



City Council

ZON21-00129

Rachel Nettles, Assistant Planning Director

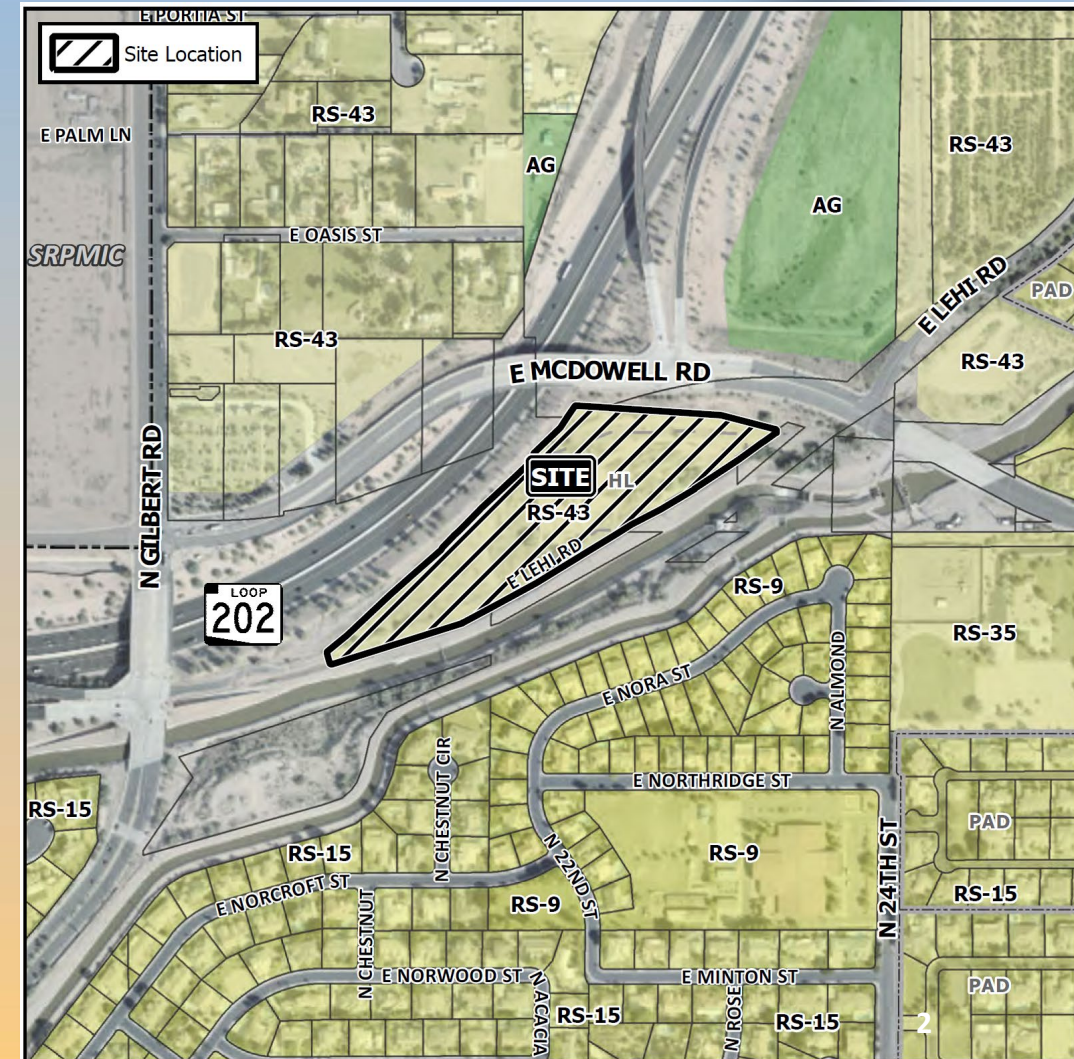
Jeff Robbins, Senior Economic Development Project Manager

February 13, 2023



Location

- South of McDowell Road
- East of Gilbert Road
- Crismon Farm Homestead site





General Plan

Neighborhood - Suburban Sub-type

- Predominantly single residence
- May contain multiple residences and commercial along arterial frontages





Request

- Rezone from RS-43 & RS-43-HL to RM-4-PAD
 - Rezone would remove the historic landmark designation from the site
- Site Plan Review





Background

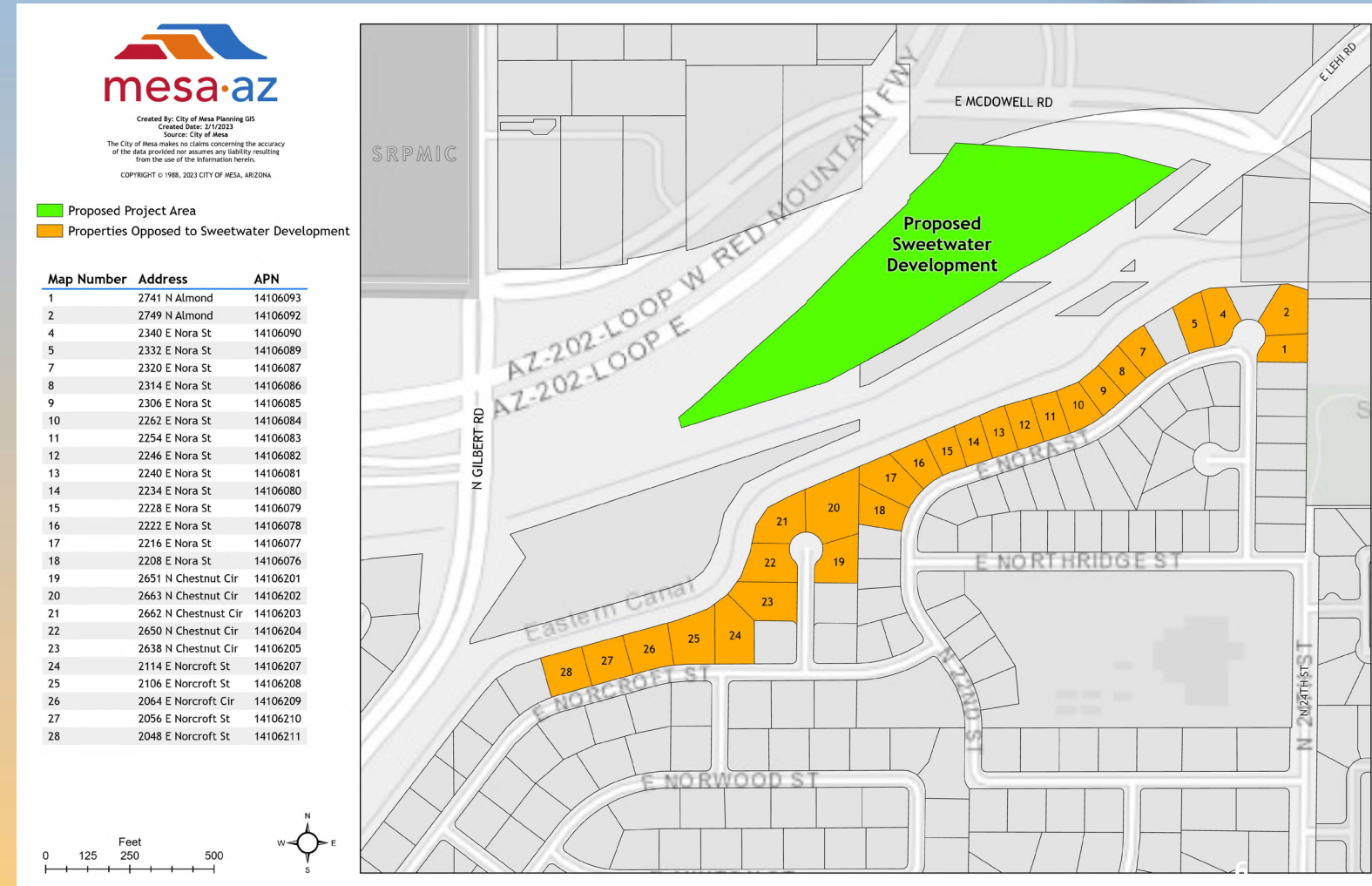
October 27, 2021 - P&Z recommended for denial for requested RM-5-PAD

- Approximately 30 comments made in opposition at the public hearing
- 2 Petitions submitted in opposition
 - 1st submitted prior to the hearing - 28 signatures
 - 2nd submitted at the P&Z hearing - 150 signatures
- Concerns: traffic, roundabout, compatibility, density & height



Petition #1

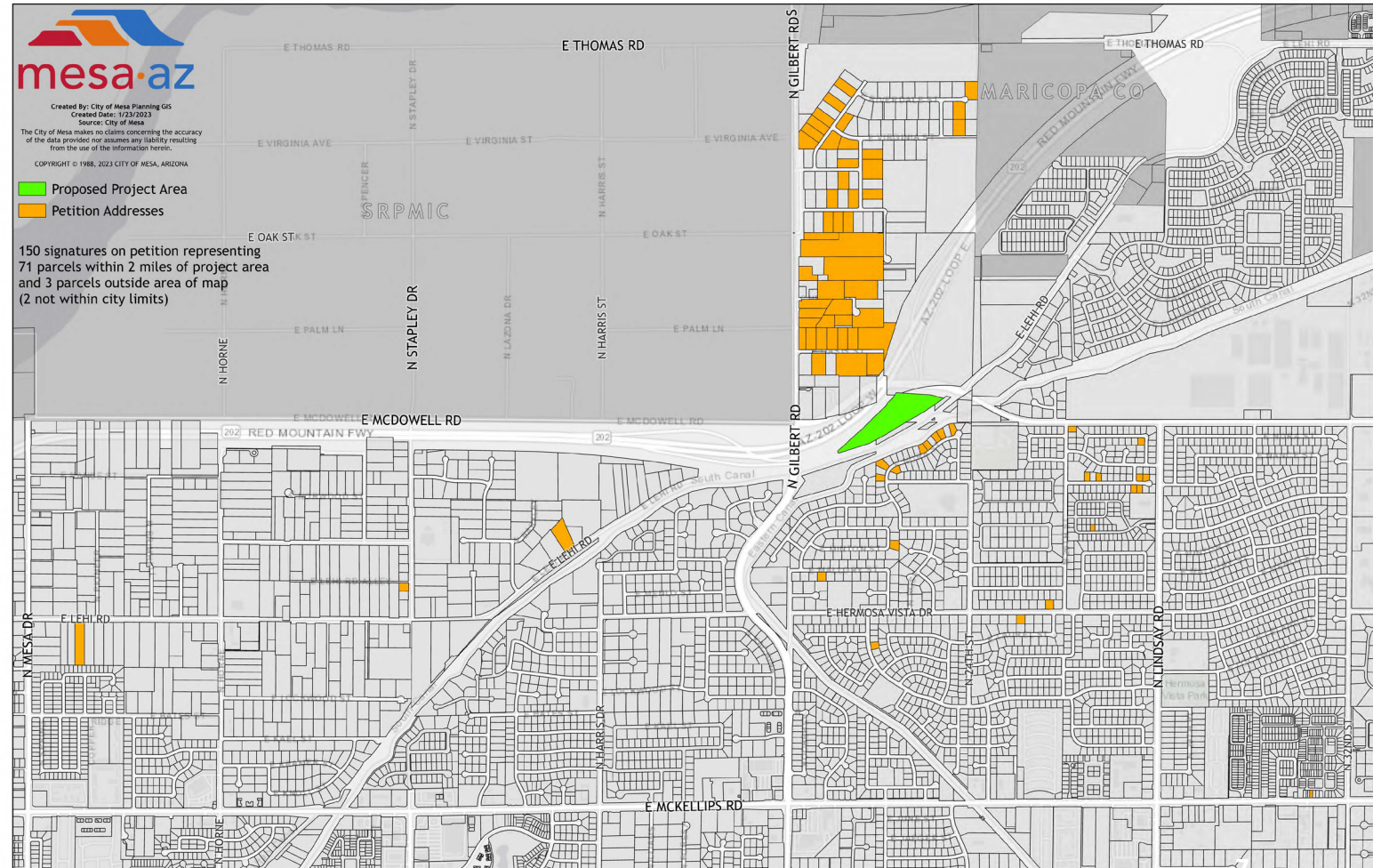
- 28 signatures
- Opposition withdrawn by neighborhood leader on Oct. 12, 2021
- Does not meet requirements of legal protest





Petition #2

- 150 signatures
- Representing 71 parcels within a 2-mile radius
- Does not meet requirements of legal protest





Background (Continued)

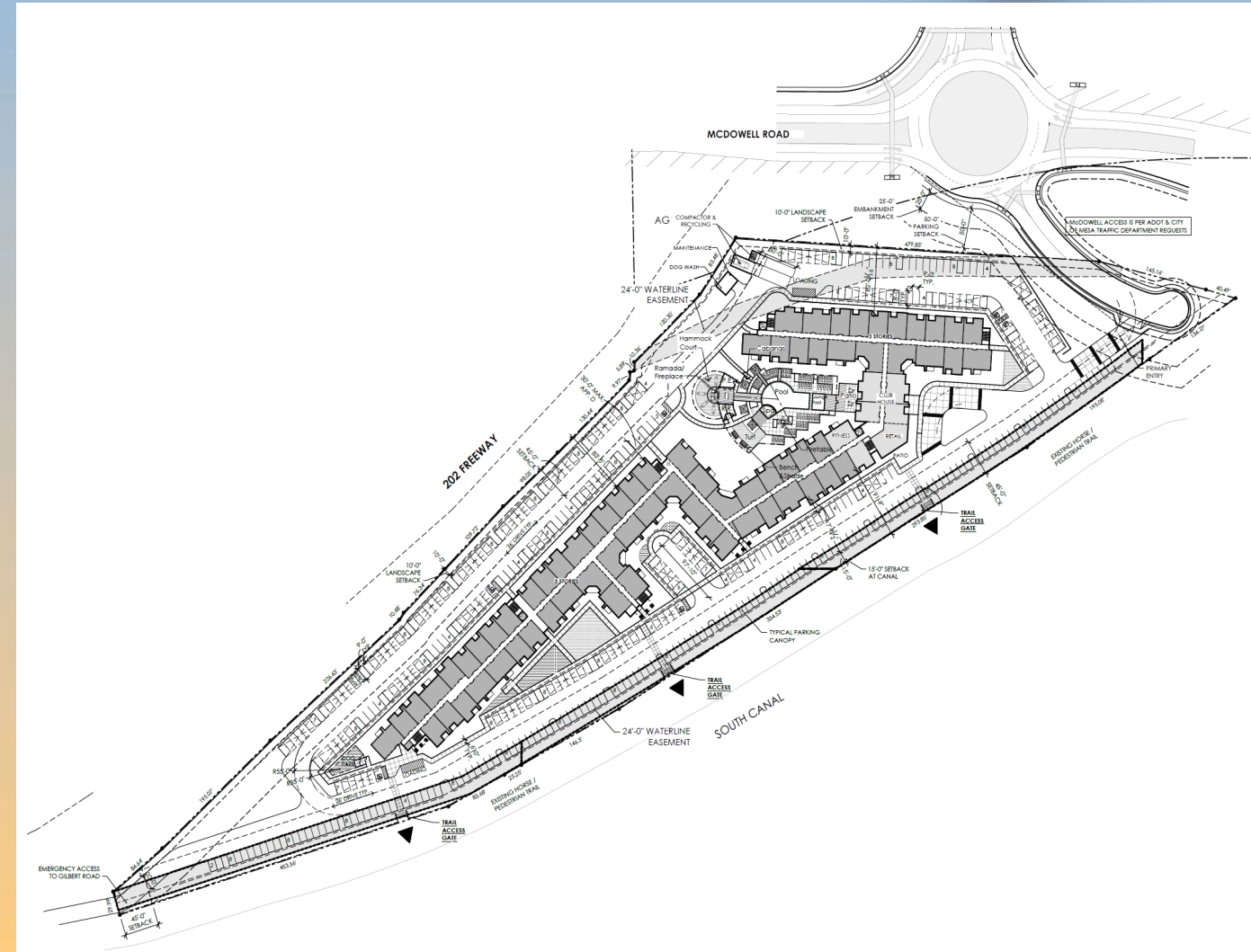
July 27, 2022- P&Z recommended approval with conditions of for RM-4-PAD

- Applicant worked with ADOT & Transportation on the design of the McDowell access
 - Roundabout was the preferred solution
- Revisions to the application included:
 - Rezone to RM-4-PAD; previously RM-5-PAD
 - Elimination of 3-bedroom units
 - Enhancement of the urban trail
- 34 residents spoke or provided blue cards in opposition



Site Plan

- One multiple residence buildings
- 222 units
- 1,499 square foot commercial space
- Entry from McDowell Road





PAD Request

Development Standard	Required	Proposed
Maximum Fence Height - Front Yard	3.5'	6'
Required Parking Ratio	2.1 spaces per unit (466 total)	1.8 spaces per unit (404 total)
Covered Parking	1 space per unit (222 total)	0.98 spaces per unit (217 total)
Required Landscape Yard - south side	25 feet	15 feet
Foundation Base - exterior walls with public entrance	15 feet	10 feet
Landscape Islands b/w parking canopies	24 feet wide	8 feet wide



Special Use Permit

Section 11-5-2 – Limited-Service Restaurant

- Approval of Special Use Permit
- Location at intersection of arterial & collector
- Max. GFA of 1,499 SF
- No drive-thru windows
- Approved by the Planning & Zoning Board



Design Review

- October 12, 2021
- DRB complementary of the building design
- 4 neighbors attended:
 - Concerns over height
 - Exterior design
 - Landscaping along trail





Development Agreement

Developer Obligations

- At developer's sole cost, install, construct and maintain landscape improvements in adjacent canal area
 - Paved 10' wide trail
 - Desert trees and shrubs
- Maintenance term of 10 years
- Remnant real property quitclaimed to SRP
- Secure construction permit from SRP and ADOT

City Obligations

- Enter into canal license agreement with SRP

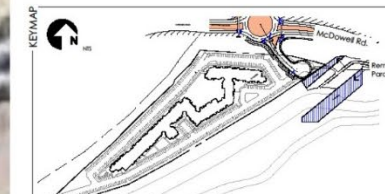


Trailhead Connector



SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	CAL.	QTY	H/W	Installed
	PROSOPIS HYBRID LESLIE ROY® (25-35' Mature)	LESLIE ROY MESQUITE	36" BOX	5-10' MULTI	11	10' x 8'	Mature Size
	PAURULANIA THORNLESS ART® (25-35' Mature)	ART THORNLESS PALO VERDE	36" BOX	5-10' MULTI	11	10' x 8'	Mature Size
	DESERT SPOON	DESERT SPOON	5 GAL.	4' x 4' W	13	4' x 4' W	Mature Size
	DESERT RUELLIA	DESERT RUELLIA	5 GAL.	3' x 4' W	30	3' x 4' W	Mature Size
	CORAL FOUNTAIN	CORAL FOUNTAIN	5 GAL.	4' x 4' W	49	4' x 4' W	Mature Size
	TWISTED LEAF YUCCA	TWISTED LEAF YUCCA	5 GAL.	4' x 4' W	49	4' x 4' W	Mature Size
	OUTBACK SUNRISE SMU	OUTBACK SUNRISE SMU	1 GAL.	7'	7	18" x 7' W	Mature Size

DECOMPOSED GRANITE: 2" DEPTH OF 3/4" SCREENED APACHE GOLD





Findings & Recommendation

- ✓ Complies with the 2040 Mesa General Plan
- ✓ Criteria in Chapters 22 & 69 for PAD & Site Plan Review
- ✓ Staff recommend Approval with Conditions
- ✓ Planning & Zoning Board recommend Approval with Conditions
- ✓ Historic Preservation Board recommends removal of the Historic Landmark Overlay



City Council



Traffic

- Applicant worked with ADOT & Transportation on the design of the McDowell access
- Roundabout was the preferred solution
 - ADOT has concerns about wrong way drivers on the freeway
 - Right-in/right-out - U-turn traffic at Lehi Rd.
 - Roundabout accommodates all movements
- Roundabout Operations
 - McDowell Road volumes conducive to reducing lanes from 6 to 4-lanes
 - Eliminates left turn crashes - most predominant at McDowell & SR 202







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