

Formal Application (Site Plan Review) / Design Review

NARRATIVE

FOR

*Hawes Crossing MX
Village 2*

Mesa, Arizona

November 18, 2022

DEVELOPMENT TEAM

Developer

High Street Residential

Paul Tuchin
602-285-3138
ptuchin@trammellcrow.com

Zoning Attorney

Rose Law Group

Jordan Rose / Chris Webb / Nick Labadie
480-505-3939
jrose@roselawgroup.com
cwebb@roselawgroup.com
nick@roselawgroup.com

Architect

ESG

Erick Wockenfuss, AIA
612-373-4694
erick.wockenfuss@esgarch.com
Maria Ambrose, AIA
612-373-4608
maria.ambrose@esgarch.com

Civil Engineer

Kimley-Horn

Sterling Margetts
480-207-2680
sterling.margetts@kimley-horn.com

Landscape Architect

CollectiV

Jim Smith
602-358-7711 Ext. 101
jims@collectivla.com

Traffic Engineer

Lokahi

Jamie Blakeman
480-536-7150
jamie@lokahigroup.com

I. Purpose of Request

Formal Application (Site Plan Review), Specific Plan, Special Use Permit (for parking modification), Lot Split and Design Review submissions

II. Existing Conditions

The subject property is located near the southeast corner of East Elliot Road and South Sossaman Road in the City of Mesa and encompasses 20.6 acres (Phase 1) of vacant land (the "Property"). The property is currently zoned Mixed-Use (MX).

III. Project Overview

Project Description

The proposed development is a luxury residential community that consists of a variety of three-story multifamily buildings and three live/work-unit buildings on a 20.6-acre site (Phase 1).

Being within a Transit Corridor character area, the intent involves a more urban pattern of development with buildings brought close to the front property lines and parking behind or beside buildings. Per discussions with Staff, rather than proposing landscaping, buffering and a residential setback along Elliot in the previous Pre-Submittal plans, live/work units at the ground level are now proposed along the Elliot frontage to help promote a more urban pattern along Elliot and meet the intent of the Transit Corridor character area.

There are 419 dwelling units proposed in Phase 1 with units spread out in a variety of styles. The project will cater to working professionals and families that want to take advantage of Mesa's live, learn, work and play community. The project fills the strong demand for luxury housing opportunities in this rapidly growing area.

Site Layout & Design

Building placement has been developed to thoughtfully maximize the interaction with the streetscape and internal courtyard spaces. Live/work buildings line the Elliot frontage in order to meet the City's goal of a more urban pattern along Elliot. In previous submissions, building orientations varied and were angled in select site areas in order to enhance privacy, to provide architectural variation on the site, and to better limit direct views of trash/recycling bin enclosure gates; however, due to the direction by Planning staff, the drive aisles, buildings and Dog Park area have been revised to accommodate the request to remove plan-view angles from the drive aisles, buildings and Dog Park area and perpendicularly align these elements of the site plan.

The main amenity courtyard space in the center of the property has a large pool, spa, a variety of landscape, herb and rose gardens, resort-style cabanas, outdoor kitchen, BBQ areas, trellises, lounge seating areas and outdoor entertainment (table sports, televisions, etc.).

Secondary amenity areas are spread throughout the site as pocket parks and include sports courts, areas for cornhole/ladders, playgrounds, a separated small and large dog park with wash station, shaded seating areas with string lighting, and walking trails. Pedestrian circulation is tied into the southern Hawes trail system for connectivity to the Hawes community. Additionally, there are two sunken plazas that front Elliot with lighting, BBQ spaces and meeting tables. Ample open space is provided throughout and in between buildings to enhance open space and resident experience. The pedestrian experience is enhanced through the use of patios, paths and walkways, gathering space and seating areas.

Alternative Compliance Request from Design Standards (Sec. 11-5-5(B)(6))

The applicant proposes certain garage doors located below upper-story living space to be recessed zero feet rather than the three feet minimum required by zoning code (Sec. 11-5-5(B)(4)(f)(ii)).

First, the applicant is tasked on this site to create a more urban development due to the nature of its assigned Character Area (Employment/Mixed Use Activity District) and the site's assignment within the Transit District Corridor. Second, the project is not proposing a rezone from the existing MX (Mixed Use) zoning district, so the applicant has been tasked with the additional challenge of not only complying with MX-U zoning standards but also certain design standards from the RM (Residential Multiple Dwelling) District, such as the standard for the three-foot recess for attached garages.

The applicant proposes to satisfy the Site Planning and Design Standards in the zoning code's chapter (Sec. 11-5-5(B)(4)(f)(ii)) by providing comparable attached-garage design in a creative way that more harmoniously ties the rest of the proposed development together. The applicant does not wish to unnecessarily restrict resident living space on the first level of buildings in order to provide a three-foot recess in every attached-garage condition from the living space above.

- On Building Type A, almost half of the garages are recessed +/-8'-0" from balconies above, one-third of the garages are recessed +/-5'-4" from living space above, and one garage is recessed zero feet from living space above. In all attached-garage conditions on Building Type A, the garages are recessed +/-5'-4" from the base wall adjacent to each of the garages on the ground level. The average recess for the 12 garages from upper-story balconies and living space provided at the Building Type A garages is +/-6'-4" – substantially more than three feet.
- On Building Type C, over two-thirds of garages are recessed +/-7'-4" from balconies above, and a little over one-third of garages are recessed zero feet. The average recess for the 14 garages from upper-story balconies provided at the Building Type C garages is +/-5'-2" – substantially more than three feet.
- Building Type B does not have attached garages.

- In some areas of the provided garage recesses, the garage is recessed more than +/-7'-4" from the upper-story living space's balcony edge --- above and beyond the minimum requirement of three feet.

The proposed design is much more complementary to the site as designed, and ample garage recesses are provided throughout the majority of the project --- the majority of the attached garages have an overhang that exceeds three feet. The proposed alternative is aesthetically more complementary to the site and improves the overall architectural appeal of the area.

Vehicular Access & Circulation

The Phase 1 main entry with full access is located off Elliot Road. A future traffic signal is planned at the main entry location based on the Hawes Crossing PAD. The main entry leads to guest parking and delivery in front of the clubhouse. The main entry breaks into east or west gated interior circulation drives. There is a secondary entry/exit driveway along 79th Street which will be a secured, gated driveway leading to interior circulation drives.

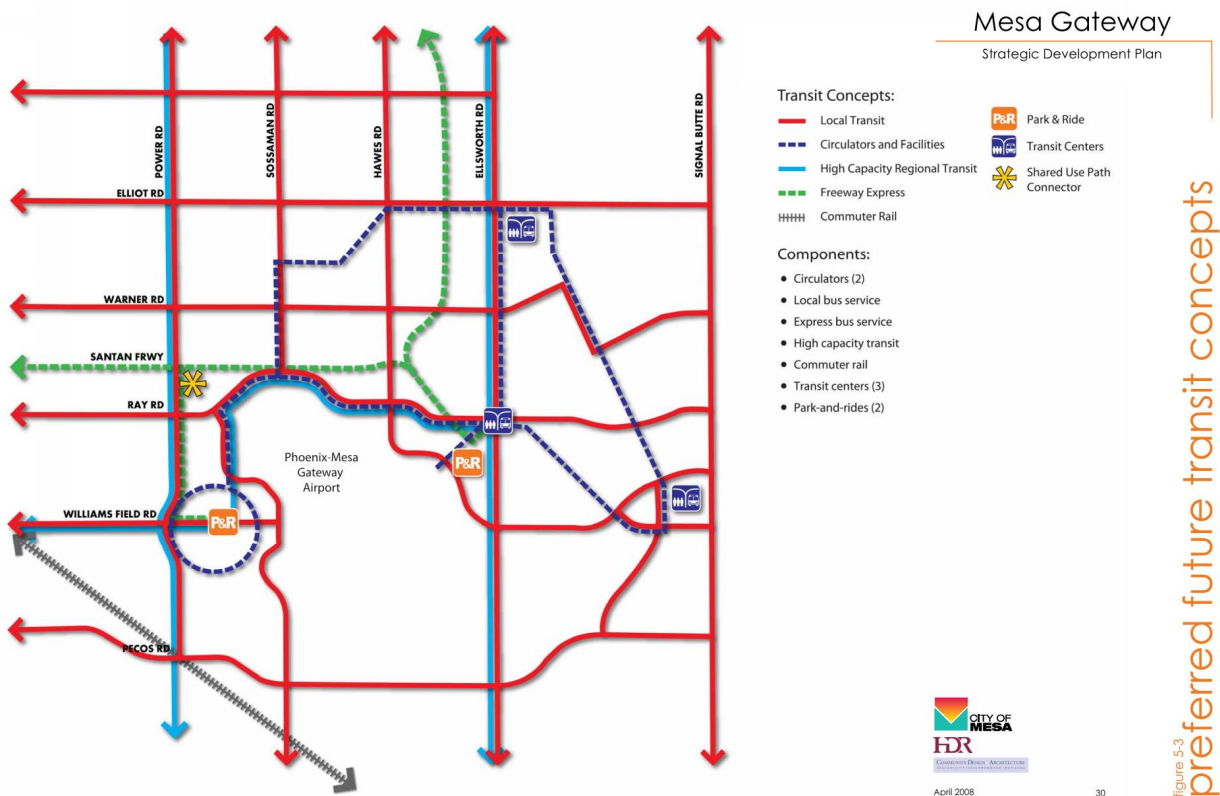
Parking & Parking Reduction Approval Criteria (Section 11-32-6(A))

1. The site is parked in anticipation of the future bus route laid out in the Mesa Gateway Strategic Development Plan (excerpt below). The project proposes 802 parking stalls (in Phase 1) and a ratio of 1.9 stalls per unit. With the Hawes Crossing and surrounding area rapidly developing, the site aims to be forward-thinking in terms of parking as future transit lines expand along Elliot to accommodate residential and commercial activity. A Parking Demand Study has been completed and included with the applications, and transportation characteristics of persons residing and using the development have been included in the study's ITE tables.

Additionally, the nature of the proposed project is weighted heavily toward one-bedrooms (179 units; 43%), resulting in an excessive parking burden on the project (given the City of Mesa's current zoning-code parking requirement of 2.1 stalls/unit). TCC consulted Greystar (property manager) to determine the typical resident profile of someone renting a one bedroom in this neighborhood and found that one-bedroom units are almost always occupied by a single resident. Among the properties sampled, only 15% of one-bedroom units are occupied by couples (and 85% by a single renter). Furthermore, Greystar found that two-bedroom units are frequently occupied by a single resident that uses the second bedroom as an office, and three-bedroom units are often occupied by a couple (2 residents) who use the third bedroom as an office or general extra space. The reduced number of occupiers in 2- and 3-bedroom units further reduces the demand for parking at the Property.

2. A Parking Demand Study was completed to evaluate the on-site parking supply. The Parking Demand Study analyzed both national and local parking data. Based upon the Parking Demand Study, the proposed Hawes Crossing development, with 802 on-site parking stalls, provides more than sufficient parking to accommodate both resident and guest parking needs.

3. A survey of on-street and off-street parking within 300 feet of the development site has not been included as it is not applicable to the development site as these parking conditions do not currently exist. The completed Parking Demand Study analyzed and researched national publications that provide estimates for parking demand based on research and experiences of industry professionals. Additionally, parking requirements of local agencies within the Phoenix Metropolitan Area were analyzed. Based upon actual parking demand studies provided in the national publications (Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI)), between 616 and 665 parking stalls should be adequate for the anticipated parking demand for the proposed Hawes Crossing development. Therefore, based upon this analysis and research, the proposed 802 parking stalls will provide sufficient parking to not only meet but exceed the parking demand anticipated for both residents and guests for this development.



4. Per staff email from Sean Pesek on Nov. 14, the City is prepared to accept the proposed parking reduction for Phase 1. Please refer to the updated Parking Demand Study to refer to responses containing the City-requested information.

Open Space, Landscaping & Amenities

Open space areas on the project are all connected via paths, trails, and outdoor amenity areas. The project pays close attention to the pedestrian flow and access to encourage the walkability

of the entire project site as well as to provide easy access to adjacent properties. The project employs the design standards as laid out in the Hawes Crossing PAD with the layout of trails, “urban plazas” and a cohesive design theme.

Alternative Landscape Plan Approval Criteria (Sec. 11-33-7(C))

The applicant proposes a 3” depth of 1” or 1.5” or 2” screened, decomposed granite. Each tree in the landscaped islands will be additionally protected with a decorative, “urban” tree guard. The landscaped islands in front of attached garages are proposed at widths of 2 feet and 4 feet.

- a. If strictly applying interior parking lot landscaping requirements (Sec. 11-33-4) to surface parking spaces on driveways in front of and directly adjacent to attached garages, the minimum 8-foot width is not able to be met. Given typical, efficient floor plan layouts for attached garages with dwelling units above in a Mixed-Use -U Community Character Designator zoning district, efficient and directly aligned parking spaces are designed in the front of the garages. The parking spaces in front of the garages must align with the floor plans of the attached garages’ parking stalls, and Urban Plaza space and adequate pedestrian circulation must be incorporated; therefore, wider islands in front of attached garages cannot be accommodated. The proposed design with decreased islands in front of attached garages meets the special standards objective of -U Community Character Designator district by creating an attractive, comfortable, safe urban environment defined by building fronts, streets and the community space in between. The proposed island space in between is an adequate buffer between adjacent parking spaces while emphasizing a more pedestrian-oriented development.
- b. Every garage now incorporates a 2-foot or 4-foot-wide landscape planter with shrub hedges. Every other garage contains a 4-foot planter with tall, upright trees to provide shade and buffering at each garage entry. The net effect is twice as many trees in front of the garage facades. Because curbs would further diminish the landscape area, the applicant is proposing an alternate solution commonly used in narrow and urban conditions. The applicant has added tree guards to enhance growth opportunity. Additionally, trees selected are upright, single-trunk specimen intended to thrive in narrow conditions.
- c. Approval of the Alternative Landscape Plan (ALP) will provide for both increased consistency and compatibility with adjacent properties.
- d. The ALP conforms to the allowable modifications listed in subsection B.

Pedestrian Circulation & Connectivity

Particular attention has been paid to pedestrian scale, experience and circulation. One of the main goals laid out in the Hawes Crossing PAD is to provide greater pedestrian connectivity and accessibility. Pedestrian activity is encouraged by locating sidewalks, pathways, pedestrian

seating, courtyards, gathering areas and plaza space in the front and sides of buildings as well as between parking areas.

A pedestrian trail runs east-west along the entire southern border of the property. This is a meandering trail marked by moments of shaded seating and open space. The project also proposes additional pedestrian trail routes that connect east-west and north-south.

Entry Monumentation & Signage

Signage monumentation will be located at the main entry off Elliot Road and a smaller monument sign will be located off the 79th Street entry. The signage ties into the architectural style of the buildings and the farmhouse language. Both sides of the entry emphasize pedestrian circulation via architectural portals and low walls with mirrored, vertical-mounted lettering. The entry is reinforced with agrarian-themed landscaping that will unify the experience. Final monument signage will enhance the design character of the area and unique style of this project. Signage will be a deferred submittal at a later date yet to be determined.

Phasing

This application is for Phase 1 of the Hawes Crossing Mixed-Use District (MX) multi-family and live/work. Phase 2 multi-family and live/work is planned for the neighboring parcel to the east. Phase 1 will be built all in one construction phase and will not be involved in a phased development plan. Phase 2 will not be built until the retail obligation has been met as discussed and agreed upon with the City of Mesa.

IV. Conclusion

Phase 1 of Hawes Crossing MX multi-family and live/work will be a luxury product that enhances the character and community of this unique location in Mesa. This project is thoughtfully designed and supports the mission of Hawes Crossing and the City of Mesa.