



PRELIMINARY PLAT NARRATIVE
FOR
EASTMARK: DU-7 PARCEL 53

PROJECT NARRATIVE

Submitted to:

City of Mesa
Planning Division
55 N. Center Street
480-644-2385

Prepared for:

TNHC ARIZONA MARKETING LLC
602-698-0997
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Prepared by:

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BOWMAN Project No. 050621-01-001
August 2019

I. INTRODUCTION

Eastmark: DU-7 Parcel 53 (the “Project”) is an approximately 13.38-net acre, high density single-family residential site, located on the southwest corner of Eastmark Parkway and Point Twenty-Two Boulevard in Mesa, AZ. The site is bounded by Point Twenty-Two Boulevard on the north, Eastmark Parkway on the east, the Eastmark Great Park on the west, and the Learning Experience and the Sequoia Pathfinder Academy on the south.

Currently, the property is vacant land and is part of the Eastmark Community. Eastmark is approximately 3,200 acres of land located south of Elliot Road, north of Williams Field Road, east of Ellsworth Road, and west of Signal Butte Road, developed by DMB Mesa Proving Grounds, LLC. In 2008, the City of Mesa approved multiple requests for the site, including a rezoning request to change the property’s zoning to Planned Community. As part of that request, a Community Plan (the “CP”) was also approved that identified the vision for the development of the Community together with development standards and permitting processes. Multiple Development Units were created and each Development Unit had unique standards, outlined in the Development Unit Plan.

Per the Development Unit 7 Development Unit Plan, the allowed land use groups for the Project area are LUG-V, LUG-CS, LUG-OS, LUG-GU, and LUG-D.

The applicant, TNHC Arizona Marketing LLC, through its Engineer, Bowman Consulting, has met with City Staff members to discuss the proposed site plan as part of the Eastmark development. The site will be developed according to the standards of the District Land Use Group (“LUG-D”). The Project will consist of 135 lots for a density of 10.09 DU/net acre. The Project will have two points of access; one off of Point Twenty-Two Boulevard and the other off of Eastmark Parkway. The main internal road will be a private looped road with a width of 28’ (face-of-curb to face-of-curb). Off of this main loop road, private auto court drives with a width of 24’ will provide access to the individual residential units.



II. ARCHITECTURAL PRODUCT

The homes will be 2-story and range in size from 1,586 square feet to 1,963 square feet. The homes will sit on a lot with a minimum size of 37' x 51'. Each unit will have a two-car garage with parking for two cars. Residential units facing the main loop road will be designed with the front door facing the loop road, allowing residents to access their homes from the Project's pedestrian connectivity system, or from the auto court drive. The front doors for the remaining residential units will be accessed off the auto court drives.

Homes will be designed to be consistent with the Eastmark Design Criteria established for DU 7. As required by the Eastmark CP, the Master Developer and the City of Mesa representative will review the proposed architecture and provide Design Review approval prior to submittal for building permits to confirm that the proposed plans meet the established design guidelines for the community.

III. LANDSCAPING AND AMENITIES

The Project will have approximately 25% open space. A large community open space area (neighborhood park) is located at the center of the Project and includes a ramada structure with picnic tables, a covered tot lot, and an activity lawn. At the northeast corner of the Project, there is a smaller open space area, which includes picnic tables, a gas BBQ, and small activity lawn. The Project will also include landscaped entries with strong, formal plant massing to create a distinctive identity for the Project. The main loop road will have a detached sidewalk that allows for tree-lined streets. The Project has been designed to allow residents easy access the amenities at the Eastmark Great Park through multiple gated access points along the western boundary. Additionally, residents have connectivity to the internal neighborhood park through two formal entries and smaller landscaped entries from each auto court adjacent to the park. Lastly, there are also multiple points of access to both Eastmark Parkway and Point Twenty-Two Boulevard from the interior of the community, creating a pedestrian friendly neighborhood.

IV. PARKING

The Eastmark CP establishes a requirement of two parking spaces per single family residential unit and does not include a requirement for guest parking. Based on the proposed 135 single-family homes within the Project, the required parking is 270 parking spaces. Each residential unit will have a two-car garage with two parking spaces, thus meeting the parking requirement. The City of Mesa, however, has expressed general concerns with the sufficiency of parking in residential neighborhoods; specifically with regard to guest parking. In response to this concern, the Project's main loop road has been designed to accommodate parking on one side of the street. As a result, an additional 40 on-street parking spaces are provided within the Project. The total parking provided for the Project is 310 parking spaces (270 required, 40 additional) with an overall parking ratio of 2.30 spaces/unit. This meets and exceeds the parking requirement as established within the Eastmark CP.

V. GRADING AND DRAINAGE

Drainage for the site flows from the east to the west towards the Great Park. A Drainage Study for the Great Park was prepared by Hoskin-Ryan Consultants that shows flows from the Project being accepted to the Great Park. As part of overall site development, the flows

from the Project will be analyzed to determine what those will be and compared to what was proposed as part of the Great Park hydrology analysis. If the flows are more than what was provided as part of the Great Park, then the additional required storage will be retained onsite and then the flows will discharge at a metered rate to ensure that the volume stored will drain off in under 36 hours. The site will use a combination of catch basins and underground piping and an open retention basin at the center of the development to eventually discharge to the proposed retention basin at the Great Park.

VI. INFRASTRUCTURE

Eastmark Parkway and Point Twenty-Two Boulevard, the off-site public roads surrounding the Project, have already been constructed as part of the development of Eastmark DU3/4 and DU7. These roads will provide access to the site. The City of Mesa currently provides water and sewer to the site via existing lines in Eastmark Parkway and Point Twenty-Two Boulevard. Electricity is provided by SRP and emergency services are provided by the City of Mesa.

VII. SOLID WASTE

Each unit will have its own solid waste and recycling containers that will be stored on the lot. On the designated pick-up days, the residents will pull their container from the lot to the designated can location on the main loop road. City of Mesa Standard Detail No. M-62.08 requires a maximum 100-ft trash pull distance for each residential unit. The Project has been designed in conformance with Standard Detail No. M-62.08 wherein each residential unit has a trash pull distance, for trash and recycle bins, of no more than 100-feet. An exhibit showing the maximum trash pull length is provided as part of this submittal.

VIII. PHASING

The Project is proposed to be developed in a single phase with the main entry located off of Eastmark Parkway and the secondary access off of Point Twenty-Two Boulevard.

IX. RESPONSE TO CONCERNS FROM PRE-APP SUBMITTAL

On June 06, 2019, a pre-application review meeting was conducted with City of Mesa Staff. During that meeting several items were brought up and they are provided below with a response as to how these items are being addressed.

Site Plan/Preliminary Plat

- 1. Provide a lot typical with the preliminary plat that identifies building setbacks.*

Response: A typical lot(s) has been provided on the Preliminary Plat.

- 2. Provide an alternative material like pavers or stamped concrete along the secondary drives. This will help Differentiate the residential drives from the main drive.*

Preliminary Plat Narrative
Eastmark: DU-7 Parcel 53

Response: Alternative materials have been provided at the end of the auto court and at the garage entrances to provide the differentiation as requested.

3. *Staff has concerns with residents parking in front of the garages of the end units and blocking pedestrian access to the amenities. Please address how that concern will be resolved.*

Response: As part of the final engineering plans a signing and marking plan will be prepared that shows that the auto courts will be clearly identified as “no parking”. This should address any concerns.

4. *Include a preliminary plat with property lines, dimensions, and lot typicals.*

Response: Refer to the provided Preliminary Plat.

5. *Staff has concerns with the pedestrian access to the parks, particularly, that it will feel like an alley and unwelcome. Consider pushing back the return walls. Provide dimensions for that area.*

Response: This concern has been addressed by pushing back the return walls. As part of the Preliminary Plat submittal a Conceptual Wall Plan has been provided that should address this matter.

6. *View fencing should be provided for the lots that are adjacent to the secondary entrance to the main open space on the northeast side.*

Response: This concern has been addressed by adding view fencing at the appropriate locations. As part of the Preliminary Plat submittal a Conceptual Wall Plan has been provided that should address this matter.

7. *Staff has concerns that the number of visitor parking spaces is not sufficient to support the development.*

Response: Additional guest parking has been added. Refer to Section IV above.

8. *Visitor parking is only identified as being at certain locations on the main street. How do you propose to restrict parking on the remainder of the street?*

Response: As part of the final engineering plans a signing and marking plan will be prepared that shows that the areas of concern and they will be clearly identified as “no parking”. This should address any concerns.

Design

1. *Covered patios will need to be incorporated in the project. In Arizona, it is vitally important. Site visits of similar developments have indicated that residents will make their own shade and it will affect the long-term appearance and quality of the project.*

Response: It is the intent of the developer to add patios as requested.

2. *There has been an inquiry regarding the addition of patios to the units. Please indicate on the lot typical if patios will be permitted and the setbacks for such patios.*

Response: A reference to the fact that patios will be incorporated, and the setback has been added to lot typical.

X. RESPONSE TO COMMENTS FROM PRE-PLAT INITIAL SUBMITTAL

Schedule

There will be an opportunity to meet with City of Mesa staff regarding the 1st review comments on the afternoon of Monday, July 22, 2019. The meeting is not required; however, it will provide the applicant an opportunity to clarify any comments. No additional meetings will be scheduled. You will receive follow-up communication from staff shortly. Please let staff know if you do not require a meeting to discuss comments.

The deadline to resubmit is August 5, 2019.

All comments must be resolved by August 12, 2019.

Response: Noted, a meeting with Staff was held on Monday July 22, 2019 and clarifications were provided. The deadline of August 5, 2019 is noted, and the required resubmittal will be provided prior to that deadline.

General Plan

The General Plan character area designation for the site is "Mixed Use Community". Per Chapter 7 of the General Plan, the purpose of the Mixed Use Community character area is to identify larger land areas where it is possible to develop a mixture of uses that will create a complete and identifiable community. The subject request conforms to the goals of the Mixed Use Community character area. The request is also consistent with the criteria for review outlined in Chapter 15 (pg. 15-1&2) of the Mesa 2040 General Plan.

Response: Noted.

Zoning

The site is currently zoned Planned Community - PC and is within Development Unit 7.

Response: Noted.

Preliminary Plat

- 1. Include a lot typical with the preliminary plat. Clearly identify building setbacks on the lot typical.*

Response: Noted, a lot typical has been added to the Preliminary Plat. Refer to the revised Preliminary Plat.

- 2. Please clearly indicate if covered patios have a different rear setback on the lot typical.*

Response: Noted, the setback for the covered patios will be the same as the building setback so no reference is required.

- 3. There are conflicting documents that indicate different preliminary plats. When uploading revisions, please clearly indicate the correct preliminary plat and lot configuration.*

Response: Noted, there was an issue with the Conceptual Landscape Plans and the Preliminary Plat and when they were re-uploaded this created two Preliminary Plats. With this resubmittal the name for the Preliminary Plat will be distinct to eliminate any confusion.

Development Planning Comments *The following comments were provided through the Development Planning Review process. Please contact Development Coordination with any questions related to these comments.*

Staff Contact Information:

<i>Discipline</i>	<i>Representative</i>	<i>Phone Number</i>	<i>Email Address</i>
<i>Development Coordination</i>	<i>Demian Thomas</i>	<i>480-644-4623</i>	Demian.Thomas@mesaaz.gov
<i>Development Coordination</i>	<i>Larry Smith</i>	<i>480-644-4732</i>	Larry.Smith@mesaaz.gov
<i>Development Coordination</i>	<i>Robert Apodaca</i>	<i>480-644-4296</i>	Robert.Apodaca@mesaaz.gov
<i>Building Construction Codes</i>	<i>Donna Canale</i>	<i>480-644-4087</i>	Donna.Canale@mesaaz.gov
<i>Fire Codes</i>	<i>Joe Tenorio</i>	<i>480-644-5134</i>	Joeseeph.Tenorio@mesaaz.gov

Response: Noted,

Building Safety - Fire Review Comments

Pablo Hernandez

Preliminary Plat Narrative
Eastmark: DU-7 Parcel 53

1. *The City of Mesa has adopted the 2018 International Code Council (ICC) "family" of codes and the 2017 National Electric Code produced by the National Fire Protection Association. To review Mesa Amended Fire Code, please visit <https://www.mesaaz.gov/city-hall/city-clerk/city-codes-laws-ordinances>*

Response: Noted, a note has been added to the Preliminary Plat stating this. Refer to the revised Preliminary Plat.

2. *Review IFC Appendix B & C regarding fire flow requirements. These code sections will provide the number of fire hydrants required (based on construction type and square footage), the maximum distances between hydrants, and access requirements to those hydrants. Note, at minimum, each building must be within 250 feet of a fire hydrant.*

Response: Noted, a note has been added to the Preliminary Plat providing this information. Refer to the revised Preliminary Plat.

3. *Per Mesa Amended Fire Code 507.3.1 507.3.1. Residential developments. The plat for residential sub-divisions shall have the following completed statement:
"Fire hydrant spacing:
This sub-division has fire hydrants spaced at an average spacing of () feet.
This allows the largest home on the lots to be a maximum of () square feet under roof.
Constructed per the Mesa Building Code of at least Type () construction."*

Response: Noted, a note has been added to the Preliminary Plat providing this information. Refer to the revised Preliminary Plat.

4. *Refer to Mesa Amended Fire Code Section 503.1.1 through 503.10 for information on fire access, fire lane and parking requirements. Also, ensure a minimum turning radius of 35'/55'.
See Fire Prevention Details for information on fire access roads:
<https://www.mesaaz.gov/home/showdocument?id=16206>.*

Response: Noted, a detail showing the typical turning radius has been added to the Preliminary Plat providing this information. Refer to the revised Preliminary Plat.

5. *Refer to IRC Section 202 Fire Separation Distance, and IRC R302 Fire Resistant Construction, and R302.1 Exterior walls. For fire resistant construction to verify if fire sprinklers are/or not required for buildings.*

Response: Noted, a note has been added to the Preliminary Plat providing this information. Refer to the revised Preliminary Plat.

6. Place the following fire code notes on the construction documents:
- "Compliance is required with all provisions and requirements of IBC Chapter 33, Safeguards During Construction, and; IFC Chapter 33 and NFPA 241, Fire Safety During Construction and Demolition."*
 - There shall be a 20 feet wide fire apparatus access road during construction or demolition. to bear the imposed loads of fire apparatus (74,000 lbs./24,000lbs per axle) when roads are wet. The access road shall be extended to within 100 of temporary or permanent fire department connections. A clearly visible sign marked "Fire Department Access", in red letters, shall be provided at the entry to the access road.*
All open trenches shall have steel plates capable of maintaining the integrity of the access road design when these trenches cross an access road. Permanent access per the Mesa Fire Code shall be in place prior to any final inspection or certificate of occupancy.
 - Approved water supply for construction site shall meet the requirements of Appendix Chapters B and C. The minimum fire flow requirement when contractor or developer brings combustible materials on site is 1,500 gpm at 25 psi. At least one fire hydrant shall be within 500 feet of any combustible material and capable of delivering the minimum fire flow requirement. This hydrant or hydrants may be either temporary or permanent as the project schedule permits. There are times when hydrants and valves must be closed temporarily for repair work or construction. The developer/contractor is responsible for ensuring that the water supply is always available. When the work is complete, the developer/contractor shall make sure that the fire hydrants are active, and the valves are open.*

Response: Noted, these notes have been added to the Preliminary Plat providing this information. Refer to the revised Preliminary Plat.

Engineering - Utility Coordination Comments

Steve Di Domenico

In accordance with the City of Mesa Engineering and Design Standards Chapter 604.3, 705.4 & 705.5 applicant will be required to place all new electric and/or communication services, modifications or upgrades underground. The Mesa City Council Approved City Code updates modifying the language to Title 9, Chapter 1 regarding pavement cuts. These modifications are effective as of February 27, 2017. Mesa City Code requires all pavement cut activities to have an approved permit and be restored in accordance with City standards and specifications (Mesa Standard Detail M-19.04.3). This update to City Code established a requirement to pay pavement restoration fees for cutting pavement that is newer than five years old. The four-tiered rate structure is based on pavement age and size of cut or pavement disturbance. For additional information, please review the Pavement Cut Process Brochure, located at

<http://mesaaz.gov/business/development-sustainability/construction-permits>
for more information about the Pavement Cut Process.

Current - EASTMARK PKWY

Name: EASTMARK PKWY

Preliminary Plat Narrative
Eastmark: DU-7 Parcel 53

From: POINT TWENTY TWO (AEK13B)
To: RAY
Current Treatments
2015: New Construction
Current Treatments Expiration: 1/19/2020Note:

The City of Mesa has CIP projects that are close to or within the scope of this project and could require additional coordination.

S884 - Eastmark - Great Park Phase III (CFD Bid)
Project Type: Parks
Project Number: S884
Project Name: Eastmark - Great Park Phase III (CFD Bid)
Project Manager: Alteri
Project Manager Phone:
Consultant: Hoskin Ryanderson Baron
Contractor: Danson
Total Project Budget: - Development Project
Bid Opening Date:
Council Award Date:
Start Construction Date: 10/29/2018

Response: Noted.

Solid Waste Review Comments

Bill Cummings

Solid waste comments that were originally stated on PRS19-00369 have yet to be addressed.

Solid Waste is unable to make constructive comments at this time until ALL comments that were previously stated be addressed.

Transportation Review Comments

David Barrier

C: CONSIDER INSTALLING R6-1 ONE WAY SIGN 18" X 36"

C: INSTALL R1-1 36" STOP SIGN

C: SEE CITY OF MESA DETAILS M-62.08 AND M-62.09 AND PROVIDE TRASH BARREL MARKINGS AND LOCATION. ROLL OUT CANNOT EXCEED 100'. PROVIDE A SIGNING AND STRIPING PLAN SHOWING REQUIRED NO PARKING SIGNS PER THE DETAIL. 2 BARREL COLLECTION LOCATIONS PER RESIDENTIAL UNIT ARE REQUIRED, INCLUDE NO PARKING BEGIN AND END SIGNING AS SHOWN IN DETAIL M-62.08

C: SHOW CORRECT NUMBER OF TRASH BIN SPACES, 2 SPACES REQUIRED PER UNIT. TRASH PULL EXHIBIT SHOWS CORRECT NUMBER OF SPACES

The following comments are found on the redline versions of your exhibits. Please refer to the documents with "redlines" in the title for more information.

Response: Noted, the requested signs have been added to the Conceptual Site Plan as requested. As for the trash barrel locations and markings this information is provided on the Conceptual Site Plan and the Trash Pull Exhibit. Refer to the attached Conceptual Site Plan and the Trash Pull Exhibit.

Civil Review Comments

David Barrier

INSTALL R1-1 36" STOP SIGN [Page 1]

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CONSIDER INSTALLING R6-1 ONE WAY SIGN 18" X 36" [Page 1]

SEE CITY OF MESA DETAILS M-62.08 AND M-62.09 AND PROVIDE TRASH BARREL MARKINGS AND LOCATION. ROLL OUT CANNOT EXCEED 100'. PROVIDE A SIGNING AND STRIPING PLAN SHOWING REQUIRED NO PARKING SIGNS PER THE DETAIL. 2 BARREL COLLECTION LOCATIONS PER RESIDENTIAL UNIT ARE REQUIRED, INCLUDE NO PARKING BEGIN AND END SIGNING AS SHOWN IN DETAIL M-62.08 [Page 1]

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