



**PLANNING DIVISION**  
**STAFF REPORT**

**Planning and Zoning Board**

**June 24, 2020**

CASE No.: **ZON19-00872**

PROJECT NAME: **Mountain Vista Master Plan**

Owner's Name:	Signal Butte BFC, LLC
Applicant's Name:	Reese Anderson, Pew & Lake, PLC
Location of Request:	Within the 1400 to 1600 blocks of South Signal Butte Road (west side); within the 10500 to 10800 blocks of East Southern Avenue (south side); within the 10500 to 10800 blocks of East Hampton Avenue (north side); and within the 10300 to 10800 blocks of East Hampton Avenue (south side). Located west of Signal Butte Road and south of Southern Avenue. (81.4± acres).
Parcel No(s):	220-81-780, 220-81-781, 220-81-782, 220-81-783, 220-81-784, 220-81-786, 220-81-790, 220-81-791, 220-81-792 and 220-81-987
Request:	Rezone from Limited Commercial (LC) with a Planned Area Development (PAD) overlay and LC-PAD with a Bonus Intensity Zone overlay (BIZ) to LC-PAD, Multiple Residence 4 (RM-4)-PAD and Multiple Residence 5 (RM-5)-PAD; and Site Plan Review.
Existing Zoning District:	LC-PAD-BIZ
Council District:	6
Site Size:	81.4± acres
Proposed Use(s):	Mixed-use development
Existing Use(s):	Vacant
Hearing Date(s):	<b>June 24, 2020 / 4:00 p.m.</b>
Staff Planner:	Evan Balmer
Staff Recommendation:	APPROVAL with Conditions
Planning and Zoning Board Recommendation:	
Proposition 207 Waiver Signed:	Yes

**HISTORY**

On **September 2, 1987**, the property was annexed into the City of Mesa (Ord. #2250) and subsequently zoned Single residence 43 (RS-43) (Case # Z87-067).

On **August 1, 1988**, the City Council approved a rezoning of the property from RS-43 to RS-43 with a conceptual plan for Office Commercial (OC), Limited Commercial (LC) and Light Industrial (LI) to allow future mixed-use development on the property (Z88-040).

On **April 16, 2007**, the City Council approved a Minor General Plan Amendment to change the land use designation on the property from Mixed-Use Employment to Regional Commercial and High Density Residential and also rezoned the property from RS-43 to LC-PAD and LC-PAD-BIZ to allow a mixed-use development on the property. (Case# GPMINOR07-002 and Z07-022).

## **PROJECT DESCRIPTION**

### **Background:**

The purpose of the subject request is to rezone the property from LC-PAD and LC-PAD-BIZ to LC-PAD, RM-4-PAD and RM-5-PAD to allow a mixed-use development on the property. There are eight development parcels shown on the development plan submitted with the application documents. Specifically, the applicant is requesting specific site plan approvals on four of the development parcels (i.e. Parcels A, B, C and F2) and a concept plan for the remaining four parcels (i.e. Parcels D1, D2, E, and F1). Per Section 11-22-5 of the Mesa Zoning Ordinance, approval of a specific site plan shall be required prior to development on the four parcels with the proposed conceptual plan approvals.

From the submitted application documents, Parcel B is being requested to be rezoned from the current LC-PAD designation to RM-5-PAD and Parcels C and F2 are being requested to be rezoned from the LC-PAD to RM-4-PAD with a specific site plan to allow multi residence development on those three parcels. Parcel A, as shown on the submitted documents, is being requested to be rezoned to LC with a PAD overlay and a specific site plan to allow commercial development on the property. Also, as part of the request, the applicant has agreed to enter into a development agreement to restrict certain land uses and timing of development for the overall 81-acre site. As part of the proposed development agreement, Parcel A shall be required to be developed solely for commercial uses and prohibit any residential development on the property.

### **General Plan Character Area Designation and Goals:**

The General Plan character area designation on the property is Mixed Use Activity. Per Chapter 7 of the General Plan, Mixed Use Activity character areas are generally large in scale (over 25 acres) and provide community and regional activity areas. These areas generally have a substantial retail commercial component. The Mixed Use Activity character area can also include a significant residential component, but will still have a mix of uses. The goal of the Mixed Use Activity character area is to create strong and viable commercial centers that attract people to unique shopping and entertainment experiences.

Chapter 4 of the General Plan includes several key elements needed for creating and maintaining a variety of great neighborhoods, one of which is providing for diversity of housing types, people, and land uses. Per the General Plan, a primary component to providing diversity within great neighborhoods is the allowance for a mix of land uses for residential and supporting commercial developments. Another component of creating and maintaining strong neighborhoods is providing pedestrian and vehicular connectivity and walkability. Also, providing a mixture of land

uses in close proximity to create a mixed use community affords residents the opportunity to be able to walk or bike and not rely on automobile travel to access commercial and recreational opportunities. In addition to the mixture of uses within walking distances, the connections between uses should be safe and comfortable for people to use.

The requested rezoning and PAD overlay provide the opportunity for a development geared towards achieving the goals of the general plan character designation, including providing a range of uses in close proximity, and creating a sense of place for people to live, work and play. Overall, the proposed rezoning conforms to the General Plan and the Mixed Use Activity character area designation. Staff reviewed the request and determined the proposed mix of land uses and intended development is consistent with the criteria for review outlined in Chapter 15 (pg. 15-1) of the Mesa 2040 General Plan.

#### **Zoning District Designations:**

As noted above, the request includes rezoning of the property from LC-PAD and LC-PAD-BIZ to LC, RM-4 and RM-5. The applicant is also requesting modifications to certain development standards through a Planned Area Development (PAD) overlay. Per Section 11-6-1 of the Mesa Zoning Ordinance (MZO), the purpose of the Limited Commercial zoning district is to provide areas for indoor retail, entertainment and service-oriented businesses that serve the surrounding residential trade area within a one (1) to ten-mile radius. Five of the eight proposed development parcels (i.e. Parcels A, D1, D2, E and F1) are proposed to be rezoned to LC-PAD. These parcels will provide a range of commercial and service-oriented business to support the residential components of the development, futures uses, and the existing surrounding neighborhoods.

Per Section 11-5-1 of the MZO, the purpose of the Multiple Residence (RM) districts are to provide areas for a variety of housing types at densities of up to 43 units per gross acre. Appropriate types of dwelling units include small-lot single residences, townhouses, cluster housing, and multiple residence housing. Three of the eight proposed development parcels (i.e. Parcels B, C and F2) are to be rezoned to residential medium designations. Specifically, Parcels C and F2 are being requested to be rezoned to RM-4, and Parcel B is being requested to be rezoned to RM-5. These aforementioned parcels will provide a range of residential densities within the 81-acre development and also complement existing surrounding single residence in the immediate neighborhood to the subject site.

#### **Site Plan and General Site Development Standards:**

There are eight development parcels associated with the request. As mentioned, the request is to rezone all eight parcels and obtain specific site plan approval for four of the eight development parcels (i.e. Parcels A, B, C and F2) in accordance with section 11-69 of the MZO. Below are the specific description of the site plan information for the four parcels:

Parcel A: This parcel is located directly along Signal Butte Road and will have direct access drive onto Signal Butte Road. The proposed site plan for the parcel shows development of commercial uses including a hotel, a fitness center, several general retail/office buildings, and four drive thru restaurants. The design of the site is planned to enhance and achieve the intent of the community mixed use activity character area designation by constructing buildings to be closer to the street and providing landscaping along the street to promote pedestrian scale type of development.

The site plan also shows pedestrian connections between various parcels within the development. Overall, the required number of parking for the proposed uses is 883. As part of the request, the applicant is requesting modification to the number of required parking to 683 spaces. Specifically, the applicant is requesting a reduction in the parking requirements for fitness centers from one space per 100 sq. ft. to one space per 200 sq. ft.

Parcel B: This parcel is located west of Parcel A and along Hampton Avenue located north of the parcel. Main access to the site will be from Hampton Avenue and have an egress only access on 105<sup>th</sup> Place. 105<sup>th</sup> Place is planned to be constructed to the west of the development and will run north to south within the subject 81-acre development. Overall, the development will include a four-story apartment building consisting of 345 units with two large centrally located courtyards. One of the proposed courtyards will serve as the active recreational area with amenities such as a swimming pool court. The other courtyard is intended as a garden courtyard. From the site plan, there will also be a dog park on the site. Specifically, the park will be located in the southeast corner of the site. Per Section 11-32 of the MZO, 2.1 parking spaces per unit are required for a total of 740 parking spaces for this development. The applicant is requesting a reduction in the number of required parking spaces to 1.5 spaces per unit for a total of 567 spaces. As justification for this request, the applicant has submitted a parking demand study prepared by a traffic engineer based on similar projects that were recently approved.

Parcel C: The site plan proposed for Parcel C shows a four-story apartment building consisting of 189 units. In addition, the site plan also shows two open courtyards with recreational amenities including a swimming pool and pickleball courts. The main access to the parcel will be from Hampton Avenue located north of the site. There will also be one egress only access onto an internal street (i.e. 105<sup>th</sup> Place) located to the east of the property (see attached site plan). The proposed site plan also shows pedestrian walkways and connections to the adjacent parcels. Overall, 247 parking spaces are proposed for the development (1.3 spaces per unit). Per Section 11-32 of the MZO, the number of parking required is 397 spaces (2.1 spaces per unit). As justification for this request, the applicant has submitted a parking demand study and has noted that this project will be an active adult community.

Parcel F2: The proposed site plan shows two access points onto the site; one access will be from Southern Avenue located north of the property and the other access will be from 105<sup>th</sup> Place located west of the site. The site plan shows 12 three-story apartment buildings with a total of 300 units and a large central open space area with a swimming pool, turf areas, and a pickleball court. There are also six garage loft buildings, which are two story buildings with apartments located above the garage, situated along the perimeter of the parcel. Overall, the site plan shows 560 parking spaces are proposed for the development (1.86 spaces per unit). Per Section 11-32 of the MZO, the number of parking required is 630 spaces (2.1 spaces per unit). As justification for this request, the applicant has submitted a parking demand study based on other similar projects.

### **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.

PAD Overlay with Specific Site Plans (Parcels A, B, C and F2)

Table 1 below shows the MZO required standards and the applicant's proposed PAD standards for Parcel A:

***Table 1 – Parcel A***

<b>Development Standard</b>	<b>Required LC</b>	<b>Proposed LC</b>	<b>Staff Recommendation</b>
Maximum Building Height (ft)	30'	<b>60'</b>	As proposed
Front and Street Facing Side Adjacent to Freeways (ft)	30'	<b>20'</b>	As proposed
Minimum Landscape Setback (ft)	15'	<b>10' (south property line)</b>	As proposed
Required Number of Parking Spaces	881	<b>681</b>	As proposed

As shown on the table above, the applicant is requesting the following deviations from Sections 11-6-3 and 11-32-3 of the Mesa Zoning Ordinance (MZO):

Required maximum building height: The required maximum building height in the LC zoning district is 30'. The applicant is requesting a maximum height of 60' to accommodate development of a possible hotel on the site. Because of the location of Parcel A at the intersection of Signal Butte Road and US Highway 60, such an increase in the maximum required height is appropriate and recommended.

Required front and street facing side adjacent to freeways: Per Section 11-6-3 of the MZO, the required front and street facing side yard adjacent to freeways is 30' and the applicant is requesting a reduction to 20'.

Required minimum landscape setback: Per Section 11-6-3 of the MZO, the required minimum perimeter landscape setback is 15'. The applicant is requesting a minimum landscape setback of 10' for the areas along the southern property line, specifically adjacent to the US Highway 60.

Required number of parking spaces: Per MZO Section 11-32-3, based on the anticipated uses for development of the site, a total of 881 parking spaces are required on the property. The applicant is proposing a parking reduction to allow a total of 681 spaces for the development of the site. Specifically, the applicant is requesting a reduction in the parking ratio for fitness clubs from one space per 100 square feet to one space per 200 square feet. According to the applicant, the fitness center would likely experience its peak demand after 5:00 pm on weekdays and on weekends during regular off-peak hours and can utilize parking spaces for the surrounding commercial and restaurant uses. Staff has no major concerns for the proposed number of parking spaces.

Table 2 below shows the MZO required standards and the applicant's proposed PAD standards for Parcel B:

**Table 2 – Parcel B**

<b>Development Standard</b>	<b>Required RM-5</b>	<b>Proposed RM-5</b>	<b>Staff Recommendation</b>
Maximum Building Height (ft)	50'	<b>60'</b>	As proposed
Minimum Landscape Setback (ft)	15'	<b>10' (east property line)</b>	As proposed
Garage Frontage Limitation	Maximum of 3 adjacent garage doors unless there is a break in the building facade	<b>Maximum of 15 adjacent garage doors</b>	As proposed
Required Number of Parking Spaces	2.1 spaces per unit	<b>1.6 spaces per unit</b>	As proposed

As shown on the table above, the applicant is requesting the following deviations from Sections 11-5-5; 11-6-3-B and 11-32-3 of the Mesa Zoning Ordinance (MZO):

Maximum building height: Per Section 11-5-5 of the MZO, the required maximum building height in the RM-5 zoning district is 50'. The applicant is requesting a maximum height of 60' to accommodate development of a four-story building with a parapet wall to screen roof mounted mechanical equipment. The requested height increase is consistent with the development pattern in the area.

Minimum landscape setback: Per Section 11-33 of the MZO, the required minimum perimeter landscape setback for non-single residential uses adjacent to other non-single residential uses is 15'. The applicant is requesting a minimum landscape setback of 10' for the eastern section of the property line adjacent to Parcel A.

Garage frontage limitation: Per Section 11-5-5.B(2) of the MZO, multiple garage doors located within one building are required to have a maximum number of three garage doors adjacent to one another, unless there is a break in the building façade between the garage doors. Such a break shall consist of a major architectural feature such as a building entrance. The applicant is requesting a maximum of 15 garage doors adjacent to each other. Per the elevation plans provided with the application, the garages are proposed to be located on the southern and eastern sections of the building. The elevations show there are projections and architectural embellishments that will create breaks in the building façade plane and minimize the appearance of bulkiness.

Required number of parking spaces: Section 11-32-3 of the MZO requires multiple residence developments to provide 2.1 parking spaces per unit. The applicant provided a parking study prepared by a professional engineer that support the requested parking reduction. The parking

study included a thorough analysis of projected parking demand for the development. The projected demand was based on comparable and similar recently completed projects by the developer that included a parking ratio of 1.5 spaces per unit.

Table 3 below shows the MZO required standards and the applicant's proposed PAD standards for Parcel B:

**Table 3 – Parcel C**

<b>Development Standard</b>	<b>Required RM-4</b>	<b>Proposed RM-4</b>	<b>Staff Recommendation</b>
Maximum Building Height (ft)	40'	55'	As proposed
Minimum Yard Interior Side and Rear: 3 or More Units on Lot (ft)	15' per story	<b>10' to trash enclosure 15' to garages</b>	As proposed
Minimum Landscape Setback Front (ft)	25'	20'	As proposed
Minimum Landscape Setback Side and Rear (ft)	15'	10'	As proposed
Required Private Open Space for 2 Bedroom Units (sq. ft.)	100 sq. ft.	62 sq. ft.	As proposed
Minimum Dimension for Private Open Space Located on the Ground Level (ft)	10'	6'	As proposed
Minimum dimensions for Above Ground Private Open Space (ft)	8' wide and 6' deep	<b>8' wide and 5' deep</b>	As proposed
Required Number of Parking Spaces	2.1 spaces per unit	<b>1.3 spaces per unit</b>	As proposed
Required Number of Bicycle Parking Spaces	1 space per 10 vehicle parking spaces	<b>1 space per 30 vehicle parking spaces</b>	As proposed

As shown on the table above, the applicant is requesting the following deviations from Sections 11-5-5 and 11-32-3 of the Mesa Zoning Ordinance (MZO):

Required maximum building height: Per Section 11-5-5 of the MZO, the required maximum building height in the RM-4 zoning district is 40'. The applicant is requesting a maximum height of 55' to accommodate development of a four-story building with a parapet wall to screen the roof mounted mechanical equipment. The requested height increase is consistent with the development pattern in the surrounding area, which includes a recently constructed 80' hotel along the US 60 frontage.

Required minimum yard interior side and rear; 3 or more units on a lot: Per Section 11-5-5 of the MZO, the required minimum side and rear yard for 3 or more units on a lot is 15' per story of the building. The applicant is requesting a reduction of the requirement and allow 10' setback trash enclosures and 15' setback for garages. According to the site plan, the minimum setback from the property line to the four-story residential building is 93', which exceeds the 15' per story requirement.

Required minimum landscape setback: Per Section 11-5-5 of the MZO, the required minimum landscape setback along the northern property adjacent to Hampton Avenue is 25'. The required minimum perimeter landscape setback along the east, west, and rear of the lot is 15'. The applicant is requesting a reduction in the required landscape setback along the northern property boundary from 25' to 20' and reduction along the eastern, western and southern property boundary from 15' to 10'.

Required private open space: MZO Section 11-5-5 includes standards for private open space. These standards include a minimum of 100 square feet of private open space for two-bedroom units and a minimum private open space dimensions of 10' for ground floor units and 8' wide and 6' deep for units above the ground floor. The applicant is requesting a reduction to the minimum required private open space for two-bedroom units, the minimum requirement for ground floor units, and the minimum required dimensions for units above the ground floor. Specifically, the applicant is requesting a reduction of the required open space for two-bedroom units from 100 sq. ft. to 62 sq. ft.; a reduction from a 10' minimum dimension for ground floor units to 6'; and a reduction in the required open space dimensions of 8' wide and 6' deep to 8' wide and 5' deep for units above the ground floor.

The applicant is requesting a reduction in the amount of required private open space for two-bedroom dwelling units from 100 square feet to 62 square feet. This reduction would only apply to the two-bedroom units as the studio and one-bedroom units exceed the required private open space requirements. The applicant is also requesting a reduction to the minimum open space dimension for ground floor units from 10' in width and 10' in depth to 6' in width and 6' in depth and a reduction in the private open space for units above the ground floor from 8' in width and 6' in depth to 8' in width and 5' in depth.

Required number of parking spaces: Section 11-32-3 of the MZO requires multiple residence developments to provide 2.1 parking spaces per unit. Per the submittal documents, the Parcel C will be developed as an active adult community, with many of the residents not actively employed and likely not need the number of vehicles found in typical apartment complexes. The applicant provided a parking study prepared by a professional engineer that shows the rationale for the requested parking reduction. The study used required and needed parking spaces for similar and recently completed projects by the developer for its findings and conclusion.

Required number of bicycle parking spaces: Section 11-32-8 of the MZO requires one bicycle parking space per 10 on-site vehicle parking spaces for multi-unit residential buildings. The applicant is requesting a reduction in the required number of bicycle parking spaces from one bicycle parking space per 10 vehicle parking spaces to one bicycle parking space per 30 vehicle parking spaces. This reduction corresponds to the requested reduction in vehicle parking spaces.

Table 4 below shows the MZO required standards and the applicant's proposed PAD standards for Parcel F2:

***Table 4– Parcel F2***

Development Standard	Required RM-4	Proposed RM-4	Staff Recommendation
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Minimum Yard Interior Side and Rear: 3 or More Units on Lot (ft)	15' per story	<b>15' north 15' east</b>	As proposed
Minimum Separation Between Buildings on the Same Lot (ft)	25' (one-story building) 30' (two-story building) 35' (three-story building)	<b>9'8"</b>	As proposed
Garage Frontage Limitation (ft)	Recessed 3' from upper story facade	<b>Recessed 1' from upper story facade</b>	As proposed
Required Private Open Space (sq. ft.)	60 sq. ft. (studio and one-bedroom units) 100 sq. ft. (two-bedroom units) 120 sq. ft. (three-bedroom units)	<b>42 sq. ft. (studio and one-bedroom units) 90 sq. ft. (two-bedroom units) 90 sq. ft. (three-bedroom units)</b>	As proposed
Minimum Dimension for Private Open Space Located on the Ground Level (ft)	10'	<b>7'</b>	As proposed
Minimum dimensions for Above Ground Private Open Space (ft)	8' wide and 6' deep	<b>7' wide and 6' deep</b>	As proposed
Required Number of Parking Spaces	2.1 spaces per unit	<b>1.8 spaces per unit</b>	As proposed

As shown on the table above, the applicant is requesting the following deviations from Sections 11-5-5 and 11-32-3 of the Mesa Zoning Ordinance (MZO):

Minimum yard interior side and rear: 3 or more units on lot: The required minimum side and rear yard for 3 or more units on a lot is 15' per each story of the building. The applicant is requesting a reduction from 45' to 15' to allow development of garage lofts units, which are two-story buildings with apartments above the garage, located on the north property line and traditional garage units along the east property line of the site. From the site plan submitted, the proposed loft units on the northern property boundary and the garages on the eastern property boundary will be adjacent to commercial development and allowing such a reduction in the required side and rear yard will not be detrimental to development of the property or adjacent uses.

Minimum separation between buildings on the same lot: Per Section 11-5-5 of the MZO, the required minimum separation between buildings on the same lot is 20' for single story buildings, 25' for two story buildings and 30' for three story buildings. From the site plan, the applicant is requesting a reduction from 30' to 9'8". Although the request is a reduction in the required building separation from 30' to 9'8", the applicant will maintain an average of 20' separation between adjacent buildings on the site. For areas that are less than 20' a corresponding section of the same building elevation will exceed 20' by the same amount. For example, the portion of the elevation with the minimum separation of 9'8" will be offset by a corresponding portion of

the same building elevation that is 30'4" to provide an average of 20' of building separation. Where the separation is 10'4" less than 20', a corresponding portion of the same elevation will have a minimum separation of 30'4".

Garage frontage limitation: Per Section 11-5-5.B(2) of the MZO, attached garages in multi-story buildings that include livable floor area are required to have the garage doors located below upper-story living space be recessed at least three feet from the upper-story façade. Per the site plan and elevations submitted with the application, the proposed loft units include six garages. Of these six garages, four of them meet the requirement to recess the garages 3' from the upper story facade while the other two are shown to be recessed 1'4" from the upper-story façade.

Private open space: Per Section 11-5-5 of the MZO, a minimum of 60 square feet of private open space is required for studio and one-bedroom units, a minimum of 100 square feet required for open space for two-bedroom units and 120 square feet is required for three-bedroom units. Per the submitted site plan, the development will provide a minimum of 42 square feet of private open space for studio and one-bedroom units and 90 square feet for two-bedroom and three-bedroom units. According to the applicant and the proposed site plan, there will be several common open space areas within the development that could be used by residents, instead of providing large private open space areas.

The minimum private open space dimension is 10' for ground floor units and 8' wide and 6' deep for units above the ground floor. The applicant is requesting a reduction from 10' to 7' for the minimum open space dimension for ground floor units and a reduction from 8' wide and 6' deep to 7' wide and 6' deep for units above the ground floor. Per the applicant's submittal documents, there are several different balcony types with varying dimensions. Several of the balconies will exceed the proposed minimum dimensions by providing balconies up to 12' in width.

Required number of parking spaces: Section 11-32-3 of the MZO requires multiple residence developments to provide 2.1 parking spaces per unit. The applicant has provided a parking study prepared by a professional engineer to support the requested reduction from 630 spaces to 560 spaces. The parking study analyzed the projected parking demand for the project and used comparable and similar projects that has been successfully completed by the developer with similar parking ratio.

PAD Overlay with Conceptual Plans (Parcels D1, D2, E and F1):

As part of the PAD, the applicant is requesting modification to certain development standards and conceptual plans for Parcel D1, Parcel D2, Parcel E and Parcel F1. Per Section 11-22-5 of the MZO, a conceptual plan may be requested on a property describing land uses, development themes, and ranges of intensity of development as ratios of activity, such as floor area ratio and dwelling units per acre. Approved conceptual plans require review and approval of a specific plan prior to development on the property. The conceptual plan document submitted with the application shows the zoning on the property, as well as pedestrian and vehicular connections between the various development parcels within the entire 81-acre site. Per Section 11-22-5(B) of the MZO, a specific site plan shall be required prior to any development on the proposed conceptual development plan parcels. The specific site plan will show the detailed site design, building elevations, landscaping, and other site related requirements.

Table 5 below shows the MZO required standards and the applicant's proposed PAD standards for Parcels D1 and D2:

**Table 5 – Parcels D1 and D2**

Development Standard	Required LC	Proposed LC	Staff Recommendation
Maximum Building Height (ft)	30'	100'	As proposed

As shown on the table above, the applicant is requesting the following deviations from Sections 11-6-3 of the Mesa Zoning Ordinance (MZO):

Required maximum building height: The required maximum building height in the LC zoning district is 30'. The applicant is requesting a maximum height of 100' to accommodate developments on Parcels D1 and D2. These parcels are situated adjacent to the US Highway 60 and allowing such additional height a freeway corridor will not be detrimental to surrounding properties. It will also help optimize the airspace of a property adjacent to such a roadway and provide more visibility to the development.

Per MZO Section 11-22-1 of the MZO, the purpose of the PAD overlay is to permit flexibility in the application of zoning standards and requirements where it can be demonstrated that the proposed development provides equivalent or superior standards in a creative way to meet the intent of the underlying zoning district and general plan. Some of the ways superior design standards can be met include providing superior building and site designs standards beyond requirements of the MZO providing amenities that create a unique and more sustainable alternative to conventional development standards, organizing single or multiple land use activities in a comprehensive manner and designed to work together in common and in a synergistic manner that benefit both the project and the neighboring area.

As part of the subject PAD, there are robust overall robust design guidelines to guide development of all parcels within the 81-acre property to create a unique, cohesive design within the development. Some of the elements within the design guidelines include design themes for the buildings, building material palettes, the percentage of required materials and minimum required architectural features for each building within the development. In addition to the architectural requirements, there is also design guidelines landscaping within the development that includes design themes, and plant palettes. There is also a proposed pedestrian and vehicular circulation plans to be approved as part of the development. Overall, the proposed design guidelines are to ensure the parcels within 81-acre development are developed and function as a cohesive master development unit.

#### **Design Review:**

The Design Review Board reviewed design guidelines proposed for development of the site on April 14, 2020 and recommended minor changes to the guidelines. The specific recommended changes included modifying the proposed walls to better complement the building types. The applicant revised the design guidelines and the DRB re-reviewed documents on May 12, 2020 and recommended the City Council to approve the guidelines as part of the 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, Americans with Disabilities Act (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 6 parcels: Parcel A, Parcel B, Parcel C, Parcel D and Parcel F.

**Surrounding Zoning Designations and Existing Use Activity:**

<b>Northwest</b> Across Southern Avenue RS-7-PAD Single Residence	<b>North</b> Across Southern Avenue RS-7-PAD Single Residence	<b>Northeast</b> Across Southern Avenue LC Commercial
<b>West</b> RM-4 Multiple Residence	<b>Subject Property</b> LC-PAD-BIZ Vacant	<b>East</b> LC Commercial
<b>Southwest</b> LC-PAD Vacant	<b>South</b> US Highway 60	<b>Southeast</b> Across Signal Butte Road RS-6-PAD Single Residence

**Compatibility with Surrounding Land Uses:**

The subject site is currently vacant. There are residential uses located to the northwest and north of the site as well as developed commercial uses to the northeast, along Signal Butte Road. There is also a hospital (Mountain Vista hospital) located to the west of the site, specifically on Hampton Avenue and Crismon Road, which is approximately 1,200' west of the site. Overall, the proposed mixed-use development is consistent with General Plan character designation, as well as the surrounding land uses.

**Neighborhood Participation Plan and Public Comments:**

The applicant has completed a Citizen Participation Process, which included letters to property owners within 1,000' of the site, as well as HOAs within ½ mile and registered neighborhoods within 1 mile of the site inviting them to provide comments about the proposed project. The applicant held a neighborhood meeting at Patterson Elementary School, which is located approximately ¾ miles north of the subject site, on January 21, 2020. Five residents attended the meeting and the questions asked included if the apartments would be for sale or rent, what amenities would be included in the residential development, and how Parcel D would be developed. As of writing this report, staff has received eight letters of support from surrounding business owners. These letters are included in the Citizen Participation Report. Staff will provide the Board with any new information during the scheduled Study Session on June 24, 2020.

**Staff Recommendations:**

The subject request is consistent with the General Plan and the purpose for a Planned Area Development overlay outlined in Section 11-22-1 of the MZO and meets the criteria for Site Plan Review outlined in Section 11-69-5 of the MZO. Therefore, staff recommends approval of the request with the following conditions:

**Conditions of Approval:**

1. Compliance with all requirements of the Subdivision Regulations.
2. Compliance with all City development codes and regulations, except the modification to the design standards as approved with this PAD as follows:

**Parcel A**

- a. The maximum building height is 60 feet.
- b. The setback along the front and the street that are adjacent to the freeway is a minimum of 20 feet.
- c. The minimum landscape setback along the south property line is 10 feet.
- d. The minimum parking ratio for the fitness club is one parking space per 200 square feet of fitness club building.

**Parcel B**

- a. The maximum building height is 60 feet.
- b. The minimum landscape setback along the east property line is 10 feet.
- c. Garage frontage limitation– Each residential building is allowed a maximum of 15 garage doors that are located adjacent to one another.
- d. The minimum parking ratio for the multiple residence is 1.6 parking spaces per dwelling unit.

**Parcel C**

- a. The maximum building height is 55 feet.
- b. The minimum yard interior side and rear is 10 feet to the trash enclosure and 15 feet to garages.
- c. The minimum landscape setback along the front property line is 20 feet.
- d. The minimum landscape setback along the rear property line is 10 feet.
- e. The required open space for each 2-bedroom dwelling unit is 62 square feet per unit.
- f. The minimum dimension for private open space located on the ground floor is 6 feet.
- g. The minimum dimensions for private open space located above the ground floor is 8 feet wide and 5 feet deep.
- h. The minimum parking ratio for the multiple residence is 1.3 parking spaces per dwelling unit.
- i. The minimum bicycle parking ratio is 1 bicycle parking space per 30 vehicle parking spaces.

**Parcel F2**

- a. The minimum yard interior side and rear is 15 feet along the north and east property lines.
- b. The minimum separation between each building located on the same lot is 9 feet 8 inches.

- c. Garage frontage – Each garage door must be recessed at least 1 foot from the upper story façade.
- d. The required private open space is as follows:
  - i. Studio and 1-bedroom units – 42 square feet of open space per unit.
  - ii. 2-bedroom units – 90 square feet of open space per unit.
  - iii. 3-bedroom units – 90 square feet of open space per unit.
- e. The minimum dimension for private open space located on the ground floor is 7 feet.
- f. The minimum dimension for private open space located above the ground floor is 7 feet wide and 6 feet deep.
- g. The minimum required parking ratio for the multiple residence is 1.8 parking spaces per dwelling unit.

**Parcels D1 and D2**

- i. The maximum building height is 100 feet.
3. 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.
  4. Prior to the submittal of a building permit recordation of cross access and cross parking easements between all parcels on the site.
  5. Execute and comply with the development agreement.
  6. Compliance with the final specific site plan for parcels A, B, C and F2.
  7. Modifications to the Site Plan for Parcel A:
    - a. The following modifications to the final site plan for Parcel A will require review and approval through the City's rezoning process;
      - i. Any modification that changes the location of any of the proposed drive-thru lanes from the location shown on the final site plan.
      - ii. Any modification that changes the orientation of a building or buildings, other than moving the building or buildings closer to the street.
    - b. All other modifications shall comply with site plan review procedures of Chapter 69 of the MZO.
  8. Provide a 40-inch high screen walls surrounding sections of the drive-thru lanes of buildings P3 and P4 that abuts Signal Butte Road as described in MZO Section 11-31-18.
  9. Parcel A is allowed a maximum of four uses with drive-thru facilities.
  10. Compliance with the Concept Plan for Parcels D1, D2, E and F1.
  11. Compliance with the final landscape plan.
  12. Compliance with the final Design Guidelines.

**Exhibits:**

**Exhibit 1-Staff Report**

**Exhibit 2-Vicinity Map**

**Exhibit 3-Application Information**

- 3.1 Overall Development Plan
- 3.2 Overall Landscape Plan
- 3.3 Overall Pedestrian Circulation Plan
- 3.4 Overall Vehicular Circulation Plan

- 3.5 Overall Entry Monumentation Plan
- 3.6 Overall Theme Wall Plan
- 3.7 Mountain Vista Design Guidelines
- 3.8 Specific Plans for Parcel A
- 3.9 Specific Plans for Parcel B
- 3.10 Specific Plans for Parcel C
- 3.11 Specific Plans for Parcel F2

**Exhibit 4-Citizen Participation Report**