It is zoned RM-4 and LC with a BIZ overlay, and a CUP was approved on only the LC portion. These zoning approvals in 2017 also included the abutting LC BIZ-zoned property to the south (Case No. Z17-034). A BIZ overlay was requested approve a 10-foot height waiver and deviations to development standards under the approved site plan. A CUP was approved on the LC-zoned south end of the site, which was required to allow a multi-residence use in commercial zoning.

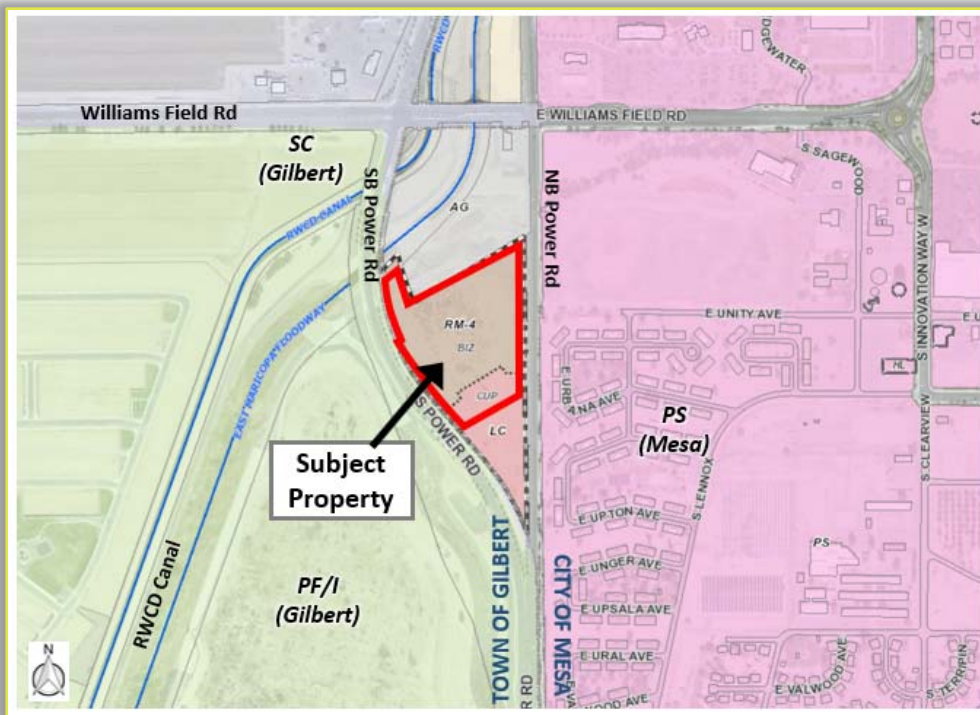
The proposed Cabana on Power Road proposes a clean RM-4-PAD zoning on the overall site, which is justified because it is consistent with the Specialty Character Area as will be discussed further in this narrative. The Specialty category permits a broad variety of uses that support the adjacent airport and college campuses. A three-story residential use has minimal impact on the surrounding area because the subject property is nearly surrounded by open space and public facility uses, major streets, and residential uses.



**Figure 2 – City of Mesa Existing General Plan Map**



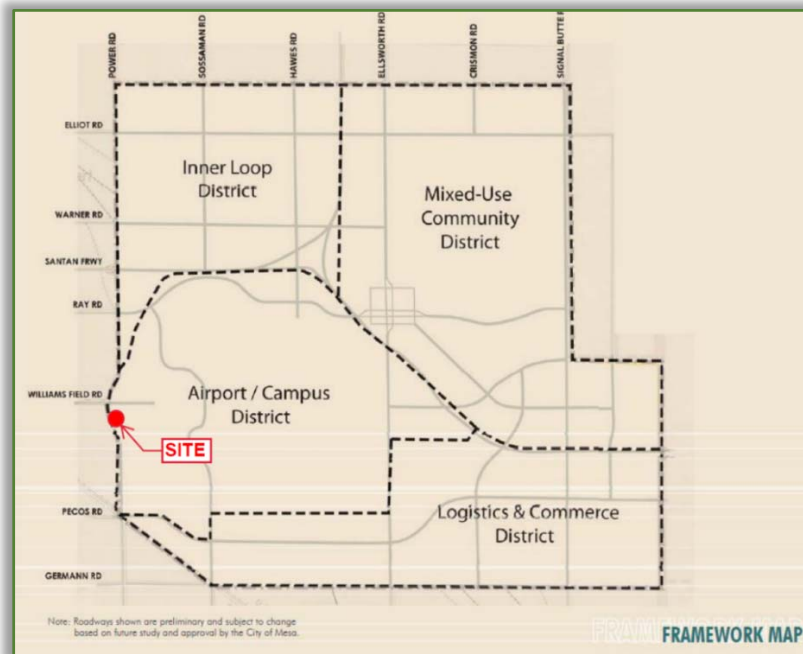
**Figure 3 – City of Mesa Existing Zoning Map**



## VI. Mesa Gateway Strategic Development Plan

As shown below, in the Mesa Gateway Strategic Development Framework Plan (“Gateway Framework Plan,”) the subject property is identified and delineated as being located within the “Airport/Campus District” (see figure below).

**Figure 4 – Framework Plan, Mesa Gateway Strategic Development Plan**



The Gateway Framework Plan for the Airport/Campus District unsurprisingly centers its planning guidelines on the Phoenix-Mesa Gateway Airport and the ASU Polytechnic, Chandler-Gilbert Community College, and EVIT college campuses. The Plan for this area embraces a wide variety of uses in this “mixed use district” that support these regional destinations. The Gateway Framework Plan contemplates multi-family residential uses in the Airport/Campus vicinity. Along its boundary, including along Power Road, the plan envisions high quality uses that “provide a smooth transition from the airport” to surrounding properties.

*Cabana on Power Road* will accomplish the intent of the Gateway Framework Plan by designing a compatible use that forms an essential part of the airport district’s mix of residential uses. The proposed dwelling units are anticipated to house occupants who are associated with the airport, school, and nearby employment uses. Sensitive to the site’s double arterial street frontage, difficult site dimensions, and proximity to publicly owned open space areas, the project successfully implements a high quality development that transitions from the airport and educational facilities to the surrounding open space and public facility uses. The proposed residential use, landscape buffers, and adjacent open space will greatly mitigate any effect on the nearest residential uses.

The proposed project is compatible with its proximity to the airport. The subject site lies outside the projected 60 dm level and is by default in the AOA III overlay for the Phoenix-Mesa Gateway Airport. On June 4, 2019, the applicant received a letter from Anthony Bianchi, Planning Manager for the Phoenix-Mesa Gateway Airport Authority. This letter includes recommendations relating to the proposed development, including airport disclosures and FAA submittal requirements. The proposed development will address all of the comments in Gateway Airport’s letter.

## VII. Relationship to Surrounding Properties

The property abutting the subject site’s north property line is vacant land owned by the Maricopa County Flood Control District (MCFCD), north of which runs the Roosevelt Water Conservation District Canal. To the east across Power Road are detached single-story housing owned by ASU, which are buffered from Power Road by a sidewalk, landscaping, and a wall. The property south of the subject site is vacant and zoned LC BIZ as part of the property’s previous zoning case. West across Power Road is also vacant flood control property.

**Table 1 – Existing and Surrounding Land Use Context**

| Direction    | General Plan Character Area | Existing Zoning | Existing Use  |
|--------------|-----------------------------|-----------------|---|
| Project Site | Mesa, Specialty             | RM-4 BIZ        | Vacant  |
| North        | Mesa, Specialty             | AG              | Vacant Flood Control Property and RWCD Canal                  |
| East         | Mesa, Specialty             | PS              | Power Rd, then Detached single story housing, owned by ASU    |
| South        | Mesa, Specialty             | LC BIZ          | Vacant, then Power Rd.  |
| West         | Gilbert, Parks/Retention    | PF/I (Gilbert)  | Power Rd., then Vacant Flood Control Property, owned by MCFCD |

## VIII. PAD Zoning

This application requests RM-4 PAD zoning, which is a small change from the existing zoning and site plan approvals. The City of Mesa Zoning Ordinance’s (“Zoning Ordinance”) stated intent for RM-4 Multiple Residence Zoning District is to “provide for a variety of housing types,” including, among others, “multiple residence housing.” *Cabana on Power Road* meets this criterion by offering a unique form of multi residential housing suitable to the subject site. The project also complies with the PAD overlay’s intent to implement the General Plan goals through the use of “innovative design and flexibility in projects of sufficient size that are planned for development as a cohesive unit.” *Cabana on Power Road* complies with the Zoning Ordinance purposes by incorporating the following:

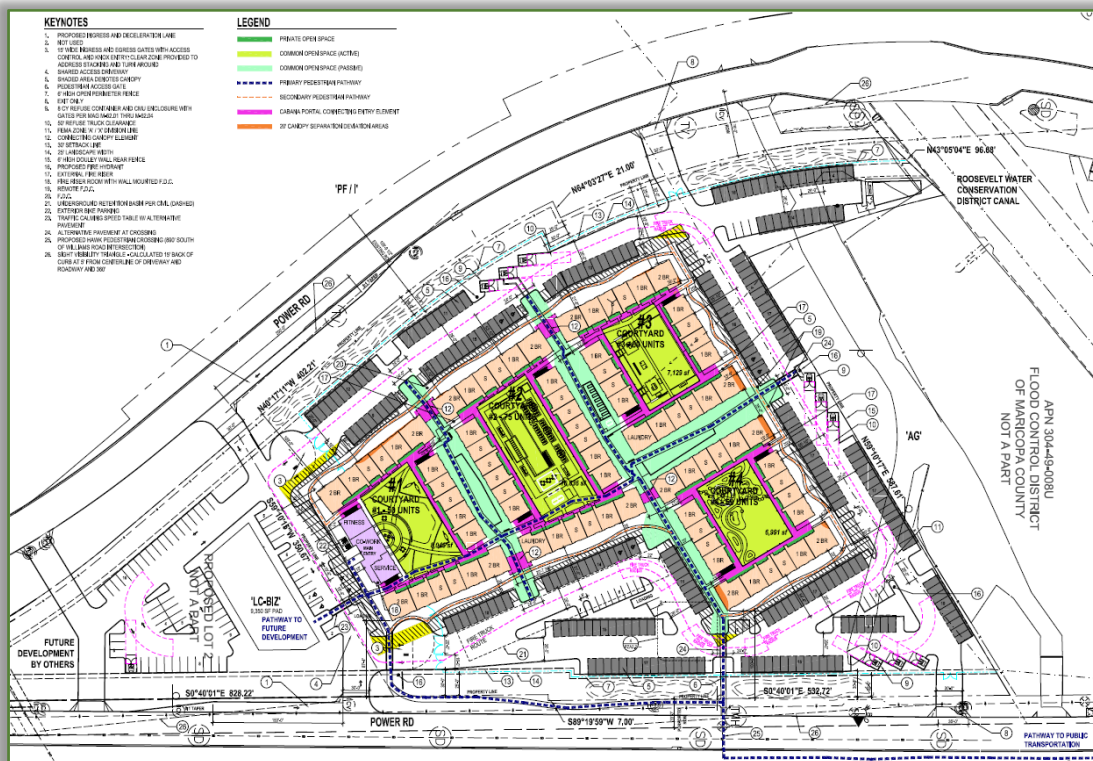


- High quality architectural design, site design, and an amenity package that creates a unique and more sustainable alternative to conventional development and comparable projects;
- Enhanced pedestrian pathways and architectural linkages between the onsite structures and amenities, also connecting the site to the surrounding community;
- Well designed and integrated open space and/or recreational facilities held in common ownership under the property management and of a scale that is proportionate to the property's 8.39 net acres;
- Pedestrian crossings and traffic calming measures to promote safe traffic circulation;
- Co-work space and shared access to the commercial property to the south to achieve this property's components of a mixed-use development;
- Consistency with the surrounding open space and residential uses;
- Sustainable property owner's management to oversee maintenance of the site.

## IX. Project Description

The proposed *Cabana on Power Road* consists of 244 units (studio to 2-bedroom) on 8.39 net acres. This results in a density of 29 du/acre, which is below the maximum allowed density. The units are laid out in 4 sets of "quads," each of which is composed of 3-story building blocks that are united by shaded entry corridors and a central outdoor amenity area. The figure below is a depiction of the proposed site plan submitted with this application.

**Figure 5 – Proposed Site Plan**



The proposed building massing does not double the rows of units and arranges windows so as to permit natural lighting to enter each unit from both sides. This enhances privacy and the quality of the interior spaces. Shaded, connecting walkways and trellised cabana structures at each quad's main entry lead to an enclosed open space amenity area, and these courtyards serve as the heart of the community.

Each courtyard is carefully designed with 4 specific active open space themes that play to interests of Cabana's targeted households, including a: (a) pool amenity area, (b) hammock garden, (c) backyard theme with fitness stations, and (d) a zen garden for a meditative theme. Prospective residents can select their desired unit based on its proximity to one of the courtyard themes. After residents move in, they can enjoy the amenities in their selected courtyard or use the amenities in one of the other quads, which are available to all onsite residents and guests. This open space theming will create a unique culture in *Cabana on Power Road* that will encourage social interaction across the project and an enhanced sense of pride in the community.

## 1. Landscaping and Open Space

*Cabana on Power Road's* preliminary development plan incorporates an exceptional landscape and open space plan with four key features: (a) diverse active and passive open space amenities, (b) connectivity throughout the site, (c) connectivity to the surrounding community, and (d) buffers to surrounding uses. The total open space is approximately 73,430 sq. ft. (301 sq. ft./unit) which is approximately 200% higher than the minimum requirements under the Zoning Ordinance. Approximately 33,002 sq. ft. is planned to be dedicated as active open space (45% of total), which is above par for residential developments.

The below figure illustrates the submitted landscape and open space plan.

**Figure 6 – Proposed Preliminary Landscape Plan**



### a. Open Space Amenities

As touched on above, an attractive element of *Cabana on Power Road* are its four unique amenity areas featuring the pool amenity, hammock garden, outdoor fitness, and zen garden themes. Ancillary amenities are also provided both in the courtyards and throughout the site, such as BBQ facilities, shaded seating areas, grass play areas, indoor bike storage, and a dog run.

Additional indoor community gathering spaces are included in the amenity package for *Cabana on Power Road*. The south-most building across the entry drive from the separate commercial site to the south is an approximately 2,500 sq. ft. one-story amenity building.

The floorplan consists of dedicated co-work space that complements the active amenities in the courtyard, which encourages a live-work-play lifestyle in a mixed-use environment. Also included are a fitness center and leasing accommodations.

Passive open space areas with landscaped trails and pathways surround the exterior of the building quads and pedestrian walkways, which create a natural buffer between the buildings and parking spaces.

Regarding private open space, included in these outdoor courtyards in front of each housing unit are dedicated private open space areas on the walkway corridors, which spaces are created by the undulating quad elevations. While not a typical porches or balconies, given the continuous shaded walkways, these private open space areas are located next to each entrance and front window. They are large enough for the respective resident to set-out patio seating, a café table, and other items for private use. These individual spaces will be partially enclosed by the undulating walls and will encourage a high quality environment where residents can appreciate the outdoors and overlook onto the community's open space areas. This arrangement offers a unique environment for each unit that efficiently transitions from the interior space to the outdoor shaded pedestrian pathways that border the courtyard amenities.

#### **b. Onsite Connectivity**

Consistent with the General Plan's vision, the proposed development includes a network of landscaped pathways that promote pedestrian travel, safe and efficient linkages to site amenities, and harmony between the uses. A primary pedestrian paseo runs generally north to south in the middle of the site, which is intersected by two secondary pathways that run between the building quads.

The pedestrian system further links the parking areas to the shaded walk-ways that lead to the open space areas and each unit. Where pathways connect parking areas to the most direct routes to the units, cabana-like portal structures with filtered shade will span the pathways and tie-together the building forms. These areas are shown as magenta lines on the previous Figure 5 – Proposed Site Plan. The pathways allow for multiple modes of travel. They lead around the internal site areas to the perimeter along northbound Power Road.

#### **c. External Connectivity**

Onsite pathways will link the site to the adjacent properties and surrounding area, including the airport and commercial developments north of William's Field Road. The primary pathway running through the site will pass alongside the co-work building and across the parking area to the adjacent commercial property to the south. Colored pedestrian crossings and traffic calming measures to the future commercial uses will contribute to site safety. Intersecting the primary pathway in front of the co-work space is a concrete path that will proceed east to Power Road, and then north along the site's perimeter landscape area.



The project will include a sidewalk extension that will link to the intersection at Williams Field Road and public transportation connection north of the subject site. Sidewalks and crossings on southbound Power Road are not provided along the curvilinear west property line on Power Road because of the unique shape, surrounding land uses, and in response to neighbors' comments at the neighborhood meeting held for this case before the first submittal.

During the applicant's neighborhood meeting held on February 21, 2019, neighbors who attended from the nearby Town of Gilbert subdivision (Cooley Station) recommended that the project not have any perimeter sidewalks or crossings on Power Road for safety reasons and to avoid obstructing traffic on Power Road. Further, the citizens discouraged any pedestrian connections that might facilitate access to their community located 1,000+ feet away. The proposed connection on the property's east boundary is responsive to these comments and the applicant's desire to provide the most direct access to the transit stop and nearby destinations.

Further address the issue of pedestrian access to the west of the subject site, the adjacent property to the west across Power Road lacks a destination for pedestrians, because it is a MCDOT flood control property that extends for more than 3,000 feet to the south. Residential neighborhoods are next to the MCDOT property in neighboring Gilbert. The nearest and more likely destinations for residents in *Cabana on Power Road* are to the north and northeast at the transit stop and airport access at William's Field Road. North of William's Field Road are other nearby commercial developments, including a self-storage facility, medical offices, a hotel, retail shops, and the Wal-Mart and Target developments flanking Ray Road.

#### **d. Buffers and Transitions**

The proposed *Cabana on Power Road* development will provide lush landscaping and comply with all applicable requirements for landscape counts and plant material. Shade trees and shrubs selected from local recommended plant lists will be established along Power Road to screen views to and from the site from Power Road and surrounding properties. The plant selection and layout are intended to contribute to the subject site's prominence and sense of place. Additional plantings will be included in the foundation base landscaping and along the primary and secondary pathways to create buffers between buildings and structures and provide for environmental comfort.

## **2. Circulation**

Vehicular entrances to the community will be located off of both Power Road frontages at the south end of the property in conformance with the requested configurations by the Mesa and Gilbert traffic engineering comments and will comply with all applicable requirements. Traffic calming measures and colored pedestrian crossings will be provided as included in the previous zoning submittal.



### 3. Architectural Design

The buildings will be designed with upscale modern architectural features with sophisticated building form. The buildings will be punctuated with various design materials, details, and colors consistent with recent trends, but not heavy or overstated given the contemporary themes. The overall architectural design will provide for enhanced visual interest, environmental comfort, and design creativity (see conceptual imagery below).

***Figure 7 – Preliminary Architectural Elevations***



On the preliminary building elevations, the massing is broken into four connected buildings that orient toward the interior open space zones. Each building will be four or seven units wide and will be linked by cabana entries and shaded walkways. On the exterior, uniquely colored vertical components anchor the endpieces of the elevation with similar vertical elements provided across the elevation. These create a feeling of stability, symmetry, and punctuation along the outer plane.

To add further interest, the buildings' exterior undulates consistent with variations in the roof line, creating three main layers of undulation that is matched by changes in the exterior materials. In the submitted preliminary elevations, colors and materials create contrast, in which there will be two main colors proposed – “cornucopia orange” and “nut shell brown” hues – on the “drift of mist” background. For transition and depth, additional color tones that complement the existing colors are provided on differentiated finishes.

The primary exterior materials comprise of sand/stippled stucco finish and horizontal raked stucco. In line with the vertical window elements, bark colored and grey patterned horizontal Allora lap siding provide enhanced accent colors and textures that complement the overall elevation. Together, these materials contribute to a tasteful combination of vertical and horizontal differentiation on the exterior planes. It is noted that the landscape plan coordinates with the architectural elevation, where trees and shrubs are planned at appropriate intervals to add to the varied exterior elevation.

One of the quads at the project's entry will feature a distinctive single story building reserved for the co-work space and fitness center (see first image above). The exterior of this building is centered between the two exterior vertical side elevations of the adjacent buildings. It is composed of a combination of building masses that repeat the colors and materials of the units, with emphasis on glazing and the orange, nut shell brown, and mist colors on horizontal raked stucco and horizontal lap siding.

Interior elevations will be similar to the exterior elevations, except they will have shaded walkways around the courtyards. As noted above, the elevations facing the internal walkways will have jogs at each unit, providing mini private spaces with sufficient space for residents to place tables and chairs to enjoy the views into the active open space areas.

#### 4. Development Standards

The PAD zoning overlay allows for the protection of the project's quality and enables the proposed development to fit neatly within the requested zoning district and General Plan objectives. This PAD applies the development standards established in the Zoning Ordinance sections for projects in RM-4 zoning, except for a few minor modifications that are justified by the proposed development, site constraints, and characteristics that exceed zoning standards. The table below lists the requested modifications to development standards, in which modifications are shown as **bold and underlined**, with a letter corresponding to the subsequent sections that follow.

**Table 2 – List of Modified Development Standards**

| Development Standards   | MZO Required   | Cabana Provided  | Modification #           |
|---|--|--|--------------------------|
| Building/Landscape Setback: <ul style="list-style-type: none"> <li>Front/Power Road, § 11-5-5</li> <li>Interior Side (north sides), § 11-5-5</li> </ul> | 30 ft.<br>25 ft. landscaping (PAD-BIZ)<br>20 ft.<br>15 ft./story                 | <b><u>30 ft. Building</u></b><br><b><u>25 ft. Landscaping</u></b><br><br><b><u>0 ft.</u></b>                                       | <b>a</b><br><br><b>b</b> |
| Min. Building Separation for Parking Canopies, § 11-5-5   | 20 ft.   | <b><u>13.5 ft.</u></b>   | <b>c</b>                 |
| Building Height   | 40 ft.<br>(50 ft. PAD-BIZ)   | <b><u>43 ft.</u></b>   | <b>d</b>                 |
| Fence Height in Front Setback, § 11-30-4.A.1.a  | 3.5 ft.  | <b><u>6 ft.</u></b>  | <b>e</b>                 |
| Private Open Space, §11-5-5.C: <ul style="list-style-type: none"> <li>Studio, 1 bed</li> <li>2 bed</li> <li>Min. Dimensions</li> <li>Access</li> </ul>  | 60 SF/unit<br>100 SF/unit<br>10 ft./60 SF<br>To 1 unit                           | <b><u>60 sq. ft. ave.</u></b><br><b><u>60 sq. ft. ave.</u></b><br><b><u>3.5 ft. x 14.0 ft. min.</u></b><br><b><u>See below</u></b> | <b>f</b>                 |
| Parking Requirements, § 11-32-3   | 2.1 standard<br>1.2 spaces/unit<br>Proximity to bus transit (Z17-034, Ord. 5407) | <b><u>1.4 spaces/unit</u></b><br><b><u>Proximity to bus stops and ASU bus rapid transit shuttle</u></b>                            | <b>g</b>                 |

### **Modifications:**

The modifications listed in the above table and discussed below are respectfully requested because given the distinct location, site constraints, and the proposed design of the property, strict application of the zoning provisions would not enable the proposed development to offer the cohesive design, open space plan, and creativity needed to promote the intended vibrant and sustainable development.

#### ***a. Landscape Setback on Power Road Frontages***

The required building setback does not change as it relates to buildings and structures, but a 25-foot landscape setback is proposed along the east and west property lines fronting Power Road. This modification is consistent with the previously approved plans under the PAD-BIZ overlays. This enables the site plan to be consistent with the previously plans, while providing plenty of space to create the needed landscape buffer to mitigate traffic impacts Power Road and establish the project's sense of place.

The adjusted standard is supported by the unusual polygon-like lot shape with narrower widths at its north and south portions and extension piece to the north that is too narrow for building development. Given that the proposed residential buildings far exceed

building setbacks, the multiple layers of landscaping proposed, and owing to the fact that the adjacent parcels have additional open space buffers to residential uses, the proposed plan offers more-than-sufficient transitions for this site.

***b. North Side Setback***

Where the subject property abuts the MCDOT property to the north, a modified zero-foot landscape setback is proposed. This enables the project to adjust to the unique property shape and above-referenced site conditions that impede the site's ability to comply with development standards for building separation, fire safety, trash collection services, and other development standards. The modified standard is further justified by the nature of the MCDOT property to the north, which will not develop into residential or commercial purposes, but rather a permanent open space area. This negates the need for a full setback at that specific location, because the purpose for building setbacks is to maintain sufficient light, space, and buffers between adjacent building structures. The open space nature of the properties to the north will have no buildings on which to justify the separation.

***c. Building Separation for Parking Canopies***

The lack of parallel lines, irregular shape to the property's boundaries, double arterial road frontages, and above-referenced site constraints result in a requested modification from 20 ft. to minimum 13.5 foot building separation requirements between the parking canopies and the residential buildings. In most instances (88% of the time), the parking canopies comply with the 20 ft. requirement, but adjacent to 12% of the covered parking canopies, the distance between the parking canopies and the respective buildings are between 13.5 feet to 20 feet. To illustrate this, on Figure 4 – Proposed Site Plan, orange-colored areas indicate where these deviations occur. These areas are limited to a few of the end pieces on the north end of the site and two locations at the west end of the site where they will be difficult to perceive from the perspective of the traffic flows and views into the site. The proposed deviation is offset by building locations, which are much greater than the required minimum setbacks to every property line. Additionally, the proposed building coverage is 20.8% of the site area, which is a much smaller footprint than the maximum allowed 55% building coverage.

***d. Building Height***

The proposed building height complies with the minimum 40 ft. building height, as measured from the finished floor elevation. Up to 3 feet more may be needed depending on the amount of onsite fill that will be needed to facilitate drainage efficiently away from the structures. Therefore, a proposed building height of 43 feet is requested, which is below the previously approved 50-foot building height. Again, the proposed building setbacks, site landscaping, and building coverage more than compensate for the proposed modification.

***e. 6-foot Fence Height in Front Setback***

For reasons similar to those stated above, a 6-foot perimeter fence is requested to surround the property and form the gated community component of *Cabana on Power Road*. This modifies the standard that limits fence heights to 3.5 feet in a front or arterial street setback, which applies to both Power Road frontages.

On typical rectangular properties with one front property line, two sides, and one rear property line, a perimeter fence is permitted on the side and rear property lines as provided under the Zoning Ordinance. In this case, however, where the property is bound by two arterial road frontages and a side frontage to the south that faces a mixed-use commercial use, it is unfeasible to locate the fence on the property lines on a majority of the site. To assist with site safety, a sense of community, and the need for walls and fences that form part of the site buffers to Power Road, the proposed 6-foot fence is proposed within the east and west landscape setbacks on Power Road.

This modification enables the site to benefit from the perimeter fence while still creating sufficient room for the proposed lush perimeter landscaping. It is noted that the proposed fences are located no more than 5 feet into the arterial street building setbacks and will not be located within the 25 foot landscape setback. Given the adjacent vacant and walled-in land uses and the nature of traffic flows, the proposed modification will be hardly visible and will contribute to an overall feel of a cohesive integration of the landscape plan, wall plan, and overall development plan.

***f. Private Open Space***

To implement the concepts unique to *Cabana on Power Road*, the private open space requirements are requested to be modified to provide a total of 15,150 sq. ft. of private open space. This averages 60 sq. ft. average for each unit, which complies the minimum 60 sq. ft. standard for studio and 1-bed units, but modifies the standard for 2 bed room units. Because only approximately 19% of the project are proposed as 2-bedroom units, the extent of this modification is limited. In addition, the typical square footage of the private open space areas per unit are approximately 3.5 ft. x 14.0 ft., which dimensions establish the proposed minimum dimensions for this PAD.

Also, to the extent necessary, the applicant requests that the definition of the private open space areas incorporate the proposed development plan, which includes, as described above, private pocket patios with different surface texture that are nestled into the jogged exterior elevations near the front entries of each unit facing the internal courtyards.

In the Zoning Ordinance, Chapter 87 defines Private Open Space as “open space intended for the exclusive use of the occupants of a dwelling unit.” Further, Section 11-5-5-C-5 limits access to “one living unit by a doorway to a habitable room or hallway.” The



proposed private patios comply with the definition of Private Open Space because they are “intended for the exclusive use of the occupants.” Also, under Section 11-5-5-C-5, each patio is accessible to “one living unit by a hallway,” in this case an outdoor hallway. However, another interpretation of this subsection C-5 requires the hallway to be indoors or with accessibility more limited to the occupant. Therefore, to the extent necessary to address this latter interpretation, a modification is requested under this PAD to consider the proposed patios shown on the development plan as Private Open Space.

The intent is to replace the private enclosure requirement from inert balconies that would face less attractive parking lots and Power Road with usable front door private spaces that face the internal courtyards. As proposed, these private patios will promote greater connection with neighbors, and they create a private transition from the interior space to the walkways, and ultimately the courtyards.

Individual patios may be adorned with a café table, chairs, and other facilities unique to each unit, which areas will have an inherently private nature. They are setback from the walkway in view of the unit’s front window, which communicates that the space is in the control of the individual owner, not any passerby. As proposed, these private patios will include different surface texture to differentiate it from the common passageway. Principles of design are characteristic of this feature, in which design, proximity, visibility, and definition of space cause people to react to the statement that the area is for private access only.

During the neighborhood meeting for this case, some of the neighbors in attendance stated they preferred that the doors and balconies in the project not be located on the exterior parts of the buildings to limit visibility to and from adjacent neighborhoods and to maintain privacy as much as possible. The proposed internal orientation of these patios helps address these concerns.

As further justification for these modified standards, the proposed 73,430 sq. ft. of open space area is 200% higher than the required 36,600 sq. ft. of total open space (301 SF/unit proposed, 150 SF/unit required). 33,002 sq. ft. is planned to be dedicated as active open space (45% of total), which is a much greater percentage than is typically provided in any residential development. This demonstrates how *Cabana on Power Road* exceeds standards for open space and provides enhanced alternatives that contribute to the development’s livability and sense of place.

#### ***g. Parking and Local Transit Access***

The proposed development will comply with parking standards for surface materials, parking dimensions, and landscaping. *Cabana on Power Road PAD* proposes a minimum of 334 spaces (1.4 spaces/unit), 305 of which are private parking. This exceeds the 293 parking spaces required if the parking requirement were 1.2 spaces/unit as approved under the existing site plan (Case No. Z17-034, Ord. 5407). The proposed 1.4 space/unit ratio is also

consistent with, and in excess of, the parking demands based on Greenlight Communities' other comparable multi-residence projects in Scottsdale and Phoenix.

Additionally, the incorporation of live-work space onsite, the adjacent retail/commercial property to the south, and proximity to employment, educational, shopping and recreational services as explained below, all reduce demand for vehicular travel below what is proposed on the submitted site plan. The development plan incorporates indoor and outdoor bike storage, which further promotes bicycle usage. For this project, the developer will provide a pedestrian connection to the nearest transit stop on either the east or west side of northbound Power Road, which will help facilitate non-vehicular travel to and from the project site.

There will be a reduced demand for parking on the subject property because it is within walking and biking distance to several transit stops and efficient access to employment, shopping, and recreational uses in the area. The project is adjacent to the Mesa-Phoenix Gateway Airport, ASU Polytechnic Campus, and Chandler-Gilbert Community College, where busses, shuttles, and services such as Uber and Lyft are frequently used, in addition to other alternative transportations alternatives. ASU offers rapid transit stop that departs every 15 minutes and connects the two school campuses.

Three bus stops are located within walking distance on both sides of Power Road at Williams Field Road, as shown in Figure 8 below.

**Figure 8 – Nearby Bus Transit Stops**



The above bus stops access multiple bus lines that connect to places, such as the following:

- Power Road to north of McDowell Road in Mesa. A short ride on the Power Road line will get you to nearby regional shopping 1 mile north at Power & Ray and nearby employment uses. This also carries passengers to a rapid transit service at Superstition Springs Mall with destinations in downtown Phoenix.
- Santan Marketplace and Mercy Gilbert Hospital in Gilbert
- Downtown Chandler and the 101 employment corridor in Chandler
- Rapid transit shuttles that connect the ASU Polytechnic Campus to the Main Campus in Downtown Tempe

In addition to bus stops, the subject site is within walking or biking distance to a few nearby restaurants and the Gateway Medical Campus where Gilbert Hospital and other professional offices are located – likely destinations for work and recreation.

## 5. General Plan Compliance

*Cabana on Power Road* is fully consistent with the General Plan vision and Specialty Character Area. The proposed multi residential land use is the same as in previously approved zoning case. Specialty Districts according to the General Plan are designated for “[a]reas for large, single uses such as college campuses, airports, and hospital campuses” (General Plan, p. 7-2). The General Plan appropriately plans for “associated living facilities,” such as multi-family residential uses to support the regional facilities, and the guidelines provide for typical building heights between 2-4 stories high (p. 7-26).

Consistent with these policies and guidelines, the proposed development is a suitably sized multi-story residential development adjacent to an airport and educational campuses. The proposed 3-story height is in the center of the height range contemplated in the general plan. In addition, the project complies with the goals, objectives, and policies of outlined in the General Plan as follows:

### Neighborhood Focus

- Implements a unique form of housing that supports the city’s desired “wide range of housing types.” (Neighborhood Focus, p. 7-5)
- Supports the notion of mixed use housing by developing a compact residential housing with direct access to commercial zoning and by creating a pedestrian to the nearest transit stop. (Neighborhood Focus, p. 7-5)
- The proposed uses, site amenities, and cohesive pedestrian network instill a sense of place, allowing residents and visitors to feel connected to the larger community. (Neighborhood Focus, p. 7-5).

## **“Great Neighborhoods” Element**

The General Plan states: *“Neighborhoods are the foundation of communities and cities. To be a great city where people want to live, work and play, we need a variety of great neighborhoods.”* Furthermore, the following five characteristics and qualities of great neighborhoods, as described in the General Plan for strong neighborhoods, are utilized in Cabana on Power Road’s development proposal:

- *Connectivity & Walkability*
  - *Block lengths developed consistent with the character area standards*
  - *Trees and shade provided along streets and pedestrian ways consistent with the character area standards in a way that does not interfere with night time lighting of the street, sidewalk and paths*
  - *Providing shade and comfortable places to stop along a street or trail*

**The size and stand-alone project creates a small block that provides ease of access to all site amenities and the adjacent commercial property. The project offers landscaped corridors with trees, shade, shade structures, and active open pace amenities along the pedestrian paths.**

- *Build Community and Fostering Social Interaction*
  - *Providing pedestrian systems that link residents to neighborhood focal points to naturally bring people together*

**The combined system of pedestrian linkages enclosed open space areas, and site amenities, and architectural design will facilitate the creation of the community gathering places and a sense of place. The uniquely themed courtyards and the units fronting the central open space area are part of this concept. Further, the co-work space and fitness center contribute to social interaction and sustainable living.**

- *Neighborhood Character & Personality*
  - *Reviewing new/reuse developments for the elements needed to add to the surrounding community and create a unique sense of place*
  - *Creating neighborhood boundaries and limiting through traffic into the neighborhoods*
  - *Street planting programs, signage treatments, or other such visual elements that can bring identity and recognition to a neighborhood.*

**Cabana on Power Road** consists of a distinctively themed branding in the entry features, architectural elevations, landscaping, and open space plan. Greenlight Communities applies a more defined branding. All of the units share a common open space/courtyard with enhanced hardscape and amenities, a more lush and green landscape palette, entries and wall plan with distinguishing features, and an upscale contemporary design in the architecture.

- *Safe, Clean and Healthy Living Environment*
  - *Encouraging the creation and maintenance of neighborhood associations (formal or informal)*
  - *Maintenance of streets, sidewalks, street lighting, etc. to ensure roadways, paths and trails are safe; improve lighting where needed*
  - *Locate and design public spaces so that there is a high degree of natural surveillance*
  - *Provision of active outdoor open space for all ages, including pocket parks and other non-traditional neighborhood-based recreational facilities*
  - *Maintain attractive, well-kept public spaces in neighborhoods*
  - *Provision of active outdoor open space for all ages, including pocket parks and other non-traditional neighborhood-based recreational facilities*

The proposed development's rental community with single ownership will establish efficient operations and management to oversee site maintenance. Site management will maintain community open space amenities and shared landscaped areas. Natural surveillance of the community parks and amenities are accomplished by the sizing and orientation of the buildings and units, most of which are either facing or adjacent to the open space amenities.

Active outdoor open space is provided, as well as the pedestrian pathways. Lighting throughout the development will meet City of Mesa requirements. In addition, the driveway and parking improvements will meet City standards, which enables the City to provide consistent and predictable street maintenance.

- *Quality Design & Development*
  - *Unique public or community spaces that provide a focal point to draw people together*
  - *Maintaining a pedestrian scale and attractiveness along streets*



- *Unique public or community spaces that provide a focal point to draw people together*
- *Maintaining a pedestrian scale and attractiveness along streets*

**As previously stated, the design of the pathways, connections between buildings, the transitions from the interior to exterior spaces, the pedestrian-trailed network, and overall design will offer a beautiful community identity, in conjunction with the various community courtyards spaces. Each courtyard will provide focal points to draw people together.**

## 6. Utilities and Infrastructure

The proposed development will comply with all applicable City of Mesa regulations and standards regarding right-of-way and infrastructure improvements in Mesa's jurisdiction. Given that southbound Power Road is located in the jurisdiction of the Town of Gilbert, Gilbert standards will be followed for that right-of-way. Along the property's Power Road frontages, full improvements are in place, including a divided six-lane arterial, bike lanes, curb and gutter, landscaping, and sidewalk improvements. Deceleration and acceleration lanes may be installed for *Cabana on Power Road* consistent with City standards.

Utilities in the subject property's vicinity include City of Mesa for water, sewer, police, fire, gas and waste disposal. The subject site is in SRP's electric supply service area.

Water – The proposed water services for the site will include a looped connection to the 24-inch and the 8-inch water lines in Power Road.

Sewer – There is adequate sewer capacity. The applicant proposes to install a new sewer line under the East Maricopa Floodway and tie into the spring line of the existing 66 inch service. Initial investigation shows that there will be enough fall and clearance to tie-in to this location.

Based on the property ownership's experience with the proposed housing product, it anticipates negligible effect on the surrounding public schools. If the concurrent annexation request is approved, development of *Cabana on Power Road* will increase the value of the property, which can indirectly increase the values of surrounding properties in Mesa. Added tax revenues will ultimately benefit funding of local schools in the long run.

## 7. Project Phasing

Efficient phasing will enable the successful implementation of the proposed development plan. The proposed driveways, any right-of-way improvements, drainage facilities, and utility services will be installed in the initial phase. Thereafter, site work will be developed in conjunction with perimeter and other site landscaping, followed by vertical construction.

## **X. Conclusion**

*Cabana on Power Road* development is a vibrant project that offers a high quality lifestyle for its residents. Consistent with previous approvals, it establishes essential elements of a mixed use project with pedestrian linkages and features that complement surrounding area. The proposed plans exceed standards and possesses the elements of a viable and sustainable place in which to live.