

ZON21-00878 District 5. Within the 2800 to 3100 blocks of North Recker Road (west side) and within the 5900 block of East Longbow Parkway (south side). Located north of McDowell Road on the west side of Recker Road. (20± acres). Minor General Plan Amendment from Employment to Mixed-Use Activity District. This request will allow for a mixed use development. Reese Anderson, Pew & Lake, PLC, applicant; Dover Associates, LLC, owner.

(Continued from January 26, 2022)

Planner: Cassidy Welch

Staff Recommendation: Adoption

Summary:

Staffmember Cassidy Welch presented case ZON21-00731 and ZON21-00878: The request is for a minor General Plan amendment from employment to the mixed-use activity district, as well as a modification of the Longbow Planned Area Development overlay, a rezone from light industrial to limited commercial, a council use permit, and site plan review to allow for a mixed-use development. The site is located south of the 202 Freeway, on the west side of Recker Road and on the south side of Longbow Parkway, and north of McDowell Road. The current General Plan designation for this property is employment, the intent behind the employment character area is to provide for minimal connection to surrounding areas, as well as a wide range of employment uses in high quality settings. As a part of this request, it does include a minor General Plan modification to the mixed-use activity district. The intent behind the mixed-use activity district is to provide for large scale community, and regional activity areas that serve and attract customers from a large radius. These areas are intended to be strong and viable centers of commercial and activity, and common uses within the mixed-use activity district often include office entertainment, retail, restaurants, and residential where appropriate. The site is currently zoned light industrial with a Planned Area Development overlay. That PAD was established with the Longbow Park in 2002 and was modified in 2008. The site is currently vacant. The proposed zoning includes a modification to the Longbow Park PAD development standards, those modifications will apply to lot four of that Longbow Park PAD only, as well as a rezone to limited commercial with MPD and council use permit. Limited Commercial is identified as a primary zoning district in the mixed-use activity district. The intent behind the limited commercial zoning is to provide areas for retail entertainment, and service, oriented businesses. So both the retail and restaurants that are proposed with the commercial component of the site plan are permitted. And then the multiple residence, requires a council use permit because they are modifying the standards for multiple residence in commercial districts. The proposed site plan includes approximately six, acre commercial component with six commercial buildings, and then a 13 acre multiple residents component for 359 multiple residence units ranging in height from two to three stories. As a part of the PAD request, the applicant is proposing modifications to the development standards. Those modifications include an increase in the maximum building height, a reduction of the building separation standards, a modification to the

outdoor living requirements, and then a reduction in the required parking ratio. As support for that justification, the applicant has provided enhanced entryways for this proposed development, as well as enhanced connections between the proposed commercial and multiple residents, a shared access pass and pedestrian connection between the commercial multiple residents a multi-use path along the west side of the property, along the Longbow golf course, and then high quality amenities within the multiple residents component. So multiple residence is permitted in the LLC zoning district, subject to the criteria outlined in Section 1131 31 of the zoning ordinance, which requires a minimum 60% of the gross floor area of all buildings to be utilized for commercial uses, and then a minimum 65% of the ground floor of each building to be used for commercial uses. The applicant is proposing a modification to these standards to 33% commercial gross floor area on site. And because of that modification that does require approval of a council use permit. The applicant did attend the Design Review Board on October 12. The Design Review Board recommended minor changes to the proposed elevations and staff is working with the applicant to implement those changes. The applicant did conduct a citizen participation process which included letters to property owners within 1000 feet, as well as HOAs, and registered neighborhoods within one mile. The applicant held two neighborhood meetings one in September of 2021, and another in November of 2021. In addition to those neighborhood meetings, the applicant has received additional communication, and held additional secondary meetings with surrounding neighborhoods, both in opposition and support of the proposed development. Staff has received several emails in opposition, and support of the proposed development. In addition, staff has been in communication with several of the neighborhoods, are several of the neighbors for the existing single residence subdivision to the east of Recker Road, who were in opposition of the proposed project. Those concerns that were outlined by the neighbors include the proposed density of the multiple residence component, increased traffic on Recker Road, the concerns with the reduced parking ratio proposed with the multiple residents, and then compatibility with the surrounding area. In response to these concerns, the City hired a third-party facilitator to meet with both the neighbors and the applicants to provide an unbiased assessment. That facilitators report was included in the agenda packet and isn't available to the public. In summary, we find that the proposed development complies with the intent of the 2040 Mesa General Plan, meets the criteria for a Planned Area Development overlay and is consistent with the existing Longbow Planned Area Development overlay as well as the criteria for a council use permit and Site Plan Review, and staff is recommending adoption of the proposed minor General Plan amendment and approval with conditions of the proposed rezone.

Boardmember Peterson inquired: on the on the council use permit, the 60% versus 33%, what is the denominator for that? Is it just this project area or is that the overall Longbow master plan?

Staffmember Cassidy Welch clarified: It would just be the subject area highlighted in blue.

Boardmember Peterson inquired: within the Longbow Master Plan, I go to this area quite a bit, but I don't recall there's any other multifamily within the Longbow Master Plan?

Staffmember Cassidy Welch stated: That is correct.

Boardmember Peterson inquired: And the third party did their review of the project and of the of the neighbor input, the staff recommendation remains recommendation for approval with conditions is that correct?

Staffmember Cassidy Welch confirmed.

Applicant Reese Anderson 1744 South Val Vista spoke: On behalf of DHI communities, which is a DR Horton Community Company. And as you well know from their reputation, there are high quality builder and developers here in the Valley as well as across the nation. With me tonight is Mike Truman, Roger Pryor, and Tanya Aqsa Mantova all from DHI communities, all available to answer your questions. The staff have done a great job giving you an overview of that of this project. And so I don't want to spend any more time really delving into and explaining more about something, or rehashing something, but let me just give you, an outline of the Longbow PAD, but this is a snip taken from the 2008 zoning case with Longbow PAD. What's important to note is that for parcel four, which is what we're dealing with today, the allowed heights are 40 feet. And part of the parcel four actually has allowed heights up to 90 feet. And so the Longbow PAD. If you look closely at the fine print there, you can see that commercial is allowed in those areas. So as Longbow has developed over the years, again, starting in 2002, it really has developed as more of a mixed use. And you can see these things with the Sprouts, the Fatcats. The hotel happening, Amazon is now up and running on the far west side, and you see storage other industrial Sunstate, others are developing along McDowell Road. But along Recker, it's really developing more as a mixed use type of development. And it makes sense to consider this type of proposal there. Again, if you've driven out there and seen it, there's a picture of the hotel CVS is down on the corner, and of course Amazon. So, today we've outlined the proposal in light blue there, but just to the west of us is 12 West Brewery, some of you familiar with their site downtown, they're moving part of their main brewing operations out there. To the north of us, of course, is the Fat Cats and Sprouts center. Longbow still has vacant land to the west of there for development. And then you can see of course, Sunshine Acres, I think most of us aware of and hold a sense of pride for what Sunshine Acres does. There's Amazon, the golf course. And then along the south there are now both approved and in the process, those industrial and warehouse projects that are happening on McDowell Road. These are just a few letters of support that we have, again from Sunshine Acres, Concord East Ridge, which is the hotel, Fatcats and Kitchel, which was the developer of the Sprouts center. Those are in your packets, so I won't dwell long on them. This property is within the Longbow with in Falcon Fields sub area. That's an important economic generator for the City of Mesa. Based on our calculations, there's over 13,000 jobs just happening within this very small area. And interesting based on the Maricopa County statistics, 11% of all the aerospace jobs in Maricopa County are right here in this Falcon Field sub area. All of

you are familiar with these major employers but from Boeing, MD Helicopters, Amazon now Special Devices Inc, Alice Motors, and there are interesting over 339 other employers in the area. So, there's a need for housing for employees in the area, as well as others. This is taken from the Maricopa Association of Governments employer database. The size of the blue dot represents the intensity of employees and jobs within an area. Of course, you can see the airport and then you can see just north of there and into the west, but within this Falcon Field sub area. There's a lot of employment happening. So, during our outreach with neighborhoods, we had two neighborhood meetings, we've had multiple emails, phone calls, etc. But these are the key issues that we heard while we were working through the neighborhood outreach part of this case, opposition to multifamily, opposition to three story buildings, overflow parking into the into the nearby residential area which is really meaning that parking would occur on the east side of Recker within the neighborhood, increased traffic and road safety issues, noise and light glare concerns, and then a general concern that the City doesn't value neighbor opinions and does not enforce its ordinances.

As Cassidy mentioned the City hired a facilitator to come and really drill down into what the key issues and concerns were and I was glad to see his report, and that they were the same issues that we had discovered. And again, have the apartment buildings too high you can see into the backyards which was a privacy issue, apartments will negatively affect property values, lighting and noise, development will introduce undesirable people, additional traffic will create unsafe conditions parking, again doesn't feel the city listens to their concerns. So let me just go through and quickly address some of these because I think that the good folks behind us have legitimate concerns and legitimate opinions. And we just kindly disagree with the conclusions that are drawn at the end of the day. So I'd like to just share how we look at and analyze these issues. First building heights, again, what's allowed out there today, 40 feet by right, 90 on one portion of the site. What are the building heights out there that are built today? Amazon's 39, the hotel is 53, Fatcats is 48, and the sprouts is 27. With some of the architectural elements up to 35. So on parcel four for the residential 40 feet, allowed; what's there in the Longbow. we're asking for 38 feet. So we're well within the established heights for this site. When we talk about privacy, or people peering into yards, that issue is really not in the code itself. I think really, that gets interpreted as setbacks. What does our building separation? Remind, remind us all that we have Recker Road, that's between us? So I just did a quick chart to say, okay, if I'm light industrial and what's my setback? If I'm next to a four lane arterial, it's 15 feet. What's my setback? If I had no street between us and I was right next to you, we shared a common boundary line, it would be one foot per for each building height. So, 38 feet? Well, if I'm if I'm limited commercial, which is what this request is, what's the building, building height allowed 30. But again, through the PAD, we're asking for more given that the use here is more liking to what's allowed, as well as what we typically see in an RM district. But you would have, the code sets forth the rule that says 25 feet per story. So that's 75 feet. Look down to that red line, from my building, to the property lines on the other side of Recker, I'm 150 feet away. So I'm twice what the code requires me to be on my side of the street. And when you put it all together, I'm 150 feet away. So we believe we've answered the question

about setbacks and privacy in the positive where we're actually going twice what would normally be required. This is just a reference to the City's noise ordinance section. Concerns were raised about us having raucous parties, excessive noise, etc. And we tried to help explain and educate that we have even a greater interest to make sure that future residents and business owners within this project are not bothered by noise. And so our management will be carefully looking at it. And if there's any problem we can't handle, absolutely call the police. Do we expect that we will not ever, ever have a problem? I don't know. But what we do know is that we have an absolute desire to make sure that this this project does not bother anyone.

Questions were about light pollution. And so, we tried to help explain and educate how the City's light ordinance works. Simply put, when you're at the property line along Recker Road, you would measure the ambient light level with the light meeting meter and you could only increase that by half a candle foot. That's not very much light. Right? So, candle foot is the light, one candle puts out a one foot. It's just not, not a great increase. So, we just don't so while you could see if someone could see the structures, yes. But will I be bleeding over? The answer's no. And I think each of you know that as part of every development project, you provide a photometric plan. Give me specific details on how you're complying with that ordinance. So, when we talk about traffic impacts, the answer the analysis always is does any project increase traffic? The answer is always yes. It doesn't matter if you're one house you increase traffic. The real question is whether or not you're increasing beyond the capacity of the adjacent roads. So, these simple rules here are the rules of thumb that traffic engineers use when they're trying to measure out the impact of the use will have. And again, single family homes are about 10 trips per day. Apartments condos are seven, offices are a 10, retails 38 trips per day per 1000 square feet industrials, five trips per day. So how does this relate to us in this case here? Well, we've got about 38,000 square feet of commercial that equates to about 14, little over 1400 trips per day. For multifamily 359 units 2500 surrounding there. That's 4000 trips per day. Additional on the roads now that the question is can the roads handle that? The answer is yes. So, this is the traffic count map, and I just showed you what the 2020 zooming in. You can see Recker Road is at 13,200 trips per day. So, is that good or bad? That's the question. Well, the capacity of Recker Road for the City of Mesa traffic engineers is 36,800. So us adding some traffic to the road is not going to even get close to the capacity of Recker Road. And that assumes that all this traffic goes on Recker Road, anticipate some, we don't know how much. But some we will use Longbow to get over to Higley Road.

This was another interesting one that we heard during our neighborhood meetings, which was that residents were upset that the islands there on the 2018 map on the left side. There were some islands in the street that, prohibited, prevented traffic from Longbow going east into the Ridgeview neighborhood. And as part of that Sprouts Development, those were removed. And so, in 2019, you can see how that intersection and it looks the same today. So, the concern raised by the concerned citizens was that there would be a significant increase of traffic through residue neighborhood, not only by the Sprouts, but by us. City Mesa Traffic Department went out and did studies.

Interestingly, they had data back to June of 2012. What you see in the chart there again, this is the chart provided by the City of Mesa trap transportation department. Well, they did a study in February of 2017. Right before sprouts opened in January. Then they did a study in February of 18, February 20, October of 21, and December of 21. And the reason the October, study was repeated was because concerns were raised that it was done during fall break and the traffic counts were inaccurate. So, the City of Mesa went back out and did it again in December. The weighted average change over all those studies is to say that traffic is increased by 15 cars a day over that extended time. To me, that's not a significant change.

So, another concern raised was that part our residents would end up parking over on the Ridgeview neighborhood. I get that is an absolutely valid concern. I just see that it's so unlikely, that it would ever happen. Who in their right mind would drive all the way across Recker to walk back across to help alleviate that? The commercial portion of this project has agreed that if there is any overflow, which we doubt that it's necessary, but if there is, cars can park right there, which is where they would normally would. This question got raised, a lot do apartments or property values. And I've tried to provide this list to anyone who will listen but there's six studies there, and I'm happy to provide it to you. All of them conclude that high quality multifamily projects raised property values. The seventh one was provided to us by a resident during this second neighborhood meeting. And that conclusion was that if there's an over concentration within one small area, it could hurt property values. So, we looked and said how many apartments are within a two-mile radius of the site. And we found four. Now these are true apartments. We didn't count mobile homes, we didn't count individually owned condominium projects. We counted true apartment projects based on what we could find. So, we don't think there's an over concentration of apartments in the area.

I won't bore you with neighborhood outreach, but we've had multiple neighborhood meetings, in person conversations, emails, etc. We've done our best. And we've made ourselves available wherever possible. We've also done a lot to respond, including holding a second neighborhood meeting. We continue to communicate with folks about neighborhood meetings, public meetings, etc. We've agreed to several continuances of the case while the facilitator made his analysis. We revised our building elevations to better address both the Design Review Board and citizen feedback. We've switched our color palettes around again. And the common open space has been increased dramatically. Only 150 feet square is required, but we're providing 343 by our calculations. I won't bore you with the rest. You've been very generous with your time. Madam chair again, I'm here members of DHI are here we're happy to answer any questions, but we're here tonight before you with full support from the planning staff. Full support from the Falcon Field airport and the Economic Development Department. As well as all other departments of the City reviewed the case. We're in agreement with the conditions of approval and urge your support.

Boardmember Peterson inquired: on the site plan shows one access drive to Longbow Parkway and then 311 primary Access drive and to secondary on to Recker road. So, a

total of four access points, how many of those are being built with the first phase? Or the or how's the project going to be phased?

Applicant Reese Anderson replied: It's not being phased; everything's being built at one time. And so, all those drives will be built in initial one single phase. So you will, you will have building sequence through there, but it's all being built at the same time.

Boardmember Peterson inquired: If somebody wanted to get out onto Recker Road, they could go up through the commercial and make a left on to get to the freeway from...

Applicant Reese Anderson responded. Absolutely. So to me, if someone wanted to get to the freeway, the easiest way to do that is just to drive right up that north drive, hit Longbow Parkway, get in the left turn lane. And you're right there at the freeway about 1000 feet by our calculations.

Chair Sarkissian read the public comment cards:

Matthew Schanen at 6230 East Quartz Street is opposed. My opposition is not in the development of the land but, in regards to development that does not fit the community. A three story high density apartment complex does not fit, response of essentially well at least it's not 90 feet tall is not acceptable. Fatcats that is in the same but development and set further back from record is an eyesore that I can see easily from my yard approximately 2200 feet east Fatcats. The design of this apartment complex is soulless, drab copy paste, and simply put this neighborhood deserves better than a tall obnoxious copy paste complex.

Steven Amman 2720 North Augustine is opposed: proposed zoning changes to the Ridgeview area have no business being approved and City Council should apply some forethought to the situation rather than the obvious planted ill-informed afterthought that was given to a similar traffic and invasion of the neighborhood situation involving the Power Food Truck Park. The proposed rezoning changes would inflict many more times, harms the Ridgeview area than the Power Food Park ever caused who was surrounding area. I am calling on the City Council, do the right thing for once and unanimously strike down these rezoning proposals.

Kevin Watts, 6040 East Portia Circle: my wife and I are not able to attend the meeting today and wanted to share that we were adamantly opposed to a zoning change for the parcel Longbow. We do not want multi residential apartments built. We live in Riverview, directly across Recker Road from the proposed development. We are not in the 500-foot range.

Raymond Hinton at 3062 North Olympic is opposed.

Danielle Eremieff 6326 E Portia Street is opposed oppose and does not want her comment read.

Linda Eremieff, 6326 E. Portia Street is opposed and does not want her comments read.

Amelia Carlton 3062 N. Olympic: is opposed and wishes to speak (Amelia could was not accessible by phone). Her comment is: what are the benefits of this proposal to the residents in the area other than the economy and DR Horton? How will this affect our home values other overall regardless of inflation in the housing market? Have you assessed the current crime rate in our neighborhoods verse effects of the new community? There is already a sufficient amount of daily traffic on our road. The proposal will create at least 10 fold of current traffic situation.

T Traxler, 6035 East Palm Street, is oppose did not wish to speak.

Tim Traxler 6035 East palm street oppose did not wish to speak.

Dennis Schaler 6263 East Oasis Street is opposed: project with high density and a flight path of Falcon Field. If such project is rezone other developers will follow with even more congestion. Keep light industrial zoning.

Tim Sudd apologies 3056 North Olympic oppose did not wish to speak.

Jason Gower 6246 East Quartz Street oppose did not wish to speak.

Elroy Fossum 6036 East Palm Street opposed did not wish to speak: no rezoning of these parcels.

Tamar Wolfe 6246 East Presidio Street oppose did not wish to speak.

C. DeScala 6047 East Palm Street: opposed to apartments and no to rezoning keep rezone light industrial opposed and I wish to speak.

John DeScala 6047 East Palm Street opposes does not wish to speak. I'm not in favor of apartments.

Melanie Gasik 6424 East Preston street oppose did not wish to speak, strongly oppose rezoning at Recker and Preston

Rick and Allyn Fife 6455 East Presidio Avenue oppose does not wish to speak. I in my wife are opposed to the building of apartments at Recker and Preston

Daniel Stephen 6436 East Presidio Street, opposed did not wish to speak. We're opposed to the ascendant Longbow apartments. I'm opposed to rezoning keep zoning light industrial.

John Lombardi 6133 East Quince Street oppose did not wish to speak, opposed to the rezoning.

Gilda Lombardi 6133 East Quince Street opposed and did not wish to speak. I oppose rezoning.

Elizabeth Stevenson 6436 East Presidio street opposed and did not wish to speak. We opposed to rezoning at Longbow apartments. Keep zoning light industrial.

Val Sneezy 3014 North Olympic, opposed did not wish to speak. No zoning change, no apartments.

Laurie Sneezy 314 North Olympic opposed did not wish to speak, no apartments, no zoning change.

Sandy Vitale 3116 North Olympic opposed did not wish to speak.

Joanne Sikes 3148 North Olympic oppose did not wish to speak.

Melinda Bush 6512 East Orion Street opposed did not wish to speak. I requested the rezoning remain light industrial.

Thomas Bush 6512 East Orion street oppose did not wish to speak. I request the zoning remain light industrial.

Marilyn Retallach 5945 East Viewmont Circle oppose did not wish to speak.

Michael Gasik 6424 East Preston street opposed and did not wish to speak. Keep this light industrial as intended.

Clinton and Kim Macrme 3028 North Saffron opposed did not wish to speak. I'm opposed to apartment construction and rezoning support keeping the area reserved for light industrial.

Darryl Jibben 6043 East Quince Street opposed did not wish to speak.

William Retallach 5945 East Viewmont circle opposed did not wish to speak. For to keep zoning light industrial.

Rachel Honeyfield 8044 East Sienna Street oppose did not wish to speak. No on apartment building, traffic/ noise no to rezoning.

Deborah Johnson 60 to 61 East Omega Street oppose did not wish to speak. I'm completely against rezoning the parcel at record McDowell. We should keep it light industrial

Todd Hoffman 3034 North Olympic oppose did not wish to speak. Oppose rezoning, oppose three story apartments

Will Batista 3052 North Plattner Circle oppose did not wish to speak.

John Griffin opposed it 6119 East Presidio Street oppose did not wish to speak.

Kimberly Griffin 6119 East Presidio opposed did not wish to speak.

Elliot Sneezy 6023 East Palm Street, opposed did not wish to speak. No zoning change, no apartments.

Stacy Hunziker 6026 East Preston opposed did not wish to speak. I'm a longtime Ridgeview at Discovery resident, 27 years I bought with the notion that light industrial only.

Linda Zanoni 6063 East Quince is opposed did not wish to speak. I'm opposed any change to rezoning from light industrial. I purchased my house based upon it being light industrial.

Chris Sorensen 8560 East Oak Street is opposed did not wish to speak.

Robert Rutledge 3014 North Kashmir is opposed. My concerns are the increased Recker Road traffic whereas the intersection of Preston and Recker has already recently experienced increased load and strain, the potential for crime and disregard to the community. For example, a more established subdivision in the Desert Trails bike park. That comes with a more transient population and the adverse impact to the safety of Falcon Field of multi-story buildings. The General Plan in existence considered this plat light industrial after review of the overall community, and should not be changed to the extreme of multi-story apartment complex.

Scott Kenwright 6045 East Portia Circle is opposed did not wish to speak. No rezoning, keep it light industrial zoning.

Jerry Samueleck 6207 East Preston Street is oppose did not wish to speak. Think what will this do to our property values? This is so unfair I'm begging please stop this zoning change. Don't ruin a great area.

Trisha Corry 3026 North Olympic opposed to this item, do not want apartments.

Nisa Brown 3026 North Olympic oppose, don't want apartments

Barbara Schallau 3153 North Park Ridge is opposed. I oppose the building of these apartments in my neighborhood which I've lived in for over 30 years. I moved here for

the peace and quiet no congestion. I don't want to have to move because I love that my neighborhood the way it is.

Jennifer Koselke 3213 North Pinnule, is opposed.

Sandy Vitale 3116 North Olympic opposed to this item.

Heather and Jeff Kohn 6063 East Palm Street opposed to this item. We wish to maintain the current light industrial zoning we oppose the congestion traffic noise blocked views etc that apartments would undoubtedly bring.

Richard Rowe 6108 East Portia Street opposed to this item. Who's going to subsidize the children that move into the proposed apartments, the City no, the taxpayers?

Helena York 6530 East Oasis is opposed. Do not rezone for apartments. This is craziness to add all these apartments to such a busy road already? Absolutely not.

Douglas York 6530 East Oasis is opposed to this item. This is a terrible place for apartments, this road cannot handle so much more traffic. We have a big housing development going on at Thomas and Recker already.

Elaine Nichols 6110 East Palm Street opposed to this item.

Sam Nichols 6110 Palm Street opposed to this item.

Kristie Larsen 3040 North Olympic opposed to this item.

Johnny Smith 6166 East Palm Street opposed to this item. Decrease in property values and traffic congestion.

Leah Klingheil 3047 North Kashmir is opposed to this item. Leave as light industrial zoning.

Peter Klingbeil 3047 North Kashmir opposed to this item. Leave his light industrial

No name on this one, but whoever is at 3020 North Olympic opposed to this item. No apartments no zoning change.

Judy Batista 3052 North Plantina Circle opposed to this item, does he wish to speak.

Gloria Kenwright 6045 East Portia Circle opposed to this item

Chair Sarkissian invited members of the public who submitted comment cards indicating they wish to speak.

Terry Davis 6233 East Presidio spoke: I worked for the same company for over 30 years. And that was I started there in my mid 20s. And after I worked there for a little while, I thought, boy, I'm sure I'm rich. Now I'm making a lot of money. And about six months later, I went out and I bought a brand new Volkswagen off the showroom floor. And I drove that car for the whole 30 plus years that I worked at that company because I took care of it. A few years later, I bought my first house and I took care of it. Now those two things, those two purchases are probably the most expensive things I'm ever going to buy in my lifetime. And that's important to me to take care of them. It just makes sense to me. Before I bought that house, I lived in an apartment wasn't the same. I was still responsible. I still took care of it. Although not everybody does that. But I did. But it's not the same. Owning my house gives me social capital in the neighborhood. It brings about trust and cooperation with your neighbors over a period of time, and an apartment complex, those people aren't going to have that. They aren't going to really care what happens to my house, because they're transient. They're going to live there and then they're going to leave. So does it affect the property value? I've read studies also. Some of them say now it doesn't affect it that much. Some of them say, yes, it can have an effect on them. And when I bought my second house, it was where I live now. And that was 26 years ago in the Ridgeview subdivision. And when I moved there, I knew Falcon Field airport was there. I knew it was there. So I don't complain. Now, when planes go over, I don't call anybody and say it's noisy. I moved there. And I knew it was there. When I moved there, I knew the 202 was going in. I knew that ahead of time. I don't sit outside in my backyard. Now when I hear cars go by at night, and I can hear them at night, not during the day with everyday noise. I can't hear him but at night I can. I don't call anybody and complain. I bought that house knowing that was going to go in there. So don't change the rules on me now. I mean, I'm a capitalist. I know this gentleman is going to make money putting those in. I understand that and I appreciate it. But don't do it at my expense. Don't do it at these people's expense. Stick with stick with what you have in place now because that's what we know is in there. Don't change it on me now. Let's keep the quality of this neighborhood where it is let's keep that social capital up where it belongs.

Anthony Kelly 6118 East Palm spoke: My wife and I have been there. I want to thank you board, chair planning zoning for this time to speak, I do appreciate it. Little background here. My wife and I are 28 year original home owners in Ridgeview as of course many of the people here are we raised our children, paid off our home, and retired here because we feel that Ridgeview is the best possible place to live. We have always loved the Red Mountain area and it has been a great home ownership success story spanning over 30 years now unfortunately this proposal is threatening to change that very successful dynamic we feel it will not be for the better. For the last four months our group has been gathering signatures for against the ASCEND that Longbow Apartments. We now have over 200 signatures from Ridgeview homeowners and a few from surrounding community as well. We asked everyone here to wear red of course so, you know who we are. You won't think we aren't here. I have personally spoken with most of the petition signers, many of them at great length, I can surely say we all share a common goal in opposing the apartments with the above in mind, we are saying no to

Ascend at Longbow Apartments. The current original zoning should remain as it is and as it always has been a light a light industrial. That proposal currently being considered does not meet the requirements of light industrial zoning. The proposal does not meet with the 2014 General Plan. We ask you please to stick with the plan. And finally, finally, the proposal does not have the support of residents. I do submit this petition to you.

Chair Sarkissian verified that the assigned planner would be given the petition.

Randy Roston 3140 North Olympic spoke. I purchased my home there in 2004. Understanding and acknowledging during that process purchasing a home, Falcon Field is where it is and I'm sitting underneath the flight path. Love it. One of the reasons I'm there at the same time Recker was a dead end right behind my house. But I understood at some point time 202 is going to come through and Recker is going to go through. We understood all that, we also understood that there was going to be a half diamond. Well, that didn't happen. We got a full diamond intersection there with interstate. Lived with it moved on from that. But I also knew and understood when we signed that part of the paperwork, acknowledging what was around us and what was underneath or going over top of us. There was the commercial light industrial across the street, understood, signed it, it was part of our acknowledgement of purchasing a home there subsequent purchase that you have there since then. Now as a homeowner, now, I have a vested interest has been stated and will be stated many times this evening. Apartments on the other hand, short lease periods, turnover, no investment. Really don't care. They're looking for their next spot. Light industrial. They're built to suit, provide spec spaces for a future tenant business. The tenants, yes, they're leasing just like an apartment, but they're vested. Because it's a business they want to make. They're going to stay there long term. They might be the three 5-10 year leases. They will also look out for the curb appeal because if there's not a curb appeal, someone's not going to come to their door there. In other words, they're business. One of the other things that was brought to our attention at was the meeting we had with Reese in his group at the golf course, I asked the question- Is it all or none and he says it's all or none. That meant it's an all or none switch scenario. Don't want the rezoning. It's not good for the neighborhood, doesn't fit the neighborhood. We don't want it there. And lastly, went in length on the standards we talked about that are part of this rezoning. It's amazing. They want the rezoning but then they want more. They want to raise the height of this. They want to reduce the amount of area they want to reduce the parking from 2.1 to 1.8. With this rezoning, they just want to increase the density increase the density with no forethought of us. Again, simply no rezoning. Keep it as it is.

Amanda Hart 3056 North Olympic in Bridgeview spoke: And it's directly across the street from the parcel we're discussing today. And this has been our home for 19 years. We love northeast mesa. We want to keep the current zoning for the parcel as is light industrial. We all moved here knowing that the parcel directly to our west was zoned as light industrial. We moved to knowing Falcon Field, MD helicopters and Boeing as well as some of the other businesses that were spoke about earlier. Were just a block away from us. Some of us even moved here because of that we recognize would mean good

clean jobs in our area, it would mean being able to live in beautiful northeast Mesa without needing to take the freeway and sit in traffic to travel for work. The options for light industrial are actually very diverse city services doctor and medical offices, business parks for technology and research and development, colleges and trade schools. The list is extensive. I could sit for 15 minutes and read the list off for you. And all of those would actually be welcome additions to our community. We know how much better your work life balance is when you commute five to 10 minutes as opposed to 45 minutes in traffic Ridgeview in the surrounding neighborhoods are actually at the perfect location to live, work and play. We have beautiful homes full of decades long residents as well as newcomers. We have a recreational bike park, golfing, movies and entertainment shops, restaurants and even a new brewery as was mentioned, this parcel is the final piece of the puzzle for our neighborhoods, step jobs that are like cycling and walking distance from our homes. The committee that worked on the 2014 Mesa General Plan knew what the residents of our neighborhoods know today, and that the parcel is best kept zoned as light industrial.

Judy Battista 305 to North Latino Circle spoke: I'm here to oppose the rezone. Keep it as it is light commercial just like everybody has said back here, I'm with everybody here. I'm on their side. We've owned our house there since about 2002. One of the things that really bothers me is the congestion that's already there on Recker. And Preston, trying to get across over there by Sprouts are turning to the right or turning to the left, it's really congested, and that's a small road. They need, if they're going to go through with this, they need to improve Longbow, they need to make it longer, you know, wider at Recker. And I can't see how, how the traffic is going to be even better, you know. It's going to get worse, some of those people could come straight across on Preston to get through in Ridgeview to like Bashes, or even Power Road, that would be a shortcut for them. And that would really drive up the traffic on Preston and Preston is kind of congested already. A lot of people maybe have more than one vehicle, and they park on the street, which is fine, because they're in their guidelines. But sometimes when you're coming out when I'm coming out of my place, and making a left hand turn onto Preston, there's cars already on the right. It's kind of hard to see, to get around, and it's going to get worse. So I'm really opposing all these apartments here, I think it's just going to be a big traffic mess. And it's a quiet nice a neighborhood. I think that's going to change. It's going to change the quality of our life. So I just wanted to speak my piece, and hopefully everybody will back me up. But thank you so much for letting me speak.

Lynn Whitaker 3020 North Olympic spoke. When I stand in my backyard or look out through my living room windows, I see the piece of property that we're talking about tonight. I have a couple of comments pretty quicker. I kind of challenged the developers representative here. He's talking about a three story apartment complex. 150 feet, I believe away from my house. I believe an adult male or someone looking out the third story of that community can see into my backyard. Not an immediate problem for me. I'm an old guy. I'm not anybody anything to look at. But unless you're you got some real problems. But my neighbors have swimming pools. They have daughters, they have attractive wives. And I have a problem with that. We live in Ridgeview, which is a walled

communities not gated, but our backyards are walled and our privacy walls. I can't see into my neighbor's backyard. He can't see you in the mine. I don't want the guy living across the street looking into my backyard. I mean, just not why I moved there. If that apartment complex would have been there when I was looking for a house, I wouldn't have bought it. You know, I bought my house five years ago. I'm very happy. It's a very nice, lovely area. And I also question the developers comments that apartments don't do value neighborhoods. We have a Our neighborhood right now, if you look at the realtors on the board here, our houses are 450,000 \$500,000. And they want to put an apartment complex across the street. I don't see that having a positive effect of all on our neighbor. I just don't see how it can a positive development on nine our neighborhood would be lightened us to create something, build some stuff over there it gives us gives jobs. Jobs are important. apartments or not. That's all I have to say. Thank you.

Chair Sarkissian allowed an additional to speakers.

Todd Hoffman 3034, North Olympic, spoke. One thing that comes to mind, I've lived here in this neighborhood. And my mom actually purchased the home that I purchased from her, but had been here since the beginning of the creation of the neighborhood. And I've seen what's happened and then little corner of our Northeast Mesa, and he talked about changing the zoning in this particular area. And to add some restaurants potentially, and some other types of things like that. And then also the apartments, you can also drive in a two-mile radius from this location and find nothing but vacant and available spaces to add restaurants, to add those types of places. So, the rezoning doesn't really do much. And then I just believe in Mesa, and I care about Mesa, and I love northeast Mesa. And I think that we really have to look overall collectively as a group of what's going to happen long term. We will look right now we have a big shortage on single-family homes. We have 269 residents moving to Arizona day, type of situation. And what's going to happen when we catch up on the inventory, we're able to build more single-family homes? What's going to happen to all these types of complexes that really aren't user friendly anymore, where they're just one sided? There's just an apartment building, some restaurants and spaces over here. So that's what I would like you to consider today and think about and not change the rezoning of this particular area. Be more concerned about the long-term growth and future of Mesa with creating businesses and bringing people here not temporary housing.

Krzysztof Sulocki, 752 East Billings Street spoke. So we are very sad to see a steady increase in traffic in Mesa. We've been seeing this going on in Mesa and Gilbert, influx of condos being built in around this area. Traffic keeps getting worse. This brings noise at all hours of the day, people racing up and down our streets, it's getting ridiculous. You can't even open your windows without hearing cars drag racing down the street. You know apartments are going to bring that type of thing. You think about water, electricity, in a condensed areas such as this. I'd like to ask the developer how he plans to control working, barking dogs are a problem in my current neighborhood. And how are you going to control barking dogs in a condensed populated areas such as this? I'm against

all these apartment complexes Light industrial is what state it was. It was that way from the beginning.

Stacy Hunziker 6026 Preston Street spoke. I just kind of want to bring everything back to many of us are longtime residents when this community was developed, and we all bought under the impression Falcon Field is there and like Amanda said, many of us move there because of that. We like the old planes with the museum over there on Greenfield in McKellips. We also bought and signed the paper like Mr. Roston said that the freeway was going to come in, and we were all okay with that. Then we were told by Mr. McNichols with the project across the street in Longbow, that that would be all commercial, light industrial. And that's the way we want to keep that, that's going to bring jobs. And that in that serves the surrounding area as well. So that goes along with that plan, the City's plan of 2040. And not to rezone it, just keep it light industrial.

Chair Sarkissian stated the 3pm deadline for receipt of comment cards procedure and invited the applicant to respond.

Applicant Blake McKee spoke. Madam Chair, members of the board, the good news is I don't have to get the PowerPoint up and running again. And with someone with red hair, I initially thought everybody was here to support me. But I quickly learned otherwise. With the utmost respect with our friends from the Ridgeview neighborhood, I acknowledged changes hard. And I also acknowledge that they've got a wonderful slice of Mesa that they live in right there. And so on behalf of DHI communities, I want to just express our sincere intent that we have no ill intent, we have no desire to harm and no desire, we only want to help raise the area. And so, as you look at this overall, and the patterns that have developed, and there's already mixed-use activity in the general plan immediately across Longbow to the north. And so this is a natural extension of that mixed-use activity designation to the south, tying into the corner at Recker, and McDowell. The uses here are a mix of commercial 38,000 plus square feet and multifamily. It fits in well with an overall mixed use activity designation. To clarify, the gentleman mentioned about this all or nothing comment. I took the question at the time of the neighborhood meeting, to mean this- If you don't build the multifamily, will you also build the retail and the commercial? And the answer was, no, this project is one and when the whole, so it's all going to be done at the same time. So, I thought when he was here at the podium, he may have tried to perhaps say that we were going to build multifamily over the entire project, just if that misperception was mine only, least I've cleared it up. But if it was anyone else's, hopefully I've cleared that up. Also, I could start with the dogs, with the dogs other than to say, dogs aren't allowed outside except when you go to the dog park. And that's in the very southwest corner of the site. And so I don't think that dogs are a fair concern. There is a lot of comments that we've heard tonight about no apartments, I would just remind us now of the value of rents going on in this area, especially for a project of this quality. It'll be 1800, 2000, even higher than that as much as a mortgage. So, we're not going to get as the proverbial air quote goes "those people." We, all of us in our lives have at one point or another. Most of us have lived in an apartment. And we've been grateful that we've had that opportunity, here there's a

need for it. There's a lot of employment in the area. The existing development standards that we're sticking to are there and already established on this site today. I know this isn't going to go over well with my friends behind me, but we actually see this as an improvement. And the reason for that is simple. The reason the reason that we see it as an actual positive is that if you had an industrial project there, imagine that Amazon relocated over there with this close to 1000 parking spaces and a number of cars and traffic and trucks spewing diesel exhaust fumes. That's more traffic, more fumes more congestion than the site would bring commercial sites. Commercial sites if this entire site was developed as commercial, that would generate even more traffic on record and in the area. The reason that you see this balance of both commercial and multifamily here that's supported by the airport, and by economic development and planning, is because it achieves that right balance for good mixed-use. We talked about views. Unless you have a legal right to prohibit a view or block of view, that is not a real issue, especially given the existing development parameters and standards, allowing 40 feet of height on this property.

So other things that are being done are decel lanes at the appropriate locations to move traffic off of the off of record road and into those turn lanes that come into the property. Note that in your file, there is a letter from Mesa Public Schools saying they have no concern about student capacity at the schools. Now, again, the Falcon field the reason that there was again, we met with them, they have no opposition. This is an airport, overflight area three, which allows these uses In addition, you'll see in your conditions of approval, there's additional requirements about notices which we fully agree to. What else can I say other than one last thing, and then I know one has a greater incentive here to make sure this project looks great and stays great than DHI communities they have. They're committed to owning and operating this. They're committed to the long term. And they have as much incentive Damn, and to make sure that this looks great, and remains great. For all the obvious reasons, including the bottom line.

Boardmember Boyle spoke. I feel on these things that you know, the one of the things they say in city planning as cities grow out, and then they grow up. And Mesa starting to hit its limits is going out. And it's starting to grow up in a lot of different places; a lot by me. I'm in West Mesa where apartments have been coming in for the last 20 to 30 years. And so, we've been dealing with the changes and in the city that that go about with that. They're not all bad changes; you get new neighbors, you meet new people, there's new life, there's younger people moving in there recently. So I lived in New York for many years lived in an apartment, like most people in New York do. Parking was always a disaster and everything like that. But on the on the flip side, you get really good pizza in New York City. There are some benefits that come along with density. It's hard to decide where it should go it's hard to decide how to do it and I so I totally feel with the with the residents. They bought their houses they expected a certain thing- something new happened. And that's one of the challenges with being living in cities is so many new things happen, and you don't have control over them. I think all the time, I wish I could have stopped that, I wish I should have bought that land, I should have done something, I should have done this. And now, it's not the way I wanted to be. I have those thoughts

all the time. So, I feel definite empathy with the residents living in that area. The LI designation, that could be just as bad. You know, if it was a hospital there, kennels, or car sales, or impound lots, or building material lots. Those are some of the things that could happen there. I don't know that they are would. But keeping it LI, I think has got its own set of dangers. And anytime something happens, want to know about it. The other thing, the there's this bill that's going through certain states right now that that almost eliminates all single-family zoning. I know that they were entertaining talking about that in the State Senate yesterday. And suddenly my neighborhood got really scared because, something way more dense. And I think they allow up to 75 feet of height and stuff like that. There's also some notion of, we need to get some stuff built now. Because if something like that were to pass, and it does have a lot of support, then something worse could happen. And so suddenly, I was chatting with my neighbors like, we got to find these lots, we got to get some smaller multifamily, just some three-story stuff built now so that we don't get some of these larger things that could happen down the pipe. So there's some things like that, that have been concerning me. And then I think the one of the things that the planning staff needs to be mindful of in west Mesa, where I live. I feel like too many lots have become multifamily. And then that's when you start to see the degradation. I think over there, where the location is, and the way more and more people now are living in apartments. I don't think you're going to see the same, unless huge tracts of it go to multifamily. And I think the HOA fees and stuff in that neighborhood keep a lot of that from being able to happen here in west Mesa. We don't have those. And so, it's sort of a different fight that we're doing out in this area. And then finally, the thing that I've been working on is I've been trying to figure out what needs to happen next in Mesa, with a General Plan and everything. I need a place for my kids to live. Now, I've got a 20 year old, I've got an 18 year old, and I look on the map and I'm like, Are they going to have to live in Surprise? They can have to live in Florence, like where can they afford a place to stay? Or can they live in the future? And there's some elements of that. As I look at Mesa, it has kind of been its own thing for dozens of years. It's been the single family haven. But if we want the new dream that is, I want is to be able to have my kids living nearby, I don't want to go to Queen Creek to see my kids or see my grandkids. So those are some of the elements that are going in my thinking as I as I tried to decide, you know, what's the right thing to happen here? I have a I think I have a more favorable view for towards apartments than some of the other things that could happen there. And so that's the that's the direction I'm feeling right now.

Boardmember Peterson spoke. So as the planning and zoning advisory board our purview is narrow, regarding good planning and zoning, and a lot of of social behavior or other issues are what they are, and outside of those things that we can really assess as we look at cases. So, in reviewing this case, I've been impressed for the five months that this case has been continued. It's unprecedented in my recollection, for a case to have the City to keep the dialogue open and going, and even too to have an independent facilitator involved in the process to come in and kind of be a sounding board, and objective sounding board. And as an advisory board member, I put a lot of credence in the technical capabilities of the City Planning staff, the departments. And so

far, to have gone through that period and to have had a the independent facilitator and the staff position to be recommendation for approval is strongly in my consideration of this case. Also, some of the access, having it all built in one phase is important. And the traffic numbers frankly, I was surprised and the traffic numbers don't lie. That they were taken using standard procedures. And a lot of planning principals would actually say that having this level, on this value and the rent level was discussed. To have diverse housing opportunities here woould helps us to create a more sustainable community.

Vice Chair Villanueva Saucedo spoke. I'll echo some of the concerns that Tim expressed, we need housing, we need a variety of housing types. And we have seen multiple cases come before us, where we've had similar opposition from neighbor similar concerns. And not all people that live in apartments are bad. So, I will say that, I've often felt my hands were tied because the zoning allowed for it. That's not the case with this. And so, to rezone and for a General Plan amendment, that that needs to be taken seriously in my mind. And not just a move from light industrial, but this mixed commercial, and yet the request to reduce ground floor commercial from 60, 65%, to 33%. So, it seems like the request before us is to allow for some residential mixed activity, and yet it skews very heavy toward residential. Light industrial to small single family home, light industrial to mixed activity with heavy commercial, light industrial to mixed activity with heavy residential and high density residential and the preponderance of neighborhood opposition, gives me pause. Changes to zoning and changes to General Plans aren't "give me's." They'd have to be proven developments. There have to be some sort of high quality, some justification for it. Given all of the changes that are being requested, again, that skew much more heavily in my mind -commercial. To me, that doesn't justify the change. Now, that being said, something will go there, traffic will increase development will happen. I just don't feel that this development for this parcel is appropriate

Boardmember Ayers spoke., I think I've heard a lot of this tonight as well. And I feel I'm more in support of it at this point. My son recently moved to this area, I live near this area. I agree with some of the sentiments that we've heard from the other board members as well. I agree that we need more variety of housing, my son had to move into an in law-suite, because there were not there were not apartments available in that area. His fiancée works at Boeing. He's still in school, and is a great example of what Tim was talking about earlier. So at this point, I feel more inclined to be in support of this at this time.

Chair Sarkissian spoke. I understand what's going on. I moved out here and 202 wasn't there, it didn't go through. You didn't expect Recker to be this massive impact. Despite the fact that was planned for the 202; It's really hard to visualize the impact of what was essentially a regional center there. It really is. And then honestly, as fun as it is, Fatcats isn't the best example because, they've got their neon stuff, which you can see for miles. So that's kind of a poor example of a fun site, but it doesn't really reflect on what should be adjacent to the neighbors. I do land planning in my profession and this is an example of what it is appropriate against the golf course it will follow the line. It's not your

standard, as Tim was mentioning, apartment complex. It's a good transition; you're still going to get industrial in there. You're getting industrial on the other side. It's got this on top of it, not next to the residential. It's got the setback from Recker Road. In almost every jurisdiction, major roads like that are seen as buffers between community properties. So, you have freeway that's considered a giant buffer, you have, all these things these are giant buffers. There's also the landscaping going in, there's the trees. I use that area a lot. I'm in that area. I don't agree that residents or anybody actually would go to the east through the subdivision. I know you guys don't agree with it. So a so because, I live over there and I would never ever take that, more often than not, if I don't want to go on Recker I hit Longbow to the west and I go up quickly. I know you guys aren't going to agree with me on this. This also will go to Council and you can voice your opinions there. But following what you go to planning school, planning accreditations credits, we have annual classes we do everything, this follows good planning procedures. And this may not be what you like, for my opinion it makes sense given this, I like how it actually wraps and has created not your standard.

Boardmember Peterson motioned to approve case ZON21-00878 and ZON21-0731 with conditions of approval. The motion was seconded by Boardmember Boyle.

That: The Board recommends the approval of case ZON21-00878 and conditioned upon:

Compliance with the final site plan submitted.

1. Compliance with all requirements of Design Review.
2. Compliance with all requirements of the Subdivision Regulations.
3. Compliance with all requirements of Chapter 19 of the Zoning Ordinance including:
 - a. Owner shall execute and record the City's standard Avigation Easement and Release for Falcon Field Airport prior to the issuance of a building permit.
 - b. Prior to the issuance of a building permit, provide documentation that 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 decibels as specified in Section 11-19-5 of the Mesa Zoning Ordinance.
 - c. Provide written notice to future property owners that the project is within 1 mile(s) of Falcon Field Airport.
 - d. Due to the proximity to Falcon Field Airport, any proposed permanent, or temporary structure, as required by the FAA, is subject to an FAA filing, for review in conformance with CFR Title 14 Part 77 (Form 7460) to determine any effect to navigable airspace and air navigation facilities. If required, an FAA determination notice of no hazard to air navigation shall be provided prior to building permit issuance.
 - e. All final subdivision plats and leasing offices shall include a disclosure notice in accordance with Section 11-19-5(C) of the Zoning Ordinance which shall state in part: "This property, due to its proximity to Falcon Field Airport, will experience aircraft overflights, which are expected to generate noise levels that may be of

concern to some individuals.”

4. Compliance with all City development codes and regulations, except the modifications to the development standards as approved with the PAD overlay and shown in the following table:

MZO Development Standards	Approved
<u>Maximum Building Height</u> – MZO Section 11-6-3	38 feet
<u>Minimum Building Separation</u> – MZO Section 11-6-3 - Building height up to 20 feet - Building height between 20 and 40 feet	20 feet 20 feet
<u>Residential Development Standards</u> – MZO Section 11-6-3 - Minimum Outdoor Living Area (sq. ft./unit)	44 square feet (minimum)
<u>Required Parking Spaces</u> – MZO Section 11-32-3(A) - Multiple Residence	1.85 spaces per unit

Vote: 4-1 (Boardmember Allen and Crockett, absent)
 Upon tabulation of vote, it showed:
 AYES – Sarkissian, Ayers, Crockett, and Peterson
 NAYS – Villanueva- Saucedo