

Granting these requests will allow for development of a mixed-use project including a 9-unit apartment complex on RM-2 zoned property and office uses on Limited Commercial (LC) zoned property. The specific requests are as follows:

- 1) Granting of a Development Incentive Permit (DIP) by the Board of Adjustment including the following modifications:
 - a. Reduce building side yard setback (east side) to ten (10) feet where thirty (30) feet is required;
 - b. Reduce landscape side yard setback (west side) to sixteen (16) feet where thirty (30) feet is required;
 - c. Reduce landscape rear yard setback to eight (8) feet where thirty (30) feet is required;
 - d. Reduce residential parking spaces per unit to 1.7 spaces/unit where 2.1 spaces/unit is required;
 - e. Reduce commercial parking spaces to 6 spaces (1 per 562 S.F.) where 9 (1 per 375 S.F.) are required;
 - f. Remove covered parking requirement for both residential and commercial parking.
 - g. Reduce setback requirement for parking spaces along drive aisles which connect to a street from required fifty (50) feet to twenty (20) feet.
 - h. Reduce pedestrian walkway width interior to the site to four (4) feet where five (5) feet is required.
- 2) Site Plan Approval by the Planning and Zoning Board
- 3) Design Review Approval by the Design Review Board

PROJECT DESCRIPTION

The existing property includes two zoning districts. To the north exists Limited Commercial (LC) zoning along Broadway Road and the southern half of the property maintains Multi-family Residential (RM-2) zoning. The parcel is surrounded on the east, south, and west by RM-2 zoned property as shown in Figure 2 on the next page with the RM-2 zoning boundary emphasized in orange. The new multi-family development is permitted under the MZO within the already existing RM-2 zoning district. Multi-family development is also permitted on up to 60% of the LC zoned area.

Figure 3 - Conceptual Elevations



SITE PLAN & FLOOR PLAN

The commercial portions of the site will be utilized for administrative offices similar to the uses which currently occur in the existing building on site. Currently there are six parking stalls which service the existing building and the same number of spaces are attributed to the new commercial building.

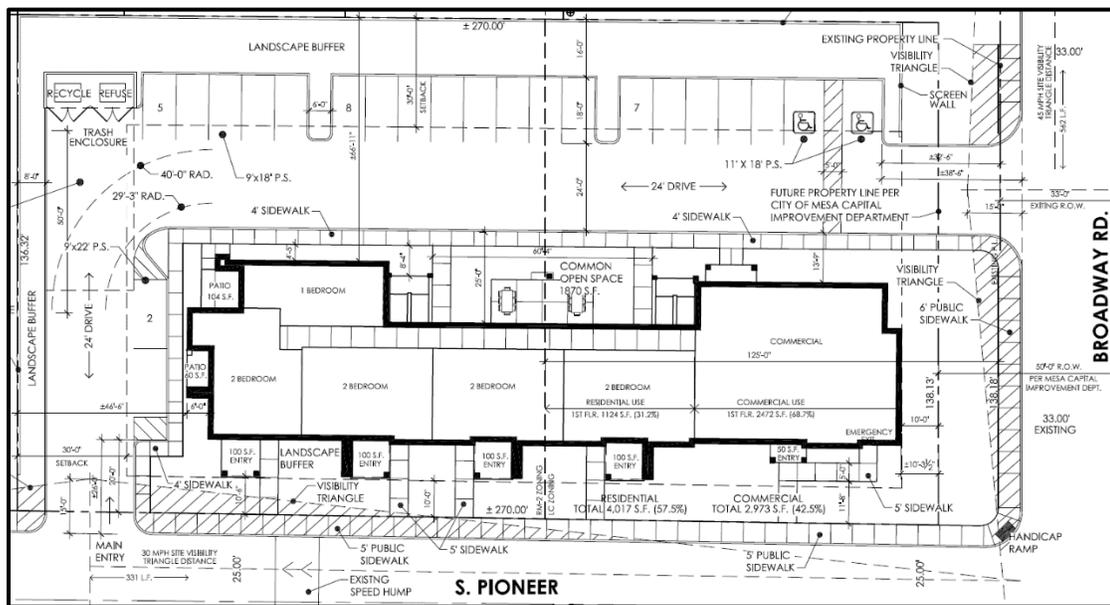
The residential portion of the site will include a two-story 9 unit apartment project with 1 one-bedroom unit and 8 two-bedroom units. As shown on the conceptual floor plans, there will be residential amenities including a gameroom, lounge, common kitchen, storage, and study areas.

Each bedroom will have a private bathroom. Each unit will have a spacious combined living room/kitchen area which leads to a private patio.

Vehicles enter from Pioneer nearly 240 feet from the Broadway Road intersection and park primarily in the rear of the site, shielded from public view. The drive aisle provides an intuitive connection between Broadway Road and Pioneer.

In keeping with the intent of the Central Main Street Plan's goal for creating an inviting, people friendly public realm, unit entrances have been added which engage Pioneer and facilitate additional pedestrian movement. The rear stairways and apartment unit entries are located adjacent to parking. Ground level entrances which engage Pioneer street are also provided to residential units including 100 SF patios. The conceptual site plan is available in Figure 4 below.

Figure 4 - Site Plan



ELEVATIONS & LANDSCAPE

As shown in Figure 3 above, the new building will maintain a desirable mid-century modern design with projecting patios that coordinate with a thoughtful placement of new trees. The color palette integrates well with the neighborhood and the varying wall heights and fronts maintain architectural interest.

The perimeter landscape includes abundant grass and trees. Trees will border the entirety of the site creating a desirable wall of green which provides shade and minimizes the urban heat island. The trees will also create a natural barrier, which in conjunction with the existing/proposed CMU wall and the significant building setback, supports a desirable visual divide from adjacent properties.

PARKING

As noted on the site plan, onsite parking will be provided at 1.7 spaces per unit for the residential use which is a minor deviation from the 2.1 spaces per unit required in the RM-2 district. It is anticipated that residents will primarily utilize alternative means of transportation such as buses, light rail, and ride sharing platforms. Even though we anticipate the resident’s primary use of alternative transportation, this DIP seeks a small parking reduction of only three parking spaces.

The commercial parking requirement for an office use is one space per 375 S.F. The existing building currently has 6 parking spaces and square footage of roughly 4,600 S.F. which is more than the proposed 3,372 S.F. commercial square footage. Parking for the existing administrative uses has been sufficient and is expected to continue. Maintaining 6 parking spaces for the office use would supply one parking space per 562 S.F.

UTILITIES

The existing utility distribution facilities are sufficient to service the new multi-family building and to continue serving the main existing building. Gas, electricity, and running water are all provided by the City of Mesa. Irrigation water is provided by SRP.

An accommodation will likely need to be granted from the Mesa Solid Waste Department regarding the location of the trash and recycling enclosures. Given the constricted size of the site, trash enclosures had to be located at the end of the entry drive aisle approximately 100 feet from the main entry.

NEIGHBORHOOD INTEGRATION

The property is located in an area primarily zoned for RM-2 uses. North of the property is Broadway Road followed by commercial uses, east of the property is Pioneer street and the Mesa Church, south of the site is a duplex, and west of the site there is a commercial office building and single-family residential. The surrounding zoning and uses are identified in Table 1 below.

Table 1 - Surrounding Uses

	Existing Zoning	Current General Plan	Existing Use(s)
North	Broadway Rd and GC	Neighborhood Traditional	Signs & Printing Shop; Auto Repair Shop
South	RM-2	Neighborhood Traditional	Single Family Attached Home
East	RM-2 and LC	Neighborhood Traditional	Church
West	RM-2 and LC	Neighborhood Traditional	Insurance Office; Single Family Detached Homes
Property	RM-2 and LC	Neighborhood Traditional	Administrative Office

As mentioned above, this underutilized property is zoned RM-2. Admittedly there are several underutilized properties in this area that are also zoned RM-2. The City of Mesa has

planned for increased density in areas such as this which are relatively near to downtown and adjacent to major arterial streets. Importantly, the City’s zoning plan to locate density in this area can be accomplished by approving these requests. The Owner’s vision for this property is aligned with the City of Mesa’s vision for the neighborhood.

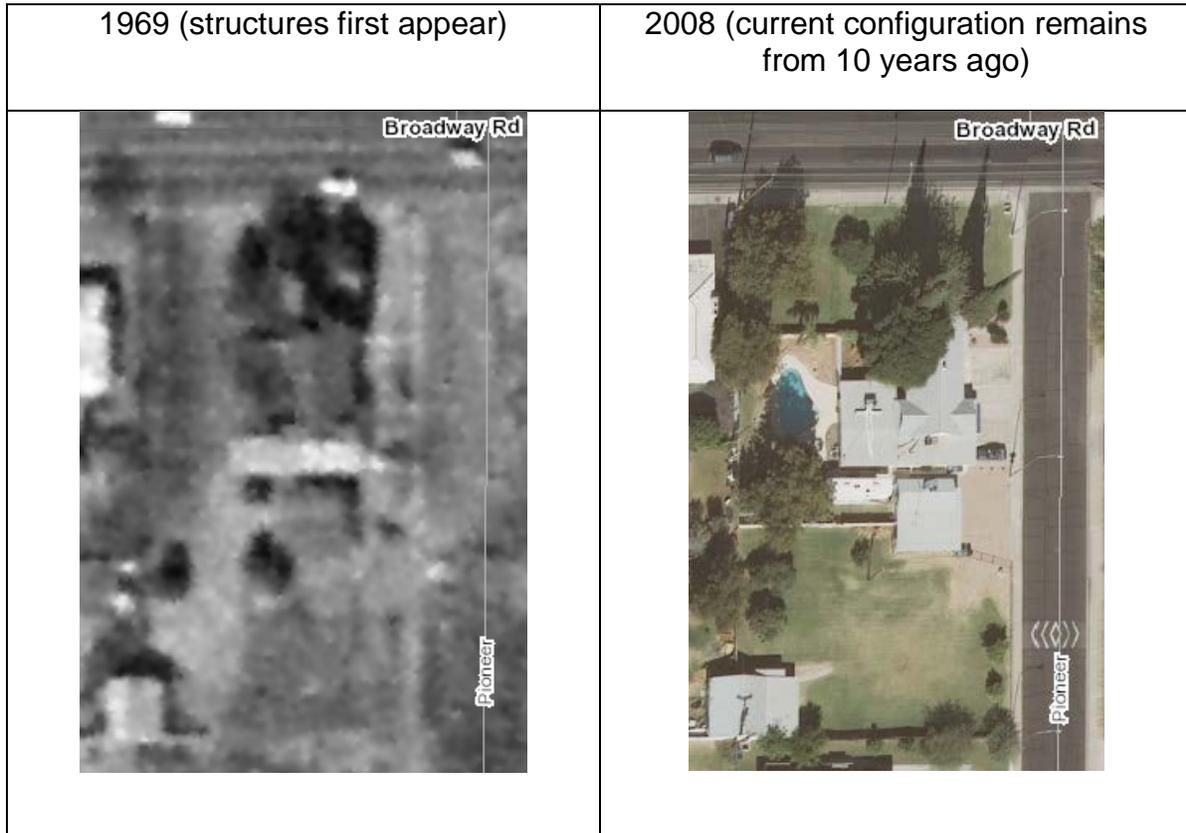
DIP CRITERIA

The subject parcel is a small tract of land that would have difficulty meeting current development standards. The parcel meets the criteria for a DIP as detailed in MZO Section 11-72-1 and explained below.

Area

The parcel is 1.13 gross acres which does not exceed 2.5 acres. The property with the existing buildings and sheds has been in its current configuration for more than 10 years as evidenced by the historic aerial photos in Figure 5 below.

Figure 5 - Historic Lot Configuration Aerials



Utilities

The parcel is served by existing utility distribution facilities. The existing utility distribution facilities are sufficient to service the residential and commercial building. Gas, electricity, and running water are all provided by the City of Mesa. Irrigation water is provided by SRP.

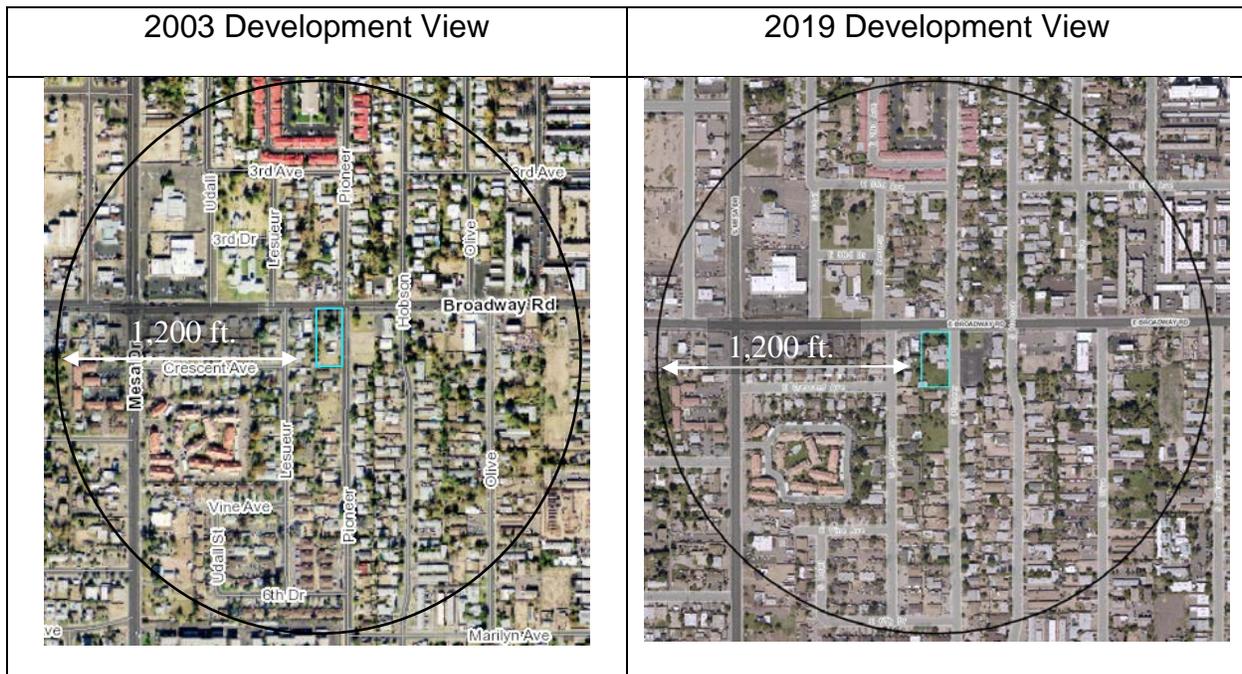
Surrounding Development

MZO Sections 11-72-1(C)(1) and (2) are also applicable as described below.

1) The total developable land within a 1,200 foot radius is not currently more than 25% vacant. The 2019 aerial in Figure 6, on the next page, shows that this part of Mesa is almost 100% developed.

2) By inspecting the 2003 historic aerial shown in Figure 6 you will also notice that the buildings developed in 2003 are nearly identical to buildings existing in 2019. Therefore, 50% of the total number of lots within the 1,200 foot radius were developed 15 or more years ago.

Figure 6 – 1,200 foot Aerial's



Accordingly, the Applicant hereby requests a DIP to address the following code requirements:

1. Deviation from the required 30 ft. building side yard setback (MZO Table 11-5-5) along the east property line. The request is for a 10 foot setback to the property line where 30 feet is required.
2. Deviation from the required 30 ft. landscape side yard setback (MZO Table 11-5-5) along the west property line. The request is for a 16 foot setback where 30 feet is required.
3. Deviation from the required 30 ft. landscape rear yard setback (MZO Table 11-5-5) along the South property line to allow for a drive aisle and parking spaces. The request is for an 8 foot setback where 30 feet is required.

4. Reduction in required residential parking from 2.1 spaces per unit to 1.7 spaces per unit because alternative means of transportation such as buses, light rail, and ride sharing platforms will be utilized by residents.
5. Reduction in required commercial parking to 6 spaces (1 per 562 S.F.) where 9 (1 per 375 S.F.) are required because alternative means of transportation such as buses, light rail, and ride sharing platforms will be utilized by office users and the existing office use maintains 6 spaces without a parking deficiency.
6. Removal of the covered parking requirement of MZO 11-32-3.D.2 for both residential and commercial parking.
7. Reduce setback requirement for parking spaces along drive aisles which connect to a street (MZO 11-32-4.A) from required fifty (50) feet to twenty (20) feet.
8. Reduce pedestrian walkway width interior to the site to four (4) feet where five (5) feet is required (MZO 11-30-8.D).

Tables 2 and 3 below further detail these requests.

Table 2 – RM-2 Development Standards		
Standard	Required	Proposed
Minimum Lot Area:	7,200 sq. ft.	37,054 sq. ft.
Minimum Lot Width:	60 ft.	135 ft.
Minimum Lot Depth:	94 ft.	150 ft.
Maximum Density	15 du/ac	15 du/ac
Minimum Lot Area per Dwelling Unit	2,904 sq. ft.	3,006 sq. ft.
Maximum Height	30 ft.	30 ft.
Minimum Building Setback (Minimum Yard):		
Front (north)	20 ft.	20 ft.
Side (east)	30 ft.	10 ft.
Side (west)	30 ft.	66 ft.
Rear (south)	30 ft.	46 ft.
Minimum Landscape Setback (Minimum Yard):		
Front (north)	20 ft.	20 ft.

<i>Table 2 – RM-2 Development Standards</i>		
Standard	Required	Proposed
Side (east)	30 ft.	20 ft.
Side (west)	30 ft.	16 ft.
Rear (south)	30 ft.	8 ft.
Maximum Building Coverage	45%	30.5%
Minimum Open Space per Unit (Private):	200 sq. ft. per unit	936 sq. ft. per unit
Total Open Space (200 sq. ft. per unit):	1,400 sq. ft.	2,806 sq. ft.
Parking Spaces	19 (2.1 per unit)	16 (1.7 per unit)
Parking Setback from Connecting Streets	50 ft.	20 ft.
Pedestrian Walkway Width	5 ft.	4 ft.

<i>Table 3 – LC Development Standards</i>		
Standard	Required	Proposed
Minimum Lot Area:	10,000 sq. ft.	37,054 sq. ft.
Minimum Lot Width:	100 ft.	135 ft.
Minimum Lot Depth:	100 ft.	120 ft.
Maximum Height	30 ft.	30 ft.
Minimum Building Setback (Minimum Yard):		
Front (north)	15 ft.	20 ft.
Side (east)	20 ft.	10 ft.
Side (west)	35 ft.	66 ft.
Rear (south)	35 ft.	46 ft.
Minimum Landscape Setback (Minimum Yard):		
Front (north)	20 ft.	20 ft.
Side (east)	30 ft.	20 ft.

Table 3 – LC Development Standards		
Standard	Required	Proposed
Side (west)	30 ft.	16 ft.
Rear (south)	30 ft.	8 ft.
Maximum Residential Density	25 du/ac	15 du/ac
Parking Spaces (1 space per 375 S.F.)	9	6
Parking Setback from Connecting Streets	50 ft.	32 ft.
Pedestrian Walkway Width	5 ft.	4 ft.

DIP REQUIRED FINDINGS

The proposed development meets the standards for required findings under MZO Section 11-72-3 as detailed below.

General Plan and Permitted RM-2 Uses

The multi-family use is consistent with the General Plan and the permitted uses in the RM-2 zoning district. The office use is consistent with the LC zoning district. The property is identified as Neighborhood Traditional in the General Plan and Multi-family Residential and small, neighborhood-scale office uses are both allowed uses under the General Plan.

Commensurate with Existing Development

As illustrated in Table 1– Surrounding Uses (see page 6 of this narrative), the property is surrounded on the north by commercial uses, on the east by a church parking lot, and on the south and west by residential uses. The existing residential uses directly south and west of the property include a 6-plex residence southwest of the property and a duplex to the south. One-story duplex, 4-plex, and 6-plex residences, in addition to two-story apartment complexes, are common within the 1,200 foot radius subject area zoned RM-2.

Necessary Incentives

The Mesa Zoning Ordinance (MZO) makes it difficult to develop on the RM-2 portion of this property because development triggers site plan and design review (see MZO Sections 11-69-2 and 11-71-2(A) where site plan and design review is required for mixed-use development along arterial streets but is not required for RM-2 density residential projects). These levels of review are not required for most RM-2 developments in the City.

It is necessary to grant incentives on this site because the buildable envelope is very small. With complete enforcement of the building and landscape setbacks, there would only be 17,250

S.F. of buildable space for parking and buildings on a lot which includes 37,054 net S.F. Strict enforcement of the minimum yard standards leaves less than 46% of the total parcel to be built on. The City of Mesa is also requiring a 50 foot ROW dedication which will further restrict the buildable envelope. This small envelope severely restricts the capability of the site when you consider additional requirements such as parking. The parcel needs appropriate incentives to be developable.

Architectural & Landscape Elements

The architectural elevations provided with this application indicate a quality, sensible design for the project. As shown in Figure 3 above, the new multi-family building will maintain a desirable mid-century modern design with projecting patios that coordinate with a thoughtful placement of new trees. The color palette integrates well with the neighborhood and the varying wall heights and fronts maintain architectural interest.

The perimeter landscape includes abundant grass and trees. The updated landscape adds trees to the border of the parcel which provides for visual buffering and increased beautification.

DIP JUSTIFICATION & COMPATIBILITY

As previously mentioned, the proposed use on the site is compatible with the surrounding commercial and residential uses. The character of the neighborhood located along Broadway Road and down Pioneer supports the allowed use and the setback development standards which are being deviated from are not uncommon in the area.

Increased building setbacks justify the proposed incentives. The proposed site plan provides for building setbacks on the west side (66 feet) and rear (46 feet) which are 36 feet and 26 feet above the required setback. This will provide a generous buffer to direct neighbors.

The reduced landscape setbacks are justified when contrasted with the large building setbacks which are provided. The proposed landscape setbacks are large enough to permit growth of various trees and vegetation. The request to remove the covered parking requirement is made to accentuate the proposed landscaping and not unnecessarily crowd the development.

Given the constricted size of the site, four foot walkways are requested in order to accommodate required drive aisle widths and parking requirements. The four foot sidewalks are compliant with ADA width and parking space placement requirements.

The proposed parking space reduction is justified by the existing office uses capacity and the alternative modes of transportation for residential parking discussed above. Increased parking requirements would erode the viability of providing new construction on this constrained, in-fill parcel.

The proposed reduction to parking setbacks from connecting streets is necessary to facilitate the parking proposed for the site. Enforcement of the 50 foot standard would necessitate reduction of at least 3 additional parking spaces. The provided screen wall and the placement of the building shields parking. There is approximately 26 feet from Pioneer street to the parking stall which provides an adequate storage distance for vehicles entering or exiting parking spaces. Stacking of cars waiting to enter or exit the northernmost stalls will also not pour into the Broadway ROW because there is currently 38 feet from Broadway Road to the proposed parking which allows for at least two full cars.

The DIP will apply to the building setback, landscape setback, walkway width and on-site parking requirements of the site. Approving this DIP will permit the Owner to construct consistent with the zoning districts on the property. We respectfully ask that the Board of Adjustment approve the DIP for the parcel.

CONCLUSION

The subject property meets all the requirements for a DIP and approval of the proposed site plan and elevations. The proposed uses are appropriate for the subject site and is consistent with the surrounding zoning context and existing character of the uses in the area.

By taking a holistic view of this “by-passed” property and the options to create a high quality development that integrates effectively with the existing residential and commercial land uses, we submit that this proposal achieves a wonderful balance of all the complex issues that must be considered. Accordingly, we respectfully request support for this project as it progresses through Mesa required development processes.