

# Sparrow Mera Greenfield - Emblem

Rezoning, Site Plan Review for Age-Restricted and Multi-Family Uses

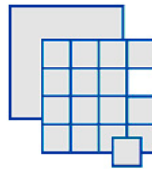
## Project Narrative



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*On behalf of:*

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**Lennar Multifamily Communities (ZON22-00942)**



September 22, 2022

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## 1. Introduction

Pew & Lake, PLC, is pleased to submit this narrative and related exhibits for a Rezoning and Site Plan Review for 2 projects that are preliminarily known as LMC Emblem (Case #ZON22-0942), and Sparrow Mera Greenfield (Case #ZON22-00265). While discussed together in this narrative for a property owned by the same property owner, these projects are separate and proposed by different developers. Each case will be considered and decided on during separate public hearings and agenda items.

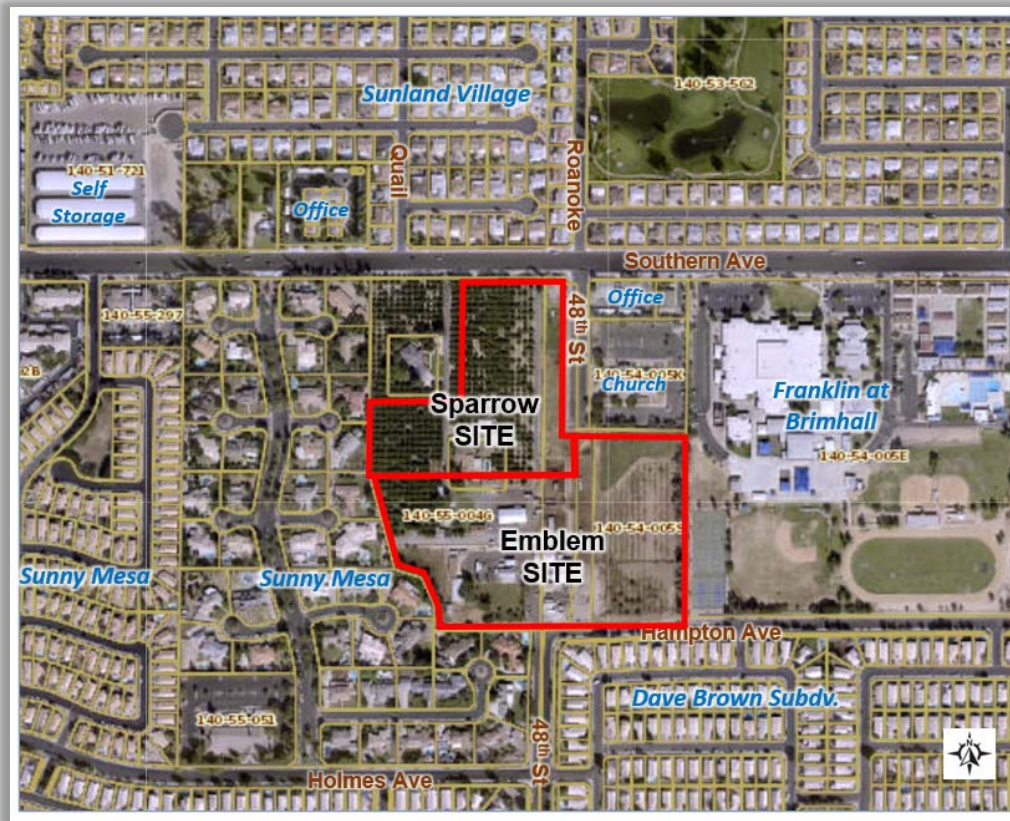
Lennar Multifamily Communities (LMC) is a national apartment developer and a subsidiary of the Lennar Corporation (NYSE:LEN) with extensive experience in delivering high-quality residential developments in Arizona. LMC is currently under contract to purchase approximately  $\pm 14.5$ -net acres of land from Sunny Mesa, Inc. LMC is partnering with Sparrow Partners, another national builder and manager of exceptional luxury age-restricted communities in Arizona, who intend to develop an adjacent and complimentary senior community on approximately  $\pm 8.4$  acres of land. Both project sites total approximately 23.8-acres ("Property" or "Properties") and are located at the southwest corner of 48th Street and Southern Avenue north of Hampton Avenue (APN 140-54-005S, -001E, -001B, 140-55-004F, and a portion of APN 140-55-004G).

**Table 1 – Project Acreage Summary**

Project Area	Gross Acres	Net Acres
<b>Parcel 1</b> – Sparrow Active adult (55+) living resort-style multi-family gated	8.94	8.4
<b>Parcel 2</b> – Emblem Luxury multi-family gated community	14.84	14.5
<b>Total Area</b>	<b>23.8</b>	<b>22.9</b>

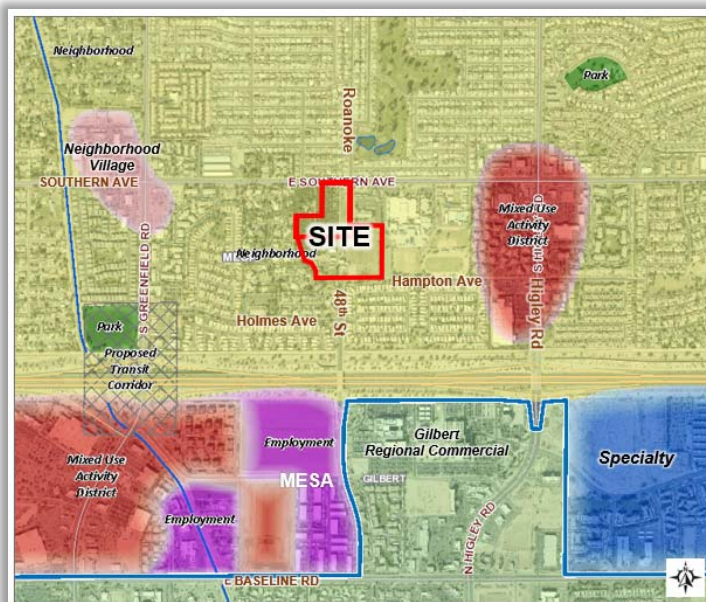
Collectively, these developers request a rezoning from the RS-43 and RS-15 to RM-4 PAD for Sparrow Greenfield (Case #ZON22-00265) and RM-3 PAD for Emblem (Case #22-00942), which will permit the construction of a master planned active adult and multifamily apartment community (the "PAD") within in the City of Mesa (the "City"). Both projects will further the General Plan policies for the Neighborhood General Plan category in the area.

On the north portion is Sparrow's proposed resort style, (55+) active adult living multi-family gated community. Sparrow's development provides an innovative, upscale extension of the age-restricted housing product located across the street from Sunland Villas. On the south portion of this request is a luxury multi-family gated community with a resort-style clubhouse-pool amenity package and 4+ active open space areas. Both developments offer much-needed fresh housing options in an aging neighborhood to address the needs of Mesa's households in the important age-restricted demographic, in addition to the housing needs of their families and others in the city. The project plans incorporate resort lifestyle amenities, buffers, and lush landscape plans that will bring about distinctive developments. The site aerial is depicted on

**Figure 1 – Site Aerial**

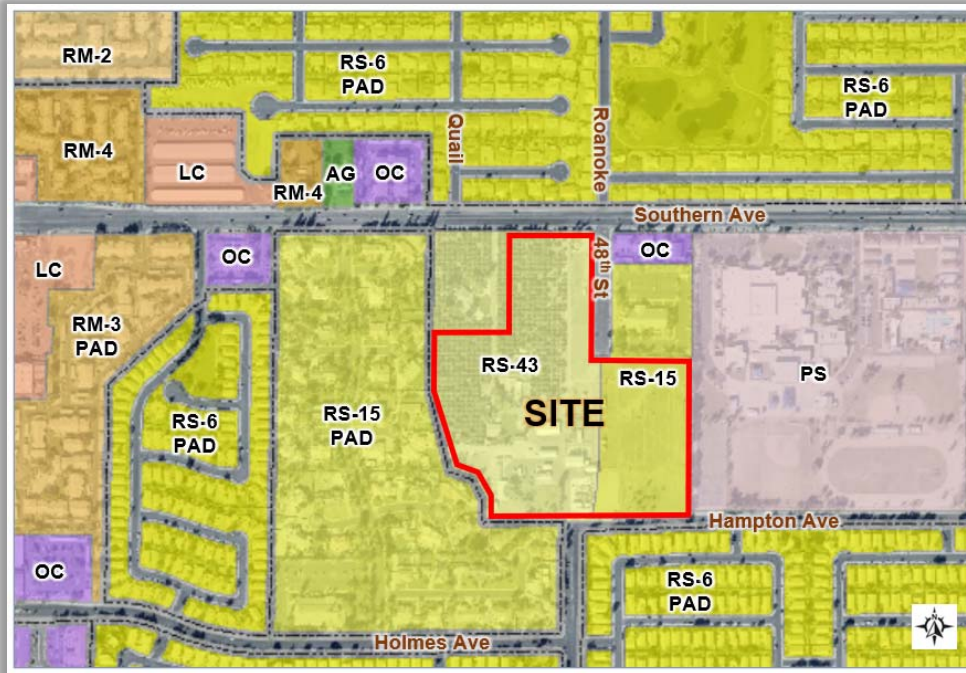
## 2. General Plan Designation and Zoning Classification

The General Plan designates the Properties as Neighborhood, and the area has nearby mixed use, neighborhood village, and employment designations.

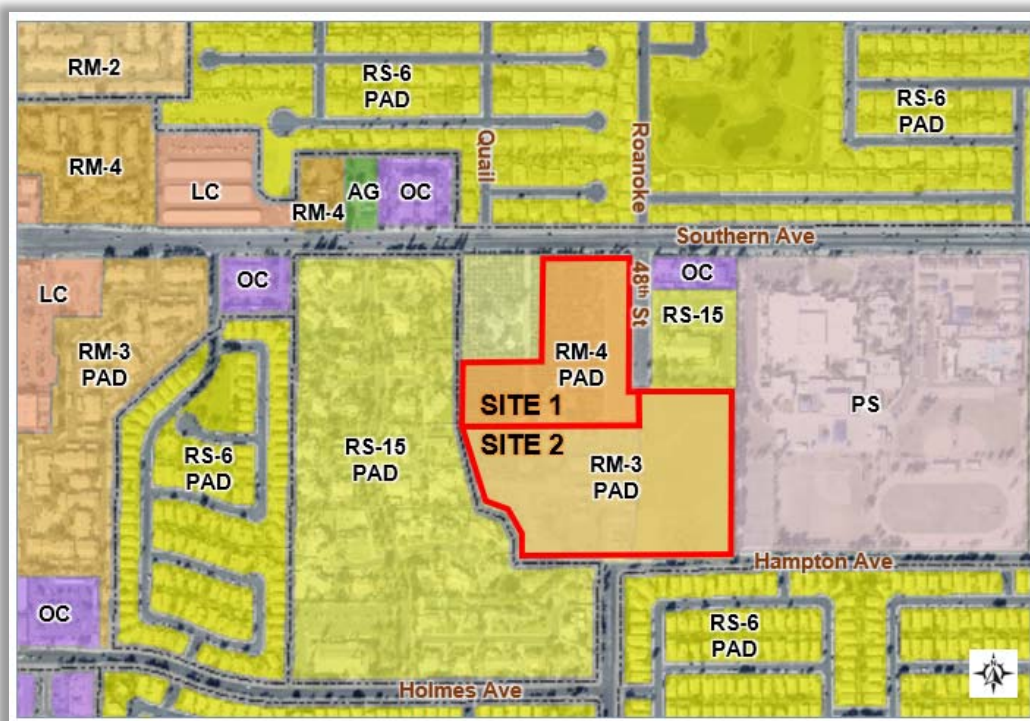
**Figure 2 – General Plan Character Area Map**

As shown in the Figures below, the Properties are zoned RS-43 and RS-15.

**Figure 3 – Existing Zoning Map**



**Figure 4 – Proposed Zoning Map**



### 3. Justification and Support

#### a. General Plan Compliance

Under the intentionally general nature of the character areas and policies of the General Plan, residential uses such as the proposed developments are allowed in the Neighborhood category. These multi-family developments are comparatively small relative to the broader community and serve as complementary accessory uses to the vast neighborhoods of single-family homes in the Neighborhood character area.

#### **The Land Use Mix adheres to the General Plan's Land Use Mix Recommendations**

##### *Land Use Mix Policies*

- In the Neighborhood category, the General Plan looks at the total Character Area and makes a recommendation that no more than 45% of the Neighborhoods character area should be designated for secondary residential zoning or secondary land uses (see General Plan, page 7-5).
- Primary land uses include single-family and multi-family residential (See Page 7-13). All other uses may be considered secondary. This project is a multi-family use, which is a primary use. These proposals remove most of the site from a secondary agricultural land use, and therefore complies with the General Plan.
- Primary zoning includes Single-family districts (RS) and RM-2 multi-family zoning, the rest may be deemed secondary. The proposed RM-3 PAD and RM-4 PAD districts are in the secondary zoning districts list.

##### ***Land Use Study – Compliance with Policies***

To understand whether the project's land use falls within the 55% primary use or the 45% secondary zoning, a study was performed that analyzes the city's General Plan maps, zoning maps, assessor parcel maps, and actual uses in the area. The General Plan does not give a radius, but for simplicity, an approximate ½ mile buffer was prepared in the Neighborhoods category surrounding the Property from Greenfield to Higley and the US 60 north to Delta Avenue at the midblock location. Also, at the request of staff, a second study was performed of the 1/3 to 1/2 mile radius only to the south of the Property from the south side of Southern to the US 60. Some of the project will convert agricultural uses and a SFR parcel to multi-family uses. This study is based on the fact that 3.5 acres that make-up the Property will be carved out to create a single-family large lot parcel (a primary use) out of some of the agricultural area (a secondary use).

***Findings for ½ Mile Radius:*** US 60 north to Delta Avenue, Greenfield Rd. east to Higley Rd.

- The Property is approximately 4% of the total area and is made up of SFR and agricultural property zoned RS-43 and RS-15.

- Land Use: Upon approval of this request, Primary Land Uses will increase from 83.4% to 88.2% because multi-family is included in the list of primary uses. Secondary uses will decrease from approximately 16.6% to 11.8%, which complies with the 55% policy.
- Zoning: Secondary Multi-Family zoning (RM-3 and RM-4) will increase from 4.5% to 9% of the total area. Total secondary zoning, which includes the various schools, churches, offices, self-storage, commercial uses, will increase from approximately 15% to 20%. This percentage complies with the 45% General Plan policy.
- It is noted that there is a primary zoning of RM-2 (Greenfield Glen patio homes) that makes up 3% of the study area. The rest of the primary zoning is made up of single-family homes. Single family uses continue to be the predominant land use in this neighborhood.

***Findings for the half radius, 1/3 Mile South of Site:*** Southern South to US 60, Greenfield Rd. to Higley Rd.

- The Property is approximately 13% of the total area and is made up of SFR and agricultural property zoned RS-43 and RS-15.
- Land Use: Upon approval and development of this request, Primary Land Uses will increase from 63% to 73% because multi-family is included in the list of primary uses.
- Zoning: Secondary Multi-Family zoning (RM-3 and RM-4) will increase from 7% to 18% of the total area. Total Primary Zoning will decrease from 71% to 60%. Factoring in the various schools, churches, offices, self-storage, commercial uses, the total secondary uses will increase from 29% to 40%.

This request will contribute a balanced amount of multi-family uses given the surrounding context in accordance with the General Plan principles.

#### **b. General Plan policies**

The conceptual development plan supports the vision, goals, and policies of the Mesa General Plan, which encourages land use compatibility and diversity of housing types that support future housing demand and job growth in the City. The General Plan promotes transitions and buffers between land uses from areas of higher intensity and major streets to areas of lower intensity. Furthermore, development policies support quality of architecture, landscaping, open space, and pedestrian connections.

New concepts – To advance General Plan goals, the proposed development offers refreshing new development concepts at an appropriate location. Sparrow Greenfield provides an attractive residential housing options for the 55+ demographic and Emblem bridges the gap in demand with homes that appeal to a broad range of households seeking to live in this neighborhood near family or the many surrounding services. The transition from the large school next door to this property and then to the adjacent single-family residential is comparable to other areas of the city that have 4 story projects that transitioning to 1-2 story residential uses. In response to neighborhood input, the Sparrow development was reduced to maximum 3 stories, which is located a great distance from, and steps down to the adjacent single-family homes.

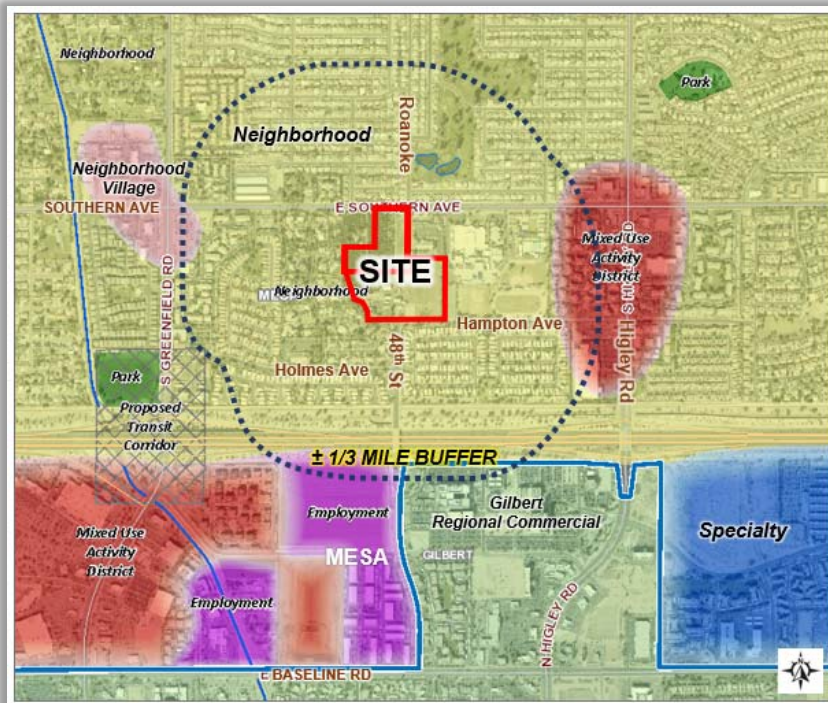
The buffers make the buildings appear smaller than if located on the minimum 30-foot required building setback line.

### c. Consistency with Surrounding Land Use Context

When looking at the layout of the area's land use context, the office, church, and large school campus are compatible with the proposed homes. To the west are only 8 single-family homes. One of these – the largest adjacent home on the 3.5 acres fronting Southern – is on part of the parcel in this request, which was carved out by the property owner, who supports the proposed development. That large lot residential parcel creates an additional buffer to the remaining homes. The overall context and onsite intentional design qualities transition the proposed uses from the higher intensity non-residential uses to the east to the single-family uses to the south and west.

**Background** – A little background will inform the review of this request. When this neighborhood was in its early stage of annexation and planning, the same ownership donated land and partial funding for regional drainage facilities to the City to coordinate the public improvements needed to create the Greenfield Road off ramp at the US 60. The property owner supported the interchange connection before this neighborhood was planned and built out. As such, the area south of Southern for many years has become more intense because freeway access points were designed at each mile compared to other neighborhoods without a freeway connection every mile block. At this location, 48<sup>th</sup> Street crosses over the freeway, creating a direct connection to the regional medical, commercial and industrial projects that came because of the freeway interchanges and the Regional Commercial zoning in the nearby Town of Gilbert.

**Figure 5 – Walking & Bicycling Distance to Major Commercial Areas**





To illustrate the intensity this neighborhood has been proximate to for many years, the Banner Gateway Hospital is only 1/3+ mile away. The hospital is part of a regional commercial destination that qualifies for Gilbert's 150-foot building height allowance – Gilbert's most intense zoning overlay. Also, the Wal-Mart, Hobby Lobby, At Home Store, and Fat Cats big box retail are located nearby at Greenfield. This area has one of the US 60's the largest concentrations of commercial centers this side of Superstition Springs Mall.

When reviewing the General Plan future land use plan – The above General Plan map locates a "Proposed Transit Corridor" at Greenfield and the US 60 freeway, one of the only such designations along the US 60. The project site is near large areas that are designated Mixed Use Activity District and Employment-Industrial from 48<sup>th</sup> Street to west of Greenfield. A neighborhood Village Center is also located to the west of the project sites at Greenfield and Southern.

**Walking-Biking distance to commercial** – The US 60 is a quarter mile to 1/3 mile to the south, and hospital site 1/3 mile to the south, making the intense, multi-story regional commercial uses within walking or biking distance. A variety of commercial and office developments are also located a short walk or bike ride away on Southern, such as 2 pharmacies, urgent care, medical

offices, Sprouts grocery, etc. The proximity to the nearby non-residential uses makes this a prime site for multi-family uses and reduces the demand for vehicular transportation.

Along Southern Avenue, the project has walking and bicycling proximity to dozens of nearby commercial, medical, and office uses. There is a dentist office and a church next door. Professional offices are located almost across the street with financial services, legal services, and medical offices. Two pharmacies (CVS and Walgreens) are located at Greenfield Road, which is a short distance away (3 minute ride by car or 6 minute bike ride). The other side of the Greenfield intersection has more medical offices, a bank, café's, restaurants, and other commercial uses. To the east, more medical offices, including a "Medicare" business, are located less than ½ a mile away before Higley Road. That commercial center has salons, restaurants and personal care services within reasonable walking or biking distance. Across Higley are an urgent care, additional offices, and a Sprouts retail center. The multiple commercial centers and office projects place within walking distance a variety of services for the future residents on the Property.

In contrast, other US 60 neighborhoods, such as midblock locations near Lindsay or Recker, were planned without a connection to the US 60 each mile. Those areas have fewer commercial uses near the midblock neighborhoods. While multi-family uses might function on those properties, such uses are more especially compatible on this Property because it is within walking or biking distance to some of the largest commercial areas on the US 60 corridor.

#### **d. Quality of Design and Neighborhood Stability**

As intended in the General Plan, both the Sparrow and Emblem projects incorporate robust open space and lifestyle amenities that promote long-term residency and investment in the community. They are self-sufficient in the proposed onsite amenities, which will prove attractive to residents seeking housing in this area. Pedestrian-scale landscaped pathways link the housing units to the various open space amenities and the public pathways along the streets, which encourages bicycle use proximate to the nearby shopping centers and medical uses on Greenfield and Higley. This will also reduce traffic demand, which addresses citizens' questions raised during the process regarding traffic planning.

The proposed site plans address the General Plan's broad policies for quality of design because they incorporate quality architecture and a generous amount of landscaping and open space. As requested, a special emphasis has been placed on a large buffer area to the neighboring properties to the south and west. Furthermore, the surrounding streets create additional buffers. Distinct project features that exceed minimum standards will provide enhanced compatibility with the surrounding land uses. They include, among other things, the large building setbacks, transitions in building height, placement of buildings, and the neighborhood style use and design.

### **e. Marketing and Economic Benefits**

In today's economy, supporting grocery stores and commercial businesses is key to creating a balanced, sustainable community. This proposal will bring additional households and consumers that will support the nearby grocery stores, commercial uses, and professional services. The projects will support local job growth and small businesses. In addition, the developments will generate revenues that benefit the public in the form of construction taxes, property taxes, impact fees, ongoing lease taxes, state shared revenues, and sales taxes. These resources will support the City and County capital improvement projects for roads, parks, and other services for Mesa's residents.

The local demographics and market support Sparrow's proposed active adult community. Sunland Village is part of Mesa's historic nature as a city that has attracted and welcomed the active adult population. In support of this populations' unique needs and characteristics, Sparrow, and Emblem, offer quality housing with amenities that senior residents and their nearby families and friends can enjoy. These proposals supply much needed housing and fill a niche that is challenging given that the area is approaching build-out.

## **4. Existing Site Conditions and Relationship to Surrounding Properties**

The Property is an irregular parcel with 2 residences and agricultural uses. It has relatively flat terrain. One of the residences and ancillary agricultural structures will need to be demolished for the proposed development. The awkward L-shape of the property and 48<sup>th</sup> Street location create impediments to development that this proposal resolves. Abutting the north property line is Southern Avenue, north of which are single-family homes in Sunland Village age-restricted (55+) community, developed in the 1970s-1980s. Southern Avenue is planned as a 130-foot wide roadway that includes pavement, curb-gutter, sidewalks, and landscaping.

South of Southern, 48th Street, planned as an 80-foot collector street, runs south to reach Sparrow's secondary access. Hampton Avenue runs along the Property's southern boundary and is currently a 34-51 foot right-of-way. Hampton Road improvements will require additional dedication on the north half-street to accommodate the LMC development. The expected half-street dedication will be estimated 40 feet. Hampton Avenue is followed by single-family homes developed in the 1990s. Single family homes located generally to the west also were built in the 1990s.

Adjacent to the east boundary are non-residential uses, including an office, a large church, and the Franklin Brimhall Elementary and Junior High schools. The Junior High property has approximately 200,000 square feet in buildings, the largest of which is approximately 100,000 square feet, similar to a big box retail and designed to accommodate large groups of people. The proposed residential developments are compatible with these higher intensity uses and will buffer these uses to the single-family residential uses to the south and west. Hampton Avenue and 48th Street add additional separation to the single-family communities to the south.

**Table 1 – Existing and Surrounding Land Use Context**

Direction	General Plan Land Use	Existing Zoning	Existing Use
Project Site	Neighborhood	RS-6 PAD	Rural residential, ancillary agricultural structures
North	Neighborhood	RS-15 PAD	Southern Avenue, Sunland Village
East	Neighborhood	RS-15 (Church) OC, PS	Office, church, elementary and junior high schools
South	Neighborhood	RS-6 PAD, RS-15 PAD	Hampton Avenue and Single-family residential
West	Neighborhood	RS-15 PAD, RS-43	Single-family residential

## 5. Description: Parcel 1 Sparrow Greenfield

Sparrow Mera Greenfield is a gated multi-family, 55+ active adult community. Not to be mistaken for an assisted living community, this age-restricted use is for households who do not require regular medical care or assistance and are seeking a variety of lifestyle amenities and unique spaces designed with a personal touch to serve the diverse interests of these residents. The residents are generally about 70 years of age and many of them are single households. The community will not offer food and beverage service, so residents will be utilizing nearby retail for these needs. Additionally, the community will not offer any level of healthcare, so residents will utilize local medical office uses for these needs. Sparrow's purpose is to create luxurious interior spaces, vibrant community event spaces that are designed to foster community, comfort, convenience, and connection for its residents. Its communities create an inviting maintenance-free environment lifestyle and offer an immense package of indoor and outdoor amenities, such as a resort style pool amenity, fitness and wellness facilities, pickle ball court, pet-friendly spaces, and lounges and spaces for events and informal social gatherings.

This proposal meets or exceeds the purposes and intents of the Mesa Zoning Ordinance ("Zoning Ordinance"). It offers a comparable quality living experience to Sparrow's existing Safe Mesa active adult living community in Mesa, which is quickly being leased up and already receiving glowing remarks from its new residents.

For this application request, Sparrow's industry recognized design team has designed a community with the specifics needed achieve a viable development with a high level of social and recreational activity. The conceptual development plan contemplates approximately 208 units at density of 25.1 du/acre (see submitted site plan). After a large citrus grove landscape buffer, the proposed building height will be 2 stories to the west near Sunny Mesa Estates which steps up to 3-stories. Also, a 3.5 acre large lot parcel fronting Southern Avenue is part of the owner's parcel that will be preserved and will contribute to additional buffering to the west.

**a. Site Design and Layout**

Proposed design and massing for the development comply with the zoning PAD criteria and the City's Quality Design Standards by integrating the enhanced architecture, landscaping, and open space features that exceed those of typical residential developments. Preliminary plans also meet the City standards for engineering and infrastructure. As shown on the conceptual site plan, massing of the main 2-3-story building will be drawn away from the side and rear property lines and exceed setback and buffering standards.

Where visible from Southern Avenue, the architectural features will create an attractive appearance and a statement about the quality nature of the community. The buildings will orient toward internal outdoor spaces comprehensively designed with outdoor recreational features. Building form and design features will transition from the physical structures to the outdoor environment, focusing on a scale and elements that are inviting at the pedestrian level. The various design features will be holistically designed to form a cohesive development.

The buffer to the west where a transition is provided to the maximum 2-story homes to the west is summarized as follows:

- Previously, 1-story cottages were located on the western boundary, however, after reviewing citizen comments, the cottages were removed and replaced with a grove of citrus trees. Now, citrus trees are proposed within an approximately 98-foot landscape buffer.
- The end of the building was pulled away from the western boundary. Where before, the 3-story building was 130 feet to the west, now it is a 2-story building that is pushed back to be ~185 feet away from the western boundary.
- Before, the transition was 1-story to 3-stories at 130 feet. Now the transition is a citrus grove, and then ~185 feet to a 2-story building that finally steps up to the three story portion at ~220 feet. This exceeds the minimum required 30 ft. setback set forth in the Zoning Ordinance to buffer uses one from another.
- A 3.5 acre large lot residential site that fronts onto Southern is adjacent to most of the homes to the west. This large property limits the number of adjacent neighbors to 1 full lot plus part of a second lot.

This buffer is significantly greater than would occur under a single-family residential subdivision.

**b. Site Access and Circulation**

The main entrance is proposed on Southern Avenue, and a secondary access to the east at 48<sup>th</sup> Street, which will facilitate efficient circulation to and from the site. The proposed design for the project's primary entrance will include a median divided access with prominent design features that create a sense of entry. It will lead to a distinctly designed residential clubhouse and

community wellness building with a porte cochère architectural feature. Branching off from the main entry are gated driveways that connect to a looped system of private drives and parking areas that will be designed in accordance with the City's fire and public safety requirements. Internal to the site, driveways are efficiently laid out to provide access surrounding the housing units. Driveway layouts promote pedestrian safety and minimize the need for pedestrian crossings across the drive aisles. Pedestrian connectivity is paramount in the design of the internal spaces, given the convenient access the housing units will have to all the community amenities onsite. In addition to outdoor walkways, this proposal includes indoor, conditioned amenity spaces and walkways that promote safety and year-round recreational benefits.

### **c. Open Space and Buffers**

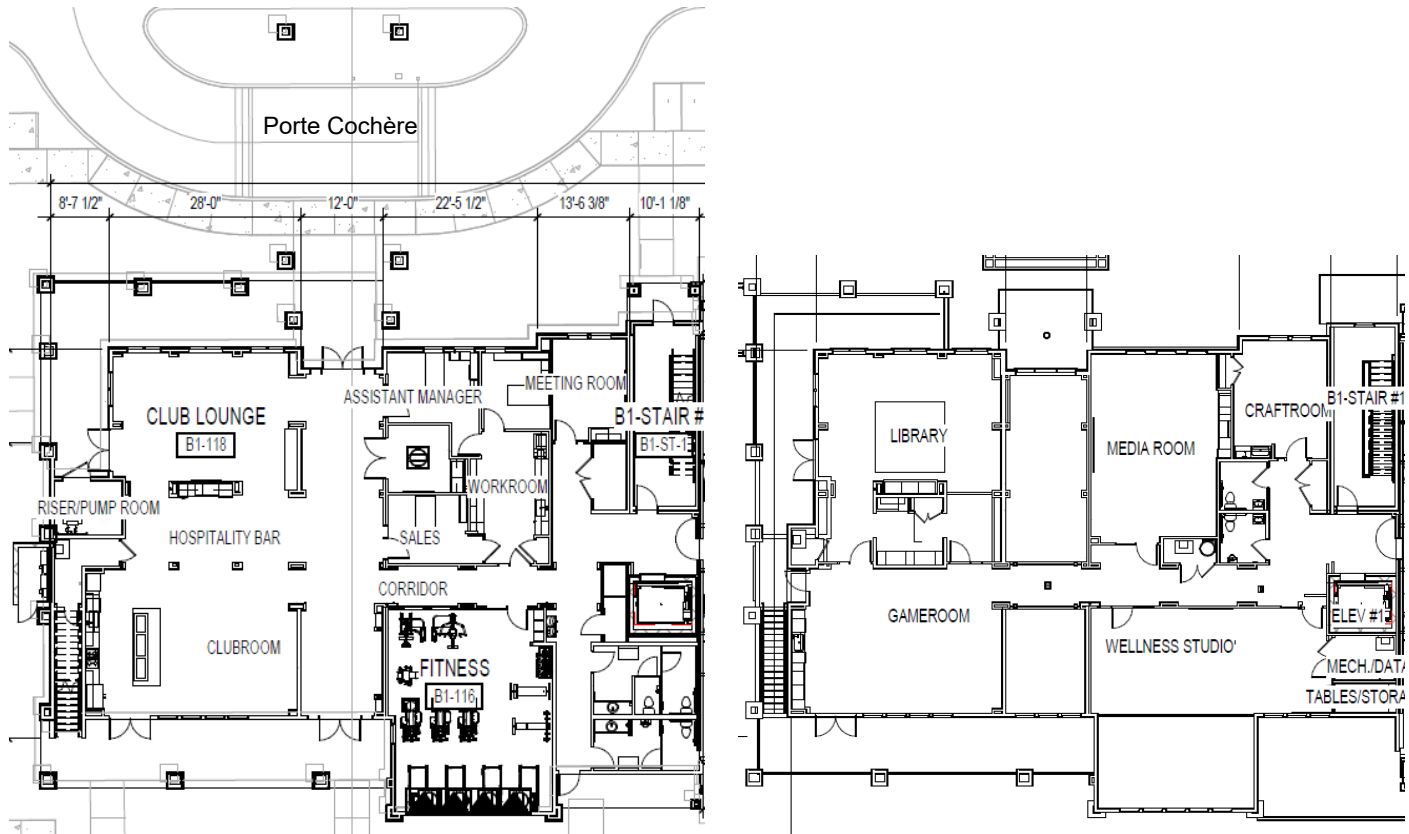
Overall, the common outdoor open space area will exceed standards by more than 90%, as illustrated in the table below. This does not include the additional 10,000+ sq. ft. of indoor recreational space, and the project will provide private open space that together will offer different kinds of amenities for residents.

***Table 2 – Common Open Space Summary***

	<b>Required</b>	<b>Proposed</b>
Common Open Space Area	32,700 SF 150 SF/Unit	60,000 SF 288 SF/Unit

Some of the project's amenities will include a welcoming event center and leasing office, a resort-style pool and spa, yoga lawn, pickle ball court, yoga lawn, and a community garden. Additional outdoor amenities include event lawns, BBQ amenities, and gathering areas with seating, and shade trees and structures. Overall, the common open space area will comply with standards and exceed amenity requirements.

Like many community centers in active adult communities, a community center will have indoor recreational space. This clubhouse is larger than usual at 10,000-12,000 sq. ft. and will include lifestyle features, such as a fitness center, wellness studio, clubroom, lounges, private kitchen, large patios, sitting areas, work rooms, media rooms, game room, craft room, and more. Figure 6 on the next page depicts the preliminary two-story preliminary clubhouse floorplan.

**Figure 6 – Preliminary Clubhouse Floorplan****First Floor****Second Floor**

In addition to the indoor amenities, perimeter landscape and building setbacks will be provided along all sides of the Sparrow site with trees and landscaping that will soften the feel and provide sufficient buffers to and from the surrounding properties. The landscape and open space design will provide compatible natural transitions between uses and create an aesthetically pleasing natural environment.

Also of note is the double loaded parking aisle that creates a greater building setback from existing, adjacent single-family home to the west.

The adjacent carved out approximately 3.5-acre single-family lot is part of the project ownership and agrees to the proposed setbacks. The separation makes for project compatibility given that the adjacent lot has a 50-foot access easement and 25+ foot buffer that, which add 75 total feet of transition in addition to the proposed setbacks on the Sparrow Property. The total separation exceeds 130 feet. Then, looking to the homes in the subdivision west of the carve-out single-family lot, minimum separation to those homes is approximately 350 feet from Sparrow's 3-story building. The carve-out lot and perimeter landscaping will adequately screen and buffer this project to surrounding properties.

#### d. Preliminary Design Concepts

Sparrow Greenfield's high-end, articulated building design incorporates architectural features that meet and exceed common multifamily design Standards. This is done through the following:

**Varied material and color differentials** – A neutral color scheme with tasteful color palette provides for an elegant design theme and compatibility and enhancements to the nearby residential communities. Sparrow Greenfield's building materials such as stone, stucco, wood form composite plank material, and metal accents are durable and require low maintenance. 5+ hues and materials offer more than the typical 3 colors. This ensures the high-quality architectural presence throughout the buildings' lifecycle. The front building's glazing, and alternative materials, and color and design features signify the quality nature of the proposed development at the most important view into the site.

**Building massing techniques** – The provided colored floorplans and 3D perspective renderings indicate varying wall planes, which provide visual interest. The plans clearly evidence frequent building pop outs, wall recesses, decorative window trim and grids, stone veneers, and other architectural features that create a quality appearance. The building massings are spaced and separated by large open space areas to create balance in the open space and vertical structures.

Sparrow Greenfield's projected balconies extend several feet from the building to achieve undulation in the exterior elevations. The projection of these balconies is not hidden into a single elevation but pop out of several feet to exceed the typical few-inch movement of the elevation. These balconies will have columns that create a solid anchor to the visual balance of the design, creating both vertical and horizontal differentiation on the exterior elevations.

**Roof line breaks** – As for roof line break, Sparrow Greenfield's avoids massive, straight rooflines with flat appearances while at the same time avoiding a contrived, cumbersome appearance. Instead, this project uses tasteful balance of varying roof heights, jogs in the parapets which create visual interest, directions, and shapes. Tower features add additional architectural elements that reinforce the quality design. As noted above, the front building at the visible entry transitions from two stories to the three-story portions of the project.

Preliminary elevations in Figure 6 below evidence the level of design and themes anticipated based on similar types of projects. They indicate how this project will be harmonious with, and add value to, the housing and other developments in the area.

***Figure 7 – Preliminary Elevations***



*Representative Imagery Interior Spaces (dining, lobby)*

## 6. Sparrow PAD Development Standards

The requested RM-4 zoning with a PAD overlay for Sparrow Greenfield allows for the protection of a project's quality design and a development plan that incorporates creativity, flexibility, and consistency with the Mesa Zoning Ordinance criteria. The proposed Sparrow development will meet or exceed the standards outlined in the Mesa Zoning Ordinance, except as modified in the PAD's custom development standards that factor in the Property's unique constraints and opportunities. The table below lists the requested modifications to development standards, in which modifications are shown as **bold**, with a letter corresponding to the subsequent sections that follow.

**Table 3 – Modified Development Standards, Sparrow Mera Greenfield**

Development Standards § 11-5-5, et seq.	MZO RM-4 Required	Provided Sparrow
Density	30 du/acre	26.2 du/acre
Building Setbacks (ft).		
Arterial, 4 lane (north)	20	56 ft. – Portico 93 – Residences
Collector: 48th (east)	25	<b>18 ft. parking canopy/garage, total distance of 93 ft. to Active Adult Units</b>
Side (west), 15/story North part of site	15 ft. 1-story 30 ft. 2-story 45 ft. 3-story	57 ft. 3-story blg. to SFR <b>6.5 ft. interior setback to parking blg. &amp; 41-87 ft. to 3-story building to north SFR owned by same property owner</b>
Side (west), 15/story South part of site	30 ft. 2-story 45 ft. 3-story	180 ft. 2-story 230 ft. 3-story

Rear (south to Emblem), 15/story	15 ft. 1-story 30-45 ft. 2-3 story	<b><u>4.5 ft. 1-story parking blg.</u></b> 97 ft. 2-3 story
Perimeter Landscaping: § 11-33-3, B.1.a (ft.)		
North – Southern	15	<b><u>10 ft</u></b> -35 ft.
East – 48th Street	15	18 ft.
West (to SFR) • North part of site  • South part of site	25	<b><u>5 ft. northern portion to SFR, owned by the same property owner</u></b> 97 ft. southern portion to SFR
South – to Emblem	15 ft.	<b><u>4.5 ft.</u></b>
Building Coverage:	55%	28%
Building Separation	25 ft. 1-story 30 ft. 2-story 35 ft. 3-story 20 ft. parking canopy	25 ft. 1 story 30 ft. 2 story 35 ft. 3 story <b><u>10 ft. parking canopy to building</u></b>
Parking (spaces per unit)	1.2 req. with transit 2.1 standard MFR	<b><u>1.40 new category: active adult / senior citizen</u></b>
Common Open Space	150/unit	150/unit
Private Open Space		
2 bed	100 SF	<b><u>62</u></b> -144 SF (Ave. 100± SF)
Studio-1 bed	60 SF	65-125 SF
Min. Dimension, Private OS, 11-5-5.3.e.i	8 ft. wide 6 ft. deep 10 x 10 ground floor	Complies
Boundary site wall 11-30-4.A.b	Max. 6 ft.	<b><u>Max. 8 ft., to adjacent single-family</u></b>

#### Justification for Modified Standards:

- Collector Street setback** – The proposed 18 ft. setback to parking canopies is justified by this site's compliance with the perimeter landscaping standard. The residential building setbacks exceed requirements. Further, additional landscaping will occur on both sides of the 48<sup>th</sup> Street lanes in the right-of-way boundary. This modified standard is tailored to this site where additional separation distances are proposed to the single-family residences to the west, which makes the east side by the collector street tighter. Also, this parking canopy setback is designed for its adjacency to the compatible church and offices land uses. It poses no negative effects to and from those adjoining properties. The limited traffic expected on the 48<sup>th</sup> Street cul-de-sac that only serves the adjacent properties and not the surrounding neighborhood. As further support, a hardship is created by this site's irregular shape and transition between single-family to the west and large schools and church/commercial sites to the east, which make it harder to comply with parking standards than other properties in the same zoning.

This site successfully works around the site limitations by providing quality buffer and transition from the east to the west.

- **Building Setback to co-applicant's LMC property** – Proposed is a minimum 4.5 ft. setback to parking buildings to the LMC development to the south. There is approximately 8-33 feet of landscaping on the other side of this internal phasing boundary provides additional landscaping that compensates for this modification. Residential buildings are minimum 97 feet to the south property line, creating a total southern residential building separation that exceeds 104 feet, which is more than required.

In further support, the effective site layout and setback standards support the modified setback to the LMC Emblem development along the southern boundary. The Sparrow and Emblem projects are designed with a layout that is like to a compatible site plan because the uses are comparable, and they share access at 48<sup>th</sup> Street. Sparrow's site plan seeks to create usable open space that benefits the residents and shifting buildings away from nearby single family homes, thus supporting this modified standard. Some of the building separation exceeds standards in the Zoning Ordinance, thus further supporting this PAD modification.

- **Other setbacks to the property ownership's SFR lot** – This project wraps around a 3.5-acre single-family large lot that fronts Southern, which is part of the same parcel as Sparrow's request. This home site is also owned by property ownership who support this request, which has been designed with a large buffer to the west. Proposed are onsite building setbacks that exceed standards, thus creating compatible transitions to the adjacent single-family homes.
- **Landscape Setback to Southern** – This standard is supported by the layers of landscaping on both sides of the entry drive and the porte cochère feature. Building setbacks likewise exceed standards, which create a quality experience for projects along Southern Avenue.
- **Parking Canopy Separation** – This project complies with building foundation base landscaping requirements, which in some cases are less than the canopy separation requirement and therefore creates a conflict between the two zoning standards. The intent behind this separation standard is to reduce the overconcentration of structures. In this case, most of the buildings far exceed the building separation standards, addresses any concern with overconcentration. In terms of scale, the parking canopies are smaller– the proposed buildings are more prominent in comparison and will create a more significant focus for views into the project. This modification applies to areas that are not highly visible to the public, and 48<sup>th</sup> Street is more of a local access drive than a public collector, which accordingly reduces the effect on public visibility. This plan has an enhanced site layout that has open space benefits in usable open space amenity areas. There are more amenities and open space than typical residential developments, making for a quality experience for residents and meeting the intent of the zoning standards.
- **Parking Spaces/Unit** – Under the Zoning Ordinance's parking standards, Section 11-32-7F allows approval of modified parking space counts without a PAD deviation if the following is demonstrated: (i) the multi-family project is designed for senior citizens and (ii) the project will not demand the same amount of parking as the standard market. This

proposal complies with both requirements, thus supporting the proposed parking standard. Even though a PAD deviation is not needed under this provision, the parking counts are included in this PAD to make it part of the zoning.

The applicant has demonstrated that it is proposing a senior citizen project because it is a 55+ age-restricted community and is designed like one, and a parking study referencing supports the proposed ratio of 1.40 spaces/unit.

Mesa's parking standards are 1.0 parking space per unit for assisted living centers, where this proposal is 1.4 spaces per unit. In this case, parking demand is like an assisted living facility because the average households in Sparrow's experience are 71 years of age, and many of the occupants in this demographic are single households and retirees that do not have daily commutes to work or local schools. Sparrow's parking will not have medical personnel because it does not offer the assisted living services, which means it will have a reduction in the parking expected for employees. Sparrow's smaller household size and age of the residents make the proposed parking more than necessary.

The Zoning Ordinance's parking code, when adopted, did not specify this active adult kind of use and the reduced need for vehicular spaces, but it did include provisions to apply the assisted living's 1.0 standard or similar for this project, which has less demand than active adult uses. As such, this request is customized for this particular project and this specific location, which possess characteristics not present in other parts of the City.

Two analyses were performed to support this standard. First, Sparrow performed a review of approximately 8 of Sparrow's other active adult communities in suburban, auto-centric areas like Maricopa County. The proposed standard is comparable to, and exceeds, typical parking ratios consistent with the nature of this kind of age-restricted community.

A second a parking analysis was submitted that was conducted by an independent, 3rd party engineer, which further justifies the proposed parking standard. This study evaluates this proposed development and finds that two industry recognized engineering standards of the Institute of Traffic Engineers (ITE) and the Urban Land Institute (ULI) find that the Active Adult project (not assisted living) requires 0.61 to 0.85 spaces per unit. These numbers apply to communities like the neighborhood surrounding Southern and 48<sup>th</sup> Street. Sparrow's proposal exceeds the demand estimated by engineering studies by 109 spaces, a significant overage of parking. This extra parking will allow for onsite overflow parking and guest parking, if needed.

This project has walking and bicycling proximity to dozens of nearby commercial, medical, and office uses. There is a dentist office and a church next door. Professional offices are located almost across the street with financial services, legal services, and medical offices. As previously mentioned in this narrative regarding Figure 5, the ample services will reduce the dependency on the automobile and thereby reduce parking demand.

- **Private open space** – The modified private open space standards are designed to create a custom feel for a project and considers the utility of balconies. The purpose is to create an enhanced elevation and opportunity for fresh air and light into the unit, which is accomplished in this case because of the vertical and horizontal differentiation and enhanced elevations. The

open space plan focuses on usable open space in the amenity areas, which exceed standards by more than double in terms of quantity and 92% in terms of square footage for the outdoor space alone. The situations where the project exceeds standard in terms of architectural design, amenities, and total open space, and size of clubhouse justifies this standard.

- **Boundary Wall Height to Single-Family:** The zoning code allows a site wall to be located on the side or rear property boundary, subject to a maximum height of 6 feet. Currently, an approximately 6-foot wall is located on the Property's western boundary, which is the rear or side yard wall to the two adjacent homes to the west and therefore owned by the adjacent property owners. The wall's time of construction was likely when the individual homes were built to the west. As part of this request, the applicant has met with the neighbors and has agreed, if they approve, to reconstruct the wall on the property boundary to a height of 6-8 feet, measured from the outside grade. This height will also apply to the single-family home to the west of the site. The actual wall height and design will be determined during permitting and will be in conformance with the Mesa building code. This wall will be continuous and tie into the Emblem development's shared boundary wall. Because the wall sections are owned by the respective owners of the adjacent residential lots, unanimous approval of the respective property owners will be required to allow construction of a continuous wall with consistent design and structural stability to current building code standards. This deviation is supported by the citizen outreach that will result in an upgraded wall that helps address perceived impacts between the two projects. 6-8 foot walls are highly common; some cities in the East Valley allow maximum 8-foot walls by right for multi-family residential properties because of the potential screening benefits to the community.

Looking at the proposed development standards in general, in many instances the proposed standards exceed the City's requirements – such as building setbacks, building height, building coverage, open space, quality interior amenities and finishes, exterior architectural themes, and appreciation of the outdoor environment. These elements are tailored to this creative and highly demanded residential product and warrant consideration by the City and are necessary to provide the quality that is not possible under conventional zoning. When considered alongside the Property's unique context and the features this development offers, this application will comply with PAD criteria and promote the welfare of the community. Furthermore, the proposed development standards form part of the holistically thought-out design concepts that will enable the project to thrive as the exceptional community it is planned to be.

### **Alternate Design for Sparrow's Building Massing and Parking Areas**

The Zoning Ordinance is not intended to include detailed provisions to address the infinite options possible in good developments; therefore, the Ordinance includes the alternative design tool in section 11-5-5.B.6 for projects like this with quality housing design and unique property constraints. While these provisions appear to comply with standards, if alternative compliance is needed for Sparrow Emblem Greenfield, this section is provided for the city's consideration.

**Main Entry** - Section 11-5-5.3.b requires that units' primary entry face the right-of-way unless the street is a 4-lane or 6-lane arterial. Projects facing arterial streets can have the units face internal courtyards. Sparrow Mera Greenfield complies with this standard because the main entrance and porte cochère are located facing the main street – Southern Avenue. Units also face 48<sup>th</sup> Street, and units orient toward the internal courtyards.

**Parking Areas** – Zoning Ordinance Sub-sections 11-5-5.4. c and 4.d recommend that large parking lots be visually and functionally segmented into several smaller lots to provide short and direct access to the units. The code suggests that guest parking spaces be located near the primary amenity area or clubhouse and that guest parking be provided for the clubhouse amenities. Landscaping should be broken up by buildings, landscaping, and drive aisles. Also, parking areas are suggested to be located primarily to the side or rear of buildings with less than 30% of frontage.

Sparrow Mera Greenfield achieves the intent of the zoning code to break-up parking areas into smaller elements to make the architecture and landscaping the predominant project elements. Parking areas are broken up by the buildings and landscaping with open parking areas and buffering designed to facilitate buffers to surrounding properties. No parking field exceeds 2 rows of parking spaces, which eliminates the feel of large parking fields and intentionally provides closer access to the units.

This project is designed as a high-level hospitality kind of use with special attention drawn to porte cochère enhanced entry, larger-than-usual clubhouse, and long list of recreational amenities. While most of the parking is offset from Southern, some parking is provided along Southern and 48<sup>th</sup> Street. This site has 2 street frontages, making it more challenging to provide easy access to the units by concentrating all the parking behind buildings. It is noted that 48<sup>th</sup> Street dead ends into the cul-de-sac and functions more as a private access to the project. Parking in this sense is drawn away from Southern Avenue, thus fulfilling the objectives of the code.

## 7. Description: Parcel 2 LMC Emblem

For Parcel 2, LMC's renowned development team has designed Emblem to be a master planned upscale multifamily community with several top tier resident amenities. The preliminary development plan contemplates 248 units at density of approximately 17.2 du/net acre (see submitted preliminary site plan). The scope of this development includes various common area improvements, approximately (12) 2-3 story apartment buildings, garages (1-story), a single-story clubhouse, and a resort quality swimming pool and spa area. Active and passive open space amenities are also proposed, such as play equipment and a dog park along with associated landscape, hardscape improvements.

### a. Site Design and Layout

To promote the quality elements of light and space, the building coverage is broken into various building massings that are effectively oriented onto the landscaped open space areas. Site layout

begins with the central cluster around the clubhouse building and pool amenity. Other buildings are oriented onto landscaped and arranged to limit the number of units facing the nearby properties. They provide greater separation where possible to promote compatibility with surrounding land uses. 1-story garage buildings provide a smaller building massing adjacent to the single-family homes to the west, which will help screen views to and from those lots and promote a transition in the built environment to the more distant buildings internal to the site. Then, 2-story buildings follow, after which the 3-story buildings are located furthest from the west. Two-story buildings also are located on the southern boundary. Buildings, driveways, and landscaping are strategically crafted to accentuate vistas through the landscaped recreational areas especially near site entries, and they promote safety in design, functionality, and aesthetics.

#### **b. Site Access and Circulation**

The Emblem parcel's vehicular entrance is proposed on the 48<sup>th</sup> Street's access off of Southern, which is a public street that ends at this project. The project's entrance will include a prominently designed sense of entry and configuration that complies with City standards. The entry will lead to the clubhouse and central pool amenity. Branching off from the entry are gated driveways that connect to a looped system of private drives and parking that will be designed per fire and public safety requirements. Internal to the site, driveways are efficiently laid out to provide access surrounding the housing units. Driveway layouts minimize the need for pedestrian crossings of the drive aisles. Pedestrian connectivity is paramount in the design of the internal spaces, given the convenient access the housing units will have to all the community amenities.

This access is median divided with distinct landscaping to create a quality sense of arrival. This entry drive ends at an onsite open space park amenity, contributing to the visually pleasing effect at the project's prominent entry point. This south access provides access in various directions – to Greenfield to the west, Higley to the east. Also, 48<sup>th</sup> Street to the south ultimately crosses the US 60 freeway to Banner Gateway Medical Center. Site access and circulation will comply with City engineering standards. Adjacent streets have capacity to serve the proposed development.

#### **c. Open Space and Buffers**

Emblem will integrate generous landscaping and open space amenities to create a quality lifestyle for its residents. Some of the project's amenities alluded to previously include a larger than typical 5,000 sq. ft. residential clubhouse with a social room, fitness center, patio, and outdoor veranda. A resort quality pool and spa are located behind with sitting areas and pool decking. Three additional active open space areas are proposed with equipment, dog park feature, and turf play areas. Secondary amenities include shaded seating areas, landscaped pathways, and other features. Overall, the common open space area will exceed standards by more than 400%, as illustrated in the table below. The project will also provide typical private open space for projects of this nature.

**Table 4 – Common Open Space Summary**

	Required	Proposed
Common Open Space Area	43,200 SF 150 SF/Unit	148,800 SF 600 SF/Unit

**d. Preliminary Design Concepts**

The buildings are designed with upscale, contemporary architectural features with sophisticated building form and a fresh, enduring character. Design themes are residential in character because of the building materials and design elements. Enhanced elevations are punctuated with various design materials, details, and colors consistent with recent trends. Both vertical and horizontal movement in the architecture at regular intervals and in the roof line combined with the selected color and material palette create a high quality appearance. The overall architectural design will provide for enhanced visual interest, environmental comfort, and design creativity. The conceptual elevations in Figure 8 below gives an example of the high level of design themes proposed for Emblem.

**Figure 8 – Conceptual Architectural Character**

## 8. Emblem PAD Development Standards

Relating to both developments, the requested RM-3 zoning with a PAD overlay allows for the protection of a project's quality design and a development plan that incorporates creativity, flexibility, and consistency with the Mesa Zoning Ordinance criteria. The proposed Emblem developments will meet or exceed the standards outlined in the Mesa Zoning Ordinance, except as modified in the PAD's custom development standards that factor in the Property's unique constraints and opportunities. The table below lists the requested modifications to development standards, in which modifications are shown as **bold**, with a letter corresponding to the subsequent sections that follow.

**Table 5 – PAD Modified Development Standards, LMC Emblem**

Development Standards § 11-5-5, et seq.	MZO RM-3 Required	Provided Emblem
Density	20 du/acre	17.1 du/acre
<b>Building Setbacks</b>		
Collector, 48 <sup>th</sup> Street (north)	25 ft	25 ft
Collector: Hampton (south)	25 ft	25 ft
Side (east), 15 ft./story	45 ft 3-story 15 ft canopy	50 ft 3-story <b><u>9 ft. parking canopy</u></b>
Side (west), 15 ft./story	30 ft 2-story 15 ft parking	90 ft. residential 2-story 25 ft. parking blg.
Side (north, adjacent to Sparrow), 15 ft./story Side (north, adjacent to church)	30 ft 2-story 45 ft 3-story 45 ft 3-story	<b><u>27 ft 2-story</u></b> <b><u>33 ft 3-story</u></b> 75 ft 3-story
<b>Perimeter Landscaping: § 11-33-3, B.1.a</b>		
North – to non. SFR	15 ft.	<b><u>8.7</u></b> to 75 ft
East – to Non-SFR	15 ft	<b><u>9 ft</u></b> to 55 ft
West – to SFR	25 ft	25 ft
South – to SFR	25 ft	25 ft
South – to Street	15 ft	15 ft
Building Coverage:	50%	27%
Building Separation	25 ft 1-story 30 ft 2-story 35 ft 3-story 20 ft canopy	<b><u>20 ft 1-story parking blgs.</u></b> 30+ ft 2-story 35+ ft 3-story <b><u>Min. 7 ft. parking canopy</u></b> <b><u>blg. 3- 4</u></b>
Parking (spaces per unit)	1.2 req. transit 2.1 standard	2.1
Parking Garage Dimensions	20 x 22	20 x <b><u>20</u></b>
Common Open Space	175/unit	600/unit

Foundation Base Landscaping	15 ft. at entry	<b><u>15 ft. complies, applies to entries on 1 side of each blg.</u></b>
Private Open Space		
3 bed	120 SF	<b><u>72 SF</u></b>
2 bed	100 SF	<b><u>48 - 72 SF</u></b>
1 bed	60 SF	<b><u>48 - 72 SF</u></b>
Studio	60 SF	<b><u>0 SF</u></b>
Min. Dimension, Private OS 11-5-5.3.e.i	8 ft wide 6 ft deep 10 x 10 ground	8-12 ft 6 ft <b><u>6 ft. ground</u></b>
Fence Height in Front Setback, § 11-30-4.A.1.a	3.5 ft	<b><u>6 ft in Hampton Road setback</u></b>
Boundary site wall ht., 11-30-4.A.b	Max. 6 ft.	<b><u>Max. 8 ft., to adjacent single-family</u></b>

#### Justification for Modified Standards:

1. **Building setbacks** – On this distinctive project with a nice layout, building setbacks exceed standards to the surrounding properties, the only modifications being at a parking canopy to the east and to the north where 2 buildings are 3 ft. (Blg 9) and 12 ft. (Blg 8) closer to Sparrow project, where the applicant's partner accepts the standard. Both projects are designed as a complementary whole and like a single site plan with comparable uses. It is noted the adjacent Sparrow residential buildings have a 97-foot setback, which is 30-45 feet more than required. Total building separation is more than 104 feet, which exceeds standards and is an element of superior site design, which more than compensates for the difference. The overall massing of the buildings on both sides of the northern boundary promotes the open feel intended in the Zoning Ordinance. Associated buildings are positioned further into the site and not impactful on surrounding properties.

To the east, proposed are min. 9-foot setbacks to where the nearest buildings to the east are hundreds of feet away, and the parking canopy is only 7+ ft. high, where hardly visible to from the east. The irregular angle, shape, and location of the property create challenging site dynamics that resulted in the quality buffers to the west and a compatible site layout to surrounding properties. Situations where setbacks exceed standards by more than double further supports this minor request. Additionally, Emblem's site plan offers usable open space to the south that benefits the buildings, thus supporting this standard.

2. **Landscaping to north and east:** The project is thoughtfully designed to shift the buildings away from the single-family residential uses on the western boundary and to provide as much parking as is possible. Proposed are approximately 9-75 foot landscape setbacks to the church parcel to the north and 9-55 ft. landscape setbacks to the school to the east near the parking areas. It is noted that the onsite residential buildings exceed the setback standard, so this minor landscape deviation when looked at as a whole is a reasonable

request and limited to only those parking areas where it does not impact the surrounding sites.

As further support, a hardship is created by this site's irregular shape and transition between single-family to the west and large schools and church/commercial sites to the east, which make it harder to comply with parking and open space standards than other properties in the same zoning. This site successfully provides a transition by exceeding setback standards to the west by 60 feet or more, where this adjustment to the east is only a 6 ft. difference in limited areas. The situations where standards are more than required justify this request where minimal impacts occur, which are necessary to create a unique site plan that is compatible with this location.

3. **Building separation for parking facilities** – Proposed are modified separation distances for parking canopies and parking buildings per the site plan, summarized below:
  - a. Separation between parking canopies (20' required): 11' proposed landscaping between canopies east and west of buildings 10 & 11.
  - b. Separation between parking canopies and buildings entry projections (20' required): Bldgs. 3 & 4 = 7.4', Bldg. 12 = 10', Bldg. 9 = 9.7', Bldg. 10 = 10'.
  - c. Separation between 1-story garage blgs. (25' required): 20' separation proposed. This creates a more continuous buffer to the residential lots to the west.

This project complies with foundation base landscaping requirements, which conflict with the minimum required canopy separation, and this standard is designed to reduce the overconcentration of structures. In this case, most of the buildings far exceed the building separation standards. Many parking canopies are located across the driveway. These situations address any concern with overconcentration, and the parking buildings are small scale. This plan has an enhanced site layout that focusing open space benefits in usable open space areas. There are more amenities and usable open space than typical residential developments, making for a quality experience for residents and meeting the intent of the zoning standards applicable to this unique PAD.

4. **Private open space** – Private open space standards are designed to create a custom feel for a project and considers the utility of balconies and provide different options for future residents. Another purpose is to create an enhanced elevation and opportunity for fresh air and light into the unit. Proposed sizes promote balance and quality in the project's architectural design and are consistent with the layouts and constraints of the buildings. In many instances, 12-foot wide balconies exceed the minimum 8 ft. width for 1-3 bedroom units. The open space plan focuses on usable open space in the amenity areas, which exceed standards by more than 105,000 square feet, which is more than the 6,900 SF reduction in this request.

Proposed modifications to dimensions and area are summarized in the preliminary private open space table below:

**Private Open Space**

Housing Unit Plan	Count	Private Open Space Dimensions Ft. (SF)	Private Open Space Required (SF)	Private Open Space Proposed (SF)
S1 – Studio	32	None	1,920	0
A1 – 1 bed	30	8 x 6 (48 SF)	1,800	1,440
A2 – 1 bed	62	12 x 6 (72 SF)	3,720	4,464
B1 – 2 bed	64	8 x 6 (48 SF)	6,400	3,072
B2 – 2 bed	42	12 x 6 (72 SF)	4,200	3,024
C1 – 3 bed	18	12 x 6 (72 SF)	2,160	1,296
<b>Total Provided</b>	<b>248</b>		<b>20,200</b>	<b>13,296</b>

The situations where the project exceeds standard in terms of architectural design, amenities, and total open space, and size of clubhouse supports this standard. Because open space exceeds standards, residents will benefit from the open feel, light and space, and the views to and from the site.

- Foundation base at entry** – This standard is requested to accommodate the proposed quality site layout where buildings have entries on one side that comply. If necessary, this deviation is requested on the other side of the buildings next to parking areas to comply with the recently updated fire code. The Section 11-33-5 Foundation Base landscape requirement requires 15' depth at building entries. Buildings are also required to be located at a maximum of 30' to the drive aisle per Fire Code, which conflicts with this base landscape dimensional requirement.

In this case, internal building entrances to the open space areas exceed standards, sometimes offering as much as 45 ft. of landscaping. Other building entries near fire code access will have a modified standards to provide the balanced and cohesively designed architectural plans. The intent of the standard is met because the project is broken up into smaller building elements that have more than one entrance, which is a quality design feature. Some of the buildings exceed the distance standards, which addresses the need to balance buildings' proximity to open space. It is noted that total open space is 4 times greater than required.

- Elevation of Pedestrian Crossings** – proposed are pedestrian crossings that comply with the requirement to have an enhanced, alternative paving material. A modification is requested to allow these enhanced walkways to be at the same grade as the street where a 3-inch change is required but not always necessary for residential uses where quality circulation is proposed. In this case, the thoughtful layout of the buildings requires flush crossings to prevent tripping hazards and wear-and-tear on vehicles. The large quantity of

the enhanced crossings and layout create adequate wayfinding and visibility of pedestrian zones without adding the elevation change, thereby supporting this minor modification.

7. **20-foot Garage Dimensions** – Proposed are a commonly used 20-foot dimension for the multi-family garage buildings, which is a 2 foot deviation. The extra space is added to the landscape buffers and retention areas that are necessary to achieve a quality transition for this uniquely shaped property. This modified standard is tailored to this multi-family property, which complies with fire access standards.
8. **Collector Road fence height (6 ft) to Hampton Avenue** – The irregular angle and shape of the Property create a situation where the southern boundary functions as the rear of the site, not the front. After working through the citizen participation process, the vehicular access was closed off to a discrete, emergency access only, making that area more like a rear property line where normally a 6 ft. fence could be located.

In this case, a 6 ft. fence is proposed that contributes to the proposed gated community represented in this application. The proposed wall is only a few feet into the setback. A majority of the setbacks exceed minimum standards, which in composite is a better trade off compared to the small instance where the modified standard applies. This proposal reduces impacts by providing for site security, and residents to the south will benefit from the screening and compliant landscape buffer near Hampton Road.

- **Boundary Wall Height to Single-Family:** The zoning code allows a site wall to be located on the side or rear property boundary, subject to a maximum height of 6 feet. Currently, an approximately 6-foot wall is located on the Property's south and western boundary west of 48<sup>th</sup> Street, which is the rear yard wall to the 6-7 adjacent homes to the west and therefore owned by the adjacent property owners. The wall's time of construction was likely when the individual homes were built. As part of this request, the applicant has met with the neighbors and has agreed, if they approve, to reconstruct the wall on the property boundary to a height of 6-8 feet, measured from the outside grade. The actual height and design will be determined during permitting and will be in conformance with the Mesa building code. This wall will be continuous and tie-into the Sparrow development's shared boundary wall.

Because the wall sections are owned by the respective owners of the adjacent residential lots, unanimous approval will be required to allow construction of a continuous wall with consistent design and structural stability to current building code standards. This deviation is supported by the citizen outreach that will result in an upgraded wall that helps address perceived impacts between the two projects. 6-8 foot walls are highly common; some cities in the East Valley allow maximum 8-foot walls by right for multi-family residential properties because of the potential benefits to the community.

In addition to the above support for the modifications, the provided development standards exceed the City's requirements in many instances – such as building setbacks, building height below required, open space amenity counts, density below required, and the quality interior and exterior architectural themes and appreciation of the outdoor environment. These superior

design elements are tailored to this creative and highly demanded residential uses. When considered alongside the benefits this proposal offers, these requests comply with the PAD criteria, promote the welfare of the community, and provide high-quality lifestyle for future residents.

## 9. Coordination of Existing Improvement Issues

There are also several significant interior and perimeter “existing improvement issues” that will require close and careful coordination in order to properly integrate the proposed RM-4 PAD to become fully compatible with the surrounding contextual area – as summarized below.

### a. Interior-Onsite Improvements

- Demolition and removal of existing homes and accessory structures;
- Demolition of existing chain-link fencing, flatwork and flood irrigation structures;
- Sanitary Sewer Infrastructure - City of Mesa 8-inch public gravity sanitary sewer line;
- Water Infrastructure - City of Mesa 8-inch public water line;
- Arizona Public Service lines; and
- Abandonment and dedication of utility easements

### b. Perimeter Improvements

Right-of-Way at 48th Street will require a coordinated alignment of entry and egress to both projects. This coordinated alignment will be accomplished with the improvements on South 48th Street. A 42 ft. minimum paved cul-de-sac radius on-center of a 50 ft. - radius access easement is proposed at the southern terminus of South 48th Street. Furthermore, East Hampton Avenue may also require a dedication to accommodate the existing skewed connectivity to the east of our south ingress / egress.

The scope of the Project will generally include demolition and removal of the existing two homes and ancillary improvements, mass grading of the site along with connection and distribution of new water and sanitary sewer infrastructure, primary and secondary electrical power, telephone, cable TV, high speed internet facilities to serve the proposed residential uses. The storm retention system will incorporate both surface and below grade retention structures as necessary to comply with the City required retention volumes.

The planned project improvements will be thoughtfully and carefully integrated with the adjacent surrounding area. More particularly, the grading, drainage and paving improvements of the Project will be designed to match the existing grades and tie into historic drainage patterns and retention requirements.

## 10. Efforts to Ensure Compatibility with Surrounding Developments

Planned Improvements are thoughtfully and carefully designed to be harmonious with the adjacent surrounding developments. More particularly, the grading, drainage and paving improvements of the Project will be designed to match the existing grades and tie into historic drainage patterns and retention requirements. Attention to buffering from the existing homes is of utmost importance. The plan provides a large and varying landscape setback from our proposed three-story buildings and we also propose to locate one-story garages as an additional buffer.

As we continue to evaluate the Property and its relationship to surrounding properties, we remain committed to minimize any unintended resultant issues that can be ameliorated with the strategic design and placement of additional site walls, landscape and hardscape improvements.

## 11. Benefits to Mesa

Some of the positive impacts this proposal will have on the surrounding area and on the City generally include the following:

- Providing a high-quality buffer/transition from 3 non-residential uses to existing single-family residential and traffic on major streets;
- Proposing a neighborhood and family-friendly development that will bring stability and allow families to remain close to each other, whereby residents aged 55+ can be near their children and grandchildren;
- Providing a healthy housing variety to the options available to the city on a parcel that is residentially zoned and that possesses an irregular configuration;
- Providing a unique lifestyle choice that is in high demand in the area for residents who want high-quality housing with more lifestyle amenities than traditional housing;
- Developing a project that offers secure housing and efficient property maintenance and operations under single ownership;
- Stimulating professional services, retail, commercial, and business growth on Greenfield and Higley by increasing consumer spending and demand for services in Mesa;
- Generating new tax receipts and City fees for construction, ongoing lease taxes, plus state-shared revenues that contribute to services for residents; and
- Expanding the consumer base and labor pool to stimulate economic growth in the nearby commercial and business centers to the east, west, and south.

## 12. Conclusion

Sparrow and LMC are proposing exciting residential projects that will bring a quality addition to the Southern area. Both projects offer unique, high quality housing options that Mesa's families will enjoy. The conceptual designs, housing types, and generous open space areas proposed are designed to be compatible with the surrounding properties and create value for the area. Project buffers transition to the single-family homes to the west through single-story options and focus the residential units in the center of the site and internal open space areas. Proximity to the diverse commercial, medical, offices, and retail shops will enhance job growth and promote multimodal transportation. Proposed plans for Sparrow Mera Greenfield and LMC Emblem meet or exceed standards and possess the elements of a viable and sustainable place in which to live.