

***4-c**

ZON22-00671 District 5. Within the 1300 to 1500 blocks of North Power Road (east side), within the 6800 block of East Hobart Street (south side), and within the 6800 block of East Halifax Drive (both sides). Located north of Brown Road on the east side of Power Road (6± acres). Rezone from Single Residence-35 (RS-35) and Office Commercial (OC) to Multiple Residence-2 with a Planned Area Development overlay (RM-2-PAD) and Site Plan Review. This request will allow for a multiple residence development. Sean Lake, Pew & Lake, PLC, applicant; POWER ROAD PARK, LLC, owner.

Planner: Sean Pesek

Staff Recommendation: Approval with conditions

Summary:

Staffmember Sean Pesek presented case ZON22-00671. See attached presentation.

Boardmember Peterson inquired about powerlines and whether the powerlines would get under grounded.

Staffmember Sean Pesek responded that there is a requirement to underground utility lines but that the applicant could address their willingness, and the future construction plans.

Boardmember Peterson inquired about the justification for the PAD request.

Staffmember Sean Pesek responded: That was something that was looked at with the applicant early on, making sure that an amenity space was provided and on the southern portion of the property, due to the size, number of units proposed, and setback requirements.

Chair Crockett invited the applicant to speak.

Applicant Sean Lake presented. See attached presentation.

Boardmember Peterson asked the applicant:

As far as the powerlines go, do they cut through the middle of the larger piece. Do those get removed or under grounded?

Applicant Sean Lake responded: Anything under 69 KV has to be under grounded, or removed. The ones that run through the site, I believe, are less than that. And so, as part of construction, those would have to be put underground.

Boardmember Pitcher inquired if the units were going to be for rent or ownership.

Applicant Sean Lake responded: that there was flexibility to do both. There was an initial idea to sell the units, but they might rent, based upon how the economy plays out over the next couple of years.

In response to if these units will be metered, Applicant Sean Lake responded: we haven't submitted a plan, because we couldn't get it in in time, but we will be working on a plan.

Chair Crockett invited member of the public to speak.

Craig Vossler, 14451 N. 71st Street, spoke and mentioned that: He has been working on these properties since 2007, and was in favor of commercial office buildings. One year ago today, October the 26th, or 27th, he was present for a rezoning of the same properties for a permanent food truck park to be built under neighborhood commercial. Prior to that there was a rezoning attempt at infill development, for multi-story, self storage buildings on the two original acres on both sides of Halifax, and prior to that it was the office commercial. He stated that he believed we are headed for another recession and that the neighborhood wants a little better transition, and fit, to the already 37 homes (all of which stand on one acre or more, and in some cases have been there for as many as 50 years). Building 20 structures, the majority of which are two and three stories tall, doesn't work at the entrance to this horseshoe shaped community. He stated that he is not against new housing, but does balk at the size and density of this proposal, as well as the feeling of it being forced upon the existing residence. Mr. Vossler stated: this is our neighborhood and just because the City's zoning district standards allow for a project like this, doesn't mean it has to be approved. There is nothing less than RS-9 in this area, and those are RS-9 right across the street. He expressed that he feels the RM-2 zoning allows for the possibility of multiples, other than multiple resident housing. Mr Vossler stated that he watched a 40 minute Zoom type meeting from July 26, involving the same applicant, Mr. John Gillespie with Pew and Lake, the same City Planner, Sean Pesek, and an architect who previously served on this board. It has to do with Pre submittal 22-00734. And it was a similar proposal

Mr. Voessler expressed concerns for parking large trucks in the amount of space proposed. corner of Meridian and mentioned the food truck zoning case that was defeated on a four to three vote. Mr. Vossler asked the Board not to approve this proposal.

Kevin Venisnik 6903, East Hobart street, spoke: Mr. Venisnik mentioned documents that the applicnat's lawyers submitted on behalf of this case, which demonstrates that they're basically giving the appearance of working to accommodate the neighbors while not really trying to do so, because it can compromise their density too much. Mr. Venisnik felt that the concerns mentioned in the neighborhood meeting were not addressed. And acknowledged that there were accommodations made next to his mom's property to go down to one story. Additionally, due to a concern, a dumpster was moved away from his mother's property but not away from the other property that has a dumpster adjacent to it. Mr. Venisnik stated that concerns about solid waste concerns backing up and turning were also not addressed, stacked parking spaces per unit is not accurate, the number of units is too high and sight lines are inaccurately portrayed. Mr. Venisnik also added that CC&R woud be difficult to enforce for parking.

He stated that traffic on Power Road has not been addressed, and that he was not aware of the potential for the untie to be rented. Mr. Venisnik added that the police were summoned to come

site, to threaten his mother with trespassing when she came over and see what was going on with Power Food Park. And that he felt that didn't sound like an owner that's really tried to work with the neighborhood. He stated that the applicant took credit for notifying people within 500 feet versus the 1000 feet. But that that was something that the City staff specifically requested, and required.

Mr. Venisnik included the comment that he felt like Dennis demonstrated animosity towards the neighborhood and urged the Board to vote no because they have not truly tried to address the neighborhood concerns.

Jeff Wickstrom, 7045 E Hobart Street spoke.

Mr. Wickstrom asked the Board to make responsible decisions and mentioned that he has lived in the neighborhood for almost 30 years. He spoke about being able to lack of trust for the project based on previous circumstances. Mr Wickstrom referenced the previous Power Food Truck Park, siting interactions between the parties in the past, and acknowledged Development Services Director, Dr. Appiah's credibility.

Mr. Wickstrom stated that he is stuck in the neighborhood, it's not going to change for him, he still has to go in and out, and brought up concerns about traffic on Power Road, police and fire station requiring ingress and egress, and emergency lights. There was mentioned of the shape of the neighborhood being a U shaped street, and potential of the properties being rented.

It was stated that there were two and a half acres zoned office commercial and the last owner was going to lay out six homes in that got approved, before this one.

Mr Wickstrom commented on a concern about where drainage is supposed to go, and water retention.

Roger Jenkins, 6834 E. Halifax spoke:

Mr. Jenkins mentioned that there are custom homes on one acre plus lots and 61 townhomes that are now going to be rented. He stated that he felt like the developer was not going to work with the neighborhood, and the project was too dense, caused too much traffic, and added parking on the streets.

David Sloan, 6822 E Halifax Dr. Spoke:

Mr. Sloan stated that he shares a property line with the project on two sides and has lived there for about 10 years; he added that he felt the idea that these parcels are difficult to develop, is not accurate. The current zoning of the two parcels was mentioned, and Mr. Sloan felt that the condition was never met. Mr. Sloan mentioned conversation with the land owner, and the previous history of the property and it's ties to the local church. It was mentioned that the neighborhood has no issue single story offices. Mr. Sloan stated that taking land that is currently zoned for six homes and increasing it by a magnitude of more than 60, is a big change. Mr. Sloan added that he felt RS-15 was reasonable as it is a blend between the RS-35 and the RS-9.

Chair Crockett acknowledged a comment card from Karen Jenkins, 6834 E. Halifax, who was opposed but did not wish to speak.

Mike Meyer, 6342 East Adobe spoke: The property 6802 East Indigo, is where his daughter and son-in-law are currently residing. He bought that property and built the house in 1980. Mr. Meyer talked about the history of the area and that he didn't feel 62 houses, or three stories on that property is appropriate. Mr. Meyer stated that if the developer removed the amenities and puts in houses, single units, that he can still make money on that property. Mr. Meyer urged the Board to vote against the project and added that he was present when planners, basically promised to him that they were going to deadend Indigo; he also expressed concern for traffic from the students commuting to Red Mountain High School. Mr. Meyer stated that people trying to get out from Hobart onto Power are going to cut through the church parking lot, on to Indigo, in order to be able to get out.

Vice Chair Ayers read the comments blue cards from submitted by individuals who did not wish to speak:

Scott Bodrero is opposed and does not wish to speak.

Ray Leo, 6951 E Hobart St, is opposed and does not wish to speak.

Laura Enosara, 6951, East Hobart is opposed and does not wish to speak.

Philip Rodriguez 7035, East Hobart is also opposed and does not wish to speak.

Linda Vossler at 1451. North 71st Street, as opposed and does not wish to speak but has a comment: Keep our zoning R-35. This area's all single family homes, what is being proposed does not fit the immediate neighborhood, with the surrounding neighborhoods. If you have not come out to this area, I strongly suggest you do, and you will see that this proposed site does not match the area at all. Multifamily does not belong in this neighborhood.

Chair Crockett invited speaker Art Jordan 4018 North Pinnacle Circle to speak. The speaker did not come forward.

Russell Berhzen, 6908 East Hobart Street spoke.

Mr. Berhzen stated that he lives with his wife just across the street, just east of the church across the street from this project, a little northeast. Mr. Berhzen shared his history, being married for 29 years, then moving to Arizona 20 years ago, living in a open space at a home with lots of space and a big yard and so forth. Mr. Berhzen talked about finding a home near Hobart and Halifax and spending his life savings over the next three years remodeling it and making it their dream home. Mr. Berhzen expressed concern for the high density of the proposed project and referenced other projects with less density.

Mr. Berhzen stated his concerns over safety issues, adding that driving down, you can see the arrow driving down Hobart Street and you're looking down Power Road and referenced an request to change the City requirement from 30 feet to 20 feet and landscaping obstructing visibility along that area. Mr. Berhzen provided paper copied for the Board to view and referenced the printouts regarding traffic concerns, and flooding. Mr. Berhzen urged to Board to vote against the project adding the it should have it conform to what is in the neighborhood and the surrounding homes.

Applicant Sean Lake responded to the public comments.

Mr. Lake stated that this is a difficult piece of property that hasn't been developed in a lot of years, due to it's irregular shape, adding that it's a very challenging site to develop with frontage along Power Road. Mr. Lake stated that the type of land uses that can be develop with frontage along Power Road, are significantly limited. Mr. Lake mentioned that he had brought forward to the City, as the neighbors have pointed out, quite a few land uses for this property over many years to try to come to something that is a reasonable land use to the property. Mr. Lake cited that the property owners have rights to develop the property, and acknowledged there are neighbors that have interest in that. Mr. Lake stated that he believes it will provide diversity of housing in the area, and thinks this is a good alternative, as well as a good diverse housing product that will be beneficial regardless if people pay their mortgage to a mortgage company, or they pay it to a rental company, they're still people.

Mr. Lake addressed the reason why there is a PAD stating the project is tied to this plan. The project has a PAD that ties the development plan, and is the project that they're building; if they want to do something else, they can come back and do this whole process all over again. Mr. Lake reiterated that there is a 30, and 20 foot setback and that the deviation is because the whole site is pushed as close to Power as it possibly could be, stating that it is more detrimental to the developer in order to have a larger setback adjacent to the neighbors. Mr. Lake also stated that they have worked with the City, and will continue to work with City on site visibility triangles because the City won't let anyone build anything that has site visibility issues. That would be a traffic hazard.

Board Member Peterson asked about access off of Power Road and the reason or response for that.

Applicant Sean Lake responded: the City did not want an access off of Power Road; there will be access at Hobart, and at Halifax, and the church, having having another access point as well as, another access point with the fire station. Mr. Lake cited that typically, the City likes to see residential, or other developments to go from a neighborhood, to a collector, then to an arterial. Mr. Lake added that this was also itended to address the traffic from the church on Sunday.

Mr. Lake also addressed the concerns regarding additional deviation, stating that there is access out to Power Road for solid waste and emergency access only, to avoid putting in a cul de sac. He added that the turnaround was for solid waste. Mr. Lake elaborated on the reasoning behind the the access road.

Ryan Hudson, City of Mesa Traffic Engineering spoke: Mr. Hudson address a concern about access on the Power Road reiterating that on the southern portion of the neighborhood, the City did not support a driveway on the Power Road, given the proximity to Halifax, safety concerns with full access movements coming out of that driveway. Transportation stands on that subject was not to have a driveway in that location. And I think it was an emergency services and solid waste driven kind of recommendation for the gate that he's describing, that could only be accessed by emergency services and solid waste. Mr. Hudson addressed concerns about the north part of the property and stated it is kind of the secondary portion of the property and a driveway on Power Road. It's not necessarily true that Transportation would not support a driveway on Power Road in between Hobart, and Halifax but, that driver would have to be a right in right out access. It would have to keep proper distances from Hobart and Halifax, given that the Power Road cross section does have a raised median (from a traffic safety perspective and entering this type of land use). Mr. Hudson added that the Transportation Department would urge, just like other developments along this corridor, access points to be pulled off of the main arterial and onto the local collector streets. This is to encourage a course of access management, reducing the amount of access conflicts onto a main arterial. Mr. Hudson stated that the department certainly does support the the driveways coming off of the local streets, lower volume, lower speed, and that consolidating access points on a major arterial is a safety goal.

Chair Crockett expressed a concern regarding Halifax and Hobart accommodating the traffic from this proposed development?

Ryan Hudson, City of Mesa Traffic Engineering responded: that both of those roads, could be considered local streets because they feed a very isolated community. And that the traffic volumes on those local streets are extremely low today, as we sit today. Introducing 61 units and the traffic projections that the trip generations would come out of that site, would be easily handled by a typical local street throughout the City. So from a capacity perspective of a local street, there wouldn't be concerns with that additional traffic.

Chair Crockett expressed concern regarding visibility.

Ryan Hudson, City of Mesa Traffic Engineering responded that the Transportation Department has very stringent standards that apply to both driveways and intersections, since they'll be interacting with both with this site. They will have to maintain what was described as site visibility triangles, or sight lines. And that's based on access with the oncoming traffic, that need to be able to be visible, based upon the speed and that the department would certainly hold the standards true on this site, to make sure that those sight lines are maintained.

Chair Crockett inquired about when the reviewing the site plan that's proposed, if the determination that it complies, happens at that time or later?

Ryan Hudson, City of Mesa Traffic Engineering responded: as we see these kinds of preliminary landscape plans come through, it is a comment that we carry through as actual

construction plans are generated. That the department actually makes the designers put the site visibility lines on the drawings, and show that it will not be putting any sort of obstruction, whether it be vegetation walls, or anything that could obstruct that sight visibility

Boardmember Sarkissian stated: This site is, as we know, a very contentious site, we've seen several years. Again, this site is a little difficult, because of the shape and the dimensions and all the requirements from the City; it's going to require access which can be an issue. I do feel, I know the neighbors are upset and frustrated that they have not seen all their comments and concerns addressed. Unfortunately, sometimes you just can't address all the concerns. I do feel that they've stepped back, and there is the two stories, the one story, then the three stories are further away. So I feel they have made good effort. It is a lot of units compared to what they're used to in the area, but it is Power Road. I've seen other sites that are adjacent to larger properties, a major arterial, it would be nice to have half acre acre lots against them but, those kind of properties do not for the cost of the land, they don't want to be next to Power Road especially with six lanes. Now there is the police substation, all that stuff going in there... I keep hearing that they might like RS-9. I would think you would have to do an RS-9, or even lower even if you wanted single family detached. So I think this site, for what they're proposing and what they have tied to the land use, meets what is appropriate in this area, and will fit. We have been told in past board meetings, that we do not have enough apartments or higher density housing in this area. It's a deficiency in the Northeast Mesa area. And I think this helps alleviate some of those issues. And helps will help serve some of the residents, and the schools, and the teachers, and everything else that we are so needing in this area.

Boardmember Montes stated: I can speak for the schools. I know that we are losing a lot of school children in the district because we do not have enough housing. And it is very expensive and hard for younger families. So that makes it really difficult. I know the school in the neighborhood is down enrollment by quite a bit, about 100 kids. There's not a lot of choice for different types of housing in this neighborhood. There are so many homes. There's not a lot of choice for variety of families.

Boardmember Allen motioned to approve case ZON22-00671. The motion was seconded by Vice Chair Sarkissian.

That: The Board recommends to approve case ZON22-00671 conditioned upon:

1. Compliance with the final site plan, landscape plan, and elevations submitted.
2. Dedicate the right-of-way and easements required under the Mesa City Code at the time of application for a building permit, or at the time of the City's request for dedication whichever comes first.
3. Prior to issuance of any building permit, the applicant must record a lot combination map with Maricopa County to accommodate the proposed development.
4. Compliance with all City development codes and regulations, except the modifications to the development standards as approved with this PAD and shown in the following table:

Development Standard	Approved
<u>Minimum Building Setbacks:</u> <i>MZO Section 11-5-5(A)</i> -Front and Street Facing Side (6-lane Arterial Street – N. Power Road)	20 feet
<u>Required Landscape Yards – MZO Table 11-5-5 and MZO Section 11-5-5(A)(1)</u> -Street Side (Arterial Street – N. Power Road) -South Side (units 1-3)	14 feet 23 feet, 9 inches
<u>Minimum Building Separation Between Buildings on the Same Lot – MZO Section 11-5-5(A)</u>	(Two-Story) 10 feet (One-Story) 10 feet
<u>Minimum Setback of Cross Drive Aisles – MZO Section 11-32-4</u>	11 feet

Vote: 5-2

Upon tabulation of vote, it showed:

AYES – Crockett, Ayers, Allen, Sarkissian, Montes

NAYS – Peterson, Pitcher



PLANNING & ZONING BOARD

October 26, 2022



ZON22-00671



Request

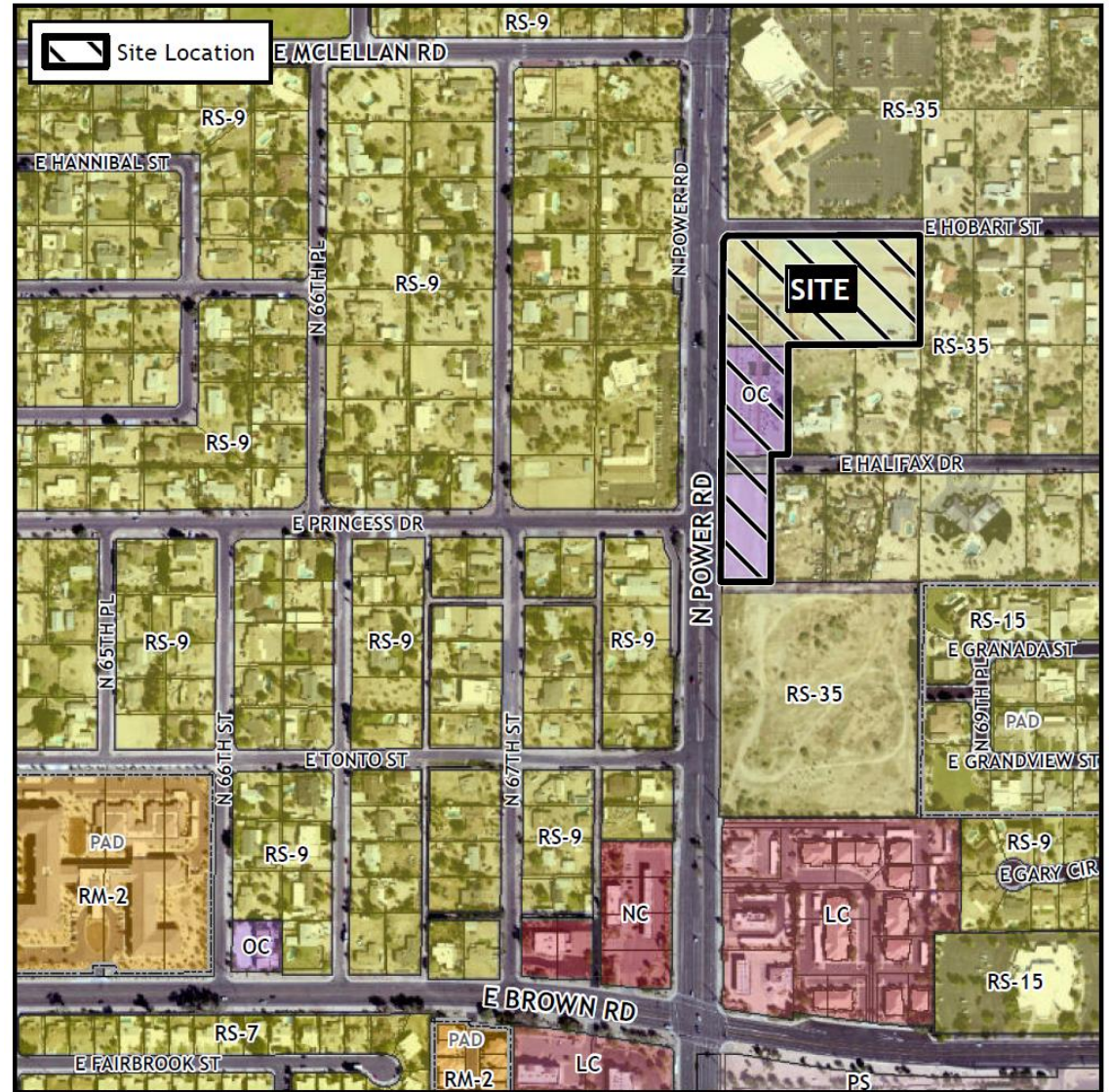
- Rezone
- Site Plan Review

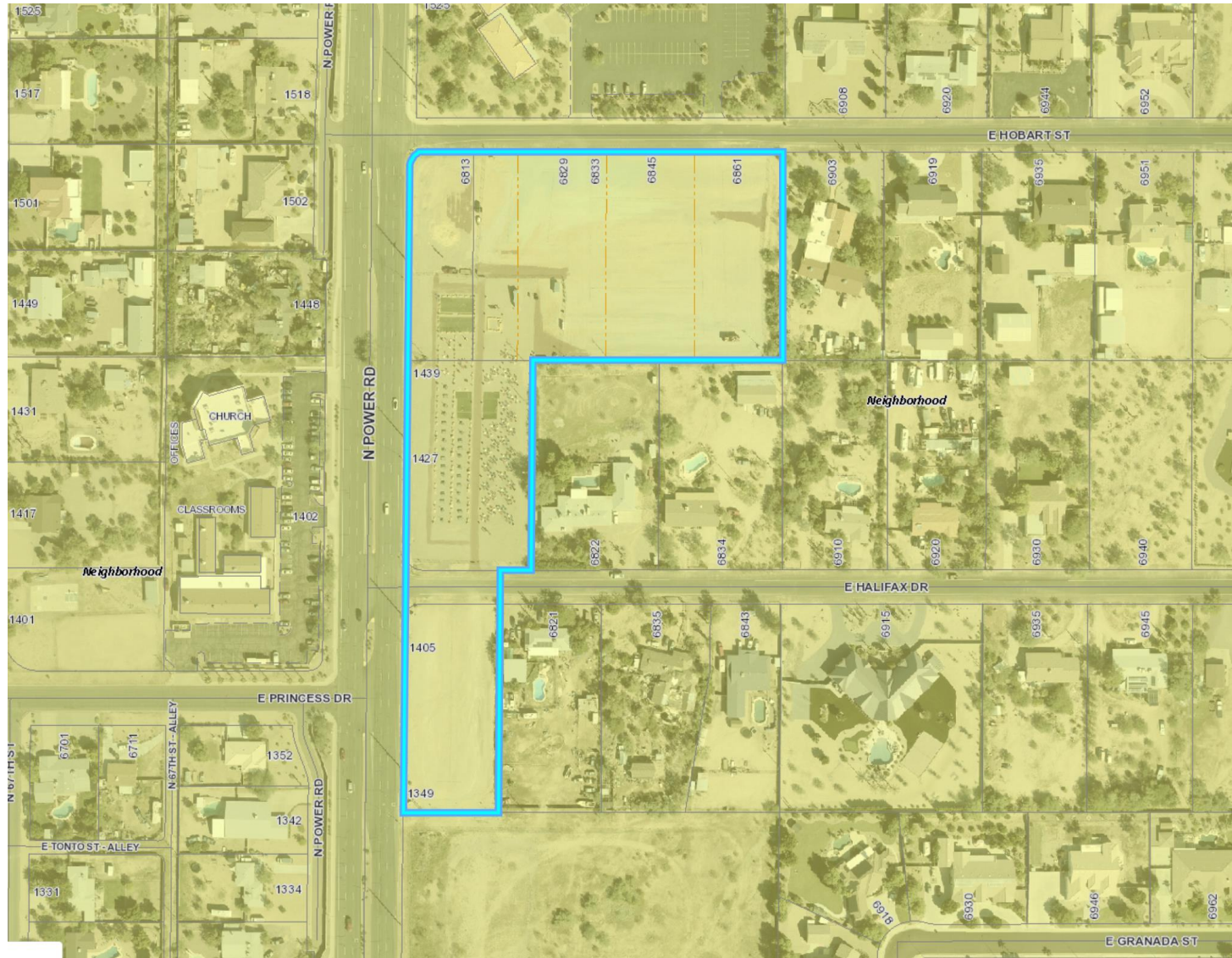
Purpose

- Allow the development of a Multiple Residence Community

Location

- North of Brown Road
- East side of Power Road
- South side of Hobart Street
- North/south sides of Halifax Drive





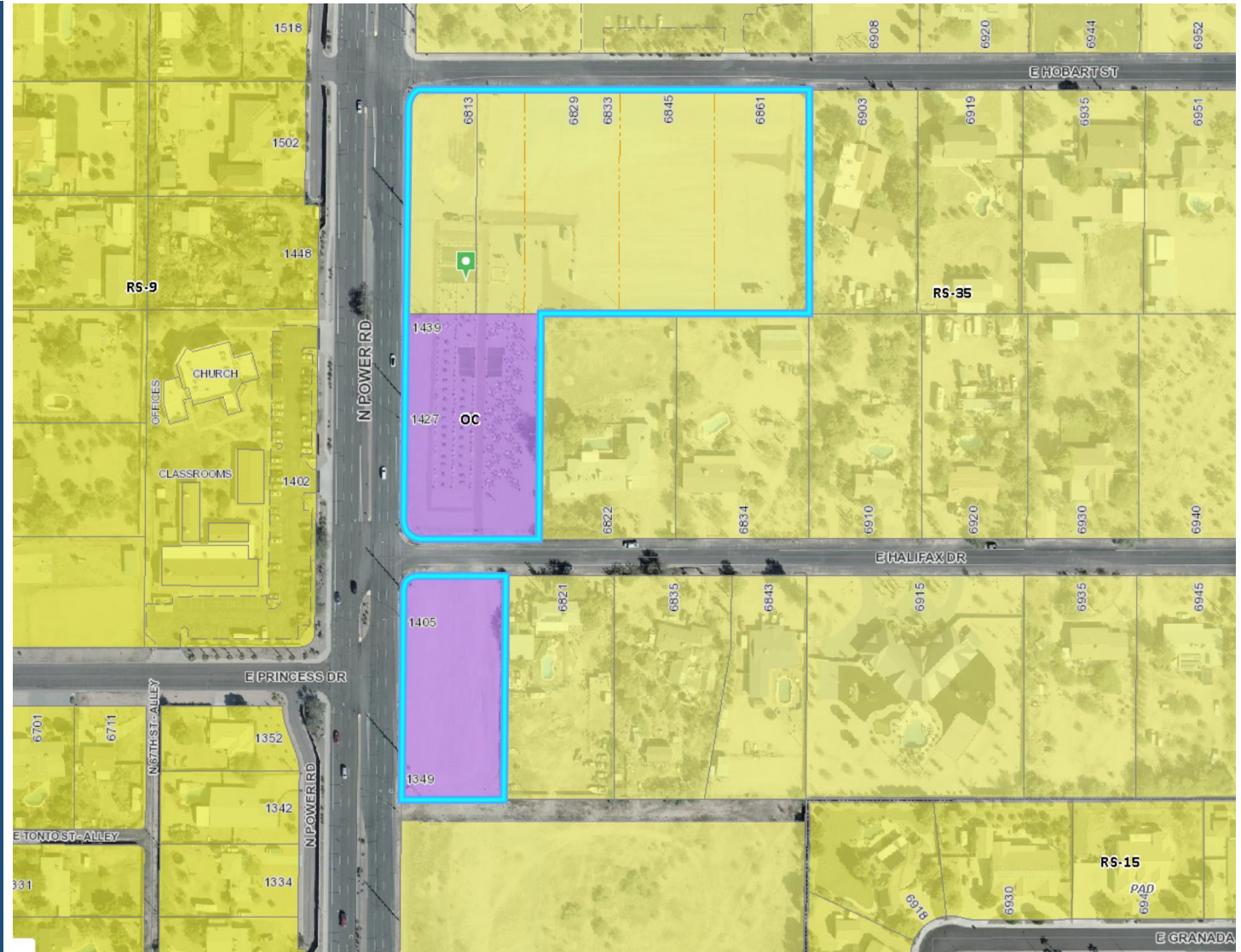
General Plan

Neighborhood

- Safe places for people to live
- Diversity of housing types
- RM-2 is a primary zoning district
- RM is a primary land use
- Adheres to required building form standards

Existing Zoning
RS-35 & OC

Proposed Zoning
RM-2-PAD



Site Photo



Looking east from North Power Road

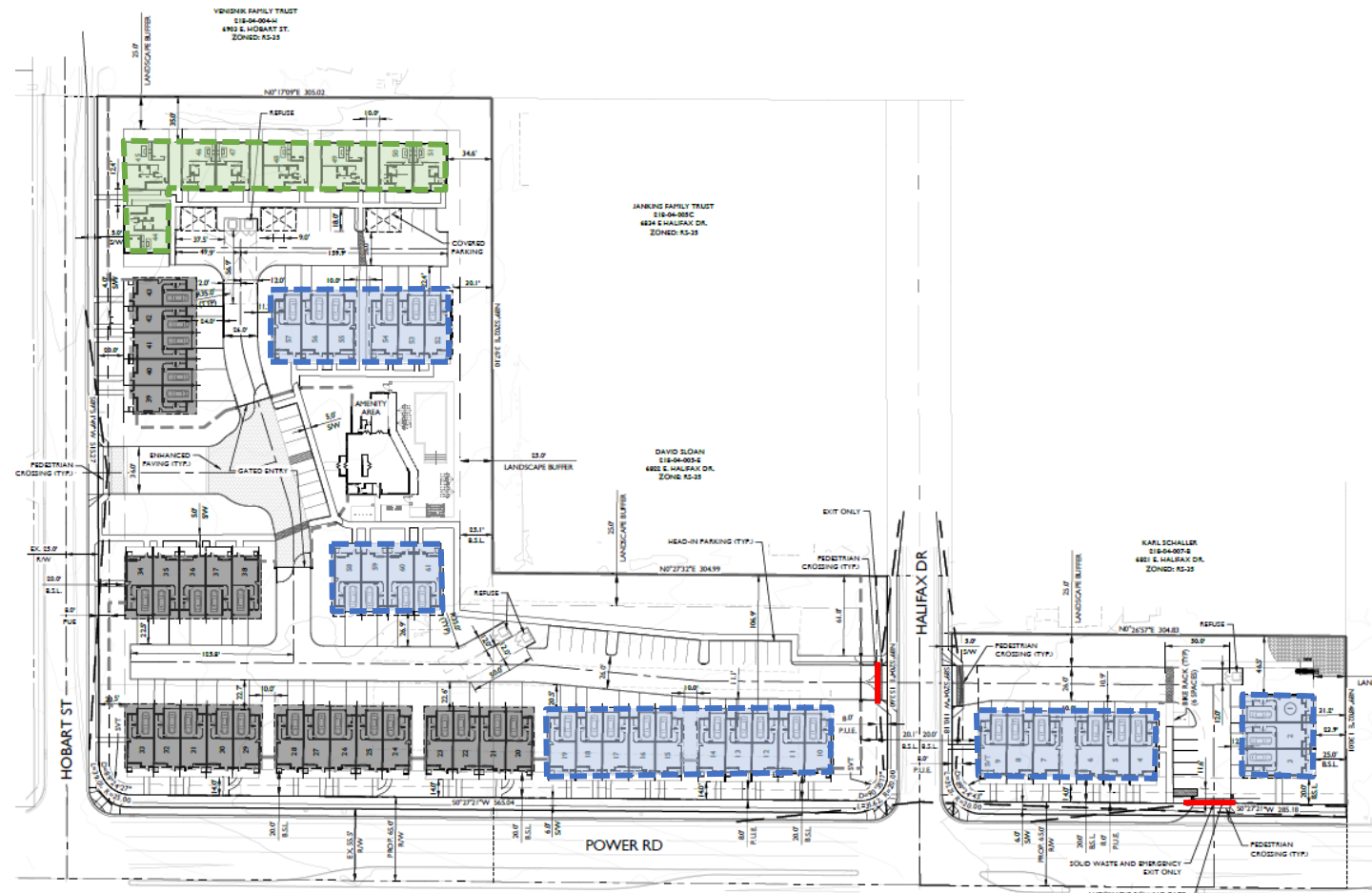
Site Photo



Looking south from Halifax Drive

Site Plan

- 61 units (10± du/ac)
- 1-3 story buildings
- Centralized amenity space
- Primary ingress/egress from Hobart Street
- Exit-only gate onto Halifax Drive
- Exit-only gate (emergency vehicles and solid waste) onto Power Road
- 128 parking spaces required; 145 spaces provided (62 covered)



Landscape Plan

KEYNOTES

- 1 ENTRY VEHICULAR GATE
- 2 ENTRY PEDESTRIAN GATE
- 3 SIDEWALK
- 4 AMENITY AREA
- 5 SWIMMING POOL
- 6 NOT IN USE
- 7 TRELLIS WITH SEASONAL FIRE PIT AND CHAIRS
- 8 SHADE UMBRELLA
- 9 CHAIRS
- 10 POOL FENCE
- 11 BIKE RACK
- 12 6' CMU PERIMETER WALL, SEE SHEET L-2.01 & L-2.02
- 13 6' VIEW FENCE (2' WALL + 4' FENCING), SEE SHEET L-2.01 & L-2.02
- 14 PARKING
- 15 MONUMENT SIGN
- 16 MAILBOX
- 17 TRASH ENCLOSURE, SEE SHEET L-2.02
- 18 TRELLIS WITH LANDSCAPE BENCH
- 19 DECORATIVE/TEXTURED PAVEMENT

AMENITIES

- A** SWIMMING POOL AMENITY AREA
- SWIMMING POOL
 - SHADE UMBRELLA
 - CHAIRS
 - TRELLIS
 - FIRE PIT
 - TRASH RECEPTACLE
- B** OUTDOOR OPEN SPACE
- TRASH RECEPTACLE
 - LANDSCAPE BENCH
 - TRELLIS
 - TURF

CITY OF MESA PLANT DATA

POWER ROAD (915 L.F.)	REQUIRED	PROVIDED
1 TREE AND 6 SHRUBS PER 25 L.F. OF STREET FRONTAGE	37 TREES 220 SHRUBS	37 TREES 223 SHRUBS
*Per SRP tree trimming and powerlines guideline, no tree is allowed within 25' of powerline.		
HOBART STREET (490 L.F.)	REQUIRED	PROVIDED
1 TREE AND 6 SHRUBS PER 25 L.F. OF STREET FRONTAGE	20 TREES 113 SHRUBS	20 TREES 113 SHRUBS
HALIFAX DRIVE (144 L.F.)	REQUIRED	PROVIDED
1 TREE AND 6 SHRUBS PER 25 L.F. OF STREET FRONTAGE	5 TREES 61 SHRUBS	5 TREES 61 SHRUBS
PROPERTY PERIMETER (1,257 L.F.)	REQUIRED	PROVIDED
4 NON DECIDUOUS TREES AND 20 SHRUBS PER 100 L.F. OF ADJACENT PROPERTY LINE	50 TREES 302 SHRUBS	50 TREES 302 SHRUBS
FOUNDATION	REQUIRED	PROVIDED
1 TREE PER 50 L.F. OF EXTERIOR BUILDING WALL	116 TREES	116 TREES
10% OF FOUNDATION BASE TREES TO BE 36" BOX SIZE TREES	12 TREES	45 TREES
TREE SIZE (273 TOTAL)	REQUIRED	PROVIDED
36" BOX (25% MIN.)	60 TREES	80 TREES
24" BOX (50% MIN.)	120 TREES	193 TREES

PLANT LEGEND

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	QTY
TREES				
	Acacia anura	Mulga	24" Box	15
	Acacia salicina	Willow Acacia	24" Box	14
	Caesalpinia cacalaco	Cascalote	24" Box	23
	Caesalpinia cacalaco 'Smoothies'	Smooth Cascalote	5 Gal	32
	Parkinsonia x 'Desert Museum'	Desert Museum Palo Verde	24" Box	15
	Pistacia chinensis 'Red Push'	'Red Push' Chinese Pistache	36" Box	18
	Pistacia lentiscus	Mastic	24" Box	34
	Prosopis hybrid 'Phoenix'	Thornless Mesquite	24" Box	29
	Ulmus parvifolia	Chinese Evergreen Elm	36" Box	5
	Vitex agnus-castus	Chaste Tree	36" Box	59

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	QTY
SHRUBS/ACCENTS				
	Agave americana	Century Plant	5 Gal	12
	Agave desmetiana	Smooth Agave	5 Gal	59
	Caesalpinia pulcherrima	Red Bird of Paradise	5 Gal	73
	Dasylirion quadrangulum	Mexican Grass Tree	5 Gal	51
	Hesperaloe parviflora 'Brakelights'	Brakelights Red Yucca	5 Gal	20
	Justicia spicigera	Mexican Honeysuckle	5 Gal	80
	Leucophyllum candidum 'Thunder Cloud'	Thunder Cloud Sage	5 Gal	91
	Leucophyllum langmaniae 'Rio Bravo'	Rio Bravo Sage	5 Gal	23
	Muhlenbergia capillaris 'Regal Mist'	'Regal Mist' Muhly	5 Gal	314
	Portulacaria afra minima	Dwarf Elephant Food	5 Gal	135
	Ruellia peninsularis	Desert Ruellia	5 Gal	24
	Russelia equisetiformis	Coral Fountain	5 Gal	23
	Simmondsia chinensis 'Vista'	Compact Jojoba	5 Gal	63
	Tecoma x 'Orange Jubilee'	Orange Jubilee	5 Gal	74
	Tecoma stans 'Gold Star'	Yellow Bells	5 Gal	6

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE
GROUNDCOVERS			
	Eremophila prostrata 'Outback Sunrise'	'Outback Sunrise'	1 Gal 24
	Lantana x 'Dallas Red'	Dallas Red Lantana	1 Gal 288
	Lantana x 'New Gold'	New Gold Lantana	1 Gal 135

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE
VINE			
	Bougainvillea species	Bougainvillea Vine	5 Gal 5

MATERIAL	SCIENTIFIC NAME	COMMON NAME	QTY
	Cynodon dactylon 'Tifway 419'	Tifway 419 Sod	1,400 S.F.
	Decomposed Granite with Planting		112,145 S.F.



PAD Request

Development Standard	Required	Proposed
<u>Minimum Yards</u> <ul style="list-style-type: none">• Front and Street Facing Side (Arterial Street – Power Road)	30 feet	20 feet
<u>Required Landscape Yards</u> <ul style="list-style-type: none">• South Side (units 1-3)• Street Side (Arterial Street – Power Road)	25 feet 30 feet	23 feet, 9 inches 14 feet
<u>Minimum Building Separation</u>	25, 30 feet	10 feet
<u>Minimum Setback of Cross Drive Aisles</u>	50 feet	11 feet

Design Review

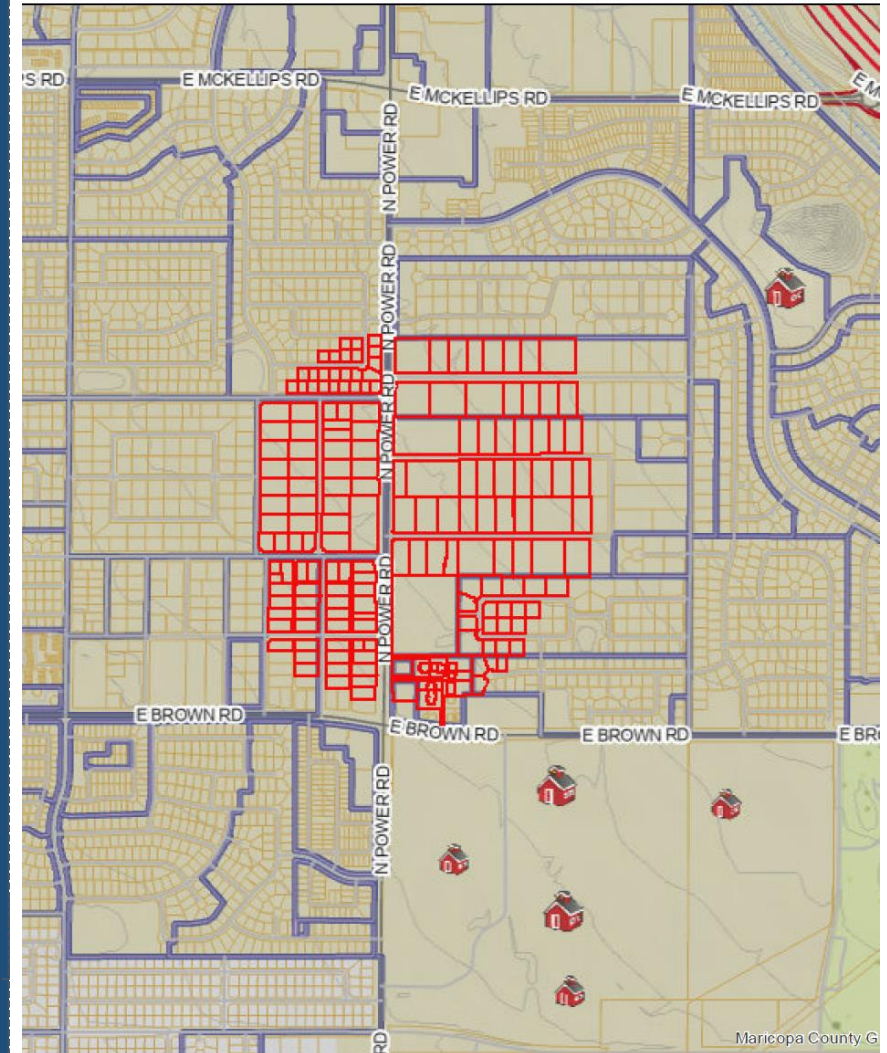
- Not required per Section 11-72-1 of the MZO
- Elevations comply with Section 11-5-5(B)
 - Massing and scale
 - Building entrances
 - Materials
 - Access, circulation and parking



Citizen Participation

- Property owners within 1,000 feet, HOAs & Registered Neighborhoods
- Two in-person neighborhood meetings
 - Proposed density
 - Traffic congestion
 - Three-story buildings adjacent to single-residential zoning
 - On-site parking
 - Visibility into surrounding properties
- Staff contacted by 11 adjacent property owners

1000' Prop Owner Map



Summary

Findings

- ✓ Complies with the 2040 Mesa General Plan
- ✓ Complies with review criteria in Chapter 22 of the MZO for a PAD overlay
- ✓ Meets the review criteria for Site Plan Review outlined in Section 11-69-5 of the MZO

Staff Recommendation

Approval with Conditions



PLANNING & ZONING BOARD

October 26, 2022

Rear 2-story perspective



Rear 3-story perspective



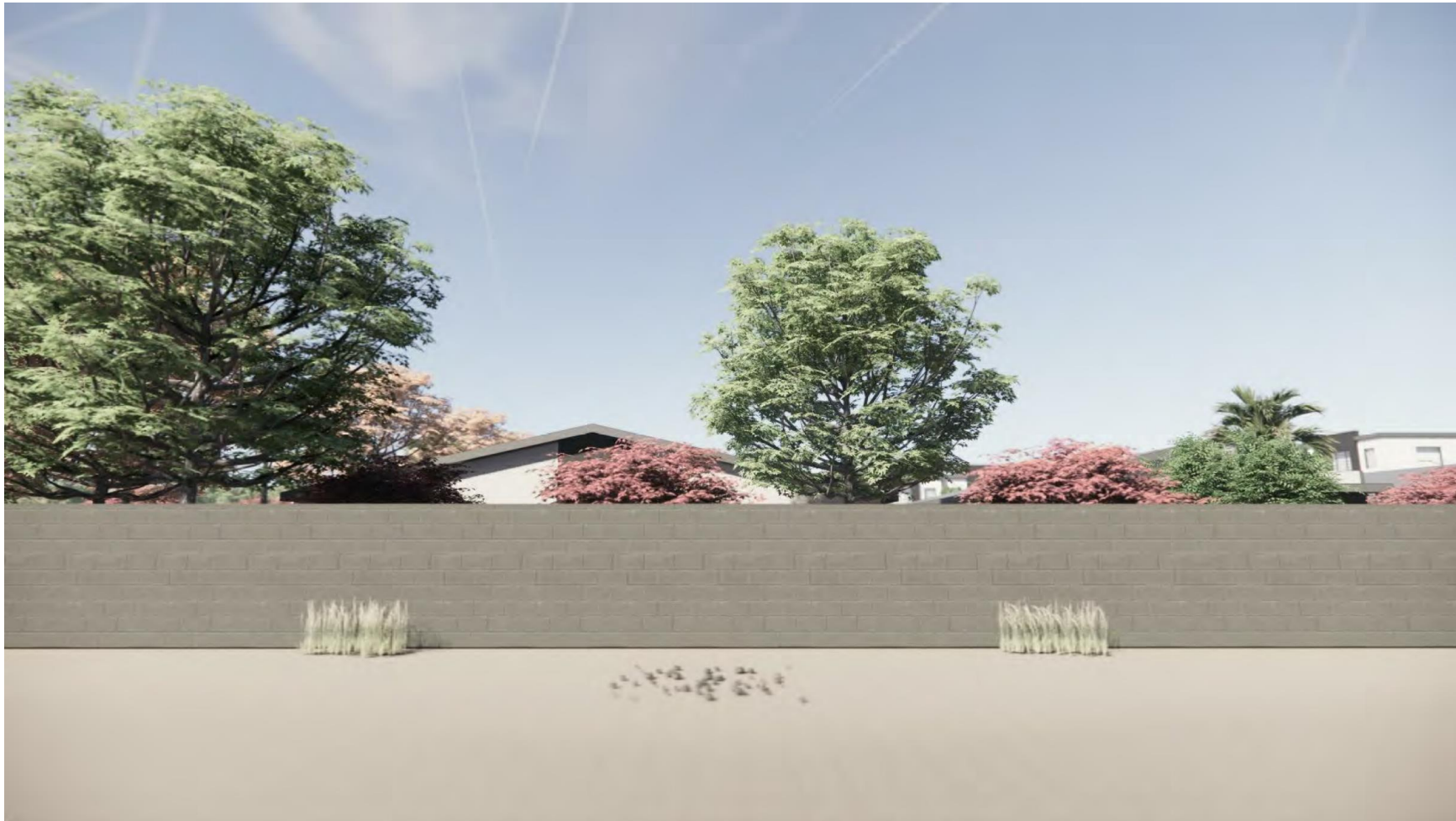
Cottage Units



Southeast Neighbor Perspective (Unit 12)



East Neighbor Perspective (Unit 50)



Second Floor Perspective (Unit 52)



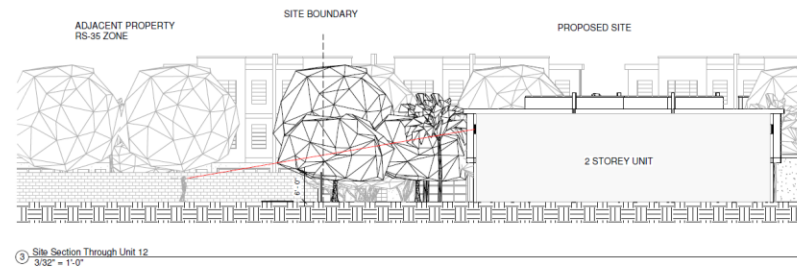
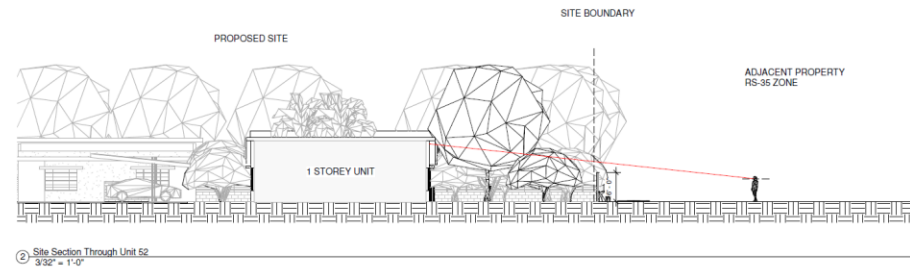
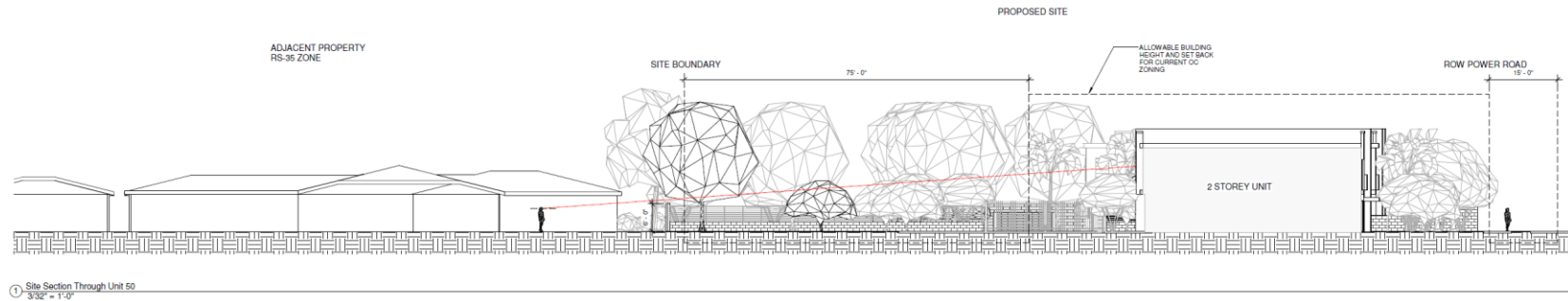
First Floor Perspective (Unit 52)



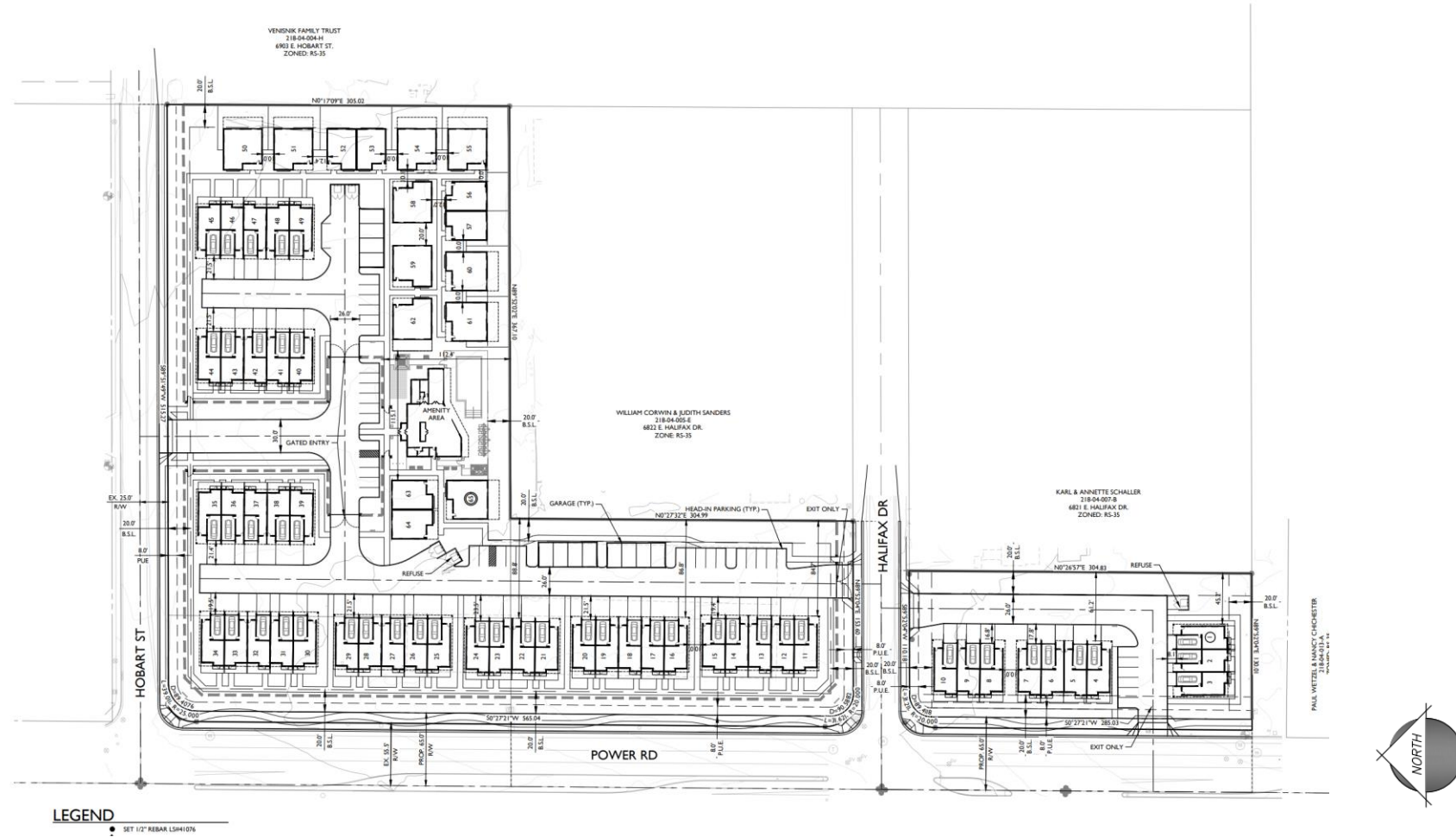
Second Floor Sight Line (Unit 12)



Site Sections



Site Plan (1st Review)



[illegible]



THE JACKSON

a Residential Community

October 26, 2022

City of Mesa
Planning & Zoning Board
Item 4-c (ZON22-00671)

Aerial Map

- 5.9 acres



The "Jackson" Townhomes



- 61 Townhomes
- Amenities: Clubhouse, pool, BBQ areas
- Townhome Style Elevations
 - 1,470 to 2,540 sq. ft
- 145 parking spaces
 - Required: 2.1 spaces per home
 - Provided: 2.25 spaces per home
- 47% total open space



Conceptual Amenity Area



KEYNOTES

- 1 SWIMMING POOL
- 2 6' CMU PERIMETER WALL, SEE SHEET L-2.01 & L-2.02
- 3 SHADE UMBRELLA
- 4 CHAISE CHAIR
- 5 TRELLIS
- 6 FIRE PIT
- 7 TRASH RECEPTACLE
- 8 ENTRY PEDESTRIAN GATE
- 9 SIDEWALK
- 10 POOL FENCE
- 11 BIKE RACK
- 12 6' VIEW FENCE (2' WALL+ 4' FENCING), SEE SHEET L-2.01 & L-2.02
- 13 PARKING
- 14 PLANT POT







Main Concerns

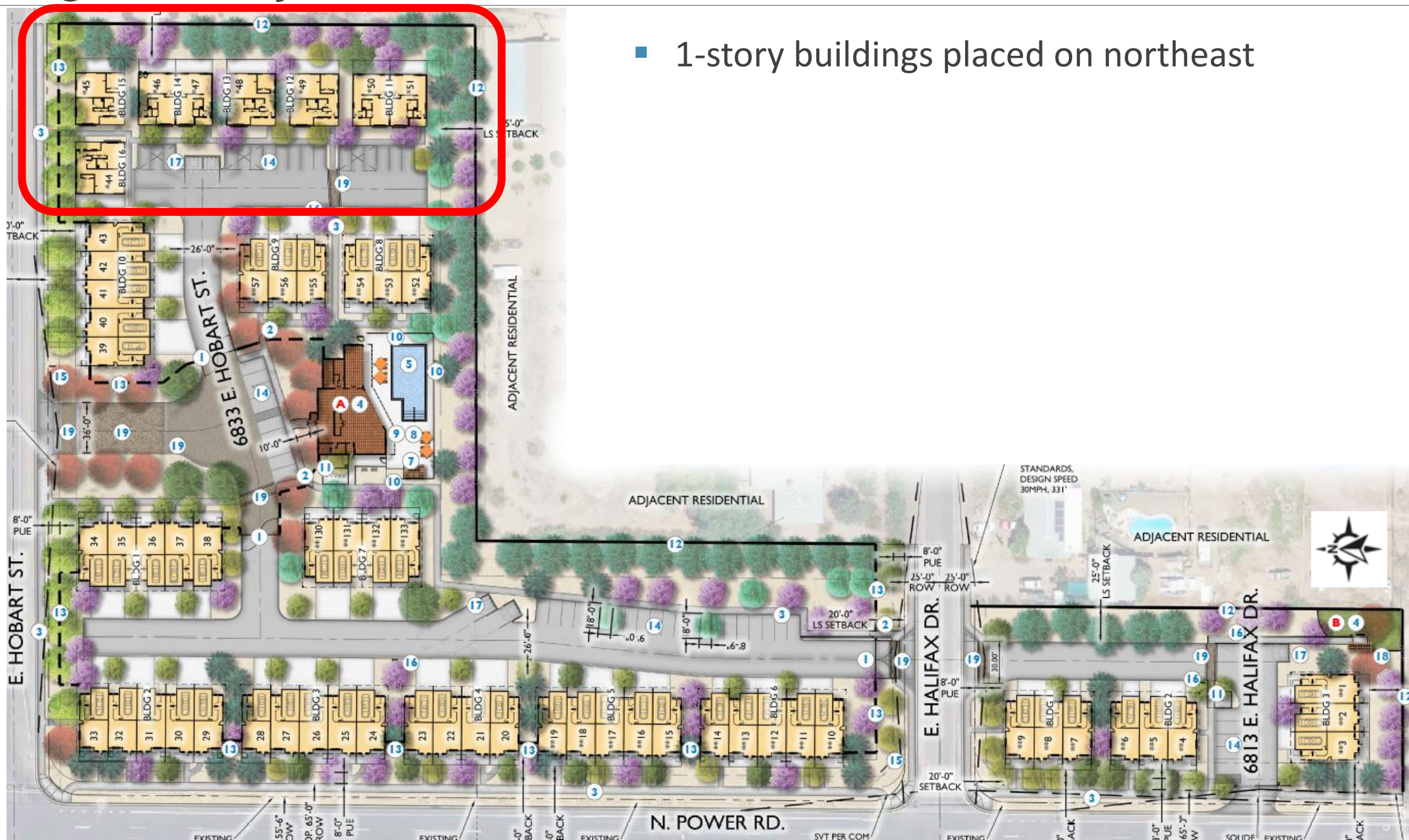
- Buildings too tall next to neighbors (Buffers)
- Parking **(2.1 required - 2.25 provided)**
- Too Dense: RM-2 Zoning not Compatible to Single Family Homes
- Street Access
- General opposition

RM-2 Compatible to Single Family Homes

- From Las Sendas to Superstition Springs, 13 examples where an RM zoning district abuts an RS zoning district RS-35, RU-43, RS-15, RS-9, RS-7, RS-6.
- Single Family homes directly adjacent to the RM have maintained the same increase in value as other homes in the subdivision

Single Story East Side

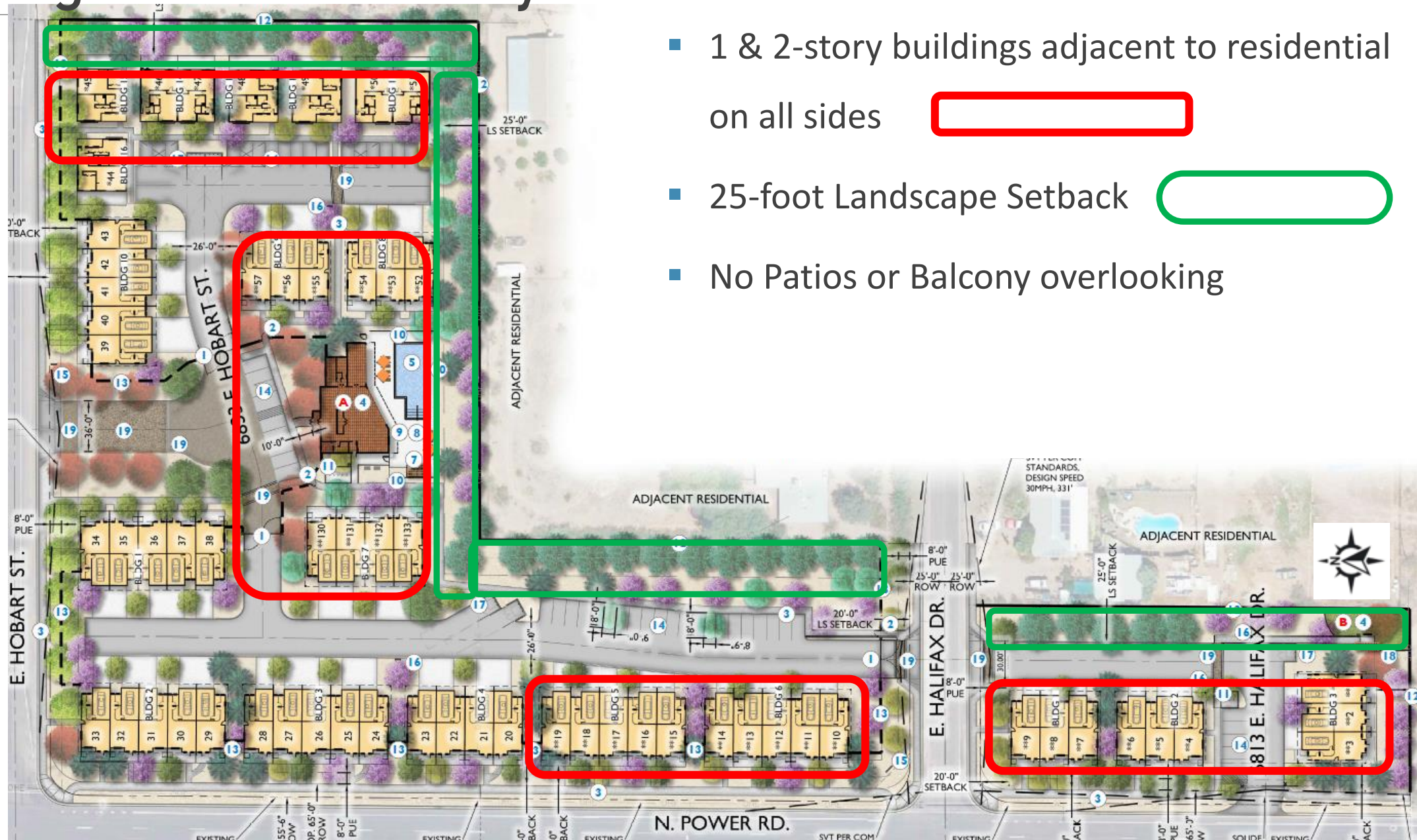
- 1-story buildings placed on northeast



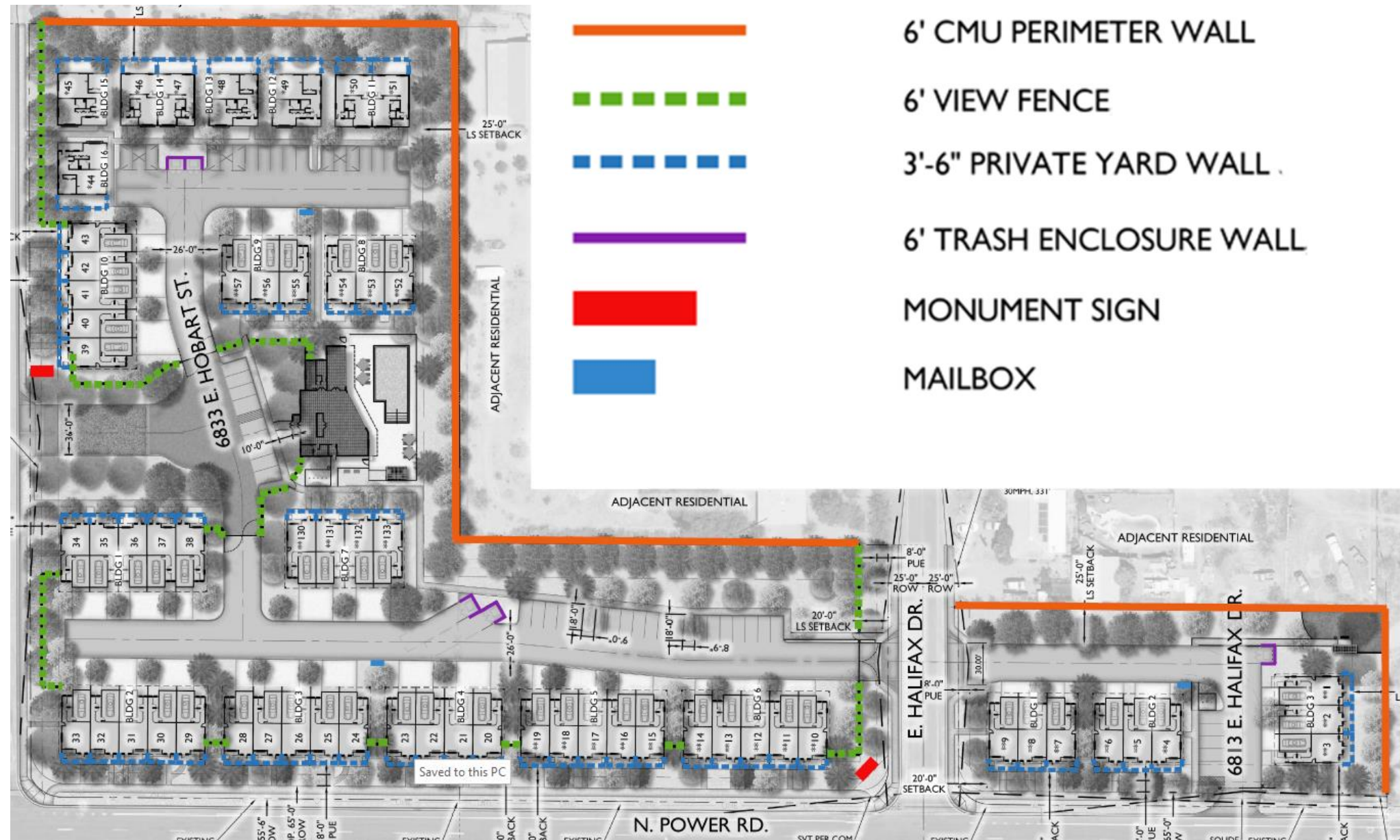
View from eastern neighbor to single story bungalows



Single and Two Story Buffer and Landscape



Wall Plan and Details



Thank you

Contact:

Pew & Lake, PLC

1744 S. Val Vista, Suite 217

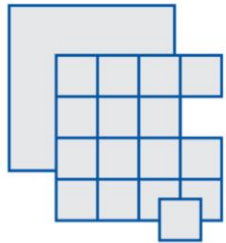
Mesa, AZ 85204

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Sean B. Lake

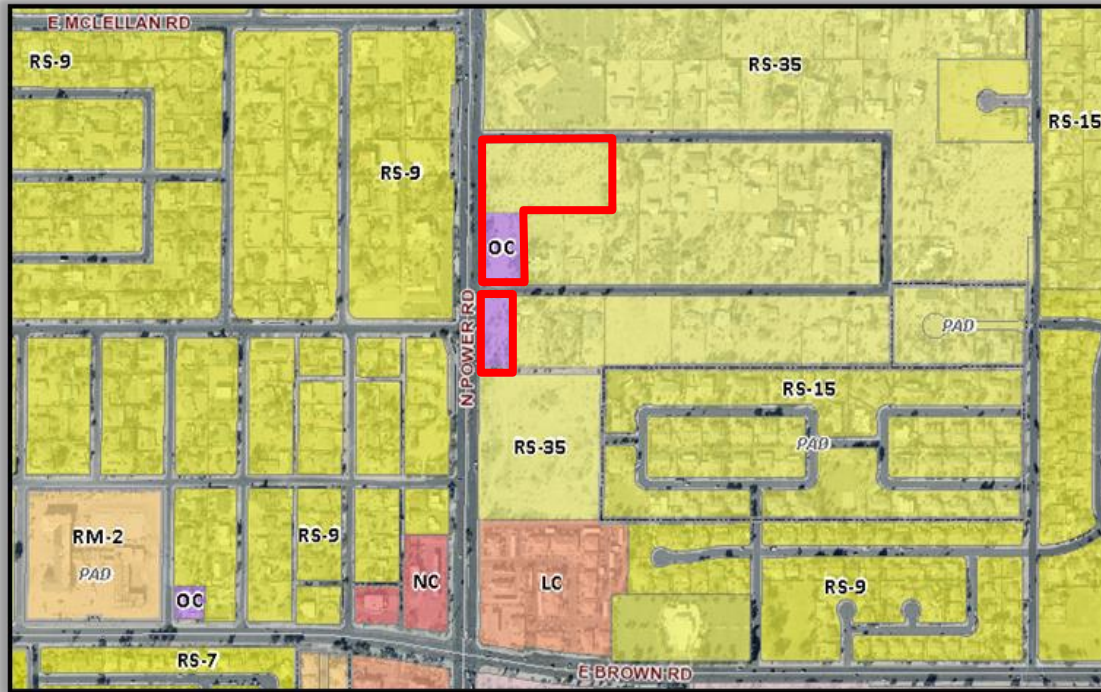
Email: sean.lake@pewandlake.com



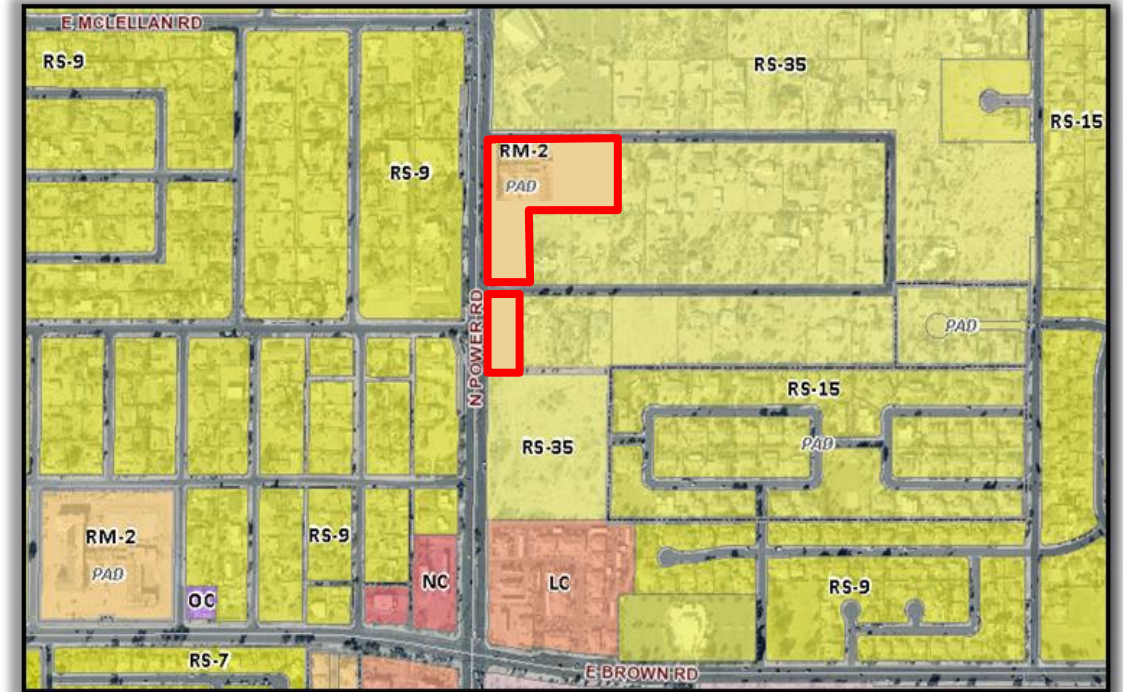
Pew & Lake, P.L.C.
Real Estate and Land Use Attorneys

Zoning Map

Existing



Proposed



General Plan Land Use Map



View from southeastern neighbor looking west



View from southeastern neighbor looking north

