



PLANNING DIVISION
STAFF REPORT

Planning and Zoning Board

January 11, 2023

CASE No.: **ZON22-01012**

PROJECT NAME: **Hawes Crossing Mixed Use – Phase 1**

Owner's Name:	Trammell Crow Company
Applicant's Name:	Teresa Forsberg, ESG Architecture
Location of Request:	Within the 7900 to 8400 blocks of East Elliot Road (south side) and within the 3600 through 3700 blocks of South 79th Street (east side) and within the 3600 through 3700 blocks of South Hawes Road (west side). Located west of Hawes Road and east of Sossaman Road on the south side of Elliot Road
Parcel No(s):	304-30-002H, 304-30-002M, 304-30-002N, and 304-30-003M
Request:	Site Plan Review and Special Use Permit. This request will allow for a multiple residence development.
Existing Zoning District:	MX-PAD
Council District:	6
Site Size:	62± acres
Proposed Use(s):	Multiple Residence
Existing Use(s):	Vacant
Hearing Date(s):	January 11, 2023 / 4:00 p.m.
Staff Planner:	Sean Pesek, Planner II
Staff Recommendation:	APPROVAL with Conditions

HISTORY

On **April 20, 2020**, the City Council annexed 319± acres of land, including the 62± acre subject property into the City of Mesa (Case No. ANX18-00788; Ordinance No. 5564).

On **April 20, 2020**, the City Council approved a rezoning of 535± acres, including the 62± acre subject property from Agricultural (AG) and Light Industrial (LI) to Single Residence 6 (RS-6-PAD), Residential Small Lot 4.0 (RSL-4.0-PAD), Residential Small Lot 2.5 (RSL-2.5-PAD), Multiple

Residence 5 (RM-5-PAD), Limited Commercial (LC-PAD), General Commercial (GC-PAD), Mixed Use (MX-PAD), and Light Industrial (LI-PAD) with a Planned Area Development Overlay. Approval established the 'Hawes Crossing' PAD to guide the future review of specific plans of development (Case No. ZON17-00606; Ordinance No. 5566).

On **April 29, 2020**, the Hawes Crossing Development Agreement was executed. This agreement addresses requirements pertaining to vesting rights, limitation of land uses, and timing of required infrastructure improvements (Recording No. 2020-0381318; Reference No. 20-A081).

PROJECT DESCRIPTION

Background:

The applicant is requesting Site Plan Review approval of an Initial Site Plan and approval of a Special Use Permit (SUP) to allow for a multiple residence development on a 62± acre vacant parcel. The subject site is located on the south side of Elliot Road between Hawes Road and Sossaman Road and is within Village 2 of the Hawes Crossing Planned Area Development (PAD). As such, the request must conform to the regulations set forth in the PAD, the Development Agreement (DA), and Mesa Zoning Ordinance (MZO).

Per the submitted site plan, the applicant is proposing 419 units across fourteen, three-story buildings with a gross density of 22 dwelling units per acre. Fifteen live-work units are proposed in Building C1, C2, and C3 with approximately 4,869 square feet of dedicated workspace. This request includes a SUP for a parking reduction. Per Section 11-32-3(A) of the MZO, 880 on-site parking stalls are required. The applicant is proposing 802 spaces, or 91.1% of the minimum required per code.

General Plan Character Area Designation and Goals:

The Mesa 2040 General Plan Character Area designations on the property are Mixed Use Activity District and Employment. Per Chapter 7 of the General Plan, Mixed Use Activity areas are large-scale community and regional activity areas that usually have a significant retail commercial component including shopping centers, power centers, or lifestyle centers that are designed and developed to attract customers from a large radius. These districts may take on a significant residential character but will still have a strong mix of uses. The goal is to help these districts be strong and viable centers of commercial activity that attract people to unique shopping and entertainment experiences.

To ensure a mixture of multiple residence with commercial and employment uses, the Hawes Crossing DA requires MX-zoned properties to include a minimum of 35% non-residential uses. The submitted site plan denotes approximately 62 acres (40% of the gross acreage) as "future commercial" at the southwest corner of Hawes Road and Elliot Road. When developed, this corner will satisfy the goals of the Mixed Use Activity District by providing a center of commercial activity that attracts people from the nearby residential neighborhoods. Overall, the request conforms to the goals of the Mesa 2040 General Plan and meets the development review criteria outlined in Chapter 15 (pg. 15-1).

Gateway Strategic Development Plan:

The subject property is also located within the Inner Loop District of the Gateway Strategic Development Plan. This district refers to the area south of the U.S. 60, between Power Road and the Loop 202 freeway. Per the Mesa Gateway Strategic Development Plan – Inner Loop District Update, the site is designated as a Transit Corridor. Development within this corridor will be less intense, but still evolve into an urban pattern with buildings placed closer to the front property lines and parking areas behind or beside buildings. Per the submitted site plan, buildings A1-A3 and C1-3, are placed at the maximum building setback line along Elliot Road and S. 79th Street, with tenant parking located to the side and rear. Overall, the request conforms to the goals of the Inner Loop District and the Gateway Strategic Development Plan by interacting with the streetscape and adjacent developments through thoughtful site design.

Zoning District Designation:

The subject property is zoned MX-PAD. Per Section 11-6-1(B) of the MZO, the purpose of the Mixed Use District is to provide areas for a variety of purposes including employment centers, retail, and residential. Multiple residence is permitted in the MX district, provided the site is developed in accordance with applicable development standards, which includes the Hawes Crossing PAD and development agreement.

Airport Overflight Areas:

Per Section 11-19 of the MZO, the site is located within the City of Mesa Airfield (AF) Overlay District; specifically, within the Airport Overflight Area Three (AOA 3). The location of the property within the AOA 3 is due to its proximity to the Phoenix-Mesa Gateway Airport. There are no residential use restrictions on properties subject to AOA 3. Additionally, the Phoenix-Mesa Gateway Airport Authority reviewed the application and has no concerns with the proposed site plan.

Planned Area Development Overlay:

The Hawes Crossing PAD established a master plan that outlined development themes, guidelines, and allowed uses for the community. Site plans are reviewed against standards in the PAD including but not limited to the text, exhibits, open space, infrastructure, and density.

Site Plan and General Site Development Standards:

The proposed site plan shows fourteen, three-story multiple residence buildings with a density of approximately 22 dwelling units per acre. Unit types range from one-bedroom to three-bedroom. Each unit is provided private open space (i.e., balcony and ground-floor patio) which exceeds the MZO minimum size and dimensional requirements. Primary access to the site is from Elliot Road via a gated entry drive that terminates at the proposed clubhouse and leasing center. A gated secondary access is provided from 79th Street. Parking areas are located to the side and rear of buildings and comply with the design standards set forth in Section 11-32-4 of the MZO. Approximately 5.6 acres of open space is proposed, consisting of trails, dog parks, and urban plazas. Open space areas are connected via walkways and trails, and the project employs the design standards set forth in the Hawes Crossing PAD. Proposed amenities include a clubhouse, swimming pool, sport courts, dog parks, as well as landscaped and furnished plazas.

Overall, the proposed site plan conforms to the requirements of the Hawes Crossing PAD, Hawes Crossing DA, as well as the review criteria for Site Plan Review in Section 11-69-5 of the MZO.

Special Use Permit – MZO Article 7, Section 11-70:

Section 11-66-2(C)(2) of the MZO allows the Planning and Zoning Board to hear and take action on a SUP when requested in conjunction with another request requiring action or recommendation by the Planning and Zoning Board.

Parking:

Per Section 11-32-3 of the MZO, 880 parking spaces are required for the proposed development. The applicant is requesting to reduce the number of parking spaces from 880 to 802, a 78-space reduction. According to the submitted parking demand study which is based on the national Institute of Transportation Engineers and Urban Land Institute parking demand calculations, as well as the parking requirements of local agencies within the Phoenix Metropolitan Area, the proposed number of stalls will exceed parking demand anticipated for this development. Staff has no concerns with the request for reduced parking.

Section 11-32-6 of the MZO establishes criteria for approval of a SUP to allow the reduction in the number of parking spaces. Below is a summary of the criteria for the SUP and findings:

Parking Reduction Required Findings (MZO Section 11-32-6)	Findings
1. Special conditions – including but not limited to the nature of the proposed operation; proximity to frequent transit service; transportation characteristics of persons residing, working, or visiting the site – exist that will reduce parking demand at this site.	The nature of the proposed project is weighed heavily toward one-bedroom units. Approximately 43% of the total unit count is comprised of one-bedroom apartments, which, according to the prospective property manager, are primarily occupied by single residents. Current MZO standards require 2.1 stalls per unit regardless of the number of bedrooms.
2. The use will adequately be served by the proposed parking.	The applicant provided a parking study to demonstrate that the proposed reduction would still adequately serve the development's needs. According to the National Institute of Transportation Engineers (ITE) parking generation calculations, the proposed development would require 549 parking spaces during an average weekday and 665 parking spaces on an average weekend.

3. Parking demand generated by the project will not exceed the capacity of or have a detrimental impact on the supply of on street parking in the surrounding area.	According to the applicant, the parking demand is not anticipated to exceed the capacity provided or impact the supply of on-street parking in the area.
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Design Review:

The Design Review Board is scheduled to review the subject request on January 10, 2023. Staff will work with the applicant to address any comments and recommendations from the Design Review Board.

Surrounding Zoning Designations and Existing Use Activity:

Northwest (Across Elliot Road) LI-PAD Vacant	North (Across Elliot Road) MX-PAD Vacant	Northeast (Across Elliot Road) LI-PAD Industrial
West (Across 79 th Street) RM-5-PAD Multiple Residence	Subject Property MX-PAD Vacant	East (Across Hawes Road) MX-PAD Vacant
Southwest RSL-2.5-PAD Vacant	South RSL-2.5-PAD Vacant	Southeast (Across Hawes Road) MX-PAD Vacant

Compatibility with Surrounding Land Uses:

The subject site is currently vacant. Parcels to the north, across Elliot Road, are zoned LI-PAD and MX-PAD and currently vacant. A proposed single residential subdivision is located immediately south of the subject site and zoned RSL-2.5-PAD. To the west, across 79th Street, is a vacant parcel zoned RM-5-PAD with an approved site plan for a multiple residence development. Vacant parcels to the east, across Hawes Road, are zoned MX-PAD. Overall, the proposed multi-residential development is compatible with the surrounding development and land uses and complies with the requirements of the Hawes Crossing PAD and Hawes Crossing DA.

School Analysis:

The Gilbert Public School District reviewed the request for its potential impact on the district and determined that existing schools in the area have capacity to serve the anticipated students.

Table 2: School Impact Analysis

Proposed Development (419 units)	Name of School	Annual Estimated Demand	Adequate Capacity to Serve
Boulder Creek Elementary	Elementary	Approx. 4-10	Yes
Desert Ridge Junior High School	Middle School	Approx. 5-7	Yes

Desert Ridge High School	High School	Approx. 4-6	Yes
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Neighborhood Participation Plan and Public Comments:

As part of the completed Citizen Participation Process, the applicant mailed notification letters to property owners within 1,000 feet of the site, Homeowner Associations (HOAs) within ½ mile of the site, and registered neighborhoods within one mile of the site. As of writing this report, staff has not received any comments or concerns from surrounding property owners. Staff will provide the Board with any new information during the scheduled Study Session on January 11, 2023.

Staff Recommendations:

Based on the application received and the preceding analysis, staff finds the subject request is consistent with the Mesa 2040 General Plan, the Mesa Gateway Strategic Development Plan, the review criteria for Site Plan Review outlined in Section 11-69-5 of the MZO, the Hawes Crossing PAD, and Hawes Crossing Development Agreement, and meets the approval criteria for a Special Use Permit outlined in Section 11-32-6 of the MZO; therefore, staff recommends approval with the following conditions.

Conditions of Approval:

1. Compliance with all conditions of approval for Case No. ZON17-00606 (Ordinance No. 5566).
2. Compliance with the Hawes Crossing Development Agreement No. 3144 (Recorders No. 2020-0381318) and approved master reports.
3. Compliance with the final site plan and landscape plan submitted.
4. Compliance with all requirements of Design Review case DRB22-01013.
5. Prior to issuance of any building permit, the applicant must submit, receive approval of, and record a lot combination to combine parcels 304-30-002H, 304-30-002M, 304-30-002N, and 304-30-003M.
6. All off-site improvements and street frontage landscaping to be installed in the first phase of construction.
7. Site Plan Review through the public hearing process of future development plans for Phase 2, including the commercial development denoted on the conceptual site plan as "Future Retail by Others."
8. Compliance with all requirements of Chapter 19 of the Zoning Ordinance including:
 - a. Owner must execute the City's standard Avigation Easement and Release for Phoenix-Mesa Gateway Airport prior to or concurrently with the recordation of the final subdivision map or the issuance of a building permit, whichever occurs first.
 - b. Due to the proximity to Phoenix-Mesa Gateway Airport, any proposed permanent or temporary structure, as required by the FAA, is subject to an FAA filing for review in conformance with CFR Title 14 Part 77 (Form 7460) to determine any effect to navigable airspace and air navigation facilities. A completed form with a response by the FAA must accompany any building permit application for structure(s) on the property.

- c. Prior to the issuance of any building permit, provide documentation by a registered professional engineer or registered professional architect demonstrating compliance with the noise level reductions required in Section 11-19-5 of the Mesa Zoning Ordinance.
 - d. Provide written notice to future property owners that the project is within two miles of Phoenix-Mesa Gateway Airport.
 - e. All final subdivision plats must include a disclosure notice in accordance with Section 11-19-5(C) of the Zoning Ordinance which must state in part: "This property, due to its proximity to the Phoenix-Mesa Gateway Airport, will experience aircraft overflights, which are expected to generate noise levels that may be of concern to some individuals.
9. Compliance with all City development codes and regulations, except the modifications to the development standards approved with Case No. ZON17-00606.

Exhibits:

Exhibit 1-Vicinity Map

Exhibit 2-Staff Report

Exhibit 3-Application Information

3.1 Site Plan

3.2 Grading and Drainage Plans

3.3 Landscape Plan

3.4 Elevations

3.5 Project Narrative

3.6 Parking Demand Study

3.7 Citizen Participation Plan

Exhibit 4-Citizen Participation Report