



**PLANNING DIVISION  
STAFF REPORT**

**City Council Meeting**

**December 2, 2024**

CASE No.: <b>ZON23-00859</b>	PROJECT NAME: <b>Fiesta</b>
<b>Redefined</b>	

Owner's Name:	Verde Fiesta I, LLC and MMCP, LLC
Applicant's Name:	Wendy Riddell, Berry Riddell, LLC
Location of Request:	Within the 1300 to 1600 blocks of South Longmore (east side), within the 1300 block of West Southern Avenue (south side), and within the 1200 to 1600 blocks of South Alma School Road (west side). Located south of Southern Avenue and west of Alama School Road.
Parcel No(s):	134-26-001Q, 134-26-410Q, 134-26-410R, 134-26-410S, 134-26-410T, 134-26-410U, 134-26-411A, 134-26-412A and 134-26-413A
Request:	Rezone from Limited Commercial (LC) to Infill Development District-2 (ID-2). This request will allow for a mixed-use development.
Existing Zoning District:	Limited Commercial (LC)
Council District:	3
Site Size:	80± acres
Proposed Use(s):	Mixed-use
Existing Use(s):	Vacant with limited restaurant and office uses adjacent to Alma School Road
P&Z Hearing Date(s):	<b>October 23, 2024 / 4:00 p.m.</b>
Staff Planner:	Evan Balmer
Staff Recommendation:	APPROVAL with Conditions
Planning and Zoning Board Recommendation:	APPROVAL with Conditions (5-0)
Proposition 207 Waiver Signed:	Yes

## HISTORY

On **July 18, 1970**, the City Council annexed 675± acres of land, including the project site, and established Limited Commercial (C-2) zoning (equivalent to current LC zoning designation) (Ordinance No. 675).

On **February 19, 1973**, the City Council approved an Initial Site Plan for Fiesta Mall, which included approximately 921,000 square feet of gross leasable area (GLA) (Case No. Z73-41).

On **April 15, 1982**, the City Council approved a site plan review to allow for the development of a bank located at 1550 South Alma School Road, along the eastern portion of the project site (Case No. SPR82-006).

On **November 19, 1990**, the City Council approved a site plan modification to the Fiesta Mall site, which included an additional 261,000± square feet of commercial uses and a parking garage located on the western portion of the project site (Case No. Z90-035; Ordinance No. 2567).

On **November 21, 1994**, the City Council modified the conditions of approval for Ordinance 2567 by removing the required timeframe for the completion of the construction of the additional 261,000± square feet of commercial uses and the parking garage (Case No. Z94-070; Ordinance No. 2970).

On **January 7, 2007**, the City Council approved a Council Use Permit for a Freeway Landmark Monument located along the southern portion of the project site adjacent to the US 60 freeway (Case No. Z07-113; Ordinance No. 4793).

On **July 3, 2008**, the Planning and Zoning Board approved a site plan review to allow for the development of three pad sites along the eastern side of the project site adjacent to Alma School Road (Case No. Z08-043).

On **May 15, 2013**, the Planning and Zoning Board approved a site plan modification to allow for the development of a restaurant with a drive-thru for the property located at the southwest corner of Alma School Road and Grove Avenue (Case No. Z13-020).

On **June 27, 2023**, demolition permits were issued for the former Fiesta Mall building.

On **October 23, 2024**, the Planning and Zoning Board recommend that City Council approve the proposed project (Vote 5-0). Following the Planning and Zoning Board's recommendation, staff worked with the applicant to include additional development standards to further ensure quality development related to several uses and further the Goals of the IIP.

## PROJECT DESCRIPTION

### **Background:**

The proposed project site is the location of the former Fiesta Mall which is approximately 80 acres in size and located north of the US 60 freeway between Alma School Road and Longmore. The applicant is requesting to rezone the property from Limited Commercial (LC) to Infill Development District-2 (ID-2) to allow for a mixed-use development that will include a range of residential and non-residential uses (Proposed Project).

The proposed project site is largely vacant and contains four pad buildings adjacent to Alma School Road (Dutch Bros., In-N-Out, Longhorn Steakhouse, and an office building located south of Holmes Avenue). Fiesta Mall served as a regional shopping destination for nearly 50 years but struggled to maintain store occupancy in the early 2000s. The last store closed in 2019, demolition permits were issued in 2023, and the mall has since been razed.

The Proposed Project seeks to establish ID-2 zoning and approval of the Fiesta Redefined Infill Incentive Plan (IIP), which will become the regulating document for the Project after it is adopted. The IIP creates the framework for land uses, development standards, design and development standards, and review and approval processes that will guide the development of mixed-use projects in years to come.

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

The Mesa 2040 General Plan Character Area designation on the property is Mixed Use Activity District with a Regional-Scale Sub-type. Per Chapter 7 of the General Plan, Mixed Use Activity areas are large-scale community and regional activity areas that typically have a significant commercial component including shopping centers, power centers, or lifestyle centers that are designed and developed to attract customers from a large radius.

The Regional-Scale Sub-type is typically larger than 60 acres and may contain significant areas devoted to commercial and office uses and may include areas of supporting, integrated residential uses. Over time, these districts may take on a significant residential character but will still have a strong mix of uses. 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 ID-2 District is listed as a primary zoning district within the Regional-Scale Sub-type. The IIP is being submitted prospectively, without a site plan, and permits a wide range of uses. However, future uses are expected to include significant retail, restaurants, offices, and hotels, all of which are listed as primary land uses in the Regional-Scale Sub-type, and future high density multiple residence, which is identified as a secondary land-use.

The Proposed Project complies with the requirements for the Mixed Use Activity District and is consistent with the criteria for review of development outlined in Chapter 15 (pg. 15-1) of the Mesa 2040 General Plan.

**Fiesta District:**

The site is also located within the Fiesta District Sub-Area, which is envisioned as a hub for advanced businesses and financial services, health care, and retail. Per the adopted Fiesta District Design Guidelines, development within the Fiesta District should contribute to a pedestrian-friendly environment with an integrated mix of land uses.

The Proposed Project conforms to the intent of the Fiesta District guidelines. The Proposed Project contributes to the mix of land uses and incorporates design standards and guidelines that encourage pedestrian-friendly site design and requires publicly accessible non-residential amenities to be installed at specific intervals as development progresses on the proposed project site.

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

<b>Northwest</b> LC and LC-BIZ Commercial	<b>North</b> LC Commercial	<b>Northeast</b> LC Commercial
<b>West</b> (Across Longmore) LC and GC Commercial and Mesa Community College	<b>Project Site</b> LC Primarily vacant with existing commercial along Alma School Road	<b>East</b> (Across Alma School Road) LC, LC-BIZ, and LC-PAD Commercial
<b>Southwest</b> (Across US 60) RM-2-PAD Single Residence	<b>South</b> (Across US 60) RM-3-PAD and LC Multiple Residence and Commercial	<b>Southeast</b> (Across US 60) LC-PAD Commercial

**Compatibility with Surrounding Land Uses:**

The proposed project site is primarily vacant with several existing restaurant and office uses on the east side of the site adjacent to Alma School Road. Properties to the east of the site across Alma School Road are primarily zoned LC and are developed with commercial uses. The properties north of the proposed project site are also zoned LC and are a mixture of occupied and vacant commercial buildings. West of the site, the properties are also zoned LC and GC and include a mixture of occupied and vacant buildings and the Mesa Community College Arts Center. South of the site across US 60 is a multiple residence development zoned RM-3-PAD. Southwest of the site across US 60 is attached single residences zoned RM-2-PAD. Southeast of the site across US 60 are commercial uses zoned LC.

The Proposed Project is compatible with surrounding development that includes a mixture of commercial, residential, and public and semi-public land uses.

**Zoning District Designations:**

The applicant is requesting to rezone the proposed project site from LC to ID-2 to allow for a large-scale mixed-use development. Per Section 11-12-1 of the Mesa Zoning Ordinance (MZO), the purpose of the Infill Development (ID) Districts are to promote and facilitate the development and redevelopment of by-passed, underutilized, or abandoned properties. The ID

District provides for the establishment of specific land uses, development standards, alternative fees, and streamlined review processes as incentives to stimulate re-investment and development in a manner that contributes to the creation of a high-quality context for employment opportunities and improve the overall economic viability of the area. Per Section 11-12-1(B) of the MZO, the ID-2 District is to be used for sites that are 2.5 acres or more that would benefit from a more comprehensive modification of standard development requirements in order to develop or redevelop.

To be eligible for ID District zoning a property must qualify as a by-passed parcel as defined in Section 11-87 of the MZO, without regard to lot size. A by-passed parcel, without regard to size, is a parcel that: (1) is served by, or has direct access to, existing utility distribution facilities, and (2) is surrounded by properties within a 1,200 foot radius in which: (a) the total developable land area is not more than 25% vacant; and (b) greater than 50% of the total number of lots or parcels have been developed 15 or more years ago. As this is an established area of Mesa, the site has direct access to all necessary utilities and based on staff analysis, the area within a 1,200 foot radius of the proposed project site is less than 2% vacant and more than 98% of the properties were developed more than 15 years ago.

City Council must also find that the area within the district meets at least three of the six requirements outlined in Section 11-12-2 of the MZO, which outline the statement of need required by Section 11-2-5(B). Staff finds that the proposed project site qualifies as a by-passed parcel and meets five of the six requirements listed in Section 11-12-2 of the MZO.

1. There is a high percentage of vacant older or dilapidated buildings or structures;

**Prior to its demolition in 2023, the former Fiesta Mall site was largely vacant since 2015 and completely vacant since 2019.**

***The Proposed Project meets this requirement.***

2. There is a high percentage of vacant or underused parcels of property, obsolete or inappropriate lot or parcel sizes, buildings designed for obsolete land uses, or environmentally contaminated sites;

**With the opening of other regional shopping opportunities in the area, Fiesta Mall experienced declining occupancy for more than ten years, with the last store closing in 2019. As the market has shifted to online shopping and other retail experiences, Fiesta Mall became obsolete.**

***The Proposed Project meets this requirement.***

3. There is a high percentage of buildings or other places where nuisances exist or occur;

**As occupancy began to decline, Fiesta Mall became a frequent target of exterior vandalism. In addition, there were numerous instances of trespassing on the mall**

property. When the final tenant left in 2019, the instances of vandalism and trespassing increased.

*The Proposed Project meets this requirement.*

4. There is an absence of development and investment activity compared to other areas in the City;

The proposed project site is in the center of the Fiesta Sub-Area. Over the years, the City has made substantial investments in the area, particularly to streetscape enhancements on Southern Avenue and a branding scheme for the District. While there has been some development and redevelopment in the area, it has occurred at a slower pace than other areas of the city. The redevelopment of the Fiesta Mall site represents an opportunity to spur other redevelopment in this area.

*The Proposed Project meets this requirement.*

5. There is a high occurrence of crime; or,

In its later years, and particularly after the last tenant left in 2019, a high occurrence of crime occurred at Fiesta Mall. Mesa police received numerous calls for service on the property. These calls included reports of trespassing, drug use, and burglary.

*The Proposed Project meets this requirement.*

6. There is a continuing decline in population.

As the former Fiesta Mall site did not include residential uses, the population in and around the proposed project site has not declined.

*The Proposed Project does not meet this requirement.*

The Proposed Project is consistent with the intent of the Infill Development District as it provides an opportunity for redevelopment of 80± acres at one of the most prominent locations in the City of Mesa. The Infill Incentive Plan for the Proposed Project includes a mixture of residential and commercial uses and design standards and guidelines that will ensure the project develops as a high-quality mixed-use development.

**Infill Incentive Plan:**

Per Section 11-12-5 of the MZO, a request for ID District zoning must be accompanied by an Infill Incentive Plan (IIP) that is reviewed by City Council and if approved serves as the regulating document for property development within the ID District. The IIP must include: an IIP map; statement of need; development goals; development regulations; general development standards; review and development procedures; and may include design guidelines and additional elements or reports deemed necessary by the City, such as a Traffic Impact Study or transportation element.

### Development Goals:

The Fiesta Redefined IIP development goals are organized around four development principles: Density; Open Space; Connectivity; and Diversity/Flexibility.

The Proposed Project seeks to maximize density with an urban form like that of a traditional downtown. According to the Fiesta Redefined IIP, increased density allows for more uses in close proximity to one another which makes walking, bicycling, and transit more viable alternatives to personal vehicles, generates more tax revenue per acre than less dense development, and creates less strain on public infrastructure.

Per the Fiesta Redefined IIP, successful urban environments have a range of active and passive public spaces of different scales and varied purposes. Parks, plazas promenades, and streetscapes can be used to draw together people from various backgrounds to interact with each other and the urban fabric.

Per the Fiesta Redefined IIP, getting people out of their cars and onto sidewalks is critical to the success of urban environments. Pedestrian paseos are encouraged within the development to create a more pedestrian-friendly environment, and streets have been carefully planned as a connective framework.

Per the Fiesta Redefined IIP, a wide variety of uses are envisioned, built upon a framework of well-planned streets and open spaces. A diverse range of residential, commercial, office, local and national retail, hotels, restaurants, and entertainment will be integrated into a pedestrian, bicycle, and vehicular friendly environment which is driven by market demand.

### Development Blocks:

One of the unique concepts proposed in the Fiesta Redefined IIP are development blocks. Specific development and site planning is not included as part of the Proposed Project. Rather an urban design framework is included in the IIP through a series of exhibits (Exhibits C.1 through C.11) that help ensure the project will develop as a pedestrian friendly mixed-use development, while still allowing for flexibility for the project to adapt to changing market conditions.

Exhibit C.1 includes three conceptual vehicular alignments that contemplate various block sizes, densities, and access needs. The location of the “loop road” around the former mall is set on the northern and eastern portions of the site, the internal street network will be set at the time of site plan review as individual developments commence on the site.

Exhibit C.2 is the land use map proposed for the development. As the development is envisioned to be an integrated mixed-use development, the land use map indicates that the majority of the site could develop as a mixture of multiple residence, commercial, or office uses. The land use map also identifies the Village Green, which is open space located in the northeastern portion of the site and will serve as one of the focal points of the development.

The Village Green will be bounded by commercial development to the east and west. The existing retention basin in the southwest corner of the site will continue to serve retention needs and additional open space will be located on the southern portion of the site adjacent to the US 60 freeway.

To ensure the project develops as a mixed-use, urban development, Exhibit C.3 illustrates the ground level use and building height requirements for specific areas of the site. Per Exhibit C.3, the primary north-south road, which would follow the Stewart alignment, as well as the areas surrounding the Village Green, are identified as having a minimum height of 30 feet and a building wall that encompasses 85% of active use frontage of each block. Active use frontage can include commercial storefronts, residential units with primary or secondary entries that address the street frontage, or auxiliary and amenity uses associated with residential development. This requirement helps to ensure a vibrant streetscape that promotes density and walkability for residents.

Exhibit C.3 also identifies the Primary Ground Level Commercial Zone, which are the principal areas identified for ground level commercial development. This Exhibit identifies a Secondary Ground Level Commercial Zone, which is located adjacent to Longmore and will be consistent with the existing commercial development patterns on the westside of Longmore.

Another important feature of Exhibit C.3 are the pedestrian streetscape enhancements and the terminus feature at the southern end of the primary north-south roadway. The pedestrian streetscape enhancements can include elements such as seat walls, accent walls, shade structures and decorative hardscape. These areas will provide unique design features at a pedestrian scale that encourage walkability and enhance the overall pedestrian experience. The terminus at the southern end of the primary north-south roadway could include a park, pavilion, water feature, art installation or similar feature. As the primary north-south connection is required to have a minimum height of 30 feet and a building wall of 85% of active uses, the terminus at the southern end provides an important visual feature at the end of the primary road and also provides an opportunity for a gathering space for residents and visitors.

Exhibit C.6 visually illustrates the street frontage requirements for a typical block while Exhibits C.7 through C.11 illustrate pedestrian realm cross sections. These exhibits show a minimum 20-foot street adjacent setback and elements such as patios, stoops, overhangs, and landscaping and landscape wall that may be placed within the pedestrian realm.

#### Development and Land Use Regulations:

Per Section 11-12-3(B) of the MZO, land uses permitted within the ID-2 District will be established uniquely by the IIP. The applicant based the permitted uses for the proposed project site on the permitted, conditional, and prohibited land used for the LC District.

There are several uses that are permitted in the LC District that were removed, the review process modified, or additional conditions required to ensure that the permitted uses further the vision for the development.



Uses that are normally permitted in the LC District but which have been restricted include:

- Boarding House
- Community Residences
- Industrial Trade Schools, Public
- Industrial Trade Schools, Private
- K-12 Schools, Public
- K-12 Schools, Private
- Skilled Nursing Facility
- Social Service Facilities
- Kennels
- All auto related uses including sales, rentals, vehicle washing and auto repair
- Building Materials and Services
- Funeral Parlors and Mortuaries
- Light Fleet Based Services
- Maintenance and Repair Services
- Non-Chartered Financial Institutions
- Pawn Shop
- Tattoo and Body Piercing Parlor
- Handicraft/Custom Manufacturing
- Light Assembly/Cabinetry
- Recycling Facilities
- Warehousing and Storage
- Mini-storage
- Boat and RV storage
- Wholesale
- All Transportation, Communication and Utility Use Classifications

Uses that are normally permitted in the LC District but which the review process has been modified or additional conditions were added for their use include:

- Assisted Living, Nursing and Convalescent Homes. In the IIP, these uses would require a Council Use Permit (CUP) and would only be permitted after a minimum of 2,000 residential units have been constructed.
- Service Stations. In the IIP only two service stations are permitted, and their location is limited to the Longmore and Alma School Road frontages as well as a small portion of the site on the west side of the loop road. The specific locations are identified in Section E.7 of the IIP.
- Restaurants with Drive-thru Facilities. In the IIP, restaurants with drive-thru facilities are not limited in number, rather they are restricted to the same areas as service stations, which are the Longmore and Alma School Road frontages and a small portion of the site on the west side of the loop road.

#### Land Use Budget:

The IIP includes a land use budget to guide development on the site. A total number of 4,000 dwelling units is proposed for the site. The land use budget is tiered based on the number of residential units and requires that a certain amount of non-residential uses and publicly

accessible non-residential amenities are constructed before more residential uses are constructed. This will help ensure that a mixture of land uses is provided as the project develops.

The publicly accessible non-residential amenities are based on a point system with amenities assigned a point value based on their scope. For example, a bicycle repair station or water filling station are assigned a point value of one point because the scope of the amenity is limited, whereas a park or community garden are assigned a point value of three points because they are generally larger amenities that can be a focal point for a community. Additionally, if any parcel directly adjacent to the Village Green is developed, it is required that the Village Green be built concurrently with that project.

The first tier in the land use budget allows for the construction of 700 residential units with no requirement for additional commercial uses, since there are existing restaurants along Alma School Road, which are part of the project site.

The second tier of the land use budget allows for up to 1,200 residential units and requires the construction of 25,000 square feet of non-residential uses. In addition, a minimum of three points from the publicly accessible non-residential amenities list are required to be installed.

The third tier of the land use budget allows for up to 2,000 residential units and requires a total of 50,000 square feet of non-residential uses and amenities worth an additional two points to be installed.

The fourth tier of the land use budget allows for up to 3,000 residential units and requires a total of 150,000 square feet of non-residential uses and two additional points from the publicly accessible non-residential amenities list. Additionally, if the Village Green has not already been constructed, it is required to be installed before additional residential units can be constructed.

The fifth tier allows for up to 4,000 residential units and requires a total of 500,000 square feet of non-residential uses and three additional points from the publicly accessible non-residential amenities list.

#### Development Standards:

Per Section 11-12-4(B) of the MZO, the development standards for the ID-2 District shall be established with the IIP. The Fiesta Redefined IIP contains overall development standards for items such as parking and landscaping, development standards for specific uses and activities such as drive-thrus and convenience markets, and development standards for residential and non-residential uses. Below are highlights of the basic residential and non-residential development standards that will guide the urban form.

In both the residential and non-residential development standards, there is no maximum height proposed to encourage vertical development. There is also no minimum height proposed, although there are areas of the site that are subject to a 30-foot minimum height and the 85% building wall requirement as identified in Exhibit C.3.

The required building setbacks are also the same in the residential and non-residential development standards and include both minimum and maximum setbacks. The use of minimum and maximum setbacks ensures that an adequate amount of space is preserved for the pedestrian realm, provides for some flexibility in the placement of buildings, but not enough that engagement with the sidewalk and the pedestrian realm is compromised. The minimum setback adjacent to a street is 20 feet, the maximum setback adjacent to a street is 30 feet, and the minimum internal, side, and rear setbacks are zero feet. As a majority of the roads within the development will be private streets, the street adjacent setbacks are measured from the back of the curb.

The residential development standards also include additional requirements not found in the non-residential development standards. Residential uses are required to provide both private and public open space. Fifty square feet of private open space is required for 50% of the residential units and can be reduced to 40 square feet if a rooftop or above ground common open space is provided. Rather than a minimum square footage, common open space is based on amenities. Three amenities from the amenity list are required per residential development. Examples of common open space amenities include turf areas, water features, swimming pools, roof top decks, fitness centers, and playgrounds.

#### Design Standards and Guidelines:

Because the Proposed Project is anticipated to be developed in several phases spanning several years, design standards and guidelines are an essential component of the Fiesta Redefined IIP that will help create a lasting, high-quality development while still allowing for flexibility for individual development. The Proposed Project will be characterized by contemporary regional architecture with an approachable, human scale.

Architectural character of individual buildings will be influenced by the type of use. There are four primary categories included in the Fiesta Redefined Design Standards and Guidelines: residential site design, residential architectural design, commercial site design, and commercial architectural design. The standards and guidelines are robust and include but are not limited to the requirements outlined below.

The residential site design standards and guidelines primarily focus on creating development that is accessible and pedestrian friendly. This type of design helps activate an interesting and pedestrian-friendly streetscape resembling those of dense, successful, walkable cities. Standards and guidelines include requirements for: pedestrian walkways that connect with surrounding amenities and developments; specialty landscape, hardscape, and architectural features used to highlight building and site elements to create a strong sense of place; building entrances that face primary streets; porches and balconies to create building articulation; facades that are offset from each other to create a more vibrant street edge; and minimum and maximum setbacks to better define the public and private realms.

The residential architectural standards and guidelines allow for a variety of architectural styles that incorporate local materials and reflect the desert climate through form and design. The residential architectural standards and guidelines primarily focus on massing and scale, articulation, and material selection to guide high-quality design. Standards and guidelines

include requirements for: large buildings to change materials or massing every 240 feet to prevent the appearance of a contiguous development; wall plane offsets or step back on upper levels to provide spaces for balconies and to reduce the perceived size of the structure; building facades composed of a variety of materials, colors, textures, artwork, pilasters, buildings lines, window articulation, etc.; and interesting window treatments such as awnings and trim for facades facing streets, pedestrian walkways, or public spaces.

The commercial site design standards and guidelines focus on creating development that contributes to a sense of place, is pedestrian-friendly, and compatible with adjacent uses. Standards and guidelines include requirements for: buildings on the interior of a lot to provide pedestrian-friendly facade designs along the street front; architectural elements that anchor the building and create attractive paths to entries; entrances, windows, and openings that face main streets and pedestrian walkways; street-adjacent facades that provide pedestrian-scaled elements such as entrances, windows, and openings; and buildings to be the focal point of each site with parking treated as a supplemental amenity.

Similar to the residential architectural standards and guidelines, the commercial architectural standards and guidelines focus on massing and scale, articulation, material selection, and screening to guide high-quality design. Commercial architectural standards and guidelines include entrances to use architectural elements to delineate hierarchy such as overhangs, recesses, projections, unique roof design, display windows, etc.; multi-tenant buildings to provide unique entrances for each tenant with a storefront; and massing variations along pedestrian levels such as porticoes, single-story protruding lobbies, and transparent vestibules in pedestrian-heavy areas.

In addition to residential and commercial design standards, the design guidelines and standards also include standards to guide the development of the pedestrian realm. These include recommendations for lighting design and site furnishings. In addition, five intersections are identified as enhanced intersections which will be constructed with pavers and colored concrete crosswalks.

#### Review and Development Procedures:

Per Section 11-12-5 of the MZO, review and development procedures can be modified through the IIP. While the processes and timeframes proposed in the IIP are largely consistent with customary City processes, to allow for flexibility in development as this project is anticipated to develop over a number of years, there are a number of changes to standard City processes proposed in the IIP.

The primary difference proposed as part of the IIP is administrative review and approval for all site plan review and design review requests, and modifications. However, to ensure residents within the development are informed of applications that are submitted, the applicant will be required to mail notice letters and post the site for all site plan and design review applications.

There are also referral provisions that allow the Planning Director to refer a case to the Planning and Zoning Board under certain circumstances.

Overall, the proposed IIP conforms to the review criteria for outlined in Section 11-12-6 of the MZO.

**Neighborhood Participation Plan and Public Comments:**

As part of this application, the applicant completed an extensive Citizen Participation process. In addition to the standard notification letter that was mailed to property owners within 1,000 feet of the site, as well as HOAs within ½ mile, and registered neighborhoods within one mile of the site, the applicant also held a neighborhood meeting and several one-on-one meetings with stakeholders in the area.

Many of the questions that were asked focused on the timeframe for the public process, the vision for the area and specifics of the site such as parking and building height. The applicant included a robust Citizen Participation Report detailing all of the outreach was conducted as part of this process.

As of the writing of this report, staff has not received any comments or concerns from surrounding property owners.

**Staff Recommendation:**

Staff finds the Proposed Project is consistent with the Mesa 2040 General Plan and the review criteria from Section 11-12-6 of the MZO for an Infill Development District.

Staff recommends approval with the following **Conditions of Approval:**

1. Compliance with the Infill Incentive Plan submitted.
2. 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.
3. Compliance with all City development codes and regulations except as identified within the Fiesta Redefined IIP.
4. Compliance with the final approved Traffic Impact Study.

**Exhibits:**

- Exhibit 1 - Presentation
- Exhibit 2 - Ordinance
- Exhibit 3 - Ordinance Map
- Exhibit 4 - Vicinity Map
- Exhibit 5 - Infill Incentive Plan
- Exhibit 6 - Minutes
- Exhibit 7 - Submittal Documents