



City Council Staff Report

Date	July 20, 2026		
Case No.	ZON25-00110		
Project Name	San Antonio Tire Shop Rezone		
Request	- Rezone 0.4± acre from Office Commercial (OC) to Limited Commercial with a Bonus Intensity Zone Overlay (LC-BIZ) - Site Plan Review for a 4,015 square foot Minor Automobile Service and Repair development		
Project Location	1609 West University Drive		
Parcel No(s)	135-64-116		
Project Area	0.4± acres		
Council District	District 3		
Existing Zoning	Office Commercial (OC)		
General Plan Designation	Urban Residential		
Applicant	All Right Builders, Inc.		
Owner	Tres Hermanos, LLC		
Staff Planner	Emily Johnson, Planner II		
Prop 207 Waiver Signed?	Yes		

Recommendation

Staff Recommendation:

Staff finds that the Proposed Project is consistent with the Mesa 2050 General Plan, the criteria in Chapter 21 regarding Bonus Intensity Zone (BIZ) overlays, and the review criteria for Site Plan Review outlined in Mesa Zoning Ordinance (MZO) Section 11-69-5.

Staff recommends approval with conditions.

Planning & Zoning Board Recommendation:

On June 10, 2026, the Planning and Zoning Board voted **(7-0)** to recommend that City Council approve the proposed project with an additional condition of approval related to overflow parking. Condition of approval No. 8 has been added below to address this concern.

Staff agrees with the additional condition of approval proposed by the Planning and Zoning Board.

Project Overview

Request:

The applicant is requesting approval for a rezoning for 0.4± acre from OC to LC with a BIZ Overlay and Site Plan Review for a 4,015 square foot minor automobile repair development (Proposed Project).

Concurrent Applications:

- Minor General Plan Amendment: Applicant has requested a Minor General Plan Amendment for the 0.4± acre project site from Urban Residential with an Evolve Growth Strategy to Urban Center with an Evolve Growth Strategy. A public hearing was held by the Planning and Zoning Board on May 13, 2026, at which the Board recommended approval (GPA26-00111).

Site Context

General Plan:

- The Placetype for the project site is currently Urban Residential and the Growth Strategy is Evolve.
- Convenience Services land use, which includes minor automotive/vehicle service and repair facilities, is not identified as a principal or secondary land use in the Urban Residential Placetype.
- A Minor General Plan Amendment concurrent application has been submitted to change the Placetype Designation from Urban Residential with an Evolve Growth Strategy to Urban Center with an Evolve Growth Strategy.

- The purpose of the Urban Center Placetype is to create compact mixed-use areas where many people live, work, and play and are typically located adjacent to transit or major arterials.
- Urban Centers contain retail, personal services, public/semi-public uses, entertainment and recreation facilities, eating and drinking establishments, and convenience services.
- The Proposed Project is located on a corner site, fronting West University Drive, an arterial roadway, across from other retail and convenience services is classified as convenience services in the 2050 Mesa General.
- The Proposed Project is consistent with the Urban Center Placetype and furthers the implementation of, and is not contrary to, the Vision, Guiding Principles, Strategies, and applicable elements of the Mesa 2050 General Plan.
- Supporting General Plan Strategies:
 - N2. Promote adaptive reuse and infill as tools to rejuvenate and revitalize established neighborhoods.
 - LU2. Create opportunities for placemaking in neighborhoods that reinforce their unique character and sense of place.
 - LU3. Encourage infill and redevelopment to meet the community's strategic needs.

Sub-Area Plan:

- The Proposed Project is located within the Neighborhood Opportunity Area of the West Main Street Area Plan.
- The purpose of the West Main Street Area Plan is to provide for the increased needs of the community, and also to create a place that will continue to represent its people and community. Elements of placemaking, including people and values, integrated land uses, and street life, should be incorporated to enhance the sense of place.
- The Proposed Project is consistent with the West Main Street Area Plan because it will enhance the existing environment, build upon existing activities that enhance new development by contributing to a mixed-use setting, and project the neighborhood identity through an enhanced streetscape.

Zoning:

- The project site is zoned Office Commercial (OC).
- The applicant is requesting to rezone the site to Limited Commercial with a Bonus Intensity Zone Overlay (LC-BIZ).
- Minor Automobile Service and Repair is a permitted use within the LC District and is subject to the additional development standards for Automobile, Vehicle Repair, Major and Minor in Section 11-31-6.

Surrounding Zoning & Use Activity:

The Proposed Project is compatible with surrounding land uses, which include places of worship, medical offices, motels, and vacant land.

Northwest (Across University Dr.) RS-6 Single Residential	North (Across University Dr.) LC Commercial	Northeast (Across University Dr.) LC Commercial
West RS-6 Single Residential	Project Site OC Minor Automobile Service and Repair	East (Across Longmore) LC Minor Automobile Service and Repair
Southwest (Across Bedford St. Alley) RS-6 Single Residential	South (Across Bedford St. Alley) RS-6 Single Residential	Southeast (Across Longmore) RM-4/RS-6 Place of Worship

Site History:

- July 21, 1958: City Council annexed 706.3± acres, including the project site, into the City of Mesa (Ordinance No. 358).
- On May 17, 1982, City Council approved a rezoning of the 1.7 acres site north of the project site, across West University Drive, from C-1 to C-2 (Case No. Z82-027, Ordinance No. 1597). This case shows the zoning on the proposed project site was C-1.

Project/Request Details

Site Plan:

- Building Design:
 - The 4,015 square foot Minor Automobile Service and Repair facility is a single-story structure situated on the southern portion of the site.
 - Along the north side of the building is the main entrance, bay doors, and a 320 square-foot customer-waiting area with a pedestrian path, leading out to the public sidewalk along University Drive, shaded by an existing canopy.
- Access:
 - The site currently has four driveways; two on University Drive and two along Longmore.
 - The Proposed Project includes closing the larger, northernmost driveway access on Longmore and the easternmost driveway on University Drive.

- The remaining drive on University Drive will be entry only and the remaining drive on Longmore exit only.
- Parking:
 - Per Table 11-32-3.A of the Mesa Zoning Ordinance (MZO), 11 parking spaces are required.
 - The applicant is proposing 4 parking spaces as part of the BIZ request.
 - The Planning and Zoning Board acknowledged that the use has operated with 4 spaces without documented complaints but expressed concern about future neighborhood impacts. In response, Condition of Approval No. 8 has been added.
 - The legal parking requirement would remain 11 spaces, but the 4 proposed spaces would be deemed sufficient unless the proposed project causes adverse neighborhood parking impacts or vehicle queuing in a public roadway or on neighboring property. If either occurs, the property owner must obtain approval for an alternative parking arrangement, such as shared, off-site, or valet parking.
 - Enforcement of adverse neighborhood parking impacts may be difficult because members of the public are generally permitted to park lawfully on public streets, so the concerns raised by the Board may not result in any vehicle citations. In addition, it may be difficult to establish that a particular vehicle is associated with the proposed project because any citation would ordinarily be issued to the vehicle owner rather than the applicant or property owner. By contrast, roadway queuing is more readily observed, documented, and linked to the project's operations and therefore more directly addresses the Board's concerns regarding vehicle congestion.
- Landscaping:
 - Landscaped areas are located along the perimeter of the site as well as across the sides and rear of the building.
 - The applicants are requesting modifications to the landscaping requirements under the BIZ request as described below.
- Minor Automobile/Vehicle Service and Repair Requirements:
 - The Minor Automobile Service and Repair land use has additional development standards in Section 11-31-6 of the MZO.
 - The minimum lot size of this use shall be one acre and auto service bays shall be screened per Section 11-30-9(F).
 - Because of the size of the existing lot and the orientation of the existing building, the applicants are requesting modifications to these standards in the BIZ request.
- The Proposed Project includes a new 40-inch-high CMU breeze block screen wall along University Drive and Longmore to screening the parking areas as required per Section 11-30-9(H), and litter and noise requirements will be met as outlined in the Good Neighbor Policy.

Bonus Intensity Zone Overlay:

Per Section 11-21 of the MZO, the purpose of a BIZ Overlay is to provide for variation from the application of residential densities and other development standards to allow greater intensity of development and encourage unique, innovative developments of superior quality. The BIZ Overlay must demonstrate that the resulting development will further the goals and objectives of the General Plan, Specific Plans, and Council policies and will provide significant social or economic benefits to the City.

Development Standards	MZO Required	BIZ Proposed
<u>Minimum Building and Parking Area Setbacks</u> – MZO Table 11-6-3.A Front and Street-Facing Side Interior Side and Rear: Adjacent to RS District	15' 25'	10' (east property line to building) 14' (east property line to parking area) 23' (west property line to building) 5' (west property line to parking area) 22' (south property line to building)
<u>Auto Service Bays</u> – MZO Section 11-30-9(F)(2)(d)	When bay doors are less than 200 feet from an adjacent street and the bay doors are less than perpendicular to a street, screening shall be provided at least 6' high	3' screen wall
<u>Parking Areas</u> – MZO Section 11-30-9(H)(7)	A setback of at least 10 feet shall be provided between the screen wall and the right-of-way	0'
<u>Automobile/Vehicle Repair</u> – MZO Section 11-31-6(A)	Minimum lot size is 1 acre, unless part of a larger group commercial center	0.4± acres

Development Standards	MZO Required	BIZ Proposed
<u>Size of Parking Spaces and Maneuvering Aisles</u> – MZO Section 11-32-2(J)	One-way drive aisles that do not provide access to parking or lading spaces shall be at least 12-feet wide	11'
<u>Required Parking Spaces by Use</u> – MZO Table 11-32.3.A	11 spaces	11 spaces (4 spaces may conditionally satisfy requirement per Condition of Approval No. 8.)
<u>Setback of Cross Drive Aisles</u> – MZO Section 11-32-4(A)	Parking spaces along main drive aisles connecting directly to a street and drive aisles that cross such main drive aisles shall be set back at least 50 feet from the property line abutting the street	18'
<u>Perimeter Landscaping</u> – MZO Table 11-6-3.A Front and Street-Facing Sides (s Landscaped According to Ch. 33)	15'	12' (minimum north property line) 11' (minimum east property line)
<u>Required Number of Plants by Street Type</u> – MZO Table 11-33-3.A.4 1 Tree and 6 Shrubs per 25 Linear Feet of Street Frontage	Two 36-inch box trees and three 24-inch box trees	Two 36-inch box trees and two 24-inch Ocotillo (east property line)

Development Standards	MZO Required	BIZ Proposed
<u>Required Landscape Yards</u> – <i>MZO Section 11-33-3(B)(1)(a)(i)</i> Landscaping for Non-Single Residence Uses Adjacent to Single Residence Uses less than 5 Acres	20'	5' (minimum west property line) 6' (minimum south property line)
<u>Landscape Islands</u> – <i>MZO Section 11-33-4(B)(2)</i>	Landscape islands shall be a minimum of 8' wide and 15' in length for single-row parking	One island 3 feet wide and 18 feet long
<u>Landscape Island Plant Material</u> – <i>MZO Section 11-33-4(D)(1)(a)</i>	1 shade tree and 3 shrubs shall be provided for every 15-foot parking island	0 trees
<u>Foundation Base</u> – <i>MZO Section 11-33-5(A)</i> Exterior Walls with a Public Entrance Exterior Walls without a Public Entrance, not Adjacent to Parking Stalls	15' 5'	5' minimum (north elevation) 4' (west elevation) 0' minimum (south elevation)
<u>Landscape Area in Foundation Base</u> – <i>MZO Section 11-33- 5(B)(1)</i> 1 Tree Per 50 Linear Feet or Less of Exterior Wall Length	6 Trees	0 Trees
<u>Plant Material Within Foundation Base</u> – <i>MZO Section 11-33- 5(B)(3)(a)</i> Exterior Walls Visible from Public Parking or ROW with Public Entrances	33% Landscaped	0% (north elevation)

Per MZO Section 11-21-3(B), the City Council may approve modifications to the underlying district standards proportionate to the number of items and degree of compliance for projects that comply with a combination of the criteria for the BIZ. This includes a combination of either:

- **Criteria (1) Providing distinctive, superior quality designs (See Section 11-31-32, Superior Design) and Criteria (2) Addressing environmental performance standards; or**
- **Criteria (1) Providing distinctive, superior quality designs (See Section 11-31-32, Superior Design) and Criteria (3) Providing documented evidence that the building(s) will meet or exceed nationally recognized environmental performance standards. For purposes of this criterion, buildings that are designed to earn Green Globes, LEED™ Silver, or to be in compliance with the International Green Construction Code and/or equivalent third-party criteria, are considered to be energy efficient and no higher standard shall be required.**

Projects with fewer modifications will comply with a lower percentage of the criteria requirements in their request for the BIZ Overlay. Projects with a higher number, and greater deviation from, the adopted standards are required to comply with a higher percentage of criteria in their request for the BIZ Overlay.

The following summarizes an evaluation of each criteria for the BIZ Overlay request.

1. Provide distinctive, superior quality designs. (See Section 11-31-32, Superior Design)

Per MZO Section 11-31-32, for a project to reflect Superior Design it will incorporate all of the following elements:

- A. **Holistic Approach to Project Design.** Varied, high-quality, regionally-appropriate building materials, used in distinctive building forms, building massing and detailing that result in a note-worthy example of holistic site design, architecture, landscaping and signage; and

The Proposed Project incorporates high-quality, context appropriate materials and architectural detailing that creates a cohesive and visually distinctive development. The upgrades to the building, including a custom mural and decorative CMU breeze block wall, contributes to an overall high-quality project. The landscaping was designed to incorporate low-water-use xerophytic species, including cacti and other arid-adapted plants, that conserve resources while reflecting the site's overall modernist, mid-century design.

- B. **Responsive Approach to Site and Sub-Area Context.** Architectural and landscape architecture details and features that reflect the character defined in Sub-Area Plans or the General Plan's Placetype urban design characteristics, that are harmonious with adjacent development patterns, integrate with the physical conditions of the immediate site, and create a unique sense of place; and

The Proposed Project reflects the existing development pattern along this section of University Drive, which consists primarily of small-scale commercial and some automotive service uses serving adjacent neighborhoods. The proposed improvements, including the custom mural, decorative CMU breeze block wall, desert landscaping, and improved vehicular and pedestrian circulation, elevate the architectural and landscape

quality, contributing to a unique sense of place, while maintaining compatibility with adjacent development.

- C. **Sustainable Design.** Site design, architecture and landscaping features that address the local climate to reduce summer sun penetration and provide summer sunshade protection for pedestrians, promote energy and water conservation, promote the preservation or creation of open space, provide for and encourage the use of multiple modes of transportation, utilize existing infrastructure, and create the opportunity for social interaction; and

The Proposed Project incorporates several features that respond to the desert climate and promote pedestrian comfort and sustainability. The existing canopy structure, which will be retained and painted a project appropriate Blue Bauble color, will be used to create an open space for customers to wait. It will provide shade coverage for the customer waiting area outside of the building's entrance and shade the pedestrian path that leads out to the public sidewalk on W University Drive. The landscaping emphasizes low-water-use species that are native and regionally adapted reinforcing the desert character, enhancing biodiversity, and reducing maintenance requirements.

- D. **Exceeds Standards.** Provision of details and features that exceed the criteria and standards specified in Sections 11-5-3, 11-5-5, 11-6-43, 11-6-4 (as applicable), 11-7-3, 11-8-5, 11-8-6 and Chapters 30 through 34, where applicable; and

The Proposed Project exceeds the design objectives of the MZO by providing a custom mural on the east elevation along Longmore, which is not required by code, and by providing a highly decorative, breeze block parking screen wall, both of which contribute to an enhanced overall look on the project site. More than the required number of shrubs are also being provided along both street frontages and include, but not limited to, a mix of Octopus Agave, Organ Pipe, Parry's Agave, and Golden Barrel Cactus.

- E. **Great Public Spaces.** Details and features that create attractive, comfortable environments for pedestrians; ensure safe, useful and well-integrated open or public spaces; and include high quality amenities.

The Proposed Project includes well-designed open space that enhances the pedestrian and customer experience. The existing canopy will provide year-round shade and weather protection, and the addition of a 3-inch raised path on site will contribute to a safe pedestrian experience. The closing of the northernmost driveway out to Longmore and the easternmost along University Drive will also allow for a safer, more organized, and usable parking area, contributing to the overall comfort for visitors to the project site.

Based on the above discussion, staff finds that the Proposed Project complies with Criteria 1 required for approval of a BIZ overlay.

2. Address environmental performance standards outlined below:

a. Site selection criteria. Sites shall meet one or more of the following criteria.

- i. Redevelop and rehabilitate economically distressed properties (particularly greyfield sites), damaged sites or environmentally contaminated 'brownfield' sites.

The Proposed Project represents the redevelopment and rehabilitation of an aging commercial property, originally developed as a gas station. The proposed investment revitalizes a long-standing commercial corner that has experienced physical deterioration and through the proposed improvements, will transform the property into a productive and attractive neighborhood-serving business.

The Proposed Project meets this Criteria.

- ii. Utilize areas with existing utility and transportation infrastructure and existing community services. This criterion is preferred for higher density and higher intensity development, when feasible.

The site has access to City of Mesa utilities and direct access to West University Drive and North Longmore which include public sidewalks that connect the proposed development to adjacent commercial developments and residential neighborhoods.

The Proposed Project meets this Criteria.

- iii. Utilize locations within ½ mile of a planned light rail line or ¼ mile from an existing or planned bus stop. This criterion is preferred for higher density and higher intensity development, when feasible.

The Proposed Project is not within ½ mile of a planned light rail line or ¼ mile from an existing or planned bus stop.

The Proposed Project does not meet this Criteria.

b. Site design criteria. Designing the site to facilitate alternative modes of transportation and to reduce onsite environmental impacts.

- i. Provide safe and secure storage for bicycles. For commercial, employment or institutional projects, bicycle storage areas shall be within 200 yards of the building entrance and shall have a designated and convenient pedestrian access route connecting the storage area to the building.

The Proposed Project provides safe and convenient bicycle parking, allowing customers and employees to securely store bicycles within a short, approximately 10 feet, and direct walking distance of the building entrance. The storage is directly accessible from pedestrian path on site that lead to both street frontages.

The Proposed Project meets this Criteria.

- ii. Include priority location parking for low-emission vehicles in parking areas.

The Proposed Project does not include priority parking for low emission vehicles.

The Proposed Project does not meet this Criteria.

- iii. Provide priority location parking spaces for carpool or vanpool vehicles.

The proposed development does not identify priority parking locations for carpool or vanpool vehicles on the site plan.

The Proposed Project does not meet this Criteria.

- iv. Provide the number of parking spaces designed to serve a development site consistent with the number of spaces required to meet the minimum parking ratio. Parking spaces over the minimum number is discouraged.

Per Table 11-32-3A of the MZO, 11 parking spaces are required for the proposed development. The site plan submitted shows 4 parking spaces being provided on site. Based on the limited number of employees and the operational details provided, the four parking spaces proposed will provide adequate parking for employees and customers. The reduction in parking is requested in this BIZ.

The Proposed Project does not meet this Criteria.

- v. For greenfield sites, protect or restore natural areas on site with native vegetation to encourage biodiversity and for enjoyment by people. For previously developed sites, restore areas with native or adapted vegetation to encourage biodiversity and for enjoyment by people. The size of the space should be appropriate for the size of the site and the activity level or use of the site.

The current site, and many of the surrounding commercial sites, have underutilized, minimally landscaped, or missing landscape areas. The Proposed Project will redevelop existing landscape areas and create new, enhanced landscape yards throughout the site. This includes closing in the northernmost driveway along Longmore and the easternmost driveway along University Drive to create a landscape area that defines the corner, creating a landscape yard between the building and right-of-way along the east elevation, and adding foundation base landscaping along the west and south elevations where storage used to be.

The landscape plan incorporates low-water-use xerophytic species, including cacti and other arid-adapted plants. The landscaping emphasizes the preservation and integration of native and regionally adapted species and existing native vegetation is preserved where feasible and complemented by supplemental plantings selected to reinforce the desert character, enhance biodiversity, and reduce maintenance requirements.

The Proposed Project meets this Criteria.

- vi. Design the project to be energy efficient including, but not limited to, designed to reduce summer heat gain, reduce winter heat loss, utilize day lighting strategies and provide the opportunity for occupants to take advantage of renewable energy. The design also mitigates the effects of solar exposure for users and pedestrians. For purposes of this criterion, buildings that have efficient HVAC systems, incorporate passive solar heating, cooling and day lighting strategies within an efficient building envelope, as recommended by the Department of Energy's Energy Efficiency and Renewable Energy (EERE) section, including buildings designed to earn the EPA ENERGY STAR or designed to meet LEED™ Silver or

equivalent third-party criteria are considered to be energy efficient and no higher standard shall be used

The architectural design proposed includes shaded walkways and pedestrian entries, which help to mitigate the effects of solar exposure for employees and visitors to the site.

The Proposed Project meets this Criteria.

- c. Provide documented evidence that the building(s) will meet or exceed nationally recognized environmental performance standards. For purposes of this criterion, buildings that are designed to earn LEED™ Silver, Green Globes, and/or equivalent third-party criteria, and no higher standard shall be required. Avoid sites considered inappropriate, such as prime farmland, land identified as habitat for endangered species, and wetlands or riparian areas associated with wildlife.

The building on the site exists and is not designed to LEED standards.

The Proposed Project does not this Criteria.

- d. Utilize areas with existing utility and transportation infrastructure and existing community services. This criterion is preferred for higher density and higher intensity development, when feasible.

The site is in close proximity to existing utility infrastructure and is located on an existing commercial site.

The Proposed Project meets this Criteria.

- e. Redevelop and rehabilitate economically distressed properties (particularly greyfield sites), damaged sites or environmentally contaminated 'brownfield' sites.

The Proposed Project represents the redevelopment and rehabilitation of an aging commercial property, originally developed as a gas station. The proposed investment revitalizes a long-standing commercial corner that has experienced physical deterioration and through the proposed improvements, will transform the property into a productive and attractive neighborhood-serving business.

The Proposed Project meets this Criteria.

- f. Utilize locations within ½ mile of a planned light rail line or ¼ mile from an existing or planned bus stop. This criterion is preferred for higher density and higher intensity development, when feasible.

The Proposed Project is located approximately 200 feet from an eastbound bus stop located on University Drive and approximately 80 feet from a westbound bus stop located on the north side of University Drive.

The Proposed Project meets this Criteria.

- 3. Provide documented evidence that the building(s) will meet or exceed nationally recognized environmental performance standards. For purposes of this criterion, buildings that are designed to earn Green Globes, LEED™ Silver, or to be in compliance with the International Green Construction Code and/or equivalent third-party criteria, are considered to be energy efficient and no higher standard shall be required.

The building on the site exists and is not designed to LEED standards.

The Proposed Project does not this Criteria.

Based on the above analysis, staff finds that the Proposed Project is consistent with the purpose of a BIZ overlay as outlined in MZO Section 11-21 and meets criteria 1 and 2 of Section 11-21-3(B) by providing distinctive, superior quality designs and addressing environmental performance standards.

Citizen Participation

The applicant conducted a Citizen Participation process, notifying surrounding property owners, HOAs, and registered neighbors.

Neighborhood Meeting:

A neighborhood meeting was held on June 12, 2025, and there were no attendees present at that meeting.

A second neighborhood meeting was held on April 29, 2026, where attendees raised questions/concerns about the following:

- The requested parking reduction and potential for off-site parking
- Noise and light pollution associated with the 24-hour operation
- The need for a tire shop and the compatibility with the residential neighborhood
- On-site operations on the site including maneuverability
- Services being offered beyond tire repair in the future
- If this use was not there, would the site deteriorate instead of contributing to neighborhood revitalization

Required Notification:

- Property owners within 1,000 feet, HOAs within ½ mile, and registered neighborhoods within one mile of the subject site were notified of the public hearing.
- Staff received no public comment regarding the Proposed Project.

Public Comments – Planning and Zoning Board Hearing:

Ten citizens spoke in opposition to the request. Their concerns included the following:

- Parking provided on the site is not sufficient for the proposed use
- Opposition to the 24-hour operations proposed
- The use will serve as an unwanted late-night gathering hub
- The existing visual blight and inconsistency with the zoning district
- The applicant has not demonstrated the need for the proposed use in this location or consistency with the General Plan

Conditions of Approval

Staff recommends **approval** of the Rezone and Site Plan Review, subject to the following conditions:

1. Compliance with the final site plan, landscape plan and elevations as submitted.
2. Compliance with the Good Neighbor Policy submitted.
3. All noise generating activities, including, but not limited to, tire installations and repairs, shall be conducted within the fully enclosed building.
4. All exterior lighting shall conform to Section 11-30-5 of the Mesa Zoning Ordinance.
5. Outdoor storage of goods and equipment shall not be permitted.
6. Compliance with all applicable City development codes and regulations, except the modifications to the development standards as shown in the following BIZ Overlay table:

Development Standards	BIZ Approved
<u>Minimum Building and Parking Area Setbacks</u> – MZO Table 11-6-3.A Front and Street-Facing Side Interior Side and Rear: Adjacent to RS District	10' (east property line to building) 14' (east property line to parking area) 23' (west property line to building) 5' (west property line to parking area) 22' (south property line to building)
<u>Auto Service Bays</u> – MZO Section 11-30-9(F)(2)(d)	3' screen wall
<u>Parking Areas</u> – MZO Section 11-30-9(H)(7)	0'
<u>Automobile/Vehicle Repair</u> – MZO Section 11-31-6(A)	0.4± acres

Development Standards	BIZ Approved
<u>Size of Parking Spaces and Maneuvering Aisles</u> – MZO Section 11-32-2(J)	11'
<u>Required Parking Spaces by Use</u> – MZO Table 11-32.3.A	11 spaces (4 spaces may conditionally satisfy requirement per Condition of Approval No. 8.)
<u>Setback of Cross Drive Aisles</u> – MZO Section 11-32-4(A)	18'
<u>Perimeter Landscaping</u> – MZO Table 11-6-3.A Front and Street-Facing Sides shall be Landscaped According to Ch. 33	12' (minimum north property line) 11' (minimum east property line)
<u>Required Number of Plants by Street Type</u> – MZO Table 11-33-3.A.4 1 Tree and 6 Shrubs per 25 Linear Feet of Street Frontage	Two 36-inch box trees and two 24-inch Ocotillo (east property line)
<u>Required Landscape Yards</u> – MZO Section 11-33—(B)(1)(a)(i) Landscaping for Non-Single Residence Uses Adjacent to Single Residence Uses less than 5 Acres	5' (minimum west property line) 6' (minimum south property line)
<u>Landscape Islands</u> – MZO Section 11-33-4(B)(2)	One island 3 feet wide and 18 feet long
<u>Landscape Island Plant Material</u> – MZO Section 11-33-4(D)	0 trees

Development Standards	BIZ Approved
<u>Foundation Base – MZO Section 11-33-5(A)</u> Exterior Walls with a Public Entrance Exterior Walls without a Public Entrance, not Adjacent to Parking Stalls	5' minimum (north elevation) 4' (west elevation) 0' minimum (south elevation)
<u>Landscape Area in Foundation Base – MZO Section 11-33-5(B)(1)</u> 1 Tree Per 50 Linear Feet or Less of Exterior Wall Length	0 Trees
<u>Plant Material Within Foundation Base – MZO Section 11-33-5(B)(3)</u> Exterior Walls Visible from Public Parking or ROW with Public Entrances	0% (north elevation)

7. Installation of all off-site improvements and street frontage landscaping during the first phase of construction.
8. On a conditional basis, four (4) parking spaces will be considered to satisfy the parking requirement, so long as: (a) the reduced on-site parking requirement does not create adverse parking impacts on surrounding streets, properties, or the adjacent neighborhood; or (b) services offered on-site do not result in customer vehicles queuing or waiting in the public right-of-way or adjacent property. A violation of subsection (a) or (b) may be shown by the City's Civil Hearing Officer entering a judgment finding a responsible party responsible for a civil violation of the Mesa City Code. If a violation of subsection (a) or (b) is established, four (4) parking spaces will not be considered to satisfy the parking requirement, and the property owner shall obtain the applicable alternative compliance permit, shared parking approval, off-site parking approval, or other required parking approval within thirty (30) days, unless a longer period is approved by the Zoning Administrator. If the violation is based solely on subsection (b), the property owner may instead discontinue the service causing the off-site queuing, in which case four (4) parking spaces may continue to satisfy the parking requirement if the Zoning Administrator determines the discontinuance resolves the off-site queuing.

Exhibits

Exhibit 1 - Presentation

Exhibit 2 - Ordinance

Exhibit 3 - Ordinance Map

Exhibit 4 - Vicinity Map

Exhibit 5 - Site Plan

Exhibit 6 - Minutes

Exhibit 7 - Submittal Documents