



Planning and Zoning Board

Staff Report

CASE NUMBER: ZON17-00581
LOCATION/ADDRESS: The 4700 through 4800 blocks of East Baseline Road (north side)
GENERAL VICINITY: Located east of Greenfield Road on the north side of Baseline Road
REQUEST: Planned Area Development (PAD) Modification
PURPOSE: This request will allow for modifications to an approved PAD for a multi-residence development in the RM-3-PAD zoning district.
COUNCIL DISTRICT: District 2
OWNER: Baseline Gateway Apartments, LLC – Chris Brozina
APPLICANT: Earl, Curley & Lagarde – Stephen C. Earl
STAFF PLANNER: Kim Steadman

SITE DATA

PARCEL NUMBERS: 140-68-(006Q, 006R, 006S, 006T) and
140-68-(006U, 006W, 006V, 156)
PARCEL SIZE: 21.8± acres
EXISTING ZONING: RM-3-PAD
GENERAL PLAN Character area: Mixed Use Activity District
CURRENT LAND USE: School, Vacant, Agriculture & Industrial

SITE CONTEXT

NORTH: (Across Main Street) Existing commercial – zone DC/T5MS
EAST: (Across Pomeroy) Existing commercial – zoned DC/T5MS
SOUTH: Existing parking garage – zoned DC/T5MSF
WEST: Benedictine University – zoned DC/T5MS

STAFF RECOMMENDATION: Approval with conditions

P&Z BOARD RECOMMENDATION: ☐ Approval with conditions. ☐ Denial

PROPOSITION 207 WAIVER SIGNED: ☐ Yes ☒ No

HISTORY/RELATED CASES

June 16, 1982:	Annexed into the City. (Ord. #1599)
February 22, 1983:	Establish City zoning from County Rural-43 to Agricultural (AG) (Z83-010)
February 18, 1986:	Rezone (easternmost parcel) to General Industrial (M-1) for a contractor's yard. (Z86-004)
December 7, 1987:	Rezone most of this site, westward to the canal, to Conceptual M-1 for an industrial park. (Z87-077)
July 12, 2006:	Rezone to M-1 PAD & C-2 & pre-plat approval. This included the east half of this site. (Z06-047)
September 18, 2017:	Minor General Plan amendment to Mixed Use Activity District and rezone to RM3-PAD. (Z17-038)

PROJECT DESCRIPTION / REQUEST

This 21.8-acre site is located on Baseline Road, east of Greenfield Road. The applicant received approval to rezone to RM3-PAD for a 344-unit multi-residential development in September of last year. A PAD overlay was granted to allow deviations from development standards. The current request would modify the PAD overlay to allow deviation from the required separation between buildings on the same lot. The current proposal includes 348 units with increased floor area.

NEIGHBORHOOD PARTICIPATION:

The applicant has completed a Citizen Participation Process, which included a mailed notification letter to property owners within 1,000' of the site, as well as HOAs and registered neighborhoods within a mile. The site has been posted since December 28, 2017.

Staff has not been contacted by any residents or property owners in the area. The applicant has provided a Citizen Participation Report which confirms the mailing and site posting. No comments were received from neighbors.

STAFF ANALYSIS

MESA 2040 GENERAL PLAN:

GPM17-001 established the Mixed Use Activity District (MUAD) as the General Plan Character type for this development. The MUAD provides areas of activity, generally larger than 25 acres that serve the larger community. These are primarily retail areas and entertainment centers, but often also include offices, multi-residential, and other supporting uses. The proposed PAD modification is consistent with the original approval, and is consistent with the General Plan.

ZONING:

This request is to modify an existing PAD to allow reduced separation between buildings. Case Z17-0038 approved the RM-3 zoning, the PAD overlay and site plan for a 344-unit multi-residential development on 21.8 acres.

MODIFICATIONS TO THE PAD OVERLAY– MZO 11-22:

Building Separation: As the applicant has continued to refine their site plan in preparation for submitting for building permit review, they have decided on a slightly different unit mix, increased the number of units by four, and recognized an opportunity to create some larger open spaces by moving some of the buildings closer together. Before they finalize the site plan and specific building placement, they have applied for this PAD modification to allow the anticipated maximum reductions. The current request modifies the PAD overlay to allow deviation from MZO Table 11-5-5 “Development Standards” which requires a 35’ separation where a 3-story building is adjacent to another building.

Most buildings on site (21 of them) are three-stories tall. They are required to be 35’ apart. They also have to be 35’ from 2-story and 1-story buildings. There are 6, two-story residential buildings and various one-story buildings such as the clubhouse, porte-cochere entries, garages, ramadas, and a maintenance building.

The proposed siting of the buildings minimizes areas where living units face each other, maintaining 30’ and more in most cases. Separations in the 20’ – 30’ range are limited to 3-story buildings that are adjacent to 2-story and 1-story buildings, limiting the impact on living spaces. The site design incorporates well-developed parklike amenities in locations throughout the site. This complies with MZO 11-22-4.B which calls for PADs to provide common open space as an essential element that provides “aesthetic and desirable usage”.

Table 1 demonstrates the number of locations where building adjacency is close enough to measure. It shows the proposed separation to give a sense of the impact of the requested deviation from Code:

Number of Building Adjacencies	6	9	6	7
Range of Building Separation (in feet)	20’ – 25’	25’ – 30’	30’ – 35’	35’ +

Carport Separation: The current request to modify the PAD overlay will allow deviation from the required separation between carports and buildings. MZO Table 11-5-5 “Development Standards” requires a 20’ separation between carports and other buildings. The proposed separation is 15’ in most locations and is a few feet more in several places. The impact of this reduction is mitigated by providing multiple shorter canopies with landscape islands between them, instead of the 15-space canopies allowed by Code.

Table 2 demonstrates the number of locations where parking canopies are close enough to buildings to measure. It shows the proposed separation to give a sense of the impact of the requested deviation from Code:

Number of Canopy Adjacencies	33	4	2
Range of Separation from Building (in feet)	15’ – 17’	18’ – 19’	20’ +

The following deviations are part of the PAD overlay approved through Z17-038. They continue, and are not modified by the current request. They are restated (unmodified) below:

- **Parking:** The Zoning Ordinance requires multi-residential developments to provide 2.1 parking spaces per dwelling unit. This is intended to meet the needs of residents and visitors. 723

parking spaces are required for this 344-unit development. The applicant proposes 718 spaces, or 2.087 spaces per unit, a reduction of 5 parking spaces. The applicant states that in its years of experience with the apartment market, a parking ratio of 1.8 to 1.9 spaces per unit has repeatedly proven to be ideal.

- Parking plan: The parking area design does not meet Code requirement of 24'-wide landscape islands between parking canopies. The site design provides an alternative solution. Rather than long parking canopies (Code allows 15 covered spaces in a row) separated by 24'-wide landscape islands, the applicant has provided shorter runs of covered parking separated by standard-width landscape islands. The resulting design will meet the intent of the code by providing landscaping relief from long runs of parking canopies.
- Entrances facing the Street: Ch.11-5-5(D)3b of the Zoning Ordinance requires that "All units located along public rights-of-way must have the primary building entrance or individual unit entrances facing this right-of-way." The intent is to provide neighborhoods that engage the street, encouraging pedestrian activity. The design of the applicant's product does not lend itself easily to this standard. In exchange, two pedestrian gates within the covered portico entries have been added at the north and south of the development providing pedestrian access.
- Fence Height: The applicant proposes 8' tall perimeter fencing. Code limits residential fences to 6'. This setting, however, transitions between employment uses to the east and single-residential uses to the west. The taller fences help transition between these various uses.
- Setback from street: The required setback from the Banner Gateway Drive property line is 20'. The applicant proposes 8' tall perimeter walls (with portions of view fencing) that encroach into that setback at various points. Staff supports this encroachment, in an effort to engage the development with the street, creating a more pedestrian-friendly experience along that portion of the street. Similar fence encroachments are proposed into the 30' required setback from the Baseline Road property line.

SITE PLAN:

The site plan was approved through Z17-038. The requested PAD modification will result in minor site plan modifications, as demonstrated in the proposed site plan. These minor modifications allow the increased size of the rental units, and replacing two garage buildings with 2-story buildings that have rental units over garages. The Site Plan Modification is under review with the Design Review case (DRB18-00051) currently being processed.

CONCLUSION:

The proposed project complies with the General Plan and meets all review criteria for a Planned Area Development Overlay District from Chapter 22 of the Zoning Ordinance. Staff recommends approval with the following conditions:

CONDITIONS OF APPROVAL:

1. Compliance with the basic development as described in the project narrative.
2. Compliance with the conditions of approval of Z17-038 except as herein modified.
3. Design Review approval and Administrative Site Plan Modification through case DRB18-00051.
4. Compliance with the range of separations documented in Table 1 and Table 2.
5. Compliance with all City development codes and regulations.
6. Owner granting an Avigation Easement and Release to the City, pertaining to Mesa Gateway Airport which will be prepared and recorded by the City (concurrently with the recordation of the final subdivision map, prior to the issuance of a building permit).
7. Written notice be provided to future residents, and acknowledgment received that the project is within 5 mile(s) of Mesa Gateway Airport.
8. Noise attenuation measures be incorporated into the design and construction of the homes to achieve a noise level reduction of 25 db.