



PLANNING DIVISION
STAFF REPORT

Planning and Zoning Board

January 8, 2020

CASE Nos.: **ZON19-00806/ZON19-00954**

PROJECT NAME: **Reserve at Red Rock**

Owner's Name:	City of Mesa
Applicant's Name:	Desert Vista 100, LLC.
Location of Request:	Within the 5600 to 6000 blocks of East Thomas Road (north side) and within the 3600 to 4000 blocks of North Recker Road (west side). Located north of Thomas Road and west of Recker Road.
Parcel No(s):	141-39-001M, 141-39-001N and 141-39-001P
Requests:	Minor General Plan amendment to change the Character Type designation from Parks to Neighborhood; also rezone from Public and Semi-Public (PS) to Single Residence 6 (RS-6) Planned Area Development (PAD) and Single Residence 7 (RS-7) Planned Area Development (PAD); And consider the preliminary plat for "Reserve at Red Rock". These requests will allow for the development of a single-residence subdivision.
Existing Zoning District:	Public and Semi-Public (PS)
Council District:	5
Site Size:	136.7± acres
Proposed Use(s):	Single residence subdivision
Existing Use(s):	Vacant
Hearing Date(s):	January 8, 2020 / 4:00 p.m.
Staff Planner:	Evan Balmer, AICP
Staff Recommendation:	Approval with Conditions
Planning and Zoning Board Recommendation:	
Proposition 207 Waiver Signed:	No

HISTORY

On **February 22, 1983**, the property was annexed into the City of Mesa (Ord. #1682).

On **May 2, 1983**, the property was zoned Light Industrial (M-1) as part of the Red Mountain Ranch Development Master Plan (Case# Z83-034).

On **July 2, 2001**, the City Council approved to rezone the property from Light Industrial (M-1) to Public and Semi-Public (PF). The property was zoned Public and Semi Public (PF) to reserve the property for a future park site. (Case# Z01-028).

PROJECT DESCRIPTION

Background:

The subject property consists of three parcels totaling 136.7± acres that are owned by the City of Mesa. In May 2019, the City auctioned the land for private development. The request is to develop 109.8± acres of the 136.7± acre site for residential development with the remaining 26.9± acres located along the northern property boundary to be reserved as open space for a public park.

There are two requests associated with the subject application. The first is a minor General Plan amendment to change the character area designation from Parks to Neighborhood (ZON19-00954). The second request is to rezone the property from Public and Semi-Public (PS) to Single Residence 6 (RS-6) Planned Area Development (PAD) and Single Residence 7 (RS-7) Planned Area Development (PAD). The purpose of these requests is to allow the development of a 296-lot single residence subdivision on 136.7± acres. The property is currently vacant, except a small section in the western portion of the site that is developed with a City of Mesa lift station. The City will retain ownership of this section of the property.

General Plan Character Area Designation and Goals:

The applicant is requesting a minor General Plan amendment to change the character area designation from Parks to Neighborhood on 109.8± acres of the 136.7± acre site, the remaining 26.9± acres along the north section of the property is proposed to remain designated as a Parks and Open Space character area. Per Chapter 7 of the General Plan, the Parks and Open Space character type are large areas, typically over 20 acres, which are used for passive or active recreation. For the Neighborhood Character designation, Per the Plan, the primary focus of the Neighborhood character type is to provide safe places for people to live where they can feel secure and enjoy their surrounding community.

In addition to the goals of the individual character areas outlined in Chapter 7 of the General Plan, Chapter 4 of the General Plan outline goals for the City to focus on creating and maintaining a variety of great neighborhoods as part of the implementation of the General Plan and development within the City. Further, the general plan includes several key elements needed for strong neighborhoods (Mesa 2040 General Plan pg. 4-2), one of which is a safe, clean and healthy living environment. One of the open space elements proposed for the subject development (i.e. Reserve at Red Rock) is a robust trail network to be constructed throughout the community that also connects three amenity areas proposed in the development. The goals of such connectivity and plan active area are to allow residents the ability to walk or bike throughout the neighborhood.

Per the General Plan, another element of creating great neighborhoods is clearly defining neighborhood character and personality. The site plan provided with the application shows the proposed subdivision is designed around the unique topography found at the site. The street

design and lot layout are also designed in harmony with the topography of the site. This design of the site centered around the natural terrain offer a unique and well defined character of the development. It also allows a greater amount of natural open space areas to be preserved on the property and further the goals of the General Plan to create such a neighborhood with a unique character. In addition to the preservation of open space, the applicant has oriented the primary entry along Thomas Road to feature a view of Red Mountain in the distance.

Additionally, the applicant is only proposing development on 109.8± acres of the site. The remaining 26.9± acres along the northern portion of the site will be reserved as a park space that will be publicly accessible. The planned public park will be consistent with the requirements for the Park character area found in the General Plan (Mesa 2040 General Plan pg. 7-33).

The requested minor General Plan amendment to the Neighborhood character type is also consistent with the surrounding character area designations. All of the properties located along the eastern side of Recker Road have a character area designation of Neighborhood. The southwestern corner of the intersection of Thomas Road and Recker Road has a character area designation of Mixed Use Activity. Per Chapter 7 of the General Plan, the Mixed Use Activity District are large scale community and regional activity areas designed to attract customers from a large radius and has a goal to be a strong and viable centers of commercial activities that attract people to unique shopping and entertainment experiences. The requested change of the subject property to Neighborhood to allow development of 296 single residence homes will help provide the market and population to support the Mixed Use Activity area located to the south of the property. The development will also provide additional residential development to support the Employment character area to the west of the site and create an overall place based system of economic development where people can live, work, shop, and recreate.

Further, the proposed development of a 296-lot single residence subdivision with lots ranging in size from 5,600 square feet to 9,100 square feet conforms to the goals of the Neighborhood character designation. Per Chapter 7 of the General Plan, Single Residence (RS-6 and RS-7) zoning is listed as a primary use within the suburban sub-type. Staff reviewed the request and determined it is consistent with the criteria for review of development outlined in Chapter 15 (pg. 15-1) of the Mesa 2040 General Plan.

Falcon Field Sub-Area Plan:

The subject property is located along the eastern boundary of the Falcon Field Sub-Area. The Falcon Field Sub Area Plan was adopted by the City Council in 2007 to provide a planning policy document that is focused on the unique characteristics of the area including airport operations and strong business linkages to the airport. One of the goals of the plan is to ensure the Falcon Field Sub Area is an oasis of abundant, high-quality employment for professionals, technical experts, and highly skilled labor. Per the Falcon Field Sub Area Plan, there are over 10,000 employees within the boundary of the sub-area and there is a need for service-related uses such as restaurants and hotels. Although the subject requests do not include any commercial uses, the increase in residential uses and population in the area will support the growing commercial establishments located south of the subject site, specifically along Recker Road (Falcon Field Sub-Area Plan, pg. 28).

Airport Compatibility:

The proposed development is located approximately 1.25 miles northeast of Falcon Field Airport. The entire development boundary of the site is located within the Airport Overflight Area (AOA) 3. The development is not in the direct flight path of the airport runways; however, it is in close proximity and will likely experience noise from the airport. Per Section 11-5-2 of the Mesa Zoning Ordinance, single residence uses are allowed in the AOA 3 subject to specific conditions of approval (see condition numbers 5-7). The Falcon Field Airport staff reviewed the subject request and do not oppose the proposed development of the site. Staff has included standard conditions of approval for noise attenuation and notification requirements to be given to future property owners regarding proximity of the development to the airport.

Zoning District Designations:

The request includes rezoning of the property from PS to RS-6 and RS-7. The applicant is also requesting modifications to certain development standards through a Planned Area Development (PAD) overlay. The proposed lot sizes range from 5,600 square feet to 9,100 square feet. Per Section 11-5-2 of the Mesa Zoning Ordinance (MZO), the proposed use of the property for a single residential subdivision is allowed in the RS zoning district.

Planned Area Development (PAD) Overlay – MZO Article 3, Chapter 22:

The purpose of this request for an overlay is to allow modifications to certain required development standards on the property. The overlay is also to allow innovative design and flexibility that create high-quality development for the site.

Table 1 below shows the MZO required standards, the applicant's proposed PAD standards, and staff recommendations:

Table 1

Development Standard	Required RS-6	Proposed RS-6	Required RS-7	Proposed RS-7
Minimum Lot Area (sq.ft.)	6,000	5,600	7,000	7,800
Minimum Lot Width – Interior Lot (ft)	55'	50'	65'	60'
Minimum Lot Depth (ft)	90'	112'	94'	130'
Minimum Front Yard Garage (ft)	20'	18'	20'	18'
Minimum Front Yard Side Loaded Garage (ft)	20'	10'	20'	10'
Minimum Interior Side (ft) – Aggregate of 2 Sides	15'	10'	15'	10'
Minimum Street Side (ft)	10'	5'*	10'	5'*
Minimum Rear Yard to Livable (ft)	20'	15'	20'	20'
Minimum Rear Yard Abutting Arterial Street (ft)	30'	15'***	30'	20'***
Maximum Building Coverage (% of lot)	50%	55%	45%	55%

***Only when adjacent to an 8' landscape tract.**

**** Only when adjacent to a 10' landscape tract.**

As shown on the table above, the applicant is requesting the following deviations from the RS-6 and RS-7 zoning district development standards from Section 11-5-3 of the Mesa Zoning Ordinance (MZO):

Lot width, lot depth and lot area: The required minimum lot width in the RS-6 zoning district is 55' and the required minimum lot width in the RS-7 zoning district is 60'. The applicant is requesting a minimum lot width of 50' for the RS-6 portion of the development and 60' for the RS-7 portion of the development. In exchange for the slight reduction in lot width, the applicant is proposing to exceed the minimum lot depth for both zoning designations. The minimum lot depth in the RS-6 zone is 90' and the applicant is proposing 112' and the minimum lot depth in the RS-7 zone is 94' and the applicant is proposing 130'. A reduction in the minimum lot area from 6,000 square feet to 5,600 square feet is being requested for the RS-6 lots and no reduction from the minimum lot area is being requested for the RS-7 lots.

Setbacks:

Front Garage: The required front setback for RS-6 and RS-7 zoning districts to a front facing garage is 20' to the front of the garage. The applicant is requesting the front garage setback to be 18'.

Side Load Garage: The required front setback for RS-6 and RS-7 zoning districts to a side load garage is 20' to the side of the garage. The applicant is requesting the side load garage setback to be 10'.

Side aggregate: The required side setbacks for RS-6 and RS-7 zoning districts is 5' with a combined side setback on both sides of 15'. The applicant is requesting a reduced combined side setback of 10'.

Street side: The required side yard adjacent to a street for RS-6 and RS-7 zoning districts is 10'. The applicant is requesting a reduced street side setback of 5' only when adjacent to an 8' landscape tract.

Rear: The required setback from the livable section of the home to the rear lot line for the RS-6 zoning districts is 20'. The applicant is requesting a rear livable setback of 15'.

Rear abutting an arterial street: The required rear setback when the lot is abutting an arterial street for RS-6 and RS-7 zoning districts is 30'. The applicant is requesting a rear setback abutting an arterial street of 15' for the RS-6 portion of the property and 20' for the RS-7 portion of the property only when the lot is adjacent to a 10' landscape tract.

Lot Coverage: The required maximum lot coverage is 50% for RS-6 and 45% for RS-7. The applicant is requesting a maximum lot coverage of 55% for both RS-6 and RS-7.

Although the subject property is not within the Desert Uplands character area, which begins east of Power Road approximately, one mile east of the subject property, the design of the site includes several design elements found in the Desert Uplands character area. The Desert Uplands area allows smaller lots with common open space to maintain the low-density

character of the area while maintaining larger common areas of land for the preservation of natural area open space. The proposed development utilizes this principle of preservation larger common open space areas, instead of smaller multiple open space area. In addition, the private street network proposed in the development conforms to the natural topography and unique features of the property.

One of the purposes of planned area development overlay is to preserve the natural character of the land and encourage clustering of development (see Section 11-22 of the MZO). The requested deviations to the development standards allow for the ability to cluster the proposed development and preserve substantial natural areas on the property. The site plan shows the arrangements of the three different lot sizes clustered together to allow for a large area of natural open space to follow the existing wash that runs through the middle of the site.

Overall, the site plan shows a total of 38.3± acres of community open space and an additional 28.2± acres of publicly accessible open space proposed for the northern portion of the site. Three community amenities are proposed for the site. The primary amenity, which will be located in the northern portion of the site, will feature a residence club with fitness center, resort-style swimming pool, outdoor event space and sports courts.

The PAD also includes a request to allow for a private drive. Section 11-30-6-H of the MZO requires all parcels in the City of Mesa to front onto a dedicated public street, unless a PAD is approved to allow such street to be private. The proposed request with associated innovative designs and features conforms to the goals of a PAD.

Preliminary Plat

Section 9-6-2 of the Mesa Subdivision standards requires approval of all subdivision plats located in the City to be processed through four progressive stages. Review and approval of a preliminary plat is the second stage in the series of the progressive stages. Per section 11-66-2 of the Mesa Zoning Ordinance, the preliminary plat is reviewed and approved by the Planning and Zoning Board. All approved preliminary plats are subject to potential modification through the City's Subdivision Technical Review process, which is the third stage after approval of the preliminary plat. The Subdivision Technical Review process considers the overall design of the subdivision and details, such as utilities layout, ADA compliance, detention requirements, etc. This process can sometimes result in modification to lot sizes and configuration and a reduction in the number of lots.

The proposed preliminary plat shows development of three different lot sizes (5,600 square feet, 7,800 square feet and 9,100 square feet) with a gross density of 2.2 du/ac. Per the Plat, the lots are arranged in a cluster style development with the 5,600 square foot lots being located in the southwest portion of the site, the 7,800 square foot lots being located in the eastern portion of the site and the 9,100 square foot lots being located in the central portion of the site. There are two access points proposed for the development of the site, one to be located on Thomas Road and the other to be located on Recker Road. According to the applicant, the entry on Thomas Road will be the grander of the two and will be oriented in a way to maximize the view of Red Mountain. The entry on Recker Road will be more intimate in scale to better blend in with the existing residential in the area.

Surrounding Zoning Designations and Existing Use Activity:

Northwest LI Nammo Talley	North LI Nammo Talley	Northeast Across Recker Road RS-7-PAD Single Residence
West RS-90 Vacant	Subject Property PS Vacant	East Across Recker Road RS-7-PAD Single Residence
Southwest Across Thomas Road PEP-PAD Vacant	South Across Thomas Road RS-90 Vacant	Southeast Across Thomas Road RS-6-PAD Single Residence

Compatibility with Surrounding Land Uses:

The subject site is adjacent to developed single residence subdivisions on the east side of Recker Road. There are Light Industrial uses (Nammo Talley) located directly adjacent to the northern side of the subject property. However, the proposed site plan shows a reserved 26.9± acres along the northern portion of the property to be used as a public access park and a buffer to the residential development. There is also a small industrial subdivision located adjacent to the southwest corner of the subject property. To provide a buffer between the limited number of homes to be developed in southwest area, the applicant has included a 25' landscape tract which is an addition to the 35' street for a total of 60' between the property line and the nearest homes to this area. Overall, the proposed single residence subdivision will be compatible with the surrounding development and land uses.

Neighborhood Participation Plan and Public Comments

A Citizen Participation Process has been completed which included mailed letters to property owners within 1,000-feet of the site, as well as HOAs within ½ mile and registered neighborhoods within one mile of the site. The applicant held two neighborhood meetings, both of which were attended by city staff. The first meeting was held on October 1, 2019 and was attended by approximately 31 residents. The majority of topics discussed at this meeting included traffic, access to the site, the northern park area, access to the Red Mountain Ranch park and the construction timeframe for the project. The applicant conducted a second neighborhood meeting on November 14, 2019, which was attended by approximately 125 residents in the area. Many of the topics discussed and questions raised at this meeting were similar to the first meeting and centered around access to the site, the use of the Red Mountain Ranch park, traffic generated by the proposed development and allocating funds from the sale of the property for median improvements along Thomas Road. As of writing this report, staff has received emails from three residents. One resident inquired about the scheduled Planning and Zoning Board hearing date. The other two residents expressed concerns with increased traffic in the area and the locations of the proposed vehicular access points to the development. The applicant has provided a Citizen Participation Report that further details the outreach efforts to stakeholders in the area.

Staff Recommendations:

The request for a minor General Plan amendment to change the character type from Parks to Neighborhood is consistent with the goals of the General Plan. The request for rezoning from PS to RS-6-PAD and RS-7-PAD is consistent with the Neighborhood character type and is consistent with the purpose for a Planned Area Development overlay outlined in Section 11-22-1 of the MZO; Therefore, staff recommends approval of both requests with the following conditions of approval for Case# ZON19-00806:

Conditions of Approval for ZON19-00806:

1. Compliance with the City of Mesa Zoning Ordinance; except the design standards modified in Table 1 of the staff report.
2. Compliance with all requirements of the Subdivision Regulations.
3. Execute and comply with the Development Agreement.
4. Compliance with all City development codes and regulations.
5. Dedicate the right-of-way and easements required under the Mesa City Code at the time of application for a building permit, at the time of recordation of the subdivision plat, or at the time of the City's request for dedication, whichever comes first.
6. Owner granting an Avigation Easement and Release to the City, pertaining to Falcon Field Airport which will be prepared and recorded by the City (concurrently with the recordation of the final subdivision map or prior to the issuance of a building permit).
7. Written notice be provided to future property owners, and acknowledgment received that the project is within 1.25 miles of Falcon Field Airport.
8. Provide a 4-foot x 4-foot sign at the entrance to the sales office for this development, with notice to all prospective buyers that the project is within an Overflight Area for (Falcon Field Airport or PMGA) as specified in Section 11-19-5 of the Zoning Ordinance.
9. Prior to the issuance of a building permit, provide documentation by a registered Professional Engineer or registered Professional Architect has certified that Noise attenuation measures have been incorporated into the design and construction of the buildings to achieve a noise level reduction to 45 db as specified in Section 11-19-5 of the Zoning Ordinance.
10. All final subdivision plats shall include the following notice: "This property, due to its proximity to Phoenix- Mesa Gateway Airport, will experience aircraft overflights, which are expected to generate noise levels that may be of concern to some individuals."