



## Planning and Zoning Board

### *Staff Report*

**GP CASE NUMBER:** ZON17-00572  
**ZONING CASE NUMBER:** ZON17-00320  
**LOCATION/ADDRESS:** The 5800 through 5900 blocks of East Thomas Road (south side) and the 3400 through 3500 blocks of North Recker Road (west side)  
**GENERAL VICINITY:** Located at the southwest corner of Recker Road and Thomas Road.  
**GP REQUEST:** Minor General Plan amendment to change Character Type from Mixed Use Activity District to Neighborhood  
**ZONING REQUEST:** Rezoning from RS-90 to RSL-4.5-PAD; and Site Plan Review. Also consider the preliminary Plat for "Villas at Red Mountain"  
**PURPOSE:** This request will allow for the development of a single-residence subdivision.  
**COUNCIL DISTRICT:** District 5  
**OWNER:** DTD-DEVCO 13, LLC  
**APPLICANT:** Sean B. Lake, Pew and Lake, PLC  
**STAFF PLANNER:** Lesley Davis

#### **SITE DATA**

**PARCEL NO.:** 141-41-004B and 141-41-006J  
**PARCEL SIZE:** 27± acres  
**EXISTING ZONING:** RS-90  
**GENERAL PLAN CHARACTER:** Mixed Use Activity District -  
**CURRENT LAND USE:** Vacant

#### **SITE CONTEXT**

**NORTH:** (across Thomas Rd.) Proposed park – zoned PF-PAD DMP  
**General Plan Character Area:** Park  
**WEST:** Vacant (proposed industrial/office development) – currently zoned PEP-PAD  
**General Plan Character Area:** Employment  
**EAST:** (across Recker Rd.) single residential ('Red Mountain Ranch') – zoned RS-6-PAD-DMP  
**General Plan Character Area:** Neighborhoods  
**SOUTH:** Vacant (proposed commercial/office development) – zoned LI-BIZ; and City of Mesa Fire Station – zoned R1-90  
**General Plan Character Area:** Mixed Use Activity District and Employment

**STAFF RECOMMENDATION:** Denial

**P&Z BOARD RECOMMENDATION:**  Approval with conditions  Denial

**PROPOSITION 207 WAIVER SIGNED:**  Yes  No

#### **HISTORY/RELATED CASES**

**February 22, 1983:** Annexed into the City of Mesa (Ord. #1682)  
**May 16, 1983:** Established City R1-90 zoning on 532± acres (Z83-38; Ord. #1710)  
**June 24, 2002:** Mesa 2025 General Plan with land use map designating this site to be Business Park  
**April 2, 2007:** Falcon Field Sub-Area Plan adopted by City Council designating this site to be Mixed Use Employment (Resolution #8942)

#### **GENERAL PLAN HISTORY**

**Mesa 1971 General Plan:** Agriculture / Vacant  
**Mesa 1982 General Plan:** Industrial  
**Mesa 1988 General Plan:** Commerce park (CP)  
**Mesa 1996 General Plan:** Commerce Park (CP)  
**Mesa 2025 General Plan:** Business Park (BP)  
**Mesa 2040 General Plan:** Mixed Use Activity District

#### **REQUEST (MINOR GENERAL PLAN AMENDMENT)**

The Mesa 2040 General Plan land use designation for the entire site is Mixed Use Activity District. The applicant is requesting that 27± acres of land be changed to Neighborhood, concurrently with the rezoning and site plan review case.

#### **PROJECT DESCRIPTION / REQUEST (ZONING)**

This is a request for Rezoning from RS-90 to RSL-4.5-PAD and Site Plan Review to allow the construction of a 110-small lot, single-residence, gated subdivision. The property is located on the southwest corner of Thomas and Recker Roads. This request also includes a preliminary plat titled "Villas at Red Mountain".

#### **NEIGHBORHOOD PARTICIPATION:**

The applicant has completed a Citizen Participation Process, which included a mailed letter to 180 property owners within 1,000' of the site, as well as HOAs and registered neighborhoods within a mile. The applicant held a neighborhood meeting on April 11, 2017 at Red Mountain Elementary School, which is in a neighborhood near the site. Prior to the neighborhood meeting, the property owner went door to door in the surrounding neighborhoods to talk with them about the proposal. The property owner has provided 200 letters of support for the project through that process, which are included in the packet materials that accompany this report.

The Citizen Participation Report provided by the applicant reports that the residents who attended the meeting supported a residential development on this property, rather than commercial development.

At the time that this report was written staff had not been contacted by any residents or property owners in the area.

#### **STAFF ANALYSIS**

**MESA 2040 GENERAL PLAN:**

**Summary:**

*Upon review of the five evaluation criteria, the proposal does not meet the goals of the General Plan or Falcon Field Sub Area Plan and additionally, it is not consistent with the City's economic development goals for this area of Mesa. The economic development goals are established through Chapter 5 of the General Plan and the Falcon Field Economic Activity Area Strategic Plan.*

**1. Is the proposed development consistent with furthering the intent and direction contained in the General Plan?**

**Staff Answer:** *No. In weighing the factors, the proposed development does not further the intent and direction of the General Plan.*

The General Plan focuses on creating land development patterns that emphasize the character of place and focusing on those principles that build neighborhoods, stabilize the job base, and improve the sense of place. These three guiding principles work together to help move Mesa to become a more sustainable, balanced and recognizable City (See Chapter 3 of the Mesa 2040 General Plan).

The neighborhoods chapter of the General Plan (Chapter 4) lists principles to be followed to help create and maintain great neighborhoods. These apply to both residential and non-residential areas. Particular items to consider from this chapter as they pertain to the proposed zoning and site plan are:

- Build Community and Foster Social Interaction
- Connectivity and Walkability
- Provide for Diversity
- Neighborhood Character and Personality

While it is possible to develop a residential neighborhood in this location, it would be challenging to do so in a manner consistent with the neighborhood design principles. Given the adjacent industrial and commercial properties, the proximity to the freeway and arterial street network, existing and approved industrial development, and the flight path to Falcon Field, a non-residential neighborhood would better and more easily fit the principles contained in the General Plan.

The jobs chapter of the General Plan (Chapter 5) describes the importance to the City to continue to grow our economic base and increase the number of jobs per household. It also lists several key elements needed to help grow our supply of stable jobs. This chapter starts with a recognition that a strong economic base is one if the key factors in determining the future of our community and includes the statement that: "the City of Mesa will do everything necessary to protect these areas [economic growth areas] from residential encroachment, promote them aggressively, and development them to their highest economic potential."

Mesa has historically lagged behind other Valley cities in the jobs available to local residents. A *Ratio of Jobs per Capita* table on page 5-3 of the Plan shows Mesa with only 0.3 jobs per capita compared to a Maricopa County average of 0.45. We must grow the number of jobs in our community to keep our residents from having to travel out of the City to find meaningful

employment. We cannot provide employment opportunities if the land is not available for employment growth.

The general plan history above shows this area has long been planned for employment and commercial activities, with an emphasis on employment uses. The current general plan shows the Employment and Mixed Use Activity District coming together in the area of Thomas and Recker Roads. Both of these character area types include employment activities as part of the land uses that should take place. Both also exclude residential uses except in a limited, supporting role.

Development in this area has been slow in coming, but has recently been increasing. The final portions of the Loop 202 Freeway were not completed until 2008. With the economic downturn that started in 2008, commercial and employment development is just starting to rebound. Much of the employment land around Falcon Field is filling up. Activity has recently begun in Longbow with large buildings at Higley and Longbow and the Sprouts shopping center at Recker and Longbow. Recent branding efforts in the area are bringing more interest and activity.

The applicant's project narrative provides ample data to show that this property will not likely development with some of the commercial uses that were envisioned just prior to the economic downturn. Given the low population base in the area and lack of visibility from the freeway, staff can agree that this property may not have the potential for large commercial development. However, with access to two arterial streets and immediate access to the Loop 202, and general lack of areas for non-residential development along the 202, this property is a good location for other non-residential activities. Employment uses at this location would benefit from access to other employment activities in the immediate area, Falcon Field, and easy access to both Phoenix-Mesa Gateway Airport and Sky Harbor Airport. A review of the City's zoning map and General Plan Character Area Map show this is the only location designated for significant employment activities along the Loop 202 between Riverview and the Gateway area.

This Chapter 5 of the Plan establishes four Economic Activity Areas, one of which is the Falcon Field Economic Activity Area. Each of the areas has a description of the type of economic activity anticipated for the area. The Falcon Field Activity Area covers this specific location (see Figure 5-1 and page 5-11 of the General Plan) and states the following:

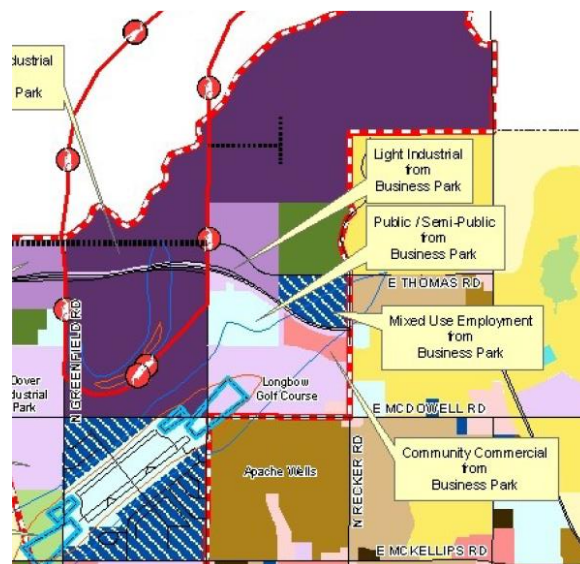
*Falcon Field:* As one of the nation's top 10 general aviation airports, Mesa's Falcon Field Airport serves as the economic catalyst for the Falcon Field Employment Center. The combination of a thriving airport, convenient freeway access, existing aerospace and technology companies such as Boeing and MD Helicopters, land development and building availability, the Falcon Field Employment Center will continue to be an economic engine for Mesa long into the future. It is expected the light industrial business parks in and around Falcon Field will continue to grow to capacity. Planning efforts will continue to protect the areas surrounding the airport from residential encroachment to ensure the area remains appropriate for larger employers, such as Boeing and MD Helicopters, and aircraft flight operations at Falcon Field Airport.

Because of the emphasis in the General Plan to maintain employment areas, Economic Development Policy 1 contained in Chapter 5 is to "Preserve designated commercial and industrial areas for future job growth." The proposed development is contrary to this policy and does not further the goals of the General Plan to provide for employment, office and retail uses needed to create and maintain a diverse and stable job base.

**2. Is the proposed development consistent with adopted sub-area or neighborhood plans?**

**Staff answer:** No. The proposed development is not consistent with the Falcon Field Sub-Area Plan (approved April 2, 2007, Resolution #8942) or the Falcon Field Economic Activity Area Strategic Plan (approved August, 2014 in support of the General Plan).

The subject site is located in the Falcon Field Sub-Area. This Sub-Area's Plan (approved April 2<sup>nd</sup>, 2007 through Resolution #8942) recommends that the land use designation for this specific area should be Mixed Use Employment. This category was based on the Mesa 2025 General Plan, which was still in effect at the time of the adoption of the Sub Area Plan. The Mixed Use/Employment designation was for "identified areas where a mix of employment uses including Office, Retail, Commercial, and Business Park could be effectively combined in a coordinated campus environment." Hotels were also allowed in this category. Residential use was not permitted in this category. Mixed Use/Employment areas were to serve as buffers between principal and arterial roadways and other less intense employment or dense residential areas as well as transitions between other employment and residential designated areas. Mixed Use/Employment areas were identified to be located on, and with direct access to principal arterial and arterial streets. As previously stated, the Mesa 2040 General Plan identifies this area as Mixed Use Activity, which is consistent with the former Mixed Use/Employment designation desired by the Sub-Area Plan. An excerpt from the Sub-Area Plan, including a map showing the recommended land uses, is shown below:



**Falcon Field Proposed Future Land Use Changes (Page 11 – Falcon Field Sub-Area Plan)**

The Falcon Field Sub-Area Plan's Vision Statement provides several goals for the area, including serving as "an oasis of abundant, high-quality employment for professionals, technical experts, and highly skilled labor" (Sec. 1-1 of the Falcon Field Sub-Area Plan). It also states "more secondary, area-serving businesses such as retail establishments, restaurants, entertainment, hotels, and services are needed to serve the area as it continues to develop" (Sec. 7-3, Falcon Field Sub-Area Plan). This area is expected to see about 10,000 more jobs by 2040. The development of a single-residence neighborhood does not advance the goals of the Falcon Field Sub-Area Plan.

In 2014 the City Council appointed a committee to review the Falcon Field area and develop a strategic plan to guide the continued development of this important economic area. The Falcon Field Economic Activity Area Strategic Plan was completed in August 2014 and accepted by the City Council. This plan covers the area north of Brown Road from Gilbert Road to Ellsworth Road and considers what can be done to further improve this area as an economic engine for Mesa. While it primarily considered opportunities for retaining and growing jobs, it also considered the need for appropriate housing for executives and workers. In particular the study identified the need for larger, over 25,000 sq. ft., office projects near the Loop 202 and residential development near the airport as a barrier to success. As northeast Mesa is increasingly built-out, there are few sites with freeway access that are suitable for commercial and employment land uses. This site's immediate adjacency to ramps to the Loop 202 make it suitable for commercial and office types of land uses.

The proposed Minor General Plan Amendment for a single residence development does not comply with the land use plan, the economic development goals established in the Falcon Field Sub Area Plan or the Falcon Field Economic Activity Area Strategic Plan.

**3. Is the proposed development consistent with the standards and guidelines established for the applicable character type(s)?**

**Staff answer:** *No. The proposed development does not provide the shopping and services to the nearby population that are required in the standards and guidelines established in the Mixed Use Activity District. If the General Plan is changed to designate the area for the Neighborhood Character type, the proposed zoning would be consistent with that character designation.*

The General Plan identifies this site as Mixed Use Activity District. Mixed Use Activity Districts are largescale (typically over 25 acres) community and regional activity areas that usually have a significant retail commercial component including shopping areas such as malls, power centers, or lifestyle centers that are designed and developed to attract customers from a large radius. These districts often include other uses such as office, entertainment and residential. Big box development (individual retail spaces in excess of 80,000 sq. ft.) is appropriate in these districts. The goal is to help these districts be strong and viable centers of commercial activity that attract people to unique shopping and entertainment experiences. The size of this property at approximately 27 acres, would categorize the property within the Character Type of Community-scale within the plan. Community-scale districts (primarily serving up to a 4-mile radius) typically contain one or two big box buildings and associated shops and pad sites. These character types are typically at the intersection of two arterial streets and are typically auto-dominant unless part of a Transit District.

As part of redeveloping older community commercial areas, this character type may transition into providing a greater mix of uses including office and multiple-residential activities and should take on a more pedestrian-friendly environment. The primary goal of this character type is to provide high quality opportunities for commercial and entertainment activities consistent with the needs of today's consumer.

Typical uses within this category include:

- Retail including grocery stores, big box stores, and specialty stores
- Restaurants and fast food pads with drive-thrus
- Offices including medical and professional
- Live/work
- Services
- Movie theaters
- Hotels
- Attached single residence and multi-residential in conjunction with other uses

This area is also adjacent to a designated Employment Character Area. The preferred character development for this location is for offices or other types of low impact employment uses that can work in either the Employment or Mixed Use Activity District designation. Should residential development occur on this property, it would need to be designed in manner that either appropriately integrates in with the adjacent non-residential development or provides a sufficient buffer to not negatively impact the non-residential development.

The primary proposed facility is for detached small lot single residences. While residential uses can be a component of a Mixed Use Activity District, the intent is to add residential uses incidentally to a larger commercial mix of land uses in order to strengthen the viability of the commercial uses. The proposed development is for 110 single residences and does not include a larger commercial mix of land uses. The proposed use will not result in the creation of a Mixed Use Activity District as described in the General Plan and will not function as an activity hub or employment area for the nearby population.

Because the applicant's proposed uses do not carry out the intent of the Mixed Use Activity District a General Plan minor amendment to the General Plan is needed.

The applicant has requested a Minor General Plan Amendment to the Neighborhoods Character Type. If this would be approved, the General Plan recommends that new neighborhoods such as this be designed and constructed consistent with the Neo-Traditional Neighborhood sub-type (see page 7-8 of the General Plan). The block lengths, internal connectivity, and open space provided address the design considerations for this character type. The proposed development is inconsistent with this character type in the lack of external connectivity and diversity in housing types.

**4. Will the proposed development serve to strengthen the character of the area by:**

- **Providing appropriate infill development;**

Not applicable.

- **Removing development that is deteriorated and/or does not contribute to the quality of the surrounding area;**  
Not applicable.
- **Adding to the mix of uses to further enhance the intended character of the area;**  
The proposed use does not meet the General Plan goals for providing the needed mix of uses in this area. The area lacks multi-residence, office, commercial, employment, and retail uses.
- **Improving the streetscape and connectivity within the area;**  
The applicant's proposed site design is a standard neighborhood design with amenities and open space typically found in a small-lot residential subdivision. There is minimal connectivity to the exterior of the property. Limited vehicular access has been provided with all of the lots funneling in and out of the subdivision in one location.

Development consistent with the Mixed Use Activity Area would provide the desired connectivity as it would engage with the previously approved site plan to the south (Exhibit A) and conceptual site plan to the west (Exhibit B), which are shown below, respectively. Both of those site plans include a hotel site immediately adjacent to this proposed neighborhood.

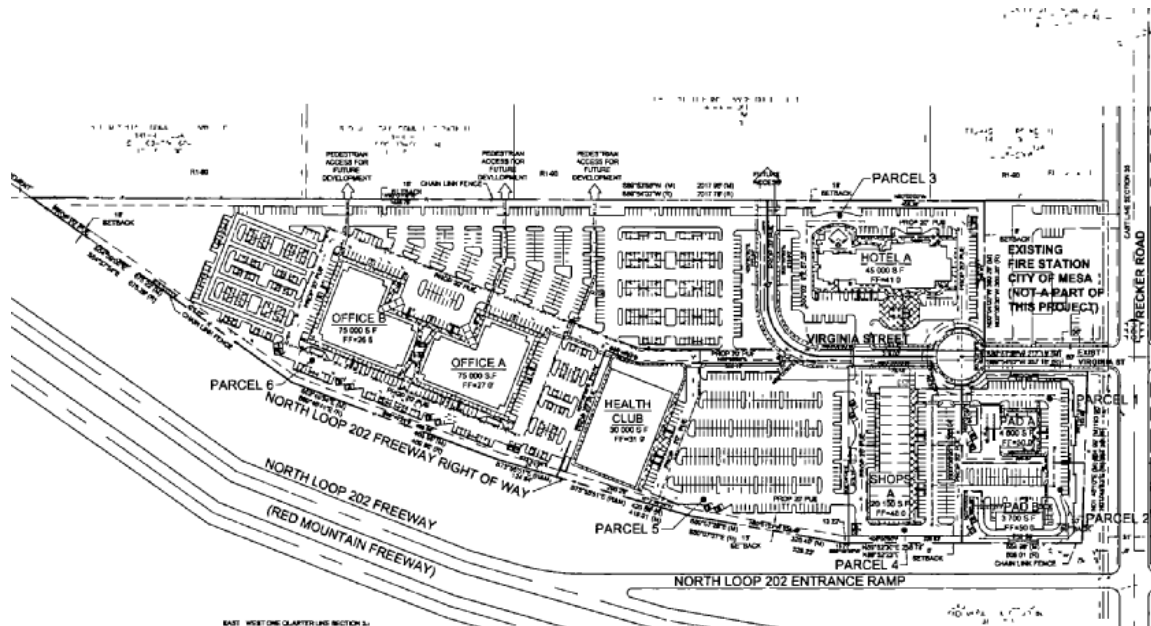
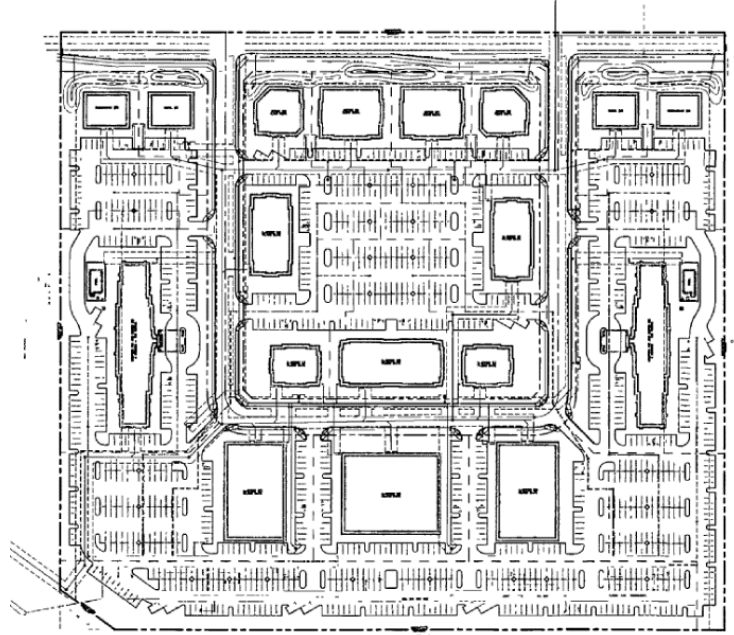


Exhibit A (South)





**Exhibit B (West)**

• **Meeting or exceeding the development quality of the surrounding area;**

The proposed development has been reviewed by staff. The applicant has not yet provided the specific home plans and elevations that will be built. The applicant will need to work with staff and receive Planning Director approval of any home elevations.

**5. Does the proposed development provide appropriate transitions between uses? In more urban areas these transitions should generally be accomplished by design elements that allow adjacent buildings to be close to one another. In more suburban locations these transitions should be addressed through separation of uses and/or screening;**

The proposed design provides a landscape area and residential street to provide a buffer between the proposed homes and the conceptually approved employment area to the west, which is zoned PEP-PAD with a narrower landscape buffer and residential street between the homes and the approved LI-BIZ property to the south. These separations from the future employment and commercial developments vary from 30' to 100'. By comparison, the buffer area provided in Eastmark between the residential area and employment area is a minimum of 140' wide. The applicant has proposed view fencing along the west property line and for a small portion of the south property line, with a masonry wall along the remainder of the south property line. Portions of the wall along Thomas Road also include view fencing to provide visibility of the homes that will face the road and take advantage of the view of the park and mountains across Thomas Road.

The General Plan also notes that some areas, particularly around Falcon Field and Phoenix-Mesa Gateway Airports, specific use and building height restrictions supersede the typical information

provided in the statements above. In particular, developments in these areas must comply with FAA requirements, address flight safety requirements, and provide a compatible mix of uses. For a given development to be consistent with the General Plan, it must be consistent with and further develop the intended Aircraft Overflight Areas for Falcon Field as a major economic engine for Mesa and the East Valley. The number and makeup of the aircraft flying in and out of this airport continues to change and grow.

The Plan states that to protect the airports and the developments that occur around them it is important to consider the impacts from development, both on and off the airport, on air space and land use compatibility. Addressing these issues requires reviewing development for height penetrations, noise sensitive uses, concentrations of people, visual obstructions, and wildlife attractants. The primary tools for avoiding problems and providing these protections are proper and coordinated on and off airport land use planning, zoning requirements, and the development review process. Falcon Field airport has identified areas which have a high degree of traffic by aircraft (See Figure 7-6: Aircraft Overflight Areas, page 7- 43). Because of the importance of this area to employment growth in Mesa and the impact these aircraft can have on land use development, it is important that land use decision made take these overflights into consideration. In this area, as development occurs, property owners will be required to provide avigation easements, notice to property owners that they are near an airport, and sound attenuation in the building construction. Also, per section 7-38 Land Use P3: The City shall work with Falcon Field to coordinate planning and to address airspace protection and land use compatibility.

## **REZONING REQUEST**

This property is currently zoned as RS-90. The rezoning request is for RSL-4.5-PAD, to accommodate a residential small-lot subdivision with 110 lots. The PAD portion of the request is to accommodate a private street.

## **RSL DESIGN ELEMENTS – MZO Section 11-5-4:**

Per Table 11-5-4 of the Zoning Ordinance, there are four design elements which must be implemented in this subdivision to achieve the RSL - 4.5 designation They have chosen the following:

### Streetscape Elements:

- *Street and Sidewalk Improvements: The main entrance to the Villas at Red Mountain is enhanced with a landscaped median and entry monumentation. In addition, to the extensive open space program of the project, all of the street side lots have adjacent landscape tracts that are a minimum of 10 feet wide.*
- *Parkland and Open Space: Villas at Red Mountain has four acres of common open space for 110 lots, which well exceeds the minimum 100 square feet of common open space per lot requirement. Furthermore, the 1,000 square feet of private open space in each back yard is more than double the minimum requirement of 400 square feet per lot.*

### Site Design Elements:

- *Variable Front Yards: Through the offering of different elevations and floor plans, Villas at Red Mountain will have varying front yard setbacks as the front "setback" line is broken up between*

*livable space that is closer to the street and a garage front plane located further back. With the different elevation and floor plan options that will be proposed, there will not be a series of front elevations that consist of flat planes.*

**Building Design Elements:**

- Architectural Diversity: *A total of six floor plans with three different elevations each, to provide a minimum of eighteen (18) unique elevations that will be provided at Villas at Red Mountain, which exceeds the eight (8) that are minimally required. In addition, there are three choices for different exterior color schemes, which also increases the diversity of the home products and their elevations.*

**Other RSL Standards:**

The applicant has far exceeded the requirement for private open space on each lot. The Zoning Ordinance also specifies that all lots must be located within 330-feet of an active open space area. All lots within this development comply with this requirement.

**PAD OVERLAY MODIFICATIONS – MZO Article 3:**

	<i>Exceeded RSL Development Standards (Shown in bold)</i>	
	RSL-4.5 Standard	Villas at Red Mountain
Minimum average lot area of subdivision (SF)	4,500	<b>5,750</b>
Minimum Individual Lot Area (SF)	4,000	<b>5,750</b>
Minimum Lot Width—Interior Lot (FT)	40	<b>50</b>
Minimum Lot Width—Corner lot (FT)	45	<b>50</b>
Minimum Lot Depth (FT)	90	<b>115</b>
Minimum Yard Front Livable	15	<b>15</b>
Minimum Yard Front Garage	20	<b>20</b>
Minimum Yard Front Porch	10	<b>10</b>
Street Side	10	<b>10</b>
Interior Side: Minimum each side (FT)	4.5	<b>4.5</b>
Interior Side: Minimum aggregate of 2 sides (FT)	10	<b>10</b>
Rear setback (SF)	20	<b>20</b>
Minimum Useable Open Space (SF) per unit	400	<b>1,000 min (backyard of individual lot)</b>
Minimum Common Area Useable Open Space (SF) per unit	15,000 (100 SF/Lot)	<b>174,240 (1,584 SF/Lot)</b>

The purpose of the PAD is to allow more freedom and creativity in subdivision design. In return for allowing deviations to the standard code requirements, there needs to be added features that provide for a higher quality development. The applicant has requested a PAD overlay to accommodate private streets with a gated entry to reduce the city public street section from 35-feet to 34-feet. The 34-foot street section will still allow for parking on both sides of the street. No additional modification to code have been included with the request.

Staff has concerns with only one entry and exit to a 110-lot subdivision. The Transportation Department comments provided for this subdivision, also raise a concern with not having an additional entrance on Thomas Road. The applicant has only provided a secondary emergency access point to Thomas Road.

Staff recommends that the applicant revise the site plan to make this a full access entrance to the subdivision. **(See condition 11.)**

The applicant has provided additional private and common open space area to offset the PAD request. The PAD is also needed to allow the gated entry that create a more secluded community that is consistent with the surrounding neighborhoods.

The applicant has not presented the residential product for this subdivision. Staff has added two conditions of approval to create some assurance of additional quality for the homes. The first would be to require real building materials (i.e., wood, shutters, stone, metal etc.) to create variety through color, material and texture to help ensure that there is some variety of materials and quality when the product is submitted for review. **(See conditions 12.a.)**

Staff is also recommending that the length of the 6-foot wall on the side of the home adjacent to an open space or street be minimized to allow the homes to better engage the street or open space and lessen the impact of walls in the neighborhood. Additionally, providing porches or courtyards on those corners to provide an opportunity for the homes themselves to engage the street or open space through placement of windows, while improving the feel of the neighborhood. Additional details should also be provided on these elevations to avoid blank walls. **(See condition 12.b.)** Approval by the Planning Director is required for the elevations of any homes proposed.

**SITE PLAN - MZO Section 11-69-5:**

Should the General Plan amendment be approved by City Council, the proposed site plan with the recommended conditions of approval, is in compliance with the criteria established in section MZO Section 11-69-5 of the Zoning Ordinance.

**PRELIMINARY PLAT:**

This application includes a Preliminary Plat that will join the existing parcels into a single-lot subdivision. All approved preliminary plats are subject to potential modification through the Subdivision Technical Review process to meet City codes and requirements, including but not limited to, all ADA requirements.

**CONCLUSION:**

**Minor General Plan Amendment.** Staff recommends denial of this request. This request is not consistent with the General Plan, the Falcon Field Sub-Area Plan, or the Falcon Field Economic Activity Area Strategic Plan. Approval would diminish the city's ability to achieve community goals to improve the city's jobs to housing ratio and would likely result in requests for additional movement from non-residential to residential uses on adjacent properties. Staff does not find any conditions that have changed in the area to warrant an amendment to the General Plan, Falcon Field Sub-Area Plan or Falcon Field Economic Activity Area Strategic Plan.

**Rezoning.** The applicant's proposed development for a 110-lot residential small lot subdivision is at odds with the General Plan designation for development of a Mixed Use Activity District at this location. It is also conflicts with the elements of economic development that are articulated in the Plan and are key to the continued growth of the City. Additionally, the proposed development does not meet the

requirements of the Falcon Field Sub-Area Plan which provides critical guidance for the development of this area. The proposal cannot be approved with the current General Plan Character designation on this property. If it is not changed, the rezoning must be denied.

If, through the discussion at the public hearing, the Board determines that the proposed General Plan amendment is justified and recommends approval of that amendment, staff would recommend approval of their zoning request to RSL-4.5-PAD. The concerns staff has regarding the site design and quality of the housing product that will be proposed have been addressed through conditions of approval listed below.

**CONDITIONS OF APPROVAL:**

1. Compliance with the basic development as described in the project narrative, and as shown on the site plan and preliminary plat submitted, (without guarantee of lot yield, building count, lot coverage).
2. Compliance with the Residential Development Guidelines as well as the Building Form Standards established in the Zoning Ordinance.
3. Compliance with all City development codes and regulations.
4. Dedicate the right-of-way 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.
5. Compliance with all requirements of the Subdivision Technical Review Committee.
6. Owner granting an Avigation Easement and Release to the City, pertaining to Falcon Field Airport which will be prepared and recorded by the City (concurrently with the recordation of the final subdivision map, prior to the issuance of a building permit).
7. Written notice be provided to future residents, and acknowledgment received that the project is within 1 mile(s) of Falcon Field Airport.
8. Provide a 4-foot x 4-foot sign at the entrance to the sales office for this development, with notice to all prospective buyers that the project is within an Overflight Area for Falcon Field Airport as specified in Section 11-19-5 of the Zoning Ordinance.
9. A building permit cannot be issued until 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 of 45 db as specified in Section 11-19-5 of the Zoning Ordinance.
10. View fences on residential lots shall comply with the City of Mesa pool fence barrier regulations.
11. **Provide a full access entrance to the subdivision along Thomas Road in compliance with Transportation Department requirements, including M-42.01 of the Mesa Standard Details.**
12. **Prior to submitting for a building permit for the homes, Planning Director approval is required for the design of the proposed homes. The design of the homes shall include the following:**
  - a. **Real building materials and finishes on the exterior of the homes (i.e., wood - or quality wood synthetic, shutters, stone, metal, etc.) to create interest through color, material and texture.**

- b. The side wall return shall be set back a minimum of 15' from the front of the livable portion of the house and 15' from the front of the garage for lots 1, 7, 8, 15, 23, 30, 31, 40, 41, 50, 51, 55, 56, 60, 61, 70, 71, 80, 81, 88, 95, 96, 103, 104, and 110, each of which side on an interior street or landscape tract.**
- c. All elevations adjacent to the street or open space shall include additional architectural enhancements.**