

Items not on the Consent Agenda

4 Discuss and make a recommendation to the City Council on the following zoning cases:

- 4-a ZON24-01052 “Beverly Apartments,”** 1.3± acres located at 120 North Beverly, approximately 715 feet north of the northwest corner of West Main Street and North Beverly. Rezone from Multiple Residence-2 (RM-2) and Multiple Residence-3 (RM-3) to Multiple Residence-4 with a Planned Area Development Overlay (RM-4-PAD) and Site Plan Review for a multiple residence development. **(District 4)**

Planner: Charlotte Bridges

Staff Recommendation: Approval with conditions

Summary:

The following citizens offered a series of comments in opposition to ZON24-01052.

- Madison Reynolds, a Mesa resident

Applicant Taylor Earl addressed public concerns by explaining that the proposed project is a modest increase from 12 to 36 units on a site with a long history of multifamily use. He emphasized the project’s proximity to a light rail station, aligning with the city’s goals for higher-density, transit-oriented development. Earl noted that a traffic study was not required due to the project’s small scale and shared that the city’s transportation department found traffic volumes would remain within a normal range. He clarified that the project is a low-income housing tax credit development targeting 50% AMI, with an expected reduction in car ownership and dependence due to affordability and emphasis on alternative transportation. While acknowledging neighborhood concerns about traffic and cut-through issues, he stated that speed cushions are a viable mitigation measure, but gating Beverly is not supported by city policy or precedent.

City of Mesa Traffic Engineer Ryan Hudson addressed public concerns by explaining that a traffic study was conducted for the adjacent development and included existing traffic volumes on Beverly and surrounding streets. He stated that current daily traffic volumes on Beverly range between 400–500 vehicles, and the proposed 36-unit development is expected to generate approximately 200–240 additional daily trips. This would increase total volumes to an estimated 600–700 vehicles per day—still within acceptable levels for local residential streets. Hudson explained that traffic volumes below 750–800 vehicles per day are considered moderate, with 1,000+ vehicles per day representing more of a quality-of-life issue than a capacity concern. He confirmed that speed cushions could be a viable traffic calming measure, but implementation would require Council direction or adherence to the City’s existing speed hump policy, which includes a resident petition process. The study considered traffic in both directions along Beverly and the broader street network connecting to Alma School, Main Street, and University Drive.

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MINUTES OF THE JUNE 11, 2025, PLANNING & ZONING BOARD MEETING

Boardmember Carpenter motioned to approve Case ZON24-01052. The motion was seconded by Boardmember Blakeman.

The Board recommends to approve case ZON24-01052 conditioned upon:

1. Compliance with the final site plan.
2. Prior to the issuance of a building permit, submit for and receive approval of a lot combination to combine APN 135-53-015B, APN 135-53-015C, and APN 135-53-017.
3. Compliance with all requirements of Design Review Case No. DRB24-01050.
4. Dedicate the right-of-way and easements required under the Mesa City Code at the time of application for a building permit, at the time of recordation of the subdivision plat, or at the time of the City's request for dedication, whichever comes first.
5. All off-site improvements and street frontage landscaping must be installed in the first phase of construction.
6. Compliance with all City development codes and regulations, except the modification to the development standards as approved with this PAD overlay as shown in the following table:

Development Standards	Approved
<u>Proportion of Private and Common Open Space</u> – MZO Section 11-5-5(A)(3)(a) - Two bedroom units - Three bedroom units	88 square feet of private open space 110 square feet of private open space
<u>Additional Standards for Private Open Space – Accessibility and Location</u> – MZO Section 11-5-5(A)(3)(3(i)(1) and (2) - Ground level private open space - <u>Above ground private open space</u>	Private open space located at the ground level (e.g., yards, decks, patios) shall have no dimension less than six feet, 10 inches. Above-ground private open space (e.g., balconies) shall be a minimum of 60 square feet and shall not be less than six feet, 10 inches wide.

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Development Standards	Approved
<u>Minimum Yards –</u> MZO Section 11-32-3(D)(2) - Multiple residences:	0 covered parking spaces
<u>Required Landscape Yard Width –</u> MZO Section 11-33-3(B)(1)(a)(i) & Section 11-33-3(B)(2)(a)(ii) - Non-single residences uses adjacent to single residence uses or districts: sites less than five acres (North property line) (West property line) - Non-single residence uses adjacent to other non-single residence uses or districts (West property line) (South Property line)	8 feet 8 feet 5 feet 5 feet
<u>Foundation Base, Exterior Walls with a Public Entrance – MZO Section 11-33-5(A)(1)</u> - North elevation	A 10-foot-wide foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall.

Vote (4-0; Chair Ayers, Boardmember Montes and Boardmember Farnsworth, absent)

Upon tabulation of vote, it showed:

AYES –Pitcher, Peterson, Blakeman, Carpenter

NAYS – None

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