

Mesa Council Chambers Lower Level – 57 E 1st St

Date: November 2, 2022 Time: 5:00 p.m.

MEMBERS PRESENT:

Chair Alexis Wagner
Boardmember Adam Gunderson
Boardmember Chris Jones *
Boardmember Heath Reed
Boardmember Ethel Hoffman*
Boardmember Troy Glover

MEMBERS ABSENT:

Vice Chair Nicole Lynam

(*Boardmembers and staff participated in the meeting through the use of audio conference equipment)

STAFF PRESENT:

Evan Balmer
Sean Pesek
Kwasi Abebrese
Alexis Jacobs
Margaret Robertson

OTHERS PRESENT:

1 Call meeting to order.

Chair Wagner declared a quorum present, and the Public Hearing was called to order at 5:30 p.m.

2 Take action on all Consent Agenda items.

A motion to approve the Consent Agenda was made by Boardmember Glover as read by Boardmember Gunderson and seconded by Boardmember Hoffman.

Items on the Consent Agenda

3 Approval of the following minutes from previous meeting:

***3-a Minutes from October 5, 2022 Study Session and Public Hearing.**

Vote: 6-0

Upon tabulation of vote, it showed:

AYES – Wagner- Gunderson – Jones - Reed – Glover - Hoffman

NAYS – None

ABSENT – Lynam

ABSTAINED – None

4 Take action on the following cases:

***4-b Case No.: BOA22-00975 (Approval with Conditions)**
Location: District 5. 8129 East Ebola Avenue.
Subject: Requesting a variance from the minimum required rear yard to allow for a home addition in the Single Residence-6 zoning district with a Planned Area Development and Age Specific overlays RS-6-PAD-AS zoning district.
Decision: Approval with conditions
Summary: This item was on the consent agenda and not discussed on an individual basis

A motion to approve case BOA22-00975 was made by Boardmember Glover as read by Boardmember Gunderson and seconded by Boardmember Hoffman.

Conditions of Approval:

1. Compliance with the final site plan as submitted.
2. Issuance of a building permit for the proposed home addition.
3. Compliance with all City Development Codes and regulations.

Consent Agenda Approved

Vote: 6-0

Upon tabulation of vote, it showed:

AYES – Wagner- Gunderson – Jones - Reed – Glover - Hoffman

NAYS – None

ABSENT – Lynam

ABSTAINED – None

Items not on the Consent Agenda

5 Act on the following case:

- 5-a Case No.: BOA22-00842 (Denial)**
Location: District 5. 6536 East Delmon Drive.
Subject: Requesting a Variance from the required front yard setback for an attached garage addition in the Single Residence-9 (RS-9) District.
Decision: Approval
Summary: This item was discussed and voted on an individual basis.

Staffmember Kwasi Abebrese presented case BOA22-00840 to the Board.

See attached presentation.

Chair Wagner invited the applicant to speak.

Applicant Ashley Gagnon presented.

See attached presentation.

Chair Wagner invited comments from the public.

Kevin Koelbel who lives at 6646 East Heather Drive was there to show support for the applicant's request.

Derek and Sarah Owen who live at 6405 East Rustic Drive were there to show support for the applicant's request.

Patricia Gleason who lives at 6546 East Delmon Drive was there to show support for the applicant's request.

Melanie Giancola who lives at 2250 North 64th Street was there to show support for the applicant's request.

Adam Ervin who lives at 6536 East Pepple Drive was there to show support for the applicant's request.

John James who lives at 2142 North 64th Street was there to show support for the applicant's request.

Angela Alsbury who lives at 6462 East Rustic Drive was there to show support for the applicant's request.

Kevin Brown who lives at 6462 East Rustic Drive was there to show support for the applicant's request.

Datcharat Mungkieatsakul who lives at 6526 East Holly Drive was there to show support for the applicant's request.

Chair Wagner read online comment cards into the record.

Sean Silvestro who lives at 6632 East Delmon Drive is in support of the applicant's request.

Marla Dana who lives at 6436 E Holiday Drive is in support of the applicant's request.

Jared Sherman who lives at 1028 North Amber circle is in support of the applicant's request.

Todd Willis who lives at 2701 North Ramada is in support of the applicant's request.

Shaun Riley who lives at 6586 East Delmon Drive is in support of the applicant's request.

LouAnn Adse did not list address is not in support of the applicant's request.

Jennifer Rosevear and Marshall Owens who live at 6521 East Holiday Drive are in support of the applicant's request.

Jeff Kendall who lives at 6521 East Holiday Drive is in support of the applicant's request.

James Moorehead who lives at 6411 East Holiday Drive is in support of the applicant's request.

Syn Fredock who lives at 6545 East Holiday Drive is in support of the applicant's request.

Cyara Garcia who lives at 6531 East Holiday Drive is in support of the applicant's request.

Andrew Tie who lives at 6545 East Heather Drive is in support of the applicant's request.

Nellie Durham who lives at 6662 East Heather Drive is in support of the applicant's request.

Boardmember Jones asked Staff for clarification during the applicant's comments, he referenced this Supreme Court case. I am not sure I have not heard that or at least I don't recall that maybe you could give us the city's interpretation on that. I've got lots of questions, but that's the first one I'd like to lead off with if that's okay.

Staffmember Evan Balmer answered in regard to the comments made about the Supreme Court ruling, what's in the purview of the Board, how we review Board of Adjustment cases is based on the four findings outlined in the staff report from section 11-80-3. That's what we use to review Board of Adjustment cases against.

Boardmember Jones clarified that the request is for a four-foot encroachment into the front setback.

Chair Wagner asked for clarification of the front setbacks and the difference between the 15-foot livable setback and the 25-foot garage setback.

Staffmember Evan Balmer explained in the zoning district, we have two sets of front setbacks. One is for livable spaces, enclosed patios, and things like that. And the other is for garages and carports. The setback for garages, and carports is 25 feet from the front property line. The setback

for livable spaces is 15 feet. The reasoning behind that is our quality design guidelines. We encourage the liveable portions of the house to be closer to the street to kind of avoid an overall garage dominance when you're driving down the street. So that's why we built in that additional flexibility for livable spaces to encourage them to be the more visually prominent aspect of the house as opposed to the garage which has that larger setback.

Boardmember Hoffman stated that there seems to be some inconsistency between the staff report and the applicant's presentation and would like staff to weigh in on that.

Staffmember Evan Balmer responded so there are two scenarios, one because the subdivision was platted in the 50's and build in the 70's under Maricopa County jurisdiction with different setbacks, different development requirement and then annexed into the city they might not meet City of Mesa's standards and would be considered legal non-conforming uses. The second scenario are additions or new structures that were built after the annexation and maybe did not get permitted.

Discussion ensued in regard to differences of legal non-conforming uses and unpermitted work.

Boardmember Hoffman stated that the applicant's allegations that perhaps there was information that was omitted in the staff report, and could we go through each of those right now?

Staffmember Evan Balmer reiterated I'm happy to answer any questions that you have. But again, the way that we review variances, is based on those four criteria outlined in the zoning ordinance section 11-80-3. The applicant maybe has a different perspective on how some of that works.

Boardmember Reed asked the applicant to explain why they had designed their plans the way they did.

Applicant Ashly Gagnon responded I previously wanted to have it 10-feet to clear my fireplace. Because that's what I'd actually designed some nice AstroTurf in the back, commercial grade playground type stuff for my kids. I have a gate all the way around because I have a dog. At this point I did everything that they've asked, I pointed out properties, and I felt very uncomfortable doing it. And I felt like I was in a precarious situation. Because this is public record. I'm thankful that all of my neighbors that showed up are the greatest people that have come out to support it. But I settled and said, fine, I'll kind of rearrange it. I'll try to move something around for what it is I'm looking to design. And I moved it back six feet. And I felt like I did every step I should do. I mean, I pointed out a Supreme Court law that almost nobody even knows about, I did my research, played with the numbers as much as I can. All I'm looking to do is put in a tandem garage and be able to use my backyard just like all these other homes are. And the further I get it back, the further it gets to my pool. Now I'd prefer not to have it that way. Because the pool was constructed in, I don't know, the 90s. And I would hate to have a leak. That's also plays into the reason. I think that's reasonable.

Boardmember Reed summarized the reason is you want to have a safe area for your kids to play.

Chair Wagner indicated support for the variance request.

Boardmember Reed asked for clarification on the size of the right of way, is it 90-feet or 100-feet?

Staffmember Evan Balmer responded it was plated in the 50's at 100 feet. When the development to east came in we did abandon that 10-feet of right away for that development. If the neighbors in that area wanted to have those conversations with Transportation about looking at a different street section, those are conversations that they could have. But what is there currently is designed to fit that specific commercial collector street section.

Discussion continued about the right of way and that the Transportation Department would need to be the one to make any comments.

Boardmember Gunderson added I know there's been a lot of issues discussed here tonight. A lot of them aren't directly relevant to what we as this Board can consider, right? Our job is to interpret the City ordinance with these four criteria. And I'm going to focus my comments on those four criteria. And the first one being whether or not there are special circumstances applicable to the property, including its size, shape, topography, location, or surrounding. And I think that last one is the one that seems the clearest to be relevant tonight is the surrounding right. We've got this kind of weird, right-of-way that's not fully developed that might not ever be developed. There's evidence on the record now that it probably won't ever be developed. But we're not sure. And I think that makes this these lots a little bit unique for planning purposes. And I think that first criteria, I can check that box and say, yep, there's some weird stuff going on here. The second criteria, the special circumstances are preexisting and not created by the property owner or appellant. I think check, we've got that one as well. Strict application of zoning ordinance will deprive such property of privileges enjoyed by other property of the same classification in the same zoning district. This is another one that I think requires a pretty careful analysis. And I wasn't fully convinced coming in tonight of whether or not this criterion was met. But I think it has been the applicant provided pictures of a lot of properties that have buildings that encroach into the right of way or into the required setbacks. And just pictures alone, I don't think is always indicative that we just need to approve it. Because sometimes, as we've talked about tonight, those encroachments into the right of way or into the required setback, are not approved. And if the City finds out, if you guys went and reported those neighbors, the City might come and make them tear those things down. But enough of those are preexisting and have been there and are legal uses that I think it is significant. And I think that does play into the character of the neighborhood. And I think if we were to deny this particular application, that goes I guess to the to the next criteria, which is any variance granted will assure that the adjustment authorized shall not constitute a grant of special privileges. And I think this would not grant any special privileges because there are people that are already existing, there are properties already existing that you know, consistent with the character of the area. I think all four of these criteria are met. And I am strongly in favor of approving this variance.

Chair Wagner expressed support to approve the variance request.

Boardmember Hoffman express support in addition to concerns of setting a precedent.

Staffmember Evan Balmer replied every case is analyzed per these four criteria on a case-by-case basis. So, I don't know that if you approve this, it would be the same situation for every lot.

Discussion ensued regarding the approval criteria for a variance.

A motion to approve case BOA22-00840 was made by Boardmember Gunderson and seconded by Boardmember Jones.

Vote: 6-0

Upon tabulation of vote, it showed:

AYES – Wagner- Gunderson – Jones - Reed – Glover - Hoffman

NAYS – None

ABSENT – Lynam

ABSTAINED – None

6 Items from citizens present: None

7 Adjournment.

Boardmember Glover moved to adjourn the Public Hearing and was seconded by Boardmember Jones. Without objection, the Public Hearing was adjourned at 7:05 p.m.

Respectfully submitted,

Evan Balmer,
On behalf of Zoning Administrator (Dr. Nana Appiah)



BOA22-00840



Request

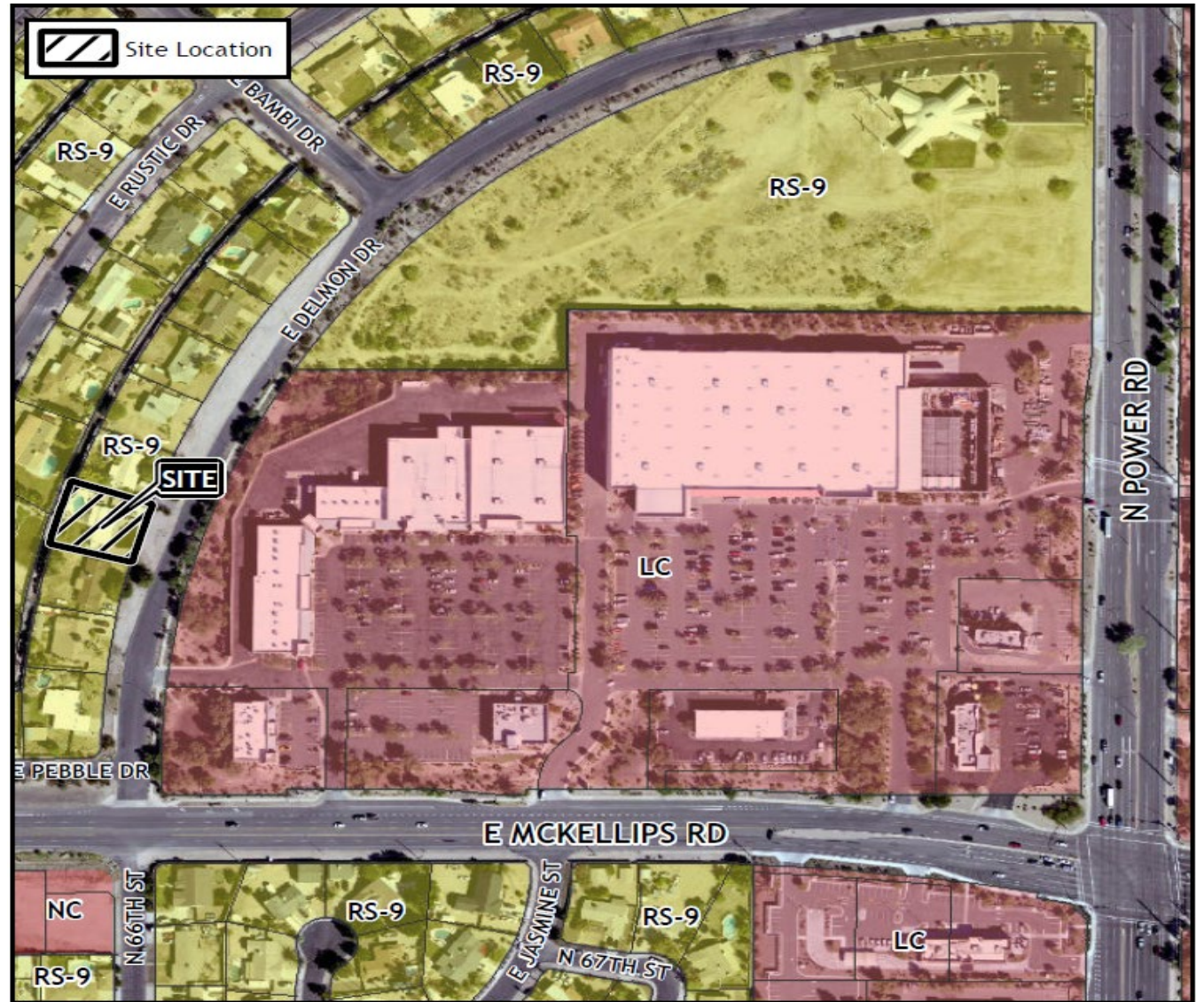
- Variance for an encroachment of 4 feet into required front yard

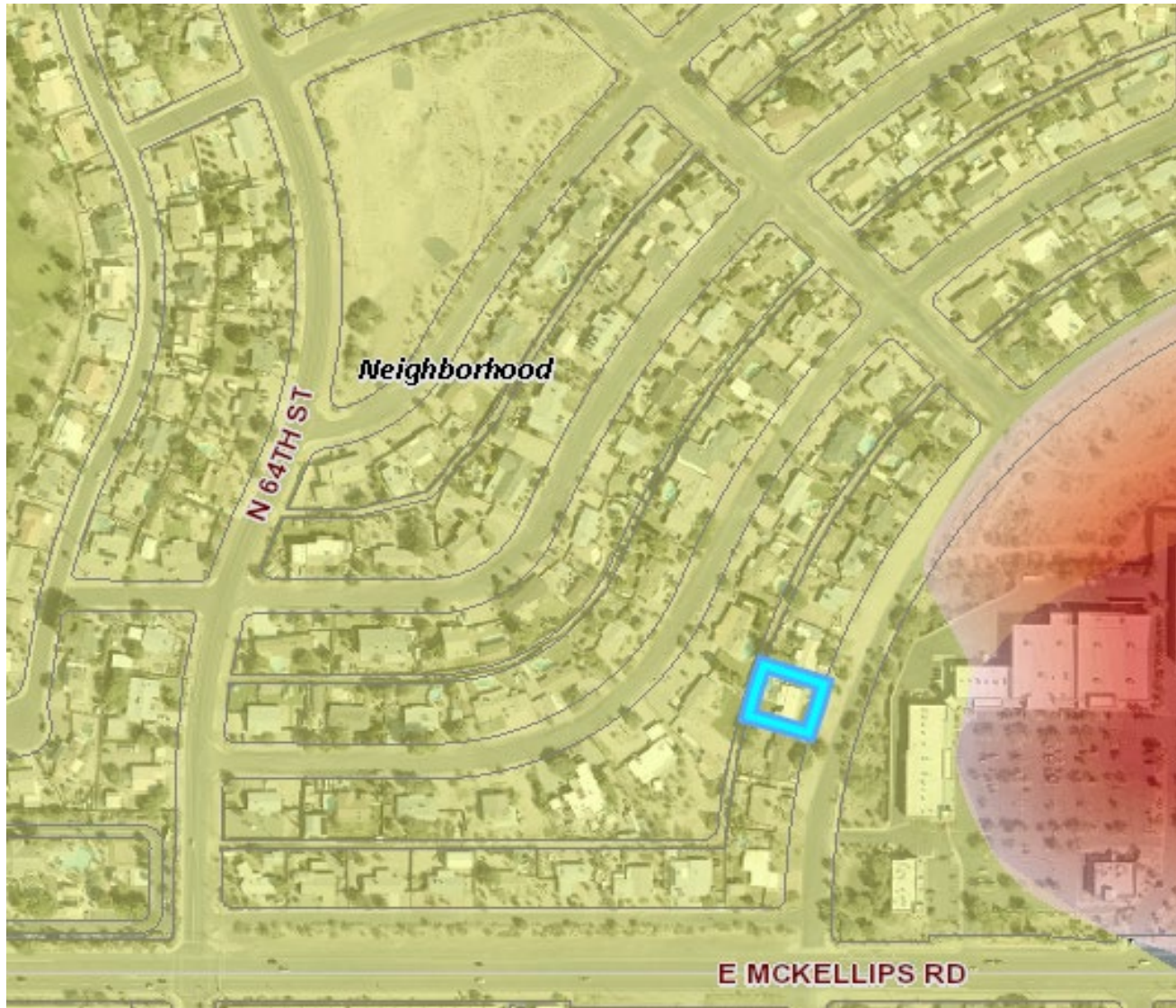
Purpose

- Allow for the addition of an attached tandem garage to an existing single-family residence.

Location

- West of North Power Road
- North of East McKellips Road
- Within Skyway Village Unit One subdivision





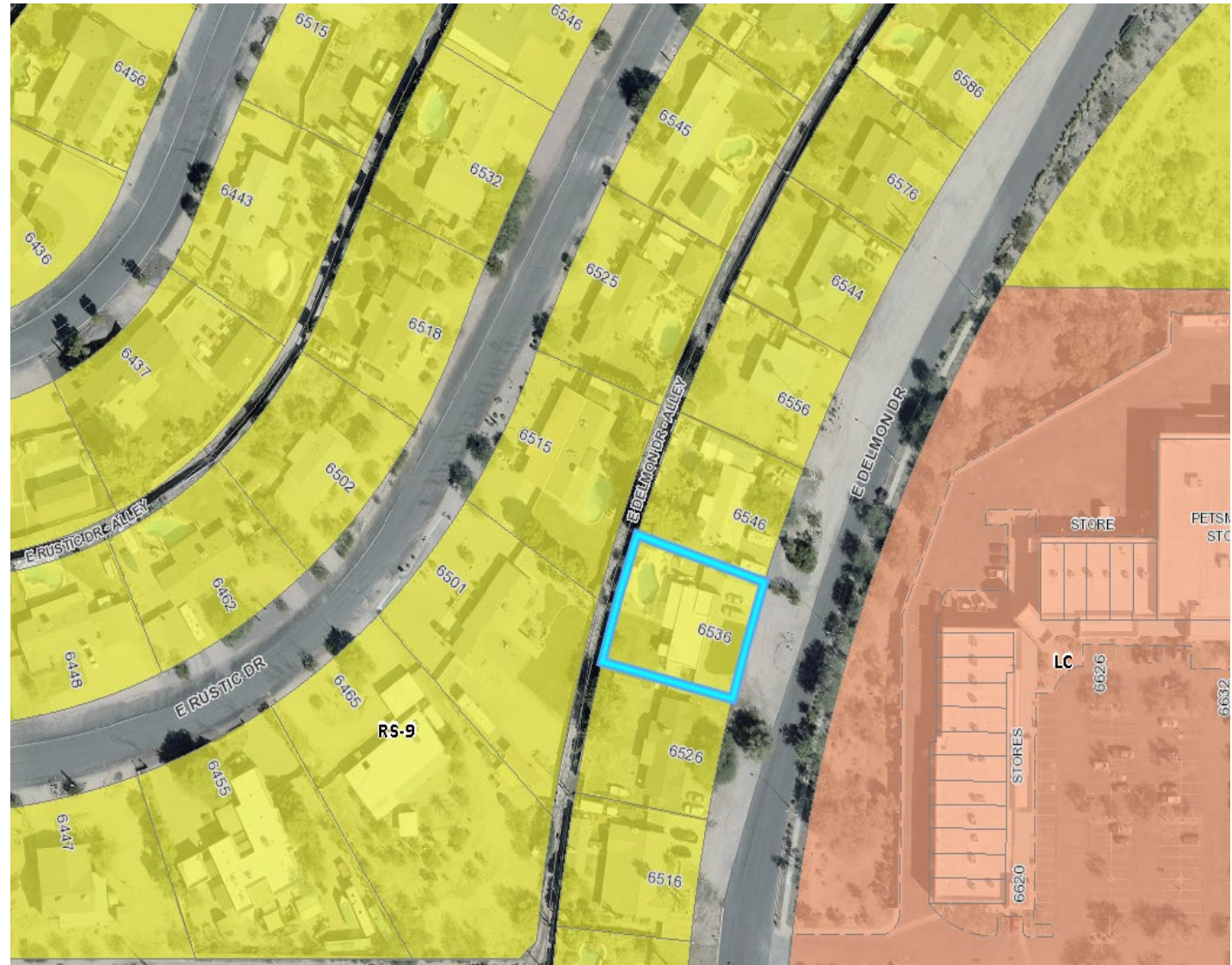
General Plan

Neighborhood

- Safe places for people to live and enjoy the surrounding community
- Variety of housing options

Zoning

- Single Residence-9 (RS-9)
- Use is consistent with the existing zoning

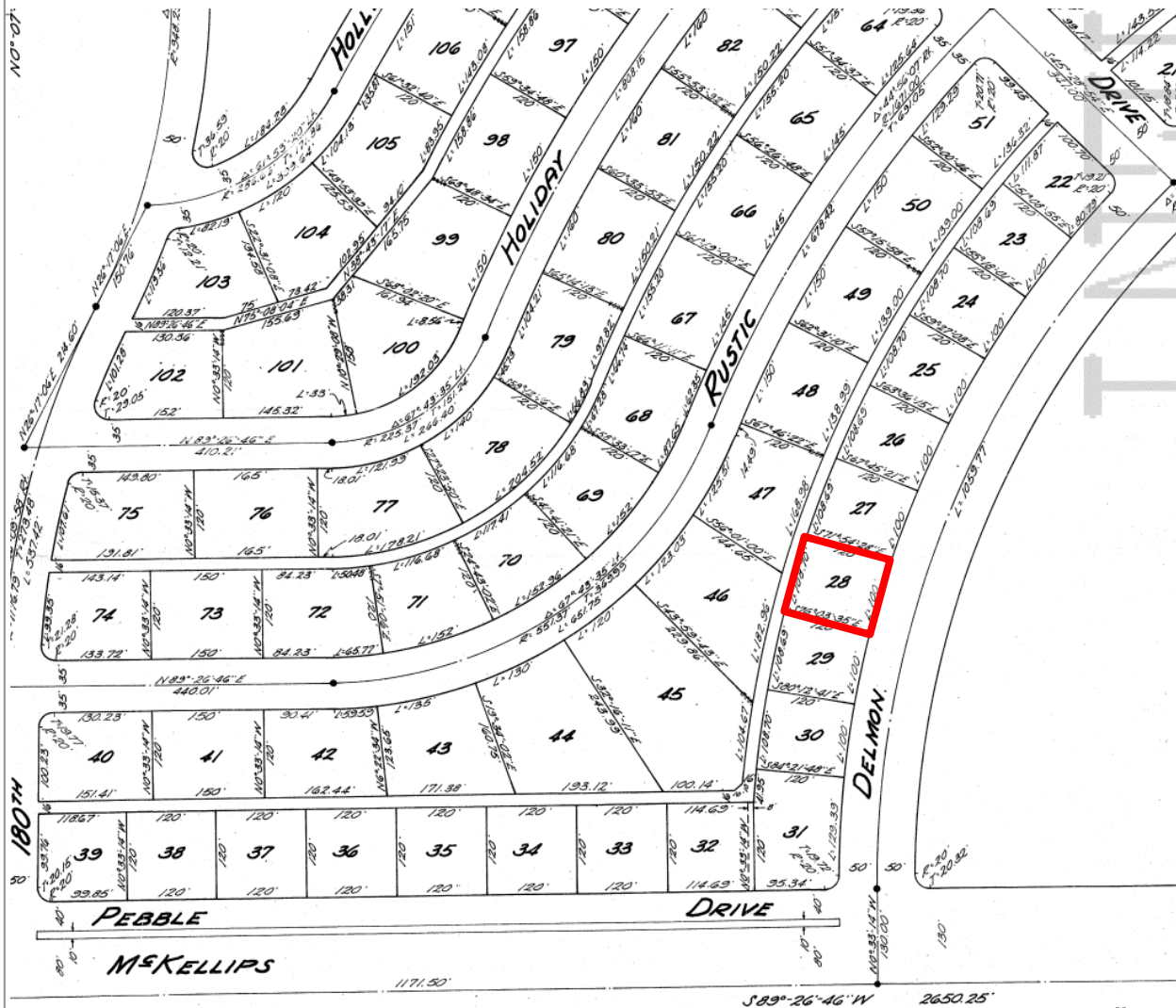


Site Photos



Looking west towards the site from East Delmon Drive

Skyway Village Unit One Subdivision



Skyway Village Unit One Subdivision

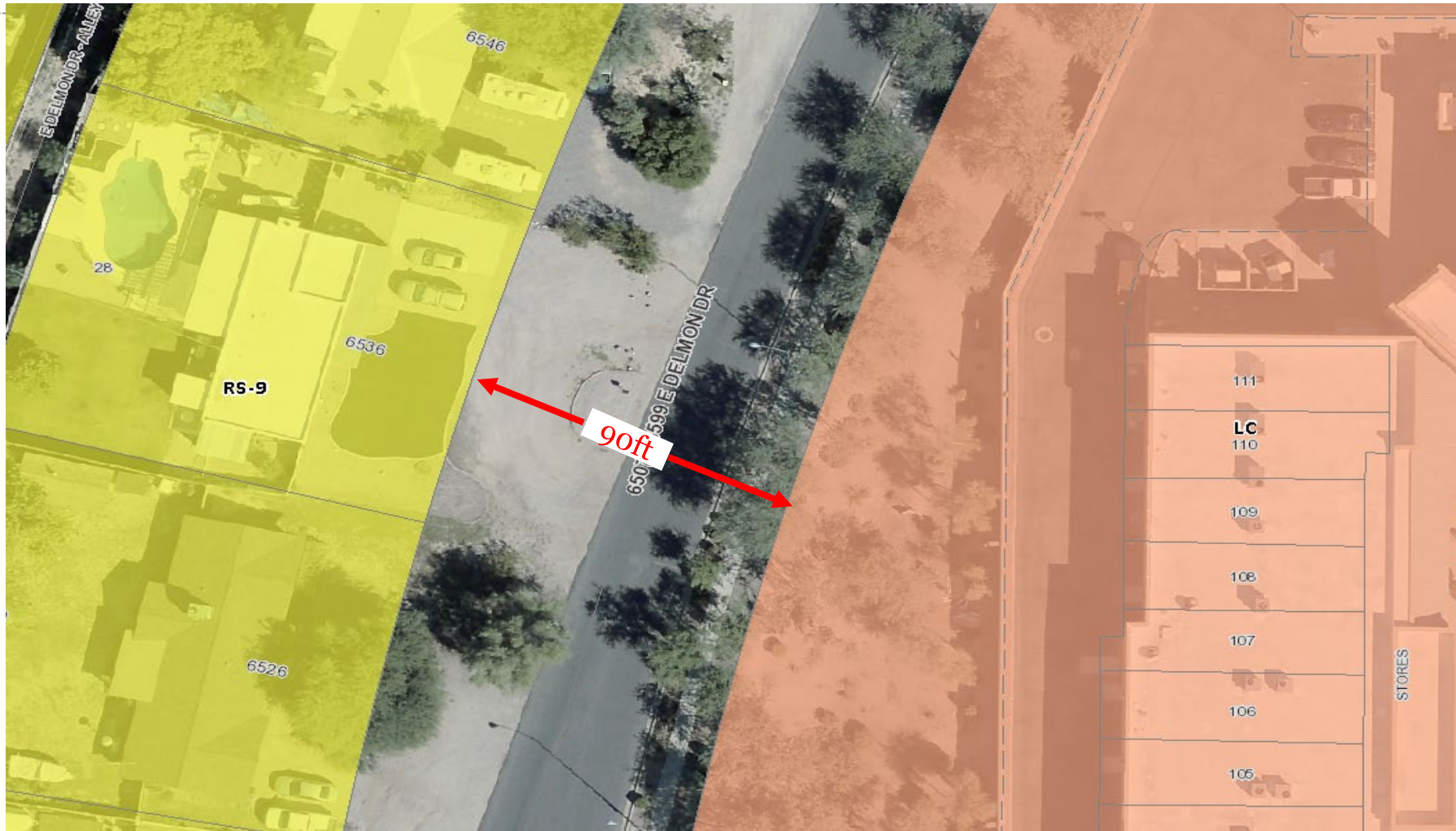


East Rustic Drive



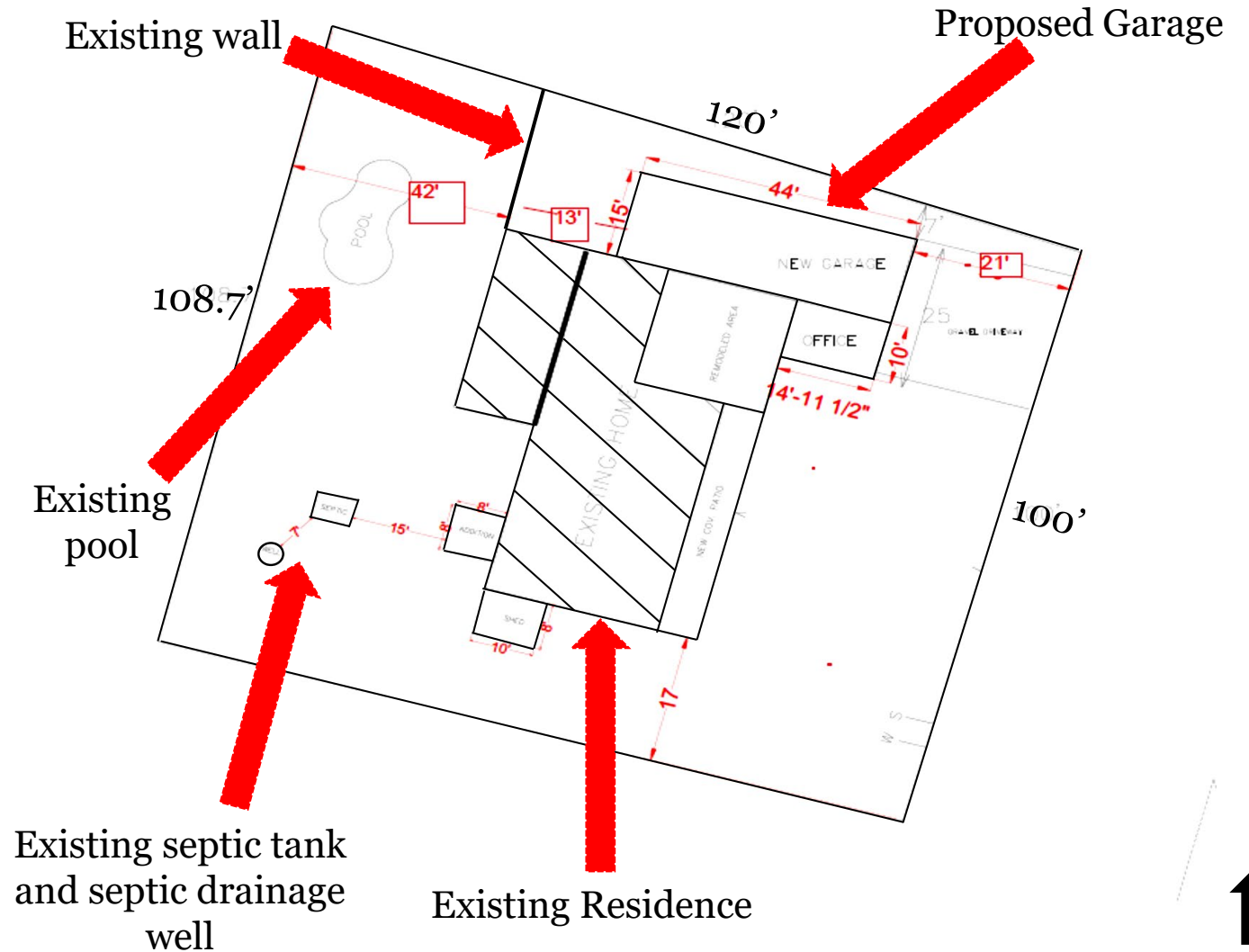
East Holiday Drive

Ariel View of the Site



Site Plan

- The subject lot and residence meets all required setbacks, lot size and lot dimensions required in RS-9 zoning district.
- Proposed garage is 660 square feet.
- Proposed garage is proposed to encroach 4 feet into front setback leaving a total front setback of 21 feet.
- Per Section 11-5-3 of the MZO, the front setback required for garages and carports in the RS-9 zoning district is 25 feet.



Approval Criteria

Section 11-80-3

X	#1 There are no special circumstances applicable to the property including its size, shape, topography, location, or surroundings
X	#2 Special circumstances are not pre-existing and would be created by the property owner
X	#3 The strict application of the Zoning Ordinance will not deprive such property of privileges enjoyed by other properties in the same zoning district
X	#4 Approval will be a grant of special privilege inconsistent with the limitations upon other properties in the area

Summary

Findings

X Proposal does not meet the Variance criteria in Section 11-80-3 of the MZO.

Staff Recommendation

Denial



BOA22-00840

First and foremost, I would like to thank everyone showing up today on my behalf and for the board showing up to hear my case. As you know I am here today to give testimony as to why I should be given a variance for the home remodel permit I have applied for. This permit variance would allow for me to build my tandem garage approximately 21 feet from my front set back line which by Mesa City zoning says that it needs to be 25 feet per the RS9 residential building ordinance, yet livable space is allowed at 15 feet (Weird rule and never received an answer as to why or how that setback was put in place). As you can see by looking at an overhead view on the county assessor's office all of the properties in this zone are unique and each home is a little different as far as setbacks with buildings and property lines. For reference, the zoning setbacks of 15 and 25 and 10 and 7 were established in 2011 a year prior to me owning.

Now before I go forward, I would like to remind the board of the AZ Supreme Court hearing from 2016 in the case of *Pawn 1st* vs the City of Phoenix. In which

After the Supreme Court's decision in *Pawn 1st*, developers, property owners, and purchasers alike can enter into property transactions without fear that the transaction itself created a "self-imposed" special circumstance that would prohibit an area variance. In addition, the Court has now provided to the board of adjustment an important guideline to assist in deciding the propriety of a variance. More specifically, **the Court established an *overriding principle* that *must be considered* by a board of adjustment.** A board of adjustment ***must*** determine whether the approval of a variance would ***"alter the character of the neighborhood."*** If, after receiving the variance, the project/purpose would negatively alter the character of the neighborhood, the variance should be denied. In the alternative, ***if after receiving the variance the project would have no negative impact on the character of the neighborhood, it should be approved.***

This summary of the case is provided by the Law Office of Snell and Wilmer from October 10, 2017.

[Arizona Supreme Court Clarifies Area Variance Standard; Property Owners May Obtain an Area Variance When Special Circumstances Existed at Purchase | Real Estate Litigation \(swlaw.com\)](http://www.swlaw.com/Arizona-Supreme-Court-Clarifies-Area-Variance-Standard-Property-Owners-May-Obtain-an-Area-Variance-When-Special-Circumstances-Existed-at-Purchase/)

Authors

Nick Wood, Adam Long, Noel Griemsmann, and Brianna Long.

Additionally, I would like to remind the board, those attending this hearing, and those listening about what is known as Letter of Law and the Spirit of Law because we will need to use ARS statutes on variances and interpret the Supreme Court ruling for this case. (Provide explanation)

I would like to start with showing the city staff report with some of the things I've added that appear left out to provide a clearer understanding. I have pushed back, and it now appears words used, manipulated, or left out were either intentional or subliminal but in any case, it does not matter, as they were used in a document.

Show the Rebuttal Document

Now show the other properties if needed.

Begin Defense

My challenge today to obtain this variance will be 2 part as the ROW, plays a role in why I feel the overall denial is lacking common sense, and shows how my request for a variance is significantly different than probably all requests that have come before. I also know that we must look at the totality of the request and all the intricacies that play a part for the request to be approved.

For the last 10 years my wife and I have owned this home, paid property taxes, completed the landscaping on about 40x100 feet of ROW, and not one time have I ever seen the city out doing their part of landscaping or grading which I have been fine with. Why is that? We actually believed we owned most this land and thought maybe 6-8 feet from the asphalt was the cities property as this is the sidewalk measurement across the street (As of October 31, 2022, even the City

Water Meter reader believed this as I spoke with him and asked him. He was blown away about the ROW issue.)





So, this was our belief for over a decade now. I didn't know it was designed and designated for a 100' right of way. But I know 100' feet does not exist today for the ROW, and I also know the property lines are off as the commercial lot pays for landscaping across the street. Seems weird as the assessor's office shows this as City property yet the commercial business is caring for all of it. So, who's property is it, and if it was abandoned ROW then why can we not also take ownership of obvious abandoned ROW, 30+ years abandoned (Transportation Department admitted so but is refusing to give up) so we as homeowners can beautify this property without fear of the City pushing a bulldozer thru it? Also, if the city didn't give up the land across the street, has the commercial property been paying for landscaping for property that isn't theirs and shouldn't they be reimbursed?





Here is the policy from the City website. This is another reason why it is a unique circumstance.

Landscape & Storm Drain Maintenance

Font Size: [+](#) [-](#) [+](#) [Share & Bookmark](#) [Feedback](#) [Print](#)

I Want To

Storm Drains

During and after heavy rains, storm drains can get blocked by debris and cause street flooding. City right-of-ways are maintained by the Transportation Department. An emergency response crew is always on duty to keep the streets and right-of-ways clear and safe throughout Mesa.

Landscaping

Landscaping along roadways is also maintained by the Transportation Department. If trees are damaged during a storm an emergency response crew is always on duty to keep the streets and right-of-ways clear and safe throughout Mesa. Landscaping maintenance isn't limited to cleaning up after a storm. The City also has to make sure that trees and bushes do not block the view of signs, signals and crossings for drivers, cyclists and pedestrians.

Well after spending the past 10 years saving, remodeling/updating the home slowly, we are finally in a position to make the garage and playground we planned to build after about a year or so of living here. When I initially went to the planning office back in February time frame, I was actually told it was all self-imposed. Never was I asked about what I was looking to accomplish and how to go about it. The person never looked at my carport/garage sizing to explain it could be done. Slowly and after submitting plans after plans I began to educate myself to the steps and rules and regulations that needed to be followed. The reason why I'm here today is because I found it strange, I was slowly getting more and more information from the planning division. I started to find that the more I asked questions I would get an answer, but it always felt as if they just wanted me to go away or do as told even when I explained it wasn't what I wanted.

When I realized the property line issue, I took it upon myself to meet with Councilman Luna to see if he could help with finding out what was going on with the ROW and how I could acquire the land so no setback issues would be a problem. Again, here is the email I received.

From: RJ Zeder <RJ.Zeder@MesaAZ.gov>

Sent: Monday, March 28, 2022 3:13 PM

To: Antonia Mejia <Antonia.Mejia@mesaaz.gov>; Jim Smith <Jim.Smith@mesaaz.gov>; Beth Huning <Beth.Huning@mesaaz.gov>; Nana Appiah <Nana.Appiah@mesaaz.gov>

Cc: Councilmember Luna <Councilmember.Luna@mesaaz.gov>

Subject: RE: 6536 E. Delmon Drive

Antonina,

The best answer I can give is that we don't have any current plans (nor do I envision future) to widen this section of roadway but I'm leery of committing to forever since we can't predict the future.

Thanks.

RJ Zeder | Transportation Department Director

City of Mesa Transportation Department

300 E. Sixth Street | P.O. Box 1466 | Mesa, AZ 85211-1466

480.644.3121 tel.



As you can see there are no plans to widen this roadway that has been in place with asphalt for approximately 30 years. I do understand the property line is at play and not the roadway, but I do feel this has to play a part in the decision the Board makes today.

First Meeting

Overview

So, when I had my first meeting with Kwasi, I initially was petitioning to get a variance of 10 feet (6 more feet than what shows on the current drawing, this would allow me to clear my fireplace) and I tried over and over again to explain how where my house sits, I should be allowed to go forward with a build as I am not affecting anyone and neighbors encouraged us to build. More importantly, the neighbor I truly affect is to next door to the north and has no issue where I build at. The original drawing was also 47' in length because I was told that was minimum to have by Sean Pesek (this email is saved and can be provided if needed, I had changed this as Kwasi showed 44' as code). Kwasi told me that because I have room in the back of my property, I was self-imposing this issue. I told him that extra room will be used as a playground for my children as our

neighborhood does not have a playground as the City of Mesa never installed one as promised in the 90's near the water retention land at Holly and Bambi. (I am also waiting to install it as I do not want to have to work around a playground while building a garage and have to worry about my children stepping on loose nails or other hazardous materials that are common while building structures. Additionally, anyone in construction knows you build in orders that make sense. It would be like trying to put up a roof with one wall built. Not safe.)



Second Meeting

This is a brief overview, and the meeting was recorded.

So, after the first meeting and feeling like I was getting nowhere and not getting any realistic answers a second meeting was setup. During this time, I quoted the AZ Supreme Court ruling which specifically outlined the guidance on giving a

variance and that if the owner did not know they would need a variance after purchase for improvements that would not be detrimental or uncharacteristic of a neighborhood then it must be allowed.

This meeting was surreptitiously recorded as per Arizona law only one person in a conversation needs to know it is being recorded. I did this because I did not think anyone would believe the answers I was being given. (This recording can be played if need be but here are the highlights)

I had changed my plans by 6 feet trying to work with the planners. I advised Kwasi of the Supreme Court ruling from 2016. I then asked him what he felt was uncharacteristic about what I was looking to do or what was detrimental to the neighborhood about what I was looking to do. **He didn't answer.**

I then told him I provided a list of properties showing that ranged from about 7 feet to 21 feet **at his request.** All of the homes provided are in the Skyway Village neighborhood RS-9 district which falls under the addendum of other homes having privileges that I don't have.

Kwasi stated that none of those properties submitted have variances. I told him I didn't think that mattered (as it doesn't and is clearly stated). He then moved on and asked what other homes on Delmon showed encroachment because he didn't find any that did (I looked and found one on North 66th street which is basically Delmon south of McKellips, that neighborhood is also RS-9). I told him I wasn't sure but didn't think that mattered (again, the code reads in vicinity or district, not same road, so on a legal basis it is anything in an RS-9 district or my neighborhood of Skyway Village.).

I also posed the question to Kwasi that if we take out what the city is trying to mandate on how I complete this build, what is so bad about what I am trying to do, he states **I can't say there is something wrong with what you want to do.**

Frustrated, I told him this is why people in my neighborhood don't come here because they are tired of dealing with the planning division. **He then laughed.** During this meeting I had also asked him if he would be willing to pay 50k for something he didn't want and that was going to be permanent. **He wouldn't answer. This meeting ended with him knowing I wanted to have a BOA meeting.**

Third Meeting

It was already known I wanted a hearing in front of the BOA. I did this meeting to show I have been trying to work with them and use common sense for what I am trying to accomplish.

This is a brief overview

A third meeting was set up with Kwasi and this time his supervisor Evan was in attendance along with my wife. (This meeting was also recorded)

During this meeting I again reiterated the AZ Supreme Court ruling and the guidance to be used. **Again, neither could provide an answer to detrimental or uncharacteristic for what I was looking to build.** I advised that I have did everything to work with them from coming to every meeting, moving my project back 6', providing legal rulings, already showing neighbors residing within 150 feet of my residence encouraging me to go forward, and an email from the transportation director of Mesa stating nothing envisioned for the future of widening the road. I then asked Evan and Kwasi again if they would be willing to spend \$50k on something permanent and that they didn't want. **Again, neither answered and they went around the question.**

Evan also admitted during the meeting that the County assessor's office can be off on its measurements as it changes from year to year. (He is correct as the measurements due change dependent on year.)

I asked him 2 times during the meeting about what was detrimental or uncharacteristic. He never answered uncharacteristic **but stated it wasn't detrimental.**

We were finally told at the end of the meeting that because I haven't built already it would not qualify under 1 of the addendums. (But now the denial report shows all 4?)

I advised it wasn't uncharacteristic because over 11 homes were provided at the city request not mine and Evan replied people provide other homes because they think it will help their cause. I advised him I didn't willing do this, they told me I had to. **(Kwasi was there and did not speak up saying it was him who asked for these homes.)**

Summary of Meetings

Summary of all 3 meetings is that at no time were they able to tell me what is detrimental or uncharacteristic about what I would like to build in the manner I would like to build. They also agreed they wouldn't be willing to spend \$50K on a build that was permanent and that they wouldn't want. They also agreed to knowing there are no plans by the City Transportation Director to widen the roadway and that what I was doing was not detrimental to the neighborhood.

In closing

I have current plans to build a large play area for my children and have shrunk that plan by 6 feet or approximately 150 sq feet. I have chosen to not start this portion until the garage build is complete due to having an open hazardous area if I build the playground first.

Each time the City of Mesa petitions our neighborhood for the CIP (Community Improvement Projects/Programs) for sidewalks and streetlights it is an overwhelming vote of no by 75% + for residents. So, it is beyond unlikely that the road will be paved to the original plan or even have the sidewalks and streetlights put in place. Additionally, it actually can't be completed to original specification because as I provided, the original plan of 50/50 doesn't measure out because 10 feet no longer exists. Also, fiscally, it would be completely irresponsible to do, and I am now in conversations with the transportation department about seeing how the original plans can be modified because they do not apply to today's standard as it stands along with the measurements not aligning to the original.

STRAIGHT CROWN AT A 2% CROSS

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USED TO A MAX OF 4:1. SIDEWALK
PRECEDENT OVER MAG DETAIL

	ROADWAY (WIDTH)		SIDEWALK (WIDTH)	SURFACE COURSE (DEPTH) (TYPE)	BASE COURSE (DEPTH) (TYPE)	A.B.C. FILL (DEPTH)	RIGHT OF WAY (WIDTH)
	FACE TO FACE	CL TO FACE					
	(A)	(B)					
LOCAL STREET RESIDENTIAL LAND USE	34'	17'	5'	3.0" 1/2" PG70-16TR	N/A	6"	50'+8' PUFE
LOCAL STREET RESIDENTIAL LAND USE, OPTIONAL	34'	17'	5' **	3.0" 1/2" PG70-16TR	N/A	6"	50'+10' PUFE
LOCAL STREET INDUSTRIAL	40'	20'	5'	2.0" 1/2" PG70-16TR	3.0" 3/4" PG70-16TR	8"	60'+20' PUFE
LOCAL STREET COMMERCIAL	46'	23'	5'	2.0" 1/2" PG70-16TR	3.0" 3/4" PG70-16TR	8"	80'+8' PUFE
COLLECTOR STREET *	34'/40'/46'	17'/20'/23'	6'	3.5" 3/4" PG76-22PMTR OR 3/4" PG76-22PMTR w/ 15% MAX RAP	N/A	6"	80'/80'/80'+8' PUFE
MAJOR COLLECTOR STREET *	68'	34'	6'	2.0" 1/2" PG76-22PMTR OR 1/2" PG76-22PMTR w/ 15% MAX RAP	3.5" 3/4" PG76-22PMTR OR 3/4" PG76-22PMTR w/ 15% MAX RAP	10"	130'+8' PUFE
ARTERIAL STREET *	68'/72'/88'/94' ***	34'/36'/44'/47' ***	6'	2.0" A-1/2" 1/2" PG76-22PMTR OR 1/2" PG76-22PMTR w/ 15% MAX RAP	3.5" 3/4" PG76-22PMTR OR 3/4" PG76-22PMTR w/ 15% MAX RAP	10"	130'+8' PUFE ***

* DETACHED, LINEAR SIDEWALKS
ARE REQUIRED. SEE DETAIL M-43.

** USE 5" DETACHMENT

*** MAY BE WIDER AT INTERSECTIONS AND TURN LANES.
SEE M-46.01.1 THROUGH M-46.05.2



TYPICAL STREET SECTION

My variance request is completely within a reasonable amount. I showed 11 other properties in my direct neighborhood within the 25' front setback and stopped counting. I provided one more to this report from another RS-9 neighborhood across the main road of McKellips along 66th Street.

Further when I inquired about what was going to happen with this property/ROW it was advised by the Director of Transportation for the City of Mesa, RJ Zeder, as stating in an official email by the City of Mesa emailing platform that there are no plans to expand the road (see the email to Antonia who is the assistant for Councilman Luna. I then took it upon myself and looked up the budgeting for the Transportation Department, Transit Department, Non-Utility CIP. These projects do not show Skyway Village as being a part of any type of major improvement plan at all.



Antonia Mejia <Antonia.Mejia@mesaaz.gov>

to me ▾

Thu, Mar 31, 3:35 PM ☆ ↶ ⋮

Mr. Gagnon,

Thanks for reaching out to Councilmember Luna about this matter. He asked me to follow-up and help provide information for you.

I reached out to our Transportation, Engineering and Development Services Directors about your matter. I did receive a response from our transportation director, RJ Zeder, earlier this week. Please see his response in the thread below.

I'm still waiting to see if I can get more information for you from Development Services and Engineering and will pass it along as it's available.

If you have any further questions, please don't hesitate to reach out.

Antonia Mejia

City Council Assistant | City of Mesa

O: 480-644-6799 | Antonia.Mejia@mesaaz.gov



Standard business hours are 7am – 6pm Monday through Thursday.

From: RJ Zeder <RJ.Zeder@MesaAZ.gov>

Sent: Monday, March 28, 2022 3:13 PM

To: Antonia Mejia <Antonia.Mejia@mesaaz.gov>; Jim Smith <Jim.Smith@mesaaz.gov>; Beth Huning <Beth.Huning@mesaaz.gov>; Nana Appiah <Nana.Appiah@mesaaz.gov>

Cc: Councilmember Luna <Councilmember.Luna@mesaaz.gov>

Subject: RE: 6536 E. Delmon Drive

Antonina,

The best answer I can give is that we don't have any current plans (nor do I envision future) to widen this section of roadway but I'm leery of committing to forever since we can't predict the future.

Thanks.

RJ Zeder | Transportation Department Director

City of Mesa Transportation Department

300 E. Sixth Street | P.O. Box 1466 | Mesa, AZ 85211-1466

480.644.3121 tel.



Also, since the widening has not happened in over 30 years for the City to restrict not only my property but the following 5 properties north of mine in regard to the

front setback is wrong in and of itself. Multiple properties in the Skyway Village neighborhood either have garages, carports, or property setbacks front, back, and sides that are out of code by the residential coding they put in place for this neighborhood. I personally could care less because that is what makes this neighborhood unique and why we as the residents bought these properties. All the homes are different in one way or another whether it be the size of the lot, positioning on the house on the lot, style of house such as brick or wood, or pitch of the roof (flat, Victorian pitch, small pitch, shingles, clay, or foam etc..).

So ultimately what I am looking to build in no way alters the character of the neighborhood nor does it bring a negative effect to the neighborhood, contrarily, it will beautify this lot in the neighborhood, raise the property value, and then raise everyone else's property value. Additionally, my direct north neighbor who would be affected most by this does not care nor does anyone within the 150' radius that I was mandated to contact.

Lastly, I would like to remind the board of the guiding foundation passed by the AZ Supreme Court when considering giving a variance or not. In this instance I feel it is fully justifiable based on the totality of everything I have presented today. I understand Cities have zoning ordinances, but they do not apply to every circumstance. These 2 items alone are what is supposed to be the guiding principle of the Boards decision based on the uniqueness of my home, where it sits on the plot of land in regard to the ROW, and the unfinished road it sits on where there is no intention to ever widen.

I respectfully ask this board to weigh what I have presented with the evidence, timelines of statements, inaction by the City for the past 30+ years, reality that nothing is even imagined for our neighborhood based on the statement by the Director of Transportation for the City of Mesa, and then use what the highest court of our land said as the way to gage whether the variance should be given as for this build being detrimental or altering the character of the neighborhood.





With the 4-foot variance



With the 10-foot variance

I would now like to thank again the board for hearing this case, my wife for assisting with this, and all of the neighbors here to include those that filled out a comment card, and those I was able to vent to about this situation.

Thank you

Explain how this variance request meets the variance criteria of Section 11-8-3 of the MZO as follows:

A. There are special circumstances applicable to the property, including its size, shape, topography, location, or surroundings, and

The special circumstances are that my property line is set back from where the East Delmon Drive roadway pavement begins by about 37 feet and the property itself is another 44 feet. This area of East Delmon Drive in particular is not one that the City of Mesa has any plans to pave up to on property lines per the Transportation Director. If they did, then a small portion of this roadway in the Skyway Village neighborhood road would be large enough for 2 lanes of travel in both directions based on DOT codes and measurements for safe lane travel. **Additionally, this is the only place to build a tandem attached garage due to the backyard having a pre-existing septic tank, drywell, pool, and buried power lines.**

B. That such special circumstances are pre-existing, and not created by the property owner or appellant; and

Currently we have a “2 car garage” that is basically a single car port conversion (completed prior to us buying, not self-imposed, as most of the Skyway Neighborhood was built in the 1970’s and 18x18 carports were standard fixtures). Measurement inside is approximately 19 feet by 19 feet. This on a technical level does not fall within the 20 x 22 measurement needed footage for a 2-car garage per Mesa City code. **This issue is pre-existing because it was built prior to us owning and neither my standard mid-size pickup nor wife’s suburban fits.**

C. The strict application of the zoning Ordinance will deprive such property of privileges enjoyed by other property of the same classification in the same zoning district; and

Currently in the Skyway Neighborhood multiple properties were built out of the current setback allowances from the property lines of their neighbors as when homes were built in the 1970’s it was a county island. **Some homes property lines are even within a foot or 2 of side setbacks of each other and some have garages in front of their homes attached and not attached.** Other properties within the neighborhood/zoning have similar style attached garages. By not allowing us this variance to build this garage it would be depriving us of being able

to have a true to spec 2 car garage in length which would allow for us to have the comfort of a 2-car garage while being able to maximize our property land to its full use.

I do not know when any of these structures were built, if they were permitted or not, or grandfathered in from county or possibly the homeowner purchased it this way. This information was requested by the planning division for the City of Mesa.

Here are 11 different properties in the Skyway Village neighborhood with either a carport or garage that are built within the RS-9 25-foot front setback rule of 25 feet to property line. These pictures were pulled from the Maricopa County Assessor's Office and cross referenced from google maps.



6414 East Pebble Drive carport is about 7-8 feet from the front setback.



2248 North Sandy garage is about 22 feet away from the front setback.



2302 North Sandy garage is about 17 feet from the front setback.



2234 North Sunset carport is about 14 feet from the front setback



6602 East Holiday garage is about 21 feet from the front set back



6414 East Bambi Drive garage is about 16-17 from the front setback



2230 North 64th Street garage is about 16 feet from the front setback



2250 North 64th Street garage is about 18 feet from the front setback



6437 East Holiday garage is about 9-10 from the front setback



6655 East Rustic carport is about 20 feet from the front setback



6617 East Rustic carport is about 20 from the front setback

Again, the point to highlight is even with the variance granted my garage would still be well over 65 plus feet away from the roadway which again the Transportation Director for the City of Mesa himself stated in a Mesa.gov email that “there are no plans to widen the road”.

D. Any variance granted will assure that the adjustment authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is located.

This variance is not a special grant or privilege because no other properties in the Skyway Village have this right of way issue other than the few homes on Delmon Drive from McKellips road. It's been proven that other homes in the neighborhood have garages or carports built well within the 25-foot front setback. This build also does not affect any of my neighbors to the immediate north, west, or south of my property in a negative manner. Contrarily, all have encouraged the build to help with aesthetics of the neighborhood.

I am asking to build an additional approximate 4 feet towards my property line because where I live there is a large area of "Right of Way" that was established during annexation from County that has not been built up in over 3-4 decades (30 plus years). The residents (about 5 houses north) and I are the only ones who have this type of right of way issue in the Skyway Village neighborhood so it's not a special grant or privilege being bestowed on us. The center of roadway on a technical level by the assessor's office is where the dirt begins. However, for 40 plus years people have been driving both ways on the roadway using about the 11-foot spot in the roadway to be considered the center of roadway. If this variance is granted then from where the start of roadway starts at the dirt, there is still another approximate 65 plus feet of open space between the garage and current roadway. This in no way affects travel or safety now or in the future.

Additionally, I have an email from the Transportation Director, RJ Zeder specifically stating that there is no intention to widen the roadway from what it has been originally built at.

Again, this would not be a special privilege as you can see 11 other residences have this "special privilege". **My new garage would sit back further than almost all of the garages in the neighborhood from where the current paved roadway is.**

Additionally, per the **Supreme Court of Arizona** in the case of *Pawn 1st vs The City of Phoenix*, the 2016 ruling of granting variances and how they should be determined was explicitly stated. If a variance that is

requested is detrimental and uncharacteristic of a neighborhood it should not be granted. However, if deemed neither then it should be granted.

Here is a link to the court's opinion

[Arizona Supreme Court Clarifies Area Variance Standard; Property Owners May Obtain an Area Variance When Special Circumstances Existed at Purchase | Snell & Wilmer - JDSupra](#)

This is the last paragraph from the top article from the case that shows how a variance is to be viewed and permitted per the Supreme Court of Arizona.

“After the Supreme Court’s decision in *Pawn 1st*, developers, property owners, and purchasers alike can enter into property transactions without fear that the transaction itself created a “self-imposed” special circumstance that would prohibit an area variance. In addition, the Court has now provided to the board of adjustment an important guideline to assist in deciding the propriety of a variance. **More specifically, the Court established an overriding principle that must be considered by a board of adjustment. A board of adjustment must determine whether the approval of a variance would “alter the character of the neighborhood.” If, after receiving the variance, the project/purpose would negatively alter the character of the neighborhood, the variance should be denied. In the alternative, if after receiving the variance the project would have no negative impact on the character of the neighborhood, it should be approved.**”

My house is in an old, annexed county island in which no property is the same and all are different which in and of itself is the characteristic of the neighborhood. This is not a Master Planned Community in which every 4th or 5th house is the exact same. Building this garage in the manner I am requesting is not detrimental because it does not affect anyone (as I am still over 60 feet away) and none of the neighbors have an issue with it along the entire street of Delmon Drive nor anyone on the opposite street of my house on the street of Rustic Drive as I have spoken to almost every resident on these streets.

However, if granted the permission to build it will actually raise the value of my home and the homes in the neighborhood which, by the legal ruling of the manner in which a variance is to be granted per the Supreme Court of Arizona, I should be allowed to complete this build.

When I asked at the 1st meeting how either of these applications to the law of not granting a variance applied as it being detrimental to build or uncharacteristic, I was not given an answer. I asked this question again at the 2nd meeting and again was not provided an answer. I asked again at the 3rd meeting and was not provided an answer.

Ultimately anyone can look at my house and other homes along Delmon Drive and see we have a different circumstance than 99.9% of any other residence in the city due to the build of the roadway and amount of right of way we are expected to care for. All of Skyway Village neighborhood has a different situation than probably 95% of neighborhoods in the City of Mesa due to the time frame in which homes were built and having no sidewalks or streetlights as a point of reference for property lines.

This should be granted as I am enhancing the property values in and around my neighborhood without causing a detrimental disturbance nor adding anything to be construed as uncharacteristic.

In closing, I am ultimately looking to enclose a garage that does not fit the 20x22 city standard/requirement that was previously completed prior to my wife and I owning the residence, into a living space which will all be performed to code. We would like to build an attached tandem garage that would begin about 20 feet from the technical front setback per county assessor's office of our front property line but will still be about 65+ feet from the current edge of the roadway that **per the City Transportation Director, RJ Zeder, the transportation department has no plans to widen the roadway.** See his attached email chain. (Mind you, it has been over 30 + years and nothing has been completed or even maintained for over 10 years as I have been doing this, and anytime improvements are proposed for this neighborhood to have sidewalks or streetlights installed it is continuously voted DOWN by about 70-80% majority of residents. We have already upgraded our electric panel and even buried the lines in the backyard to improve the aesthetics of the backyard. This addition is something that we know will add value to not only our home and neighborhood but also to the City of Mesa as a whole in promoting

the positive upkeep of property. Once the project is completed the whole house will be finished with new stucco and stonework making it appear as a newer home.

Again, my house has a septic tank, septic drainage well, and a pool in the back yard which were all pre-existing, the alley is gated and locked, so it is not a right of way for the common driver, and the current “garage” is not an actual 2 car garage due to the under sizing and it being an enclosed carport. The side of my house is the only area I can build a tandem garage and the variance would allow for me to keep the extra approximate 4 feet in the back for backyard usage.

I have also taken it upon myself to speak with my neighbors all around me to make sure they would be okay with what I am trying to accomplish, and all have stated they have no issue (see attached list of those within the 150-foot radius, I have even spoken to several other dozen residents in Skyway Village outside of the 150’ radius about this build). They have encouraged my wife and I to go forward with this pursuit since most of us all talk and have lived in this neighborhood for over a decade. Additionally, they all signed their names and some left phone numbers showing they do not have an issue with the build.

I know some of this in writing can be confusing, so I have attached the completed full-scale drawing completed by a draftsman, overhead view of the street area, overhead view of my residence, and a copy of the email to Councilman Luna’s assistant Antoinia from the City of Mesa Transportation Director RJ Zeder explaining there is no vision in the future to widen the road.

Please contact for any questions. Respectfully,

The Gagnon Family



Picture of center of road per Assessors Office. This road has been traveled on for over 30 years with asphalt and center of roadway has been recognized by drivers as about the 11-foot mark in center of pavement not where the dirt meets the asphalt.



Emails from Councilman Luna's Assistant Antonia to and from the Transportation Department Director RJ Zeder confirming no plans to or in the future to widen the road.



Antonia Mejia <Antonia.Mejia@mesaaz.gov>
to me ▾

Thu, Mar 31, 3:35 PM ☆ ↶ ⋮

Mr. Gagnon,

Thanks for reaching out to Councilmember Luna about this matter. He asked me to follow-up and help provide information for you.

I reached out to our Transportation, Engineering and Development Services Directors about your matter. I did receive a response from our transportation director, RJ Zeder, earlier this week. Please see his response in the thread below.

I'm still waiting to see if I can get more information for you from Development Services and Engineering and will pass it along as it's available.

If you have any further questions, please don't hesitate to reach out.

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O: 480-644-6799 | Antonia.Mejia@mesaaz.gov



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From: RJ Zeder <RJ.Zeder@MesaAZ.gov>

Sent: Monday, March 28, 2022 3:13 PM

To: Antonia Mejia <Antonia.Mejia@mesaaz.gov>; Jim Smith <Jim.Smith@mesaaz.gov>; Beth Huning <Beth.Huning@mesaaz.gov>; Nana Appiah <Nana.Appiah@mesaaz.gov>

Cc: Councilmember Luna <Councilmember.Luna@mesaaz.gov>

Subject: RE: 6536 E. Delmon Drive

Antonina,

The best answer I can give is that we don't have any current plans (nor do I envision future) to widen this section of roadway but I'm leery of committing to forever since we can't predict the future.

Thanks.

RJ Zeder | Transportation Department Director

City of Mesa Transportation Department

300 E. Sixth Street | P.O. Box 1466 | Mesa, AZ 85211-1466

480.644.3121 tel.



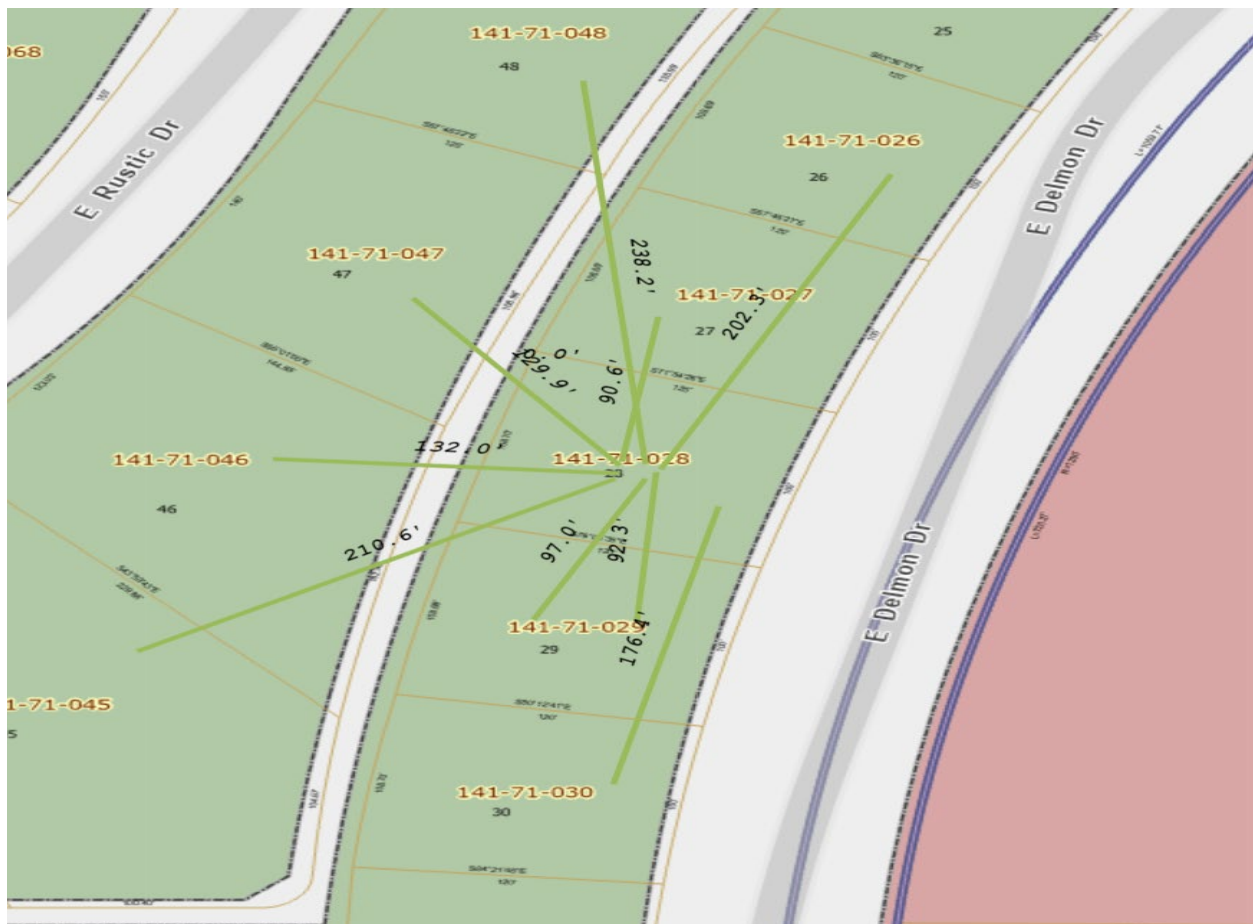
See all attached photos and documents for reference

See attached residences that are within 150' foot radius who have no issue with the building plans. If needed a notarized copy will be completed and sent in.

This portion of the overall submitted documents shows that each resident listed below that lives within the 150 foot radius or more of 6536 East Delmon Drive,

Mesa, 85215, was contacted personally by Mr. Ashley Gagnon and explained that new construction consisting of a 44 foot by 15 foot attached garage (needing the approximate 4 foot variance for front setback in front of the house, facing east) is requesting to be built along the north side of the residence.

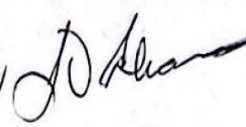
All the residents stated they would not oppose this home improvement project to be completed. Below is the map showing where the addresses are in comparison to my residence which is marked with a black “X” and the neighbors within 150’ have been marked with a red “X” to show where they are in relation to my residence. Additionally, the map below is the one created from the Maricopa County Assessor’s website that shows the feet these residences are in relation from my residence. Also see the document showing the signatures of all who live at these residences as actual proof of notification.





6516 East Delmon Drive RUBEN Medina

6526 East Delmon Drive LUCILLE L. HACKWORTH 602-705-1173

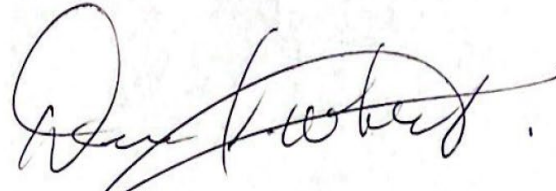
6546 East Delmon Drive Joseph DANIEL GLEASON  602 620 4460

6556 East Delmon Drive Jorge ACASO 480-282-7055

6501 East Rustic Drive DALE & Susan Gornik
480-318-7712 480-216-9136

6515 East Rustic Drive Brian Mun 602-531-6936

~~6525 East Rustic Drive~~

6465 E Rustic Dr 



PLANNING DIVISION
STAFF REPORT

Board of Adjustment

November 2, 2022

CASE No.: **BOA22-00840**

CASE NAME: 6536 East Delmon Drive

Owner's Name:	Gagnon Ashley A / Socorro
Applicant's Name:	Ashley Gagnon
Location of Request:	6536 East Delmon Drive
Parcel Nos:	141-71-028
Nature of Request:	Requesting a Variance from the required front yard setback for an attached garage addition within an existing Single Residence
Zone District:	Single Residence-9 (RS-9)
Council District:	5
Site size:	.3± acres
Existing use:	Single residence
Staff Planner:	Kwasi Abebrese
Staff Recommendation:	DENIAL

HISTORY

In **1973**, according to the Maricopa County Assessor's website, the existing home was constructed.

On **March 20, 1986**, the property was annexed into the City of Mesa as part of a larger annexation 406.7± acre area and subsequently zoned RS-9 (Ord. No. 2041).

PROJECT DESCRIPTION

Background:

The applicant is requesting a variance to allow an attached tandem garage to encroach into the required front yard setback in the RS-9 zoning district. The subject property has an existing double car garage which is approximately 19 feet by 19 feet. The applicant is seeking to add a 660 square-foot attached tandem garage with enough space to accommodate two vehicles and remodel the existing garage into livable space. Per Table 11-5-3 of the Mesa Zoning Ordinance (MZO), the minimum front yard setback for garages and carports in the RS-9 zoning district is 25 feet. Per the site plan submitted, the proposed garage will encroach approximately 4 feet into the required front yard setback, leaving a total front setback of 21 feet.

According to Maricopa County Assessor, the existing home was constructed in 1973. The subject property is Lot 28 of the Skyway Village Unit One subdivision. The Skyway Village Unit One subdivision was approved by the Maricopa County Board of Supervisors in 1958 and annexed into the City of Mesa in 1986. The Skyway Village Unit One subdivision plat dedicated 100 feet of right-of-way along Delmon Drive (**Only 90 feet exists**); however, full roadway improvements were never installed. There is an existing commercial development located on the east side of Delmon Drive that constructed half-street roadway improvements, including curb, gutter, and sidewalks, along their Delmon Drive frontage, but those have been the only roadway improvements in the Skyway Village Unit One subdivision. All the roads within the subdivision, except for the commercial frontage on the east side of Delmon Drive, remain as they were when annexed into the City of Mesa and consist of a small strip of asphalt ranging in size from 24 feet to 50 feet without curbs, gutters or sidewalks (**Asphalt was done some time in the early 90's and has yet to be widened and was improperly engineered**). There are no clear indicators to delineate property lines, such as sidewalks, which makes it appear as if the properties on the west side of Delmon Drive have a very large setback to the roadway; however, property lines are established based on the dedicated right-of-way. Although the City of Mesa has no current plans to install road improvements in the Skway Village Unit One subdivision, the Transportation department is unwilling to abandon the right-of-way because at some point in the future, the roadway improvements may be installed, and the existing right-of-way will be needed to accommodate those improvements (**This report coincidentally has different verbiage than what was provided in the email from the Transportations Director RJ Zeder. Here is the email.**)



Antonia Mejia <Antonia.Mejia@mesaaz.gov>

to me ▾

Thu, Mar 31, 3:35 PM ☆ ↶ ⋮

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RJ Zeder | Transportation Department Director

City of Mesa Transportation Department

300 E. Sixth Street | P.O. Box 1466 | Mesa, AZ 85211-1466

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General Plan Character Area Designation and Goals:

The Mesa 2040 General Plan Character Area designation on the property is Neighborhood with a Traditional Sub-type. Per Chapter 7 of the General Plan, the focus of the Neighborhood Character Area is to provide safe places for people to live where they can feel secure and enjoy their surrounding community. The Traditional Sub-type neighborhoods are predominantly single residence in character but may contain a variety of lot sizes and dwelling types. Traditional neighborhoods may also contain supportive land uses such as small, neighborhood scale offices, retail, restaurants, and personal services that are located along arterials, and collector streets. The existing single residence use conforms to the intent of the Neighborhood character area and the Traditional Sub-type.

Site Characteristics:

The subject property is located west of Power Road and north of McKellips Road and is identified as Lot 28 of the Skyway Village Unit One subdivision. The existing lot is 12,528 square feet (.3± acres) in area and is regular in shape with no topographical constraints. Lots in the Skyway Village Unit One subdivision range in size from approximately 12,000 square feet to approximately 40,000 square feet. The subject property exceeds all the dimensional standards identified in Table 11-5-3 for the RS-9 zoning district including lot width, lot depth and lot area. There is an existing residence on the property, which meets all required setbacks, as well as a pool located behind the residence in the northeast corner of the lot. Per the site plan submitted, the site has a septic tank and a septic drainage well which are located in the southwest portion of the site at the rear of the existing residence.

Surrounding Zoning Designations and Existing Use Activity:

Northwest RS-9 Single Residence	North RS-9 Single Residence	Northeast LC Limited Commercial (Across East Delmon Drive)
West RS-9 Single Residence	Subject Property RS-9 Single Residence	East LC Limited Commercial (Across East Delmon Drive)
Southwest RS-9 Single Residence	South RS-9 Single Residence	Southeast LC Limited Commercial (Across East Delmon Drive)

Mesa Zoning Ordinance Requirements and Regulations:

Per Section 11-80-3 of the MZO, the Board of Adjustment shall find upon sufficient evidence when making a decision on variances that: (Mesa Zoning, is overruled by the AZ Supreme Court based on circumstances.)

Since the word zone and district is referenced in this document and are manipulated to their true meaning, I have provided the clear-cut definition from the dictionary of these terms and the word adjacent.

Zone:**NOUN**

1. an area or stretch of land having a particular characteristic, purpose, or use, or subject to particular restrictions:

"a pedestrian zone" ·

[\[more\]](#)

synonyms:

[area](#) · [sector](#) · [section](#) · [belt](#) · [region](#) · [territory](#) · [tract](#) · [stretch](#) · [expanse](#) · [district](#) · [quarter](#) · [precinct](#) · [locality](#) · [neighborhood](#) · [province](#) · [land](#)

District

NOUN

1. an area of a country or city, especially one regarded as a distinct unit because of a particular characteristic:

"an elegant shopping district"

synonyms:

[neighborhood](#) · [area](#) · [region](#) · [place](#) · [locality](#) · [locale](#) · [community](#) · [quarter](#) · [sector](#) · [vicinity](#) · [zone](#) · [territory](#) · [block](#) · [part](#) · [spot](#) · [patch](#) · [domain](#) · administrative division · [ward](#) · [parish](#) · [constituency](#) · [department](#)

Adjacent

ADJECTIVE

1. next to or adjoining something else:

"adjacent rooms" ·

[\[more\]](#)

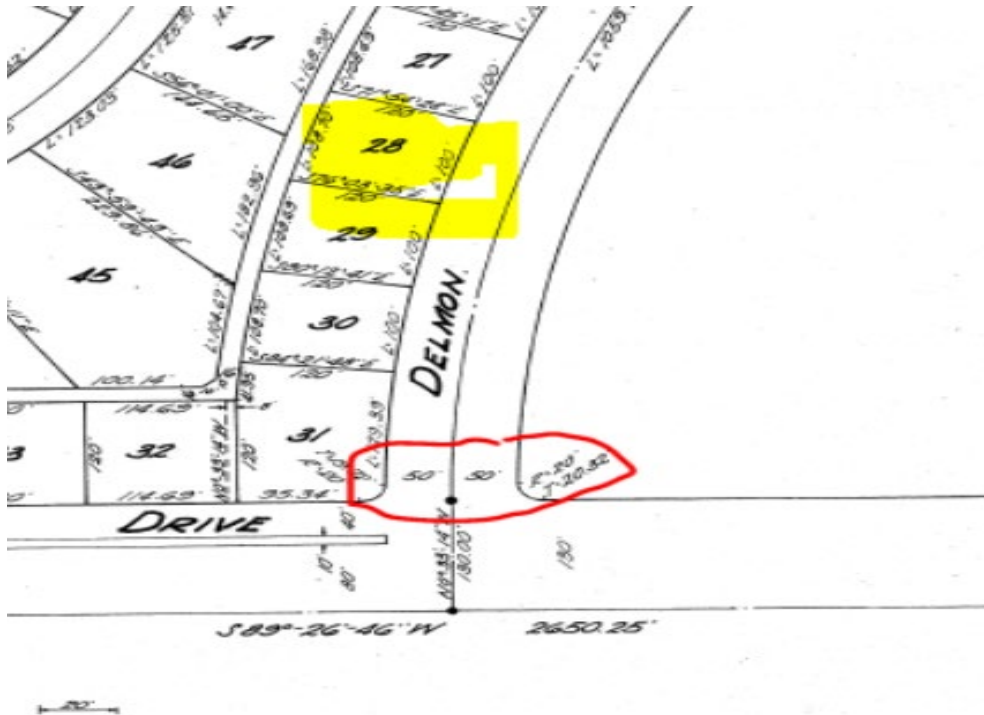
synonyms:

[adjoining](#) · neighboring (on) · [next door to](#) · [abutting](#) · [close to](#) · near to · [next to](#) · [by](#) · [close by](#) · [by the side of](#) · bordering (on) · [beside](#) · [alongside](#) · abreast of · contiguous with · proximate to · attached to · [touching](#) · [joining](#) · cheek by jowl with · [conjoining](#) · approximate to · [vicinal](#)

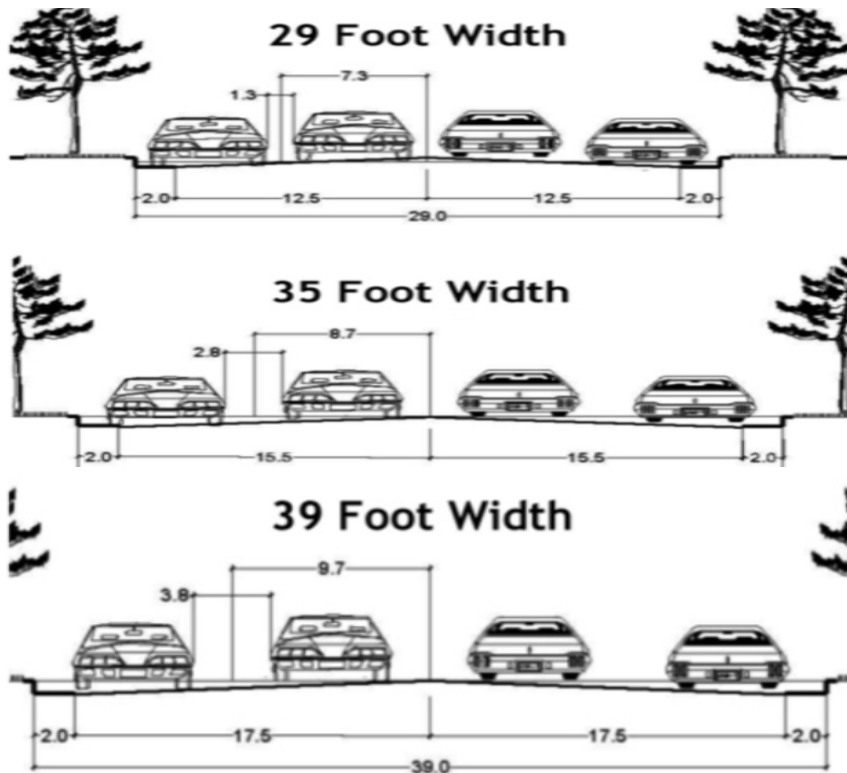
1. There are special circumstances applicable to the property, including its size, shape, topography, [location, or surrounding](#);

As discussed previously, the Skyway Village Unit One subdivision was approved and developed while under the jurisdiction of Maricopa County and later annexed into the City of Mesa. The roads within the subdivision were never constructed to current City of Mesa standards and remain as they were when the property was annexed into the city. **(So for 40 + years there has been zero attention)** The lack of street improvements, such as sidewalks, in the subdivision gives the impression of a large setback between the property line and the right-of-way **(Location/Surrounding)**; however, the Skyway Village Unit One subdivision plat dedicated 100 feet of right-of-way along Delmon Drive **(There's only 90 feet per assessor office)** and property lines are determined based on the right-of-way to allow for roadway improvements should the City decide to install them in the future **(They can't hold us hostage after 40+ years at this point saying they are unsure. It would be similar to a police officer stopping you saying I think you're going to commit a crime so I can't let you go because I may arrest you at some point although I know you haven't done anything, but you just might so you're staying here until something happens.)**. The unimproved right-of-way along Delmon Drive is not unique to the subject property, as none of the roads in the Skyway Village Unit One subdivision have been improved **(This is true however all of Delmon Drive in this RS-9 Zone /vicinity has no neighbors to the east and homes will never be built across from us due to the commercial property, that is unique as no other homes have that. The wider the road gets the more speeding will increase. This is a known national statistic**

for roadways. Had I known the true property line was so close and the roadway was supposed to be twice its size, I would not have bought this house. Per the Supreme Court ruling on granting or not of variances, this ignorance on my part of where my property line is based on these unusual and unique circumstances cannot be used against me.).







DOWN AT A 2% CROSS 4 (2) TWO EQUAL BASE). EAST VALLEY EDITION, AND BE (VAC). BE POLYMER EVAC CRITERIA FOR THE ADJACENT TABLE. JSTRIAL STREET AND MIXES USED PER RED AFTER -ALT EXHIBITS BY THE CITY OF ATMENT MAYBE BE THE FOLLOWING: MASTERSEAL, ONLY APPLICATION OF RED. E 1" BELOW THE TOP AND THE 1-FOOT, THE ELY ADJACENT TO OR LESS, THEN AX OF 4:1. SIDEWALK OVER MAG DETAIL	ROADWAY (WIDTH)		SIDEWALK (WIDTH)	SURFACE COURSE (DEPTH) (TYPE)	BASE COURSE (DEPTH) (TYPE)	A.B.C. FILL (DEPTH)	RIGHT OF WAY (WIDTH)	
	FACE TO FACE	CL TO FACE						
	(A)	(B)						
	LOCAL STREET RESIDENTIAL LAND USE	34'	17'	5'	3.0" 1/2" PG70-16TR	N/A	6"	50'+8' PUFE
	LOCAL STREET RESIDENTIAL LAND USE, OPTIONAL	34'	17'	5' **	3.0" 1/2" PG70-16TR	N/A	6"	50'+10' PUFE
	LOCAL STREET INDUSTRIAL	40'	20'	5'	2.0" 1/2" PG70-16TR	3.0" 3/4" PG70-16TR	8"	60'+20' PUFE
	LOCAL STREET COMMERCIAL	46'	23'	5'	2.0" 1/2" PG70-16TR	3.0" 3/4" PG70-16TR	8"	80'+8' PUFE
	COLLECTOR STREET *	34' / 40' / 46'	17' / 20' / 23'	6'	3.5" 3/4" PG76-22PMTR OR 3/4" PG76-22PMTR w/ 15% MAX RAP	N/A	6"	80' / 80' / 80'+8' PUFE
	MAJOR COLLECTOR STREET *	68'	34'	6'	2.0" 1/2" PG76-22PMTR OR 1/2" PG76-22PMTR w/ 15% MAX RAP	3.5" 3/4" PG76-22PMTR OR 3/4" PG76-22PMTR w/ 15% MAX RAP	10"	130'+8' PUFE
	ARTERIAL STREET *	68' / 72' / 88' / 94' ***	34' / 36' / 44' / 47' ***	6'	2.0" A-1/2" 1/2" PG76-22PMTR OR 1/2" PG76-22PMTR w/ 15% MAX RAP	3.5" 3/4" PG76-22PMTR OR 3/4" PG76-22PMTR w/ 15% MAX RAP	10"	130'+8' PUFE ***
	* DETACHED, LINEAR SIDEWALKS ARE REQUIRED. SEE DETAIL M-43.							
	** USE 5' DETACHMENT							
	*** MAY BE WIDER AT INTERSECTIONS AND TURN LANES. SEE M-46.01.I THROUGH M-46.05.2							
	(A) DISTANCE FACE TO FACE							

Policy and page M-19.01 – From the Mesa Standards Details and Specifications manual 2022

The subject property does not have physical constraints that would justify the variance request. The lot is 12,528± square feet in size, which exceeds the minimum area of 9,000 square feet required in the RS-9 zoning district. The site is flat and regularly shaped, and the lot is similar in size and shape to the surrounding lots in the RS-9 zoning district. There are no special circumstances relating to the size, shape, topography, encumbrances, location, or surrounding area present on the subject site.

The proposal does not meet this criterion.

2. That such special circumstances are pre-existing, and not created by the property owner or appellant;

The proposed tandem garage has not been constructed. The need for the variance is self-imposed and is a result of the property owner's design choices for the placement, orientation, and size of the structure. Per the site plan submitted there is a septic tank, a septic drainage well and a swimming pool at the rear of the residence, which would make it difficult to construct a garage in these areas. However, there is ample area to construct the attached garage attached to the north side of the residence, as shown on the site plan, but simply shift the garage to the west four feet, which would allow the attached garage to meet the required 25-foot front setback and a variance would not be needed (In the first meeting I told them the area they want me to push back on is where I will be building a playground for my family. The city never built the playground it promised in the vacant lot that was supposed to happen in the 90's. Just because I haven't built it doesn't mean there is room as that space is reserved and because I am asking before doing now feels it is being held against me. Constructing projects is based on the logical and safest ways of building. Also, why can other properties use their backyard to their choosing while being within the 25' setback regardless of when it was built and I cannot? That is not in the legal rulings or definitions that I have found.).

The proposal does not meet this criterion.

3. The strict application of the zoning ordinance will deprive such property of privileges enjoyed by other property of the same classification in the same zoning district (zoning district, not adjacent properties).

Strict compliance with MZO development standards for the RS-9 zoning district does not deprive the property of privileges enjoyed by other properties in the neighborhood. The property is Lot 28 of the Skyway Village Unit One subdivision and is consistent in shape and size with other lots in the subdivision. Per the Maricopa County Assessor, most of the homes in the subdivision were constructed in the 1970s with many of them having attached and detached accessory structures. While there are several properties in the subdivision that have garages that encroach in the required 25-foot front setback, these were either the result of the placement of the residence on the lot at the time of construction in the 1970s or were constructed prior to annexation into the City of Mesa and would be considered legal non-conforming structures. There are also several properties in the subdivision that appear to have had additions to the carport or garage constructed more recently within the required 25-foot front setback and staff is unable to find records of building permits being issued for those additions (This paragraph admits I'll be deprived. Nowhere does it state prior to annexations or unknown records. Either other properties have it or they don't and they admitted other properties do).

Moreover, adjacent properties (This code specifically states same classification in the same zoning district, not the word adjacent properties) on East Delmon Drive do not appear to have attached or detached garages encroaching into the front setback. And, as previously discussed, the applicant can slightly shift the location of the proposed attached garage four feet closer to the rear of the house and construct garage without the need for a variance.

(I stopped counting at 11 for other properties, as staff, Kwasi, told me to prove other properties had encroached, the properties I picked range from about 7 feet to 21 feet within the 25 foot mark, I initially asked for a 10 foot variance but then moved my build 6 feet west. Whether it is built prior, with variance, out of code or considered non-conforming, none of that applies to this question. It specifically states does the ordinance deprive me of other privileges enjoyed by others. Not any of the things they stated. This is cut and dry as it does deprive me and my family from being able to enjoy our property in the same manner as others are able to enjoy theirs regardless of when built.)

The proposal does not meet this criterion.

4. Any variance granted will assure that the adjustment authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is located.

The subject lot and residence meet all required setbacks, lot size, and lot dimensions required in the RS-9 zoning district. Neighboring lots in the RS-9 zoning district, and specifically along Delmon Drive (Again, the law specifically says vicinity and zone. It does not specifically say on same street such as Delmon. However, if that is the argument here is a house on 66th street which is separated by McKellips from Delmon but is straight south on 66th St and is RS-9 district.



are also in conformance with these development standards and have been able to construct additions onto the primary residence or construct detached accessory structures while maintaining the MZO development standards. While the lack of street improvements in the Skyway Village One subdivision is unique (40 + years unique), the requested variance would constitute a special privilege that is inconsistent with the RS-9 zoning district standards and the same limitations upon other properties within the vicinity. (I can't be granted a special privilege if over 11+ other properties are already enjoy the ability of having their front property setbacks well within the 25' mark. I would argue that by not giving an approval and giving an all-around denial for every category, to include some misinformation that was provided, this entire document is personal by the planning division.)

Additionally, the Arizona Supreme Court decision stated the variances should be given based on the principles of is it detrimental or uncharacteristic to the neighborhood. This ideology is to be used by every BOA in the state of Arizona per the ruling. I have never been given an answer to that by Kwasi or his boss Evan. I asked several times. 2 of those meetings were recorded where I asked this question and was not provided an answer. I was actually told the build is not detrimental by Evan. So, now how can it be considered uncharacteristic if I have pointed out more than enough homes within my vicinity / zone of RS-9 in the Skyway Village neighborhood.

The proposal does not meet this criterion.

Findings

- A. The existing lot is 12,528 square feet (.3± acre) in area.
- B. The subject property is Lot 28 of the Skyway Village Unit One subdivision plat, which was approved by the Maricopa County Board of Supervisors in 1958.
- C. The existing house was constructed in 1973 per Maricopa County records.
- D. In 1986, the subject property was annexed in to the City of Mesa as part of a larger ±406 acre annexation.
- E. The subject site has a septic tank, and septic drainage well which are located in the southwest portion of the site.
- F. The proposed attached tandem garage is proposed to encroach 4 feet into the required 25-foot front yard setback for garages and carports in the RS-9 zoning district.
- G. There are no special circumstances that would justify the variance request to allow for the proposed garage to encroach four feet into the required front setback. The subject property is regularly shaped and has no topographical constraints. It is possible to shift the proposed structure four feet to the west to meet the development standards for the RS-9 zoning district without approval of a variance.
- H. The need for the variance is self-imposed. It is created by the property owner's design choices for the placement, orientation and size of the proposed structure (I already have plans for the area where they are asking me to move it back to. This was imposed on our entire neighborhood due to the city never upholding their end of building a park as stated 30+ years ago in the 90's during the commercial construction).
- I. It is possible for the property owner to construct the proposed attached tandem garage and meet the MZO development standards for the RS-9 district without the approval of a variance. Therefore, strict compliance with MZO development standards for the RS-9 district does not deprive the property of privileges enjoyed by other properties in the neighborhood (Those other properties get to have a garage closer to the property line and enjoy their back yard for whatever purposes they have but I don't?).
- J. Granting of this variance request constitutes a special privilege inconsistent with MZO development standards for the RS-9 district (12 other properties are shown to have this, therefore it can't be a special privilege).

Neighborhood Participation Plan and Public Comments:

The applicant sent the required notification letters to all property owners within 150 feet of the site. As of writing this report, staff has not been contacted by any residents to express support or opposition to the request.

Staff Recommendations:

Based on the application received and the preceding analysis, staff finds that the requested variance for the proposed attached tandem garage to encroach 4 feet into the required front yard setback does not meet the approval criteria outlined in Section 11-80-3 of the MZO; therefore, Staff recommends **DENIAL** of the request.

Exhibits:

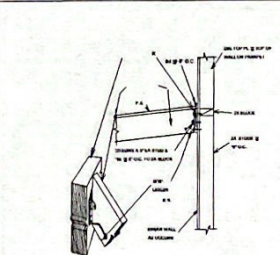
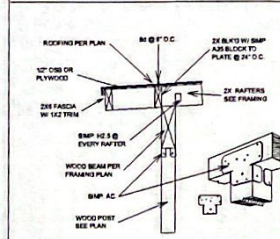
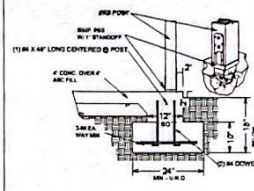
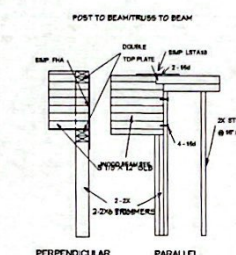
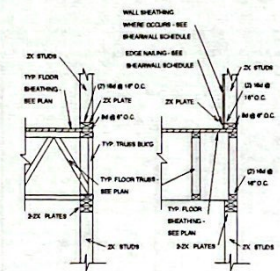
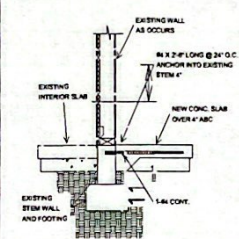
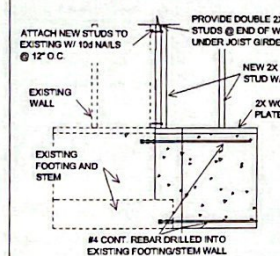
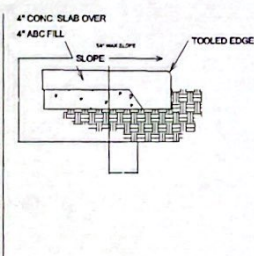
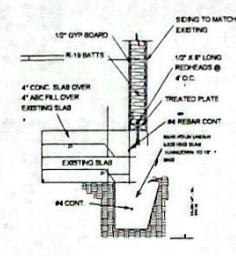
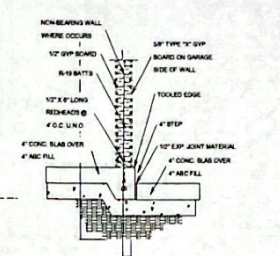
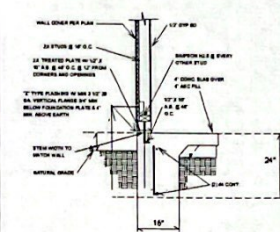
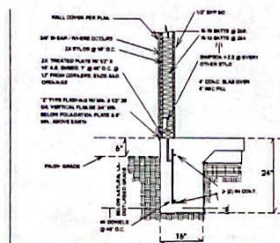
Exhibit 1 – Vicinity Map

Exhibit 2 – Staff Report

Exhibit 3 – Justification Statement

Exhibit 4 – Site Plan

Exhibit 5 – Elevations

[illegible]

6536 E Delmon Dr,
Mesa, AZ 85215

DETAILS 1

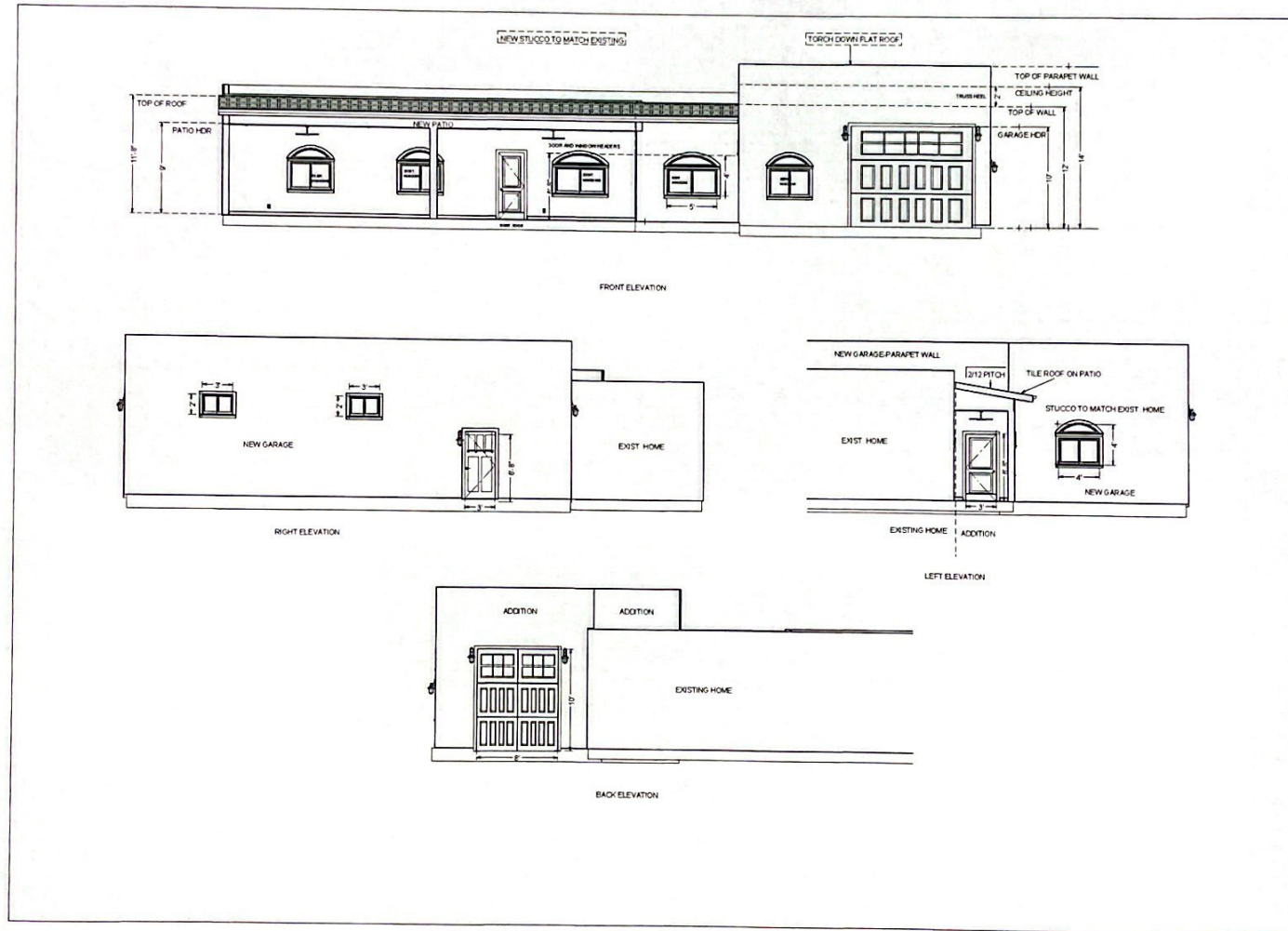
DRAWINGS PROVIDED BY:
**MIRANDA JAYMES
INTERIORS**

DATE:
09/12/2022

SCALE:

SHEET:

8



DESIGNER: JAYNE MIRANDA	
DATE: 09/12/2022	SCALE: 1/4"=1'
SHEET: 7	

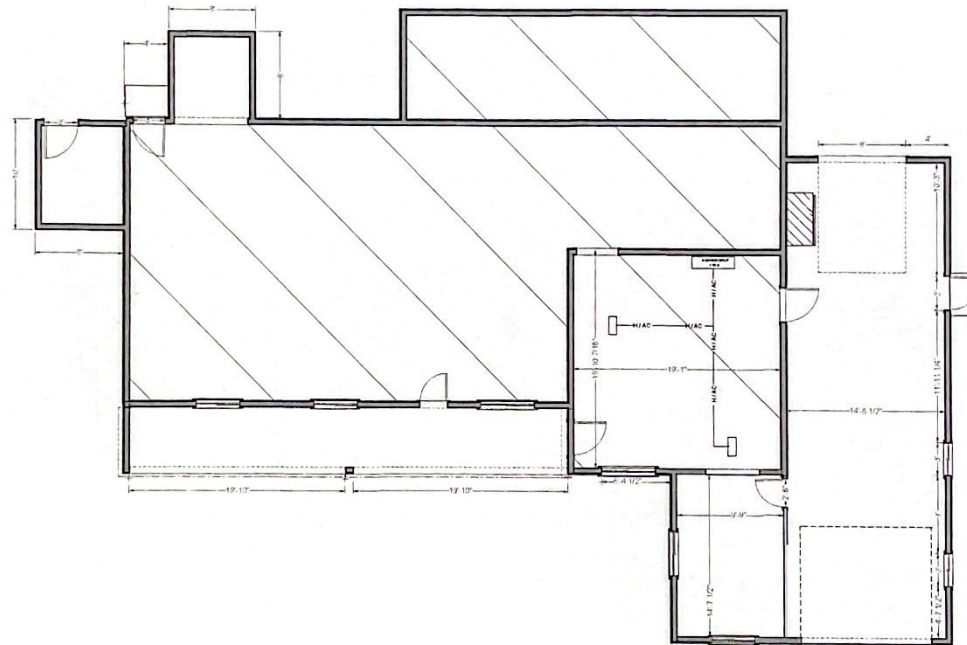
6536 E Delmon Dr,
Mesa, AZ 85215

ELEVATIONS

DRAWINGS PROVIDED BY:
MIRANDA JAYNES
INTERIORS

VENTILATION NOTES:
 ALL EXHAUST APPLIANCES SHALL BE VENTED DIRECTLY TO THE EXTERIOR. FURNACE, FRIEDRICH AND TANKLESS WATER HEATER SHALL HAVE OUTSIDE COMBUSTION AIR SUPPLY PRESENT TO REGIONAL AND LOCAL CODES.
 ATTIC SHALL HAVE VENTILATION EQUAL TO 1 SQ. FOOT PER 150 SQ. FEET OF ATTIC SPACE. VENTILATION SHALL BE PROTECTED FROM SNOW AND RAIN AND SHALL BE COVERED WITH BALANCED WIRE SCREEN. OPENINGS SHALL BE LOCATED TO PROVIDE CROSS VENTILATION.
 EXHAUST ALL VENTS AND FAUCS DIRECTLY TO OUTSIDE VIA METAL DUCTS PROVIDE 60 CFM WIRE FAUCS TO PROVIDE 1 AIR CHANGES PER HOUR IN THE CONTAINING TUB AND OR BATH AND HALLBATH ROOMS.
 SINKS SHALL BE VENTED WITH 30 SQUARE INCHES LOCATED IF ABOVE THE FLOOR FINISH.

GENERAL PLUMBING & HVAC NOTES:
 1. DRINK SHALL HAVE THREE LINES ONE FOR EACH FLOOR.
 2. THE FURNACE AND WATER HEATER ON FLOOR 1 SHALL SERVE FLOOR 1.
 3. THE FURNACE AND WATER HEATER ON FLOOR 1 SHALL SERVE FLOOR 2.
 4. METAL GAS PIPE, WATER PIPE, AND FLEXIBLE CONDENSATION PIPING SHALL BE BUNDLED TO THE ELECTRICAL SERVICE BUNDLES.
 5. CONDENSATION PIPING SHALL BE BUNDLED TO THE ELECTRICAL SERVICE BUNDLES.
 6. ALL GAS LINES SHALL BE BUILT FOR APPLIANCE LOAD. "HOLD" PIPE SHALL BE USED INSIDE THE BUILDING. "VENT" PIPE SHALL BE USED OUTSIDE THE BUILDING. ALL JOINTS SHALL BE TIGHTENED AND PROTECTED TO WEATHER.
 7. CONDENSATION PIPING SHALL BE PROVIDED WITH MECHANICAL VALVES OF THE PRESSURE BALANCE OR THE THERMOSTATIC BISTABLE TYPE. THE WATER TEMPERATURE SHALL BE AT A MAXIMUM OF 120°F.
 8. WATER SPLITTER UNIT SHALL CONDENSE WATER BEFORE ENTERING THE WATER HEATER AND THE COLD WATER SOURCE.
 9. EACH HOSE BIBB SHALL BE EQUIPPED WITH A SHUT OFF VALVE.
 10. HEAT EXCHANGERS SHALL BE SECURED, SEALED AND INSULATED AS APPROPRIATE.
 11. METAL WATERPROOF SYSTEM BOARD AT ALL WATER EXPOSURE SHALL BE INSTALLED 1" ABOVE FINISH FLOORING.
 12. METAL WATERPROOF SYSTEM BOARD AT ALL WATER EXPOSURE SHALL BE INSTALLED 1" ABOVE FINISH FLOORING.
 13. METAL WATERPROOF SYSTEM BOARD AT ALL WATER EXPOSURE SHALL BE INSTALLED 1" ABOVE FINISH FLOORING.



REVISIONS	
NO.	DATE
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100	09/12/2022

8536 E Delmon Dr,
Mesa, AZ 85215

MECHANICAL

DESIGNED BY
MIRANDA JAYMES
INTERIORS

DATE:
09/12/2022

SCALE:
1/4"=1'

SHEET:
6

FOUNDATION NOTES:

SLOPE CRAWL SPACE TO DRAIN. MAXIMUM SLOPE IS 2 HORIZ. 1 VERT. BETWEEN FOOTINGS AT DIFFERENT ELEVATIONS.

ALL FOOTINGS TO REST ON CLEAN, FIRM UNDISTURBED SOIL. STEP FOOTINGS ARE REQUIRED TO MAINTAIN REQUIRED DEPTH BELOW FINISH GRADES.

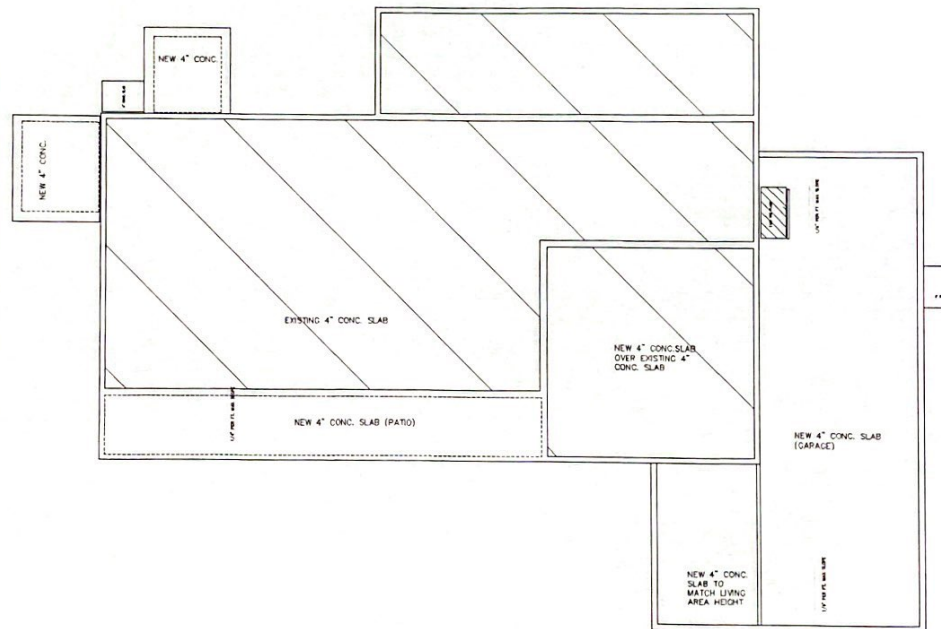
CONCRETE STRENGTH:
3,000 PSI AT 28 DAYS FOR ALL SLABS. (FOUNDATION DESIGN BASED ON 2,500 PSI).
3,000 PSI AT 28 DAYS FOR ALL OTHER CONDITION.
MAXIMUM SLUMP: 4"

USE ASTM A-615 GRADE 60 DEFORMED REINFORCING BARS UNLESS NOTED OTHERWISE

CONCRETE EXPANSION ANCHORS SHALL BE "SIMPSON WEDGE-ALL STD. ANCHORS" OR ENGINEER APPROVED EQUAL. EPOXY TO BE SIMPSON "SET" ADHESIVE OR APPROVED EQUAL.

INFILTRATION: ALL OPENINGS IN THE EXT. BLDG. ENVELOPE SHALL BE SEALED AGAINST AIR INFILTRATION. THE FOLLOWING AREAS MUST BE SEALED:

- *JOINTS AROUND WINDOW AND DOOR FRAMES
- *JOINTS BETWEEN WALL CAVITY AND WINDOW/DOOR FME.
- *JOINTS BETWEEN WALL AND FOUNDATION
- *JOINTS BETWEEN WALL AND ROOF
- *JOINTS BETWEEN WALL PANELS
- *UTILITY PENETRATIONS THROUGH EXTERIOR WALLS



NO.	DESCRIPTION	DATE	BY
1	FOUNDATION PLAN	09/12/2022	MIRANDA JAYMES
2	FOUNDATION PLAN	09/12/2022	MIRANDA JAYMES
3	FOUNDATION PLAN	09/12/2022	MIRANDA JAYMES
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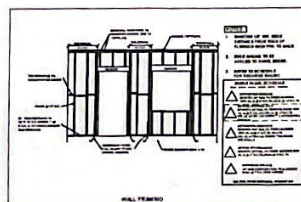
FOUNDATION

DRAWING PROVIDED BY
MIRANDA JAYMES
INTERIORS

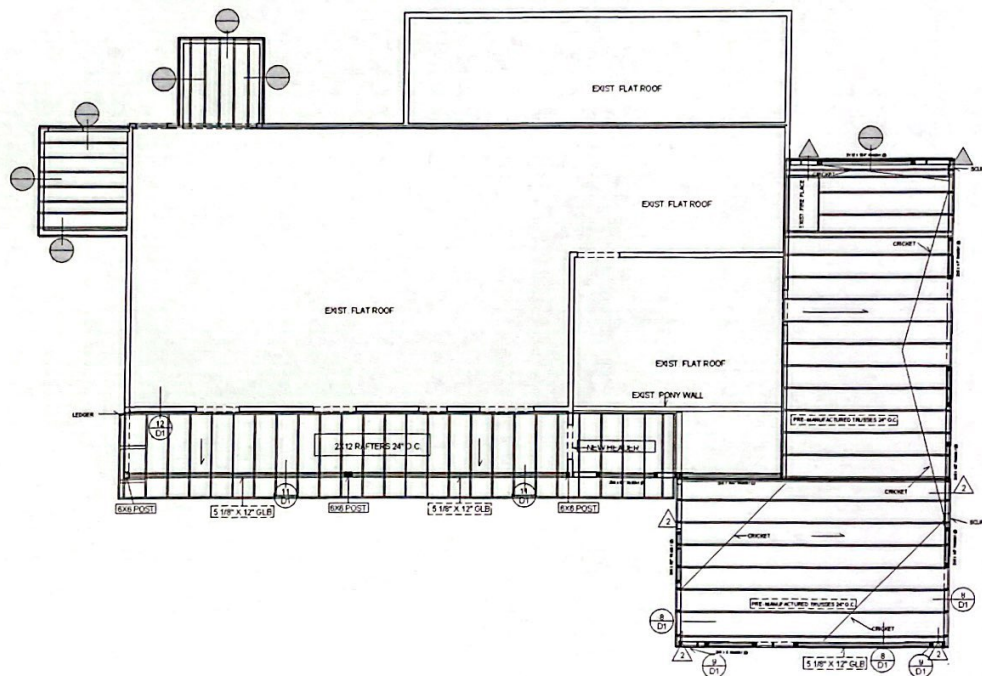
DATE:
09/12/2022
SCALE:
1/4"=1'
SHEET:
3

PREFABRICATED WOOD TRUSSES TO BE PROVIDED BY AN APPROVED FABRICATOR. TRUSS CHAIRS AND HITCHES TO THE FIELD INSPECTOR AT THE JOB SITE AT THE TIME OF ROOF RAISING AND FRAMING INSPECTION.

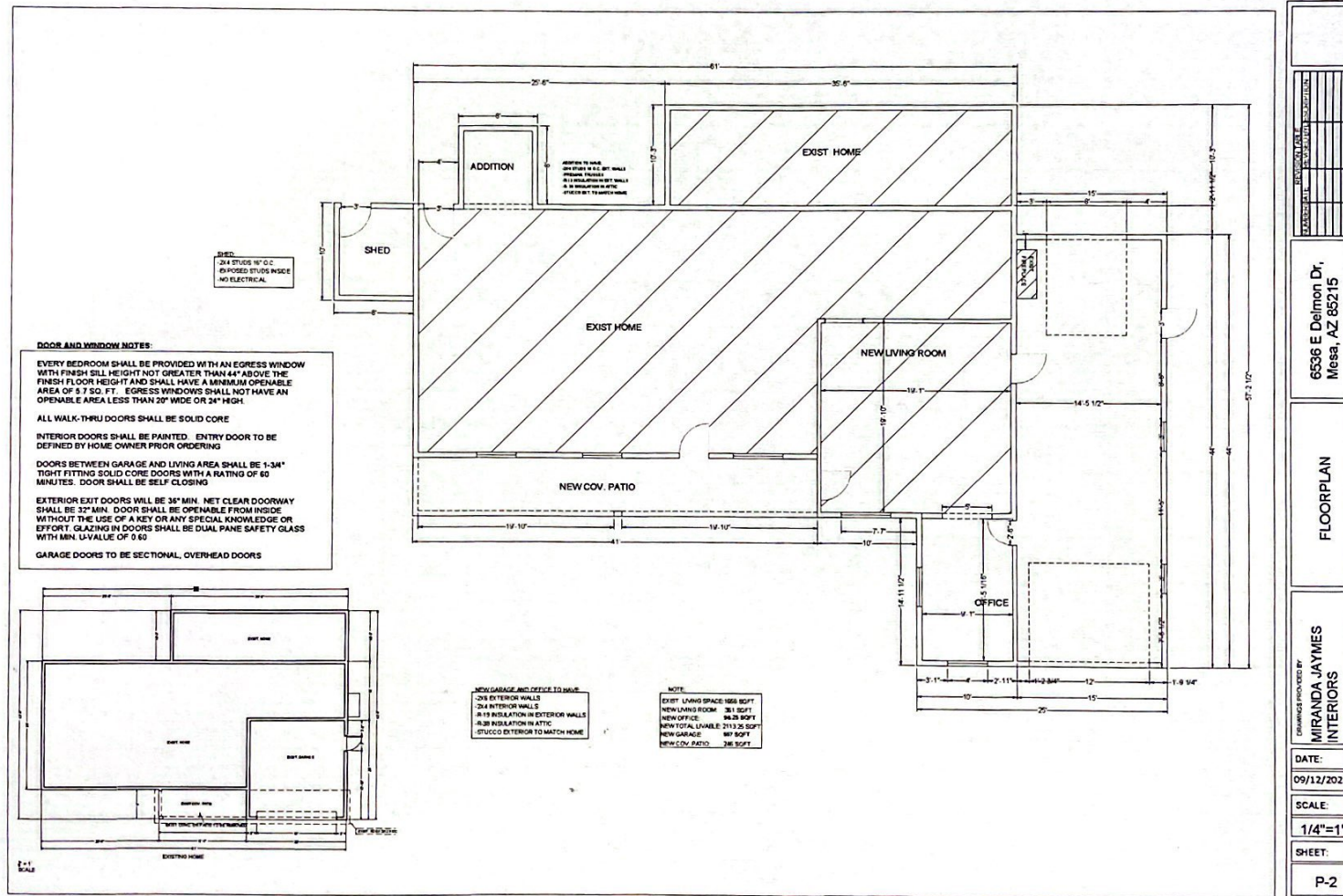
ALL MEMBERS TO COMPLY WITH THE FOLLOWING			
MEMBER	GRADE	SPACING	WALL AREA
2x12 RASTER	24" O.C.	1	1
2x12 RASTER	24" O.C.	1	1
2x12 RASTER	24" O.C.	1	1
2x12 RASTER	24" O.C.	1	1



NOTES:
1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
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9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.



6536 E Delmon Dr, Mesa, AZ 85215	
FRAMING	
DRAWINGS PROVIDED BY MIRANDA JAYMES INTERIORS	
DATE:	09/12/2022
SCALE:	1/4"=1'
SHEET:	4



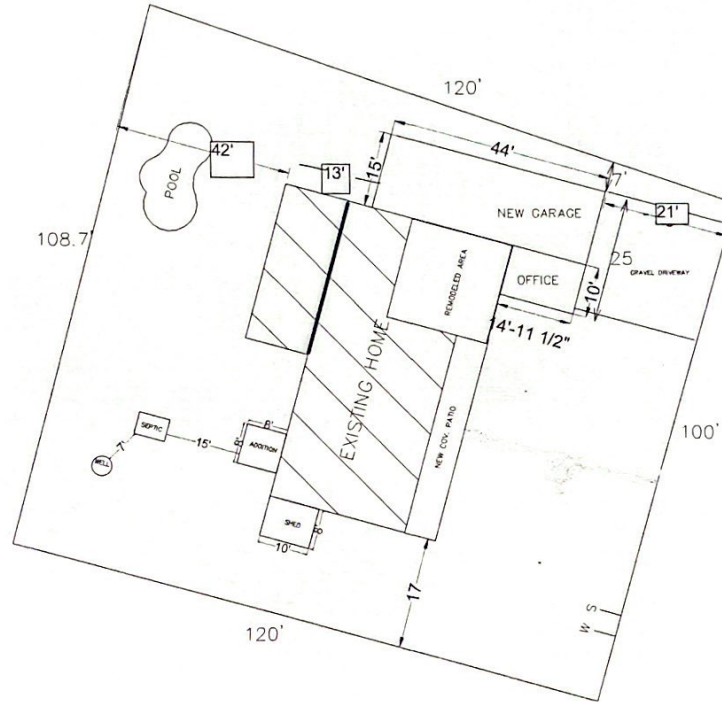
6536 E Delmon Dr, Mesa, AZ 85215	
FLOORPLAN	
DRAWINGS PROVIDED BY MIRANDA JAYMES INTERIORS	
DATE:	09/12/2022
SCALE:	1/4"=1'
SHEET:	P-2

141-71-028

Owner Information
 Owner Name: GAGNON ASHLEY/SOCORRO
 Property: 65361 DELMON DR MESA AZ 85215
 Address: 6536 E DELMON DR MESA AZ USA
 Mailing Address: 85215
 Deed Number: 120572865
 Sale Date: 06/1/2012
 Sale Price: \$172,000

Property Information
 Lat/Long: 33.453344, -111.689138
 S/T/R: 1 IN 4E
 Jurisdiction: MESA
 Zoning: RS-9
 P.U.C.: D131
 Lot Size (sq ft): 12,578.00
 N.C.R.P.: 36-21
 Subdivision: SKYWAY VILLAGE 1 PMD
 Lot #: 78
 Floor: 1
 Construction Year: 1973

EXIST LIVING SPACE: 1656 SQFT
 NEW LIVING ROOM: 341 SQFT
 NEW OFFICE: 89 25 SQFT
 NEW TOTAL LIVABLE: 2113 25 SQFT
 NEW GARAGE: 557 SQFT
 NEW COV PATIO: 249 SQFT



E. DELMON DR.
 CENTER OF STREET

OWNER'S NAME	GAGNON ASHLEY/SOCORRO
PROPERTY ADDRESS	65361 DELMON DR MESA AZ 85215
DEED NUMBER	120572865
SALE DATE	06/1/2012
SALE PRICE	\$172,000

6536 E Delmon Dr,
 Mesa, AZ 85215

SITEPLAN

DESIGNED BY
 MIRANDA JAYMES
 INTERIORS

DATE:
 09/12/2022

SCALE:
 1"=10'

SHEET:

P-1