

# Planning and Zoning Board



## *Study Session Minutes*

Mesa City Council Chambers – Lower Level, 57 East 1<sup>st</sup> Street  
Date: May 11, Time: 3:00 p.m.

### MEMBERS PRESENT:

Chair Jessica Sarkissian  
Tim Boyle  
Shelly Allen  
Jeffrey Crockett  
Troy Peterson

### MEMBERS ABSENT:

Vice Chair Deanna Villanueva-Saucedo  
Benjamin Ayers

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

### STAFF PRESENT:

Rachel Prelog  
Michelle Dahlke  
Lesley Davis  
Cassidy Welch  
Kellie Rorex  
Sean Pesek  
Joshua Grandlienard  
Robert Mansolillo  
Jennifer Merrill  
Sarah Staudinger  
Pamela Williams

### OTHERS PRESENT:

Call meeting to order.

Chair Sarkissian declared a quorum present, and the meeting was called to order at 3:05 p.m.

Review items on the agenda for the April 13, 2022, regular Planning and Zoning Board Hearing.

Staffmember Cassidy Welch presented case ZON21-01301: This is a request for Site Plan Review and Preliminary Plat to allow for the development of an attached single residence subdivision. The site is located south of the 202 Red Mountain Freeway, on the south side of Thomas Road, and on the west side of Val Vista Drive. An existing photo of the site shows it is currently just filled with citrus trees. The zoning on the site is Multiple Residence 2, with the Planned Area Development overlay. That zoning was established recently with the Pioneer Crossing, Planned Area Development overlay and rezone.

The General Plan designation for this property is Neighborhood Village. The site plan will be for 30 total buildings, with three units per building, for a total of 90 attached single residence lots. Each building will be a two-story single residence. Access from the site will be both from Thomas Road and Val Vista Drive. The proposed site plan and elevations are consistent with the Pioneer Crossing PAD. The proposed landscape plan for the development does include a centralized amenity area, that will be accessed and visible from the Val Vista Drive access. The preliminary plat shows the proposed 90 lots. Per section 11-71-2 of the Mesa Zoning Ordinance, the proposed development is not required to be heard by the Design Review Board. So, the elevations and landscape plan were reviewed as a part of the submittal and will be approved as a part of this request. The elevations meet the design standards for the Multiple Residence zoning district, as well as the Pioneer Crossing design guidelines that were established with that PAD. You can see the proposed elevations.

The applicant did conduct a citizen participation process which included notification to property owners within 1000 feet, as well as HOAs and registered neighborhoods. Neither the staff, nor applicants have heard any concerns from surrounding property owners. It is my understanding that a comment card has been submitted. In summary, we find that the proposed development complies with the 2040 Mesa General Plan, meets the criteria for Site Plan Review and Preliminary Plat, as well is consistent with the Pioneer Crossing PAD. And staff is recommending approval with conditions.

Boardmember Peterson inquired: Please explained the front setbacks on the site plan, because the property lines are in the middle of the street. It's an easement, and then the setback looked like it was 12 feet, but that's all on the street. So, is there essentially no front setback?

Staffmember Cassidy Welch clarified: Yes. The front setback is kind of convoluted on this development because, it is a garage alley loaded product. So, the front setback is actually the garage facade. And, you are correct, the lot lines show it is a private street. It's a private track, so the lot lines show it to the centerline of that private tract with an access easement over, but the 12-foot setback is measured from that centerline of the private tract.

Boardmember Peterson continued: So, is it the intent to have the houses essentially right on the curb line, or is there in reality going to be something more than the 12 feet there?

Staffmember Cassidy Welch clarified: There is approximately two to three feet from the curb line to where the actual garage door is.

Boardmember Crockett stated: On the site plan we were just looking at... I don't know if this is more a question or a comment. But this property is right next to Jalapeno Bucks. I know on the weekend, there's a lot of traffic that parks along both sides of Val Vista there. I'm wondering, what's the game plan as this development goes forward. The parking right now, it looks like it is right near where the entrance of this development is going to be. I don't know what the overall game plan is, to park that property as this area gets built out on both sides of Val Vista. Do you have any information on that?

Staffmember Cassidy Welch clarified: So as a part of the Pioneer Crossing Rezone, that Jalapeno Bucks site was recently zoned to Mixed-Use. There is currently a site plan that has been submitted and

is in review to develop that mixed-use site which will include some additional parking for the Jalapeno Bucks: a new anticipated barn, and kind of gathering space.

Boardmember Crockett replied: Okay, so is the anticipation that the parking situation now will get addressed through the site plan for Jalapeno Bucks?

Staffmember Cassidy Welch confirmed: That is correct. As a part of this development, they will also be required to complete the half street improvements on Val Vista Drive which will provide curb, gutter, sidewalks, that will rectify some of those parking issues that are happening in that area.

Boardmember Peterson added: This is more of a general comment for staff, and I get this was PAD zoned, and there is a concept site plan with the street cross section. But if you go back to the colored site plan, (and I'm the new guy here so I'm still getting my head around it) it seems like in traditional public streets setting, you have sidewalks everywhere. And that is all good in a multifamily setting. There are projects that come through, that have really good pedestrian circulation and that type of thing. But then we have this gap in between whether it's a private street or a shared access easement, or whatever the access drive may be, where sidewalks fall off and they are essentially nonexistent. And I get that there is precedent for that, and that has happened before. And I'm not advocating that there always has to be sidewalks on the street, but I think you lose a lot. The reality is, people are going to walk their dog, they're going to be out there on the streets. And if there's no other option than being in the middle of the street, then that is not an ideal situation. So I guess my general comment is for those projects in the gap, if there could be a greater focus on, and again, not necessarily on the streets whether it's through open space, ways to circulate through sidewalks or that type of thing. I would encourage staff to have that be a heightened priority. And even on this one per se, you have a lot of these access easements where they are double fronted, they're 26 feet instead of 24 feet. Instead of just widening out the asphalt, make the ribbon curb on one side, four feet wide and deliberately identify where it makes sense to have a path through there. You can do things without adding cost, without affecting the layout that enhance the pedestrian circulation ability and the safety of people to drive through there and that type of thing.

Sarah Staudinger: Cassidy, could you just talk to the revised conditions that they have in front of them, so that is on the record?

Staffmember Cassidy Welch: Correct. I provided revised conditions. It is an elimination of what was previously identified as condition number three, which required compliance with Chapter 19 of the Mesa Zoning Ordinance. Due to the proximity to the airport however, this site lies just outside the boundary of Airport Overflight Area 3, and so would not be within an airport overflight area. So that condition has been removed

Boardmember Boyle inquired: Is there just one dumpster sight on this lot?

Staffmember Cassidy Welch clarified: It is a compactor. And so, the applicant has worked with Solid Waste to provide a letter indicating that they will be providing valet service on a regular basis. So, it is a

concierge solid waste pickup at each individual homeowner's residence, and taking it to the compactor service.

Boardmember Boyle inquired: But it's not exactly centrally located right; it's all off in the corner.

Staffmember Cassidy Welch responded: Because it is a compactor, the residents actually aren't legally allowed to operate the compactor, so it has to be conducted by a valet service. And so therefore, it doesn't have the same requirements of being centrally located, because the valet service will be coming to each residence to pick up that solid waste.

Principal Planner Michelle Dahlke: Case ZON21-01311 is being continued to the May 25, 2022 Planning and Zoning Board meeting.

Staffmember Sean Pesek presented case ZON22-00047. So, the request before you this afternoon is Site Plan Review to allow for an industrial business park. The site is on the south side of East Velocity Way, east of Sossman Road and north of Pecos Road. It is on leased land owned by the Airport Authority. The General Plan character area designation is Specialty, and the goal of that character area is to maintain a campus feel, a connection between buildings within the airport through consistent landscaping and/or building design. It's also within the Mesa Gateway Strategic Development Plan, and specifically the Airport District, which is envisioned as a mixed-use district with airport related uses. And staff finds that the proposed use conforms to the goals of the airport districts by further enhancing the industrial character of that area. So, the zoning is Light Industrial, LI with the Planned Area Development overlay for the airport and the development master plan. The proposed uses with this request are allowed by right in the LI district. In a site photo looking south from East Velocity, you can see it is undeveloped currently. So, there are two buildings totaling just over 500,000 square feet of floor area. The loading docks for each building are on the southeast facades. So, they face the future hangars and are screened with eight-foot walls per Mesa Zoning Ordinance, and with automatic gates. There are many areas adjacent to the primary entrances, and the parking spaces meet Mesa Zoning Ordinance standards. An image of the landscape plan shows the plant palette. This case was reviewed by the Design Review Board yesterday, at the work session. The Board recommended minor changes, so staff will be working with the applicant in the coming weeks to implement those changes.

Property owners were notified, and HOAs and registered neighborhoods, and no response from interested parties have been received. So, in summary, staff finds that the request complies with the 2040 Mesa General Plan, complies with the Gateway Strategic Development Plan, the approved Development Master Plan for the airport and Chapter 69 for Site Plan Review and our recommendation is approval with conditions.

Staffmember Robert Mansolillo presented case ZON22-00155: The request is for a Site Plan Review and the purpose is for an industrial warehouse development. The location is east of Power Road and north of Elliot Road. The zoning is Light Industrial- PAD, and the PAD goes to a previous case that is surrounded by the north and east side of this property. However, this property itself was never developed with that PAD case. And the proposed use is allowed in the LI zoning district. The General Plan is a combination of Employment and Mixed-Use Activity. The goal within the Employment, is a

wide range of opportunities in a high-quality setting. And for Mixed-Use Activity- a community and regional activity area. Looking southwest towards the light from Power Road, the site is currently vacant. And here is a site plan for a proposed 158,180 square foot warehouse building. Access would be via Power Road, with two access points. Parking spaces are provided on site, the applicant is meeting the required parking. On the landscape plan, the north half of the property being shown. Landscape yards are being provided, as well as parking lot landscape islands, and a 15-foot foundation base along the west elevation. And here is the southern half of the property showing the landscape plan. Design Review Board, this went to the April 12 work session, and staff is working with the applicant to address minor comments. On the elevations, the south elevation is on the top with the west elevation on the bottom, the west elevation will be facing Power Road. The East elevation is where the truck docks will be located, that'll be at the rear of the of the building.

Citizen Participation, property owners within 1000 feet, HOAs and registered neighborhoods were notified and staff has not been contacted by any interested parties. And in summary, it does comply with the 2040 Mesa General Plan. It meets the Site Plan Review criteria laid out in Section 69 of the Mesa Zoning Ordinance. Staff recommends approval with conditions.

Chair Sarkissian inquired: I just have a general question. What was the case history on this? I feel like we saw this site less than five years ago for something else.

Staffmember Robert Mansolillo clarified: I believe one of the previous cases on here, was for a multiple residence. A project that was denied.

Chair Sarkissian responded: Okay. I'm just curious to see if it actually came back, what we were looking for.

Boardmember Crockett inquired: The use of this property, the owner of the property Garage Town USA, from what I understand, builds kind of condominium-ized self-storage projects. Is that what we're talking about here?

Staffmember Robert Mansolillo clarified: No. So, they are the owner of the property, and they own the property that surround to the north and to the east. What you're describing is what is being used on the north end to the east, but this property itself, the proposed site plan that we are seeing is for an industrial warehouse. Specific users were not identified, but a condominium type self-storage was not in the proposed materials.

Staffmember Kellie Rorex presented case ZON21-01285: This is a site plan modification to allow for the development of a hotel. The subject site is located north of Ray Road, east of Power Road within Gallery Park. The General Plan character area is Mixed-Use Activity District, and large-scale community and regional activity areas are the focus of that district. The site is also within the Mesa Gateway Strategic Development Plan area, specifically within the Inner Loop District. And the goal of that district is provide high quality mixed-use developments. So, this site is on Limited Commercial with the Planned Area Development overlay, and the proposed use does require a Council Use Permit in

the AOA 1 or 2 District, which the site is within the AOA 1 and AOA 2 area. The Council Use Permit was previously approved through case ZON18-00775. These specific modifications include increasing the hotel footprint from 17,000 square feet to 33,172 square feet. They're also flipping the building orientation. And they're providing a new Hotel Plaza with hotel amenities. So, here's a photo of the approved site plan, versus the proposed, so you can see the orientation moving and the footprint getting larger. And so the design guidelines were approved with PAD through case ZON18- 00775. And so, the elevations will go through an Administrative Design Review process. Here's the proposed landscape plan, which also goes with the Administrative Review process.

The applicant did complete their citizen participation process, which included mailing notifications to property owners within 1000 feet, HOAs and registered neighborhoods, and staff nor the applicant have received any comments from interested parties. And with that staff finds that the request complies with the 2014 Mesa General Plan. It's consistent with the Gallery Park PAD, that it meets the review criteria for Site Plan Review, which is outlined in Section 11-69-5 of the Mesa Zoning Ordinance and staff recommends approval with conditions.

Boardmember Allen inquired: My question is, I see where the site plan or the floorplan is increased? But what is the trade off? What are we losing? Because this hotel building is increasing, are we losing some of the retail amenities?

Staffmember Kellie Rorex clarified: So, they are also reducing building 22, and then they're moving them closer together. So, we're not really losing any other commercial space or anything.

Chair Sarkissian stated: I think this might be directed from the success of Legacy just down the street, off the freeway. They are going to need hotels. Everything's going to be expanding there.

Staffmember Sean Pesek presented case ZON22-00093: The request as mentioned, is a rezone from AG to LI with a Planned Area Development Overlay, as well as Site Plan Review and Preliminary Plat Review to allow for the development of an industrial business park. So, the location is north of the 202 Freeway on the south side of Warner, and east of Sossman Road. It is just west of Hawes Crossing Village 4. The General Plan character area designation is Employment, which allows for a wide range of employment type land uses, in high quality settings. It is also within the Mixed-Use Activity district which requires sort of community and regional activity area. It is also within the Inner Loop Districts of the Mesa Gateway Strategic Development Plan, and within the Employment/ Business Park character area. And within that plan, it talks about having a high quality and mixed-use environment that is compatible with overflight activities, and freeway corridors should encourage the development of business park, distribution warehouses, and similar uses. So, the zoning is currently AG, and the request is to rezone again to LI with a Planned Area Development overlay. In a photo of the site plan, we are looking at six industrial buildings. Buildings one and two are adjacent to Warner. There is just over 660,000 square feet of ground floor area, and then primary axis is provided from 80th Street. 984 onsite parking spaces were required for code, and 1169 spaces are proposed. And you can see some of the details here; the parking screen wall elevation, trash enclosure elevation, and then wall four, which is actually between buildings one and two so, it is visible from Warner road, it was sort of effort from the architect to kind of get some enhanced screening along that side of the street frontage. So this

PAD request, there are three requests. The first is height, so the LI requirement is 40 feet. The applicant is proposing 60 feet max for buildings four and five, and then 50 feet for buildings 1,2,3, and 6. Those heights aren't shown on the elevations. But if a future user comes in that requires that height, they don't want to have to go back and amend the PAD. There is also a requirement for raised pedestrian crossings. The applicant would like to waive that requirement for pedestrian crossings at the truck court entrances. All of the crossings will still be raised three inches. And then for the parking ratio, the applicant's proposal is a slightly modified ratio of 50%, at one space per 375 square feet, and then the remaining 85 at one space per 900 square feet. And the justification provided is added amenity areas that exceed the minimum requirement for code, some enhanced entryway landscaping with date palms, and then environmental considerations in the building design. So, request also includes a Pre-Plat. This is pretty standard, three lots showing the proposed easements and dedications on Warner and 80th Street. The elevations were discussed yesterday at the work session, the board recommended minor changes. So, staff will work with the applicant and the architect to implement those changes.

A neighborhood meetings were held on March 16. There were no attendees, and to date staff has not received any comment from the public on this proposal. So, in summary, staff finds the request complies with the 2040 Mesa General Plan, the Gateway Strategic Development Plan, the review criteria for a PAD overlay, and criteria for Site Plan Review and lastly, the criteria for a Pre-Plat and the recommendation is approval with conditions.

Staffmember Cassidy Welch presented case ZON22-00154: This is a request for a Site Plan Review and Special Use Permit to allow for an industrial development. The site is located within the Cubes at Mesa Gateway Development. It's located within Lot 5, on the north side of Germann Road, and on the east side of Crismon Road. In the photo of the site, it is currently vacant. The General Plan Designation for the property is Employment. The site is also located within the Gateway Strategic Development Plan. The zoning on the site is currently General Industrial, so the proposed use for industrial, manufacturing, and offices are permitted in the GI zoning district. The site plan before you today is for one large scale industrial building, totaling approximately 265,000 square feet. The site will be primarily accessed from Germann Road, with a secondary access off of Crismon Road. As a part of the site plan review request, the applicant has requested a Special Use Permit for a parking reduction. Per the Mesa Zoning Ordinance, 473 parking spaces are required. The applicant is requesting a reduction to 300 spaces. The applicant attended the Design Review work session yesterday evening, on May 10. The Design Review Board was very complimentary of the proposed design. They just had minor comments on the landscape design.

The applicant did conduct a citizen participation process which included property owners within 1000 feet, as well as any HOAs and registered neighborhoods. Neither staff, nor the applicant has received any response. In summary, we find that the proposed development complies with the 2040 Mesa General Plan, as well as the Gateway Strategic Development Plan, and meets the criteria for Site Plan Review and for a Special Use Permit, for parking reduction. And staff is recommending approval with conditions.

Boardmember Peterson inquired: What was the justification? The parking reduction is pretty significant, like almost 40%.

Staffmember Cassidy Welch clarified: This specific industrial development is for a specific user, so the specific parking reduction was anticipating the manufacturing needs of that user, and the number of employees and visitor spaces anticipated for this development.

Boardmember Peterson added: And the entire building is for that user?

Staffmember Cassidy Welch confirmed: Yes.

Staffmember Jennifer Merrill presented case ZON22-00160: The request is for rezone from RM-4 and LC to LC-BIZ, a special use permit for a parking reduction, and Site Plan Review. The purpose of this is for the development of the new Child Crisis Arizona Headquarters campus. The location is south of Brown Road, at the northwest corner of Country Club and Rio Salado. The General Plan character area is Neighborhood, which is geared for towards providing safe places for people to live; non-residential areas should be designed to not disrupt the fabric and functioning of the neighborhood and provide a sense of place and a connection with a larger community. The current zoning for the parcels involved includes LC zoned parcels and one RM-4 zoned parcel. So, the proposed rezoning is to rezone them all to LC, and then apply a Bonus Intensity Zone overlay for the whole project. Office uses are permitted uses in the LC zoning district. So as previously stated, this does include a BIZ overlay request. There are several modifications that are requested to the standard zoning requirements. Those include some reductions to the perimeter setbacks along the streets and at the corner at the intersection, as well as the interior property lines to the north and west of the site. There is also a reduction requested to the parking lot landscaping. The reason for the reduction to the parking lot landscaping is to enable the most efficient use of the solar panels that are provided. They are proposed on the parking canopies and if there were trees in the parking lot, those could hinder the collection of solar energy. The justification for the BIZ overlay request is the provision of superior quality design and solar panels. The site plan shows an almost 38,000 square foot, two-story office building with an interior courtyard. There are pedestrian, and vehicular access points to the south from Rio Salado, to the east from Country Club drive, and to the north from West 9th Street. The building entrances on the north side of the building and then the solar parking canopies are provided throughout the parking lot to the north and west of the building. The Design Review Board discussed the architecture and the landscaping, yesterday afternoon at their work session. They were overall, very complimentary to the design and suggested some minor modifications and staff is working with the applicant to address those, most of them had to do with landscaping.

Chair Sarkissian inquired: [referencing a slide showing the elevations] Is this two stories? It's just creative to make it look three stories.

Staffmember Jennifer Merrill clarified: That's a good point. Yes, it is two stories, but it's broken out into those shadow boxes.



Conversation ensued and it was clarified that it looks as if there are three levels of shadow boxes in many of the locations, but it's under the higher requirement.

Staffmember Jennifer Merrill continued: The applicant completed a citizen participation process. They mailed letters to property owners within 1000 feet, as well as HOAs and registered neighborhoods. They hosted two virtual meetings. They also conducted the complete public notice requirements and sent mail out to the surrounding property owners within 500 feet for both the design review board meeting and for this meeting, and staff has not received any inquiries from neighbors regarding this proposal. In summary, the request complies with the Mesa 2040 General Plan. It meets the requirements for the BIZ overlay, and it meets the criteria for Site Plan Review. It also meets the criteria for the Special Use Permit from sections 11-32-6, and 11-75. And staff recommendation is approval with conditions.

Chair Sarkissian commented: I really liked the location. I think it's a great entrance on the Rio Salado and then still commercial use. So it should really good.

There were no Planning Director updates.

Boardmember Peterson inquired: The Falcon Field items that are being continued, those are pretty extensive. What's our purview? Is our purview narrowed?

Assistant Planning Director Rachel Prelog clarified: That was part of the original PAD, so it is within the board's purview to review and make recommendations or comments.

Boardmember Crockett motioned to adjourn the meeting. The motion was seconded by Boardmember Boyle.

The Study Session was adjourned.