

# Planning and Zoning Board

## *Study Session Minutes*

Virtual Platform

Date: June 23, 2021 Time: 3:00 p.m.

**MEMBERS PRESENT:**

Vice Chair Jessica Sarkissian  
Tim Boyle  
Jeffrey Crockett  
Deanna Villanueva-Saucedo  
Ben Ayers

**MEMBERS ABSENT:**

Chair Dane Astle  
Shelly Allen

(\*Boardmembers and staff participated in the meeting through the use of telephonic and audio conference equipment)

**STAFF PRESENT:**

Nana Appiah  
Tom Ellsworth  
Lesley Davis  
Rachel Prelog  
Veronica Gonzalez  
Wahid Alam  
Evan Balmer  
Cassidy Welch  
Charlotte McDermott  
Sarah Staudinger  
Rebecca Gorton

**OTHERS PRESENT:**

None

1. Call meeting to order.

Vice Chair Sarkissian declared a quorum present and the meeting was called to order at 3:01 p.m.

2. Review items on the agenda for the June 23, 2021, regular Planning and Zoning Board Hearing.

Staffmember Wahid Alam presented case ZON20-00876 to the Board. Mr. Alam stated this request is for a Site Plan Review to allow for the development of a self-storage facility within an industrial park. The property is located on Power Road, just south of Elliot. The vicinity map shows the entire industrial park for 42 acres. The General Plan character designation is Mixed Use Activity and the zoning is LI-PAD. The proposed self-storage is an allowed use.

The request is for a three-story building with roughly 98,500 square feet and will be screened on the sides and on the rear by an eight-foot-high masonry wall. The vehicular access will be from Power Road through the rest of the industrial development. The Design Review Board reviewed the elevations at their May 11, 2021, meeting.

As part of the Citizen Participation process, the applicant provided notification to residents within 1000 feet and did not received any concerns. Staff also has not received any phone calls or inquiry about this project.

This request complies with 2040 Mesa General Plan, meets the review criteria for Site Plan Review outlined in Section 11-69-5 of the Mesa Zoning Ordinance. Staff's recommendation is approval with conditions.

Boardmember Crockett asked if this would require a Special Use Permit if the application had come in today. Mr. Alam stated it would require a Council Use Permit. Mr. Crockett inquired if the requirements for this project would be different under a Council Use Permit than they are today. Staffmember informed the Board the Council Use Permit would require separate findings that is different than the request for a regular site plan. Mr. Crockett asked if it is clear that the criteria for evaluation is under the old guidelines because of the timing of the application. Mr. Crockett stated several number of storage places along Power Road. Mr. Crockett ask Mr. Alam if he has information on the number of such facilities between Baseline and the 202. Mr. Alam said he does not have such information.

Staffmember Cassidy Welch presented case ZON21-00224 to the Board. Ms. Welch stated the site is located north of Elliot Road, west of Ellsworth, and east of the Loop 202 freeway. The General Plan designation for this site is Mixed Use Activity District/Employment. The intention behind that Character Area designation is to provide regional activity areas with a wide range of employment opportunities and some supportive commercial.

The request before you today is to rezone the property from LC-PAD and PEP-PAD to LI-PAD and Site Plan Review to allow for an industrial development. The proposed zoning of LI is to allow for limited employment uses with some limited supportive commercial. As part of the PAD request, the applicant is requesting some deviations to the development standards. Those deviations include a reduction to the minimum site area, an increase in the maximum building height, a new proposed parking ratio, and a reduction in the required landscaping on the west side, adjacent to the Loop 202 freeway. The landscaping reduction is due to an existing SRP easement.

The site plan includes four industrial buildings totaling approximately 500,000 square feet. Those industrial buildings will feature truck docks on one side of the building. The applicant has oriented those truck doors to not be visible from the street, so they will be faced internal to the site. And then they are also proposing some future commercial pad sites, three commercial pad sites will be on Elliot Road.

The applicant went to Design Review on June 15. The Design Review Board was generally supportive of the proposed design and had some minor recommendations.

The applicant did conduct a citizen participation process which included mailing letters to property owners within 1,000 feet. Neither the applicant nor staff has received any response regarding the proposed request.

With that, the staff finds that the proposed request meets the 2040 Mesa General Plan, complies with the Gateway Strategic Development Plan and meets the criteria for Chapters 22 and 69 for a PAD Overlay and Site Plan Review. Staff is recommending approval with

conditions. Thank you.

Boardmember Ayers asked just a quick question if the tradeoff of that landscaping on the west side of the property, was due to the retention or was there some other need for that. It is along the freeway and thought it was interesting to remove that requirement for the trees specifically. Ms. Welch stated due to the SRP easement which leads essentially right up to that that western border and SRP generally does not like any sort of tree or landscaping within those easements. As a compromise, the applicant did take those required tree counts and disperse them throughout the site.

Boardmember Crockett stated just to follow up on Boardmember Ayers' question, I notice in a statement in the staff report that the SRP easement inhibits the ability to put landscaping in that 100 foot easement area. It did not say it prohibits. And my concern is that along that frontage, which is along the freeway, I am concerned about the area and whether this is going to present well as people ride through this area. Do you have any knowledge on why SRP does not allow on the easement.

Ms. Welch responded that in general SRP is pretty concerned about any sort of landscaping underneath their easements due to those power lines. They do not want trees having the possibility of not being maintained and reaching up to those power lines causing future issues. As you look at the proposed site plan, the way the site is oriented, the applicant has faced the front of the building towards the freeway. So, while you won't have the landscaping to screen it, you wouldn't have the traditional back of the building facing the freeway but you will see the front of the building with a high quality facade and design.

Mr. Crockett confirmed if this project will be located in what you would consider the Elliot Road Technology Corridor. Mr. Welch stated it is located within the Elliot Road Technology Corridor. However, this site did not opt-in to the Elliot Road Technology Corridor. Mr. Crockett asked do you have any concerns about whether this use is the kind of highest and best use of this property given its proximity to the Elliot Road Technology Corridor which we are working so hard to develop. Mr. Crockett stated, I think that this proposed use is not consistent with what the City is intending for that Elliot Road Technology Corridor in terms of getting high quality industrial and employment opportunities within the area.

Planning Director Nana Appiah stated one of the things that we are including as part of the rezoning request is a Development Agreement to restrict certain incompatible uses. Dr. Appiah stated, planning staff have had extensive discussions both with the applicant and the City's Economic Development before scheduling the project before the Planning and Zoning Board and with the DA, agreed to move forward and recommend approval before the City Council. So, there are other measures that we will put in place to ensure that development of the property becomes the highest and best use for this location. Having said that, we also know the limitations that we cannot force any developer or any property owner to opt-in into the Elliot Road Technology Corridor. We do try to find the best possible way to make sure that the vision for our Corridor is achieved and will through the Development Agreement.

Mr. Crockett asked if staff has reviewed a copy of the Development Agreement and Dr. Appiah stated yes, we have. Boardmember Crockett asked if one of those limitations include transportation services, and what is transportation services. Dr. Appiah stated transportation services is not clearly defined in the Zoning Ordinance, per se, but basically is more of a type of distribution and will be prohibited as part of the development as well.

Mr. Crockett inquired to make sure I understand that they the developer of this property would not be able to have transportation services. Dr. Appiah said yes, and Veronica Gonzalez has been working on the Development Agreement and has more details about it.

Veronica Gonzalez, Development Services Project Manager stated as Nana has mentioned transportation facilities are not clearly defined in the Zoning Ordinance. When you look at the Land Use table for LI or other employment type uses, there is a sort of an umbrella heading for transportation facilities. Then underneath that there are two specific categories that are in fact defined in the Zoning Ordinance. And so those would be freight truck terminals and warehouses, which would be something like a FedEx type of use. The other would be passenger terminals, like a bus terminal or something like that. The applicant for this particular development has agreed to have those types of uses included in the prohibited list in the Development Agreement.

Mr. Crockett asked if this would include a distribution center, or a large retail distribution center. I noticed that there are bay doors on the project and to me that suggests it must be a distribution center and that seems inconsistent with my limited understanding of what transportation facilities might include. Ms. Gonzalez responded that is something we probably require a deeper interpretation on, again, because of the Zoning Ordinance definitions that we have for those types of uses. There is that ability to seek an interpretation for a particular use from the Zoning Administrator if it is somewhat questionable as to whether or not it is a transportation facility.

Boardmember Crockett asked how that would work in this process, if the owner of the property decided they were going to have a big box retail distribution facility there, where they would have trucks coming in and out of the facility. Would Mesa oppose that type of use of this property and if so, how would that play out?

Ms. Gonzalez replied I would have to defer that to the Planning Director for an interpretation of what that is. In creating this Development Agreement that includes these prohibited uses, what we wanted to do was try to support the goals of the Elliot Road Technology Corridor to the best of our ability. As Cassidy had noted, this particular project did not opt in and there were specific reasons for that. There were certain uses that are prohibited once you do opt in, that they would not be able to have such as some light manufacturing, some warehousing, some retail uses. Those are all on the prohibited list if you opt-in to the Elliot Road Technology Corridor. However, these are proposed uses that the developer wished to market to be able to get some high-quality industrial type users. So, we tailored this agreement to take those types of uses out of the prohibited uses list. So, as it pertains specifically to the transportation facility type of use, this is something that we had extensive discussions with the applicant on as to whether or not certain types of uses would be allowed. And in these discussions, what we describe to them such as those FedEx type of uses would be the ones that would typically not be allowed or want to see in this area.

Mr. Crockett stated, this may be a question for Nana, but if the owner wanted to come in and use it for a FedEx type distribution facility, would the City be opposed to that. Dr. Appiah stated when you say FedEx distribution facility, I think it is very good to clarify the distinction between just a distribution or transportation facility, as it could just be a distribution facility for FedEx and not be transportation, passenger terminal or freight track terminal. There is a distinction between the two.

But even to answer that question, I think there is extensive discussion that we had with Economic Development when they brought the project in. The General Plan designation is employment and their request before us basically is to rezone to a zoning district that is allowed under the General Plan character designation. The reason why the Elliot Road Corridor is not mandatory or wasn't adopted as basically a base requirement is to give the option when somebody wants to rezone, we look at the General Plan. So, in this case, we have to look at the goals of the employment character, and basically evaluate the project, whether it fits into the General Plan Designation, and through the negotiations with the applicant, because we know that eventually, one of our aspirations is to make sure that our corridor is basically more tech oriented. But there is no mandatory requirement that a property absolutely has to opt-in. So, this is where the negotiation between us and the developer basically took place.

Mr. Crockett confirmed that the hospital is located to the east of the property and said he noticed that there were no objections raised by anyone from the hospital and asked if the hospital received notice of this proposed rezone. Ms. Welch responded the applicant reached out to the hospital and the hospital is also within 1,000 feet of the subject property would have received the legal notification. Mr. Crockett stated given that the hospital has a substantial investment, did you give any thought to whether or not there could be a better use of the property such as a medical office space and related services developed around that hospital site. Dr. Appiah responded when we get an application, going back to the General Plan character designation, if you look at the character designation, there are specific zoning that actually fit the criteria. We cannot force the user to basically have a specific type of use. If you look at the LI, there are a list of uses that are allowed in the zoning. So, we evaluate every project based on the assumption that every use that is allowed in the Zoning category fits into the character designation or use a Development Agreement to restrict potential incompatible uses. This is sometimes the discussion we have with Economic Development where they want to tell a property owner, we want to see this specific type of uses. Unfortunately, when we evaluate the uses, we have an umbrella that we look at and, in this case, we evaluated based on the General Character Designation and their proposed zoning. We strongly believe that the development in general fits into the goals of the General Plan.

Mr. Crockett stated he has just one or two other questions. With the waiver of the height restriction, I noticed that they are looking for 150 feet for ancillary facilities and they are looking for the building height of 60 feet, and the ancillary facilities is 150 feet. Do you know what that is, is that an antenna of some kind? Ms. Welch responded that 150 feet is mimicked from the Elliot Road Technology Corridor PAD Overlay. You'll also see it in the development that was approved across the 202, they received a similar 150 feet height exemption for ancillary facilities. It is intended to allow for some business operations, which may require some mechanical equipment or equipment that is necessary to the operations of the business that would exceed that building height. Mr. Crockett asked do you know what all of those might be and Ms. Welch responded it is unclear, it would depend on the business operations, and we would review it under the 150 feet height requirement. But it is intended to support more industrial business operations on the site. Mr. Crockett asked if there is a definition of what ancillary facilities are which Ms. Welch responded we have included a definition in the PAD table so that it is clear what we are considering ancillary facilities.

Boardmember Crockett inquired lastly, in terms of the retail on the property, is the owner given any indication what type of retail they are looking at the site. Ms. Welch stated they have not

submitted a formal application regarding the proposed retail development. I believe that they are still in discussions. Some preliminary conversations were for some sort of service station, and retail food service type uses. But they will be required to comply with the LI zoning, the prohibited uses per the Development Agreement and require full Site Plan Review and Design Review for those commercial pad sites.

Staffmember Cassidy Welch presented case ZON21-00293 to the Board. This case is for a site located north of McKellips Road west of Gilbert Road, just east of the existing Orange Tree Marketplace. The request before you today is to rezone the property from AG to LC, Limited Commercial to allow commercial uses on that site. The General Plan designation for the property is Mixed Use Activity, which is intended for large scale centers of commercial activity. The existing site is zoned Agricultural, and that zoning is a remnant of when the property was annexed into the City of Mesa. The applicant is requesting to rezone that property to LC which is consistent with what the existing Orange Tree commercial development to the east is zoned. Staff finds that the proposed rezone meets the 2040 Mesa General Plan and meets the purpose of the LC zoning district and is recommending approval with conditions.

Vice Chair Sarkissian confirmed if this is just a clean-up for the property. Ms. Welch responded that yes, there are some current requests for development on the property to the West vacant parcel and, this was a remnant parcel that they are going to incorporate into the Orange Tree Marketplace. There were no questions or discussion by the Board.

Staffmember Evan Balmer presented case ZON21-00138, preliminary plat "Avalon Crossing" to the Board. This site is located south of Williams Field Road east of Crismon Road. The General Plan designation is Mixed Use Community so this allows for a wide range of employment, a wide range of users, residential uses, parks and open space as well. It is zoned Planned Community District just like Eastmark and Cadence. The subject request is specific to Development Unit Two within Avalon Crossing. There are two development units. The request is for a preliminary plat to create 588 lots on approximately 144 acres of property. There is also approximately 24 acres of open space. In the plat, there is a large, three acre central amenity area and the lots range in size from 2,800 to 7,200 square feet.

It meets all standards from the General Plan and complies with the subdivision regulations for a preliminary plat. Staff is recommending approval with conditions. There were no questions or discussion by the Board.

Staffmember Evan Balmer presented case ZON21-00125, preliminary plat "View 202" to the Board. This is for the Mesa Ray View 202 project located on the west side of Elliot Road north of Ray Road. The General Plan designation is mixed use activity. The goal of the area is for development of large-scale areas generally over 25 acres consisting of a mixture of employment type uses.

The request has been before you a few times. There are three zoning designations on the property; the West half along the 202 is LI with a PAD Overlay. There is also a future development for RM for PAD and LC-PAD along the Ellsworth Road frontage. And this is a request for a three-lot subdivision for the mixed use development.

You did see a site plan towards the first part of this year for lot one, the industrial portion of the property on the west side of the site. The preliminary plat is consistent with the site plan that

was shown and again, lots two and three are future development. Any site plans on those would likely be back before the Board.

The subject request does meet all the standards of the General Plan as well as the subdivision regulations. Staff is recommending approval with conditions. There were no questions or discussion by the Board.

3. Receive and discuss a presentation on proposed Small Lot Development Guidelines and associated text amendments to Title 11 of the Mesa Zoning Ordinance.

Planning Director, Nana Appiah, stated the next item on the agenda is a presentation on the proposed Small Lot Development Guidelines. This is something we have been working on for a while and we would like to obtain your feedback. We also are in discussion with the Design Review Board. We have met on several occasions with the development community to find a way to move forward with this project. With that, I will pass it on to Rachel Prelog and Veronica Gonzalez.

Development Services Project Manager, Veronica Gonzalez, stated, what we have for you here is a presentation on something we have been working on, as Nana mentioned, for a while regarding small lot development. Just to give you a little bit of background, as you have probably noticed, there has been quite a shift in single residence development over time from a larger lot type of development down to smaller RSL lot development type of subdivisions. In 2011, when the Zoning Ordinance was updated was when we adopted the RSL zoning or the small lot residential zoning. With that zoning category, it brought single residence developments that were of a higher density, smaller lots that reduce setbacks and higher lot coverage, just to name a few. When it comes to small lot development, there the purpose of smaller lot development is to provide an alternative to single residence development. It also offers smaller lot types and smaller housing types that offer a diverse housing opportunity, and certainly more options for homeownership.

Small development is a popular type of development, and we have seen quite a bit of it here in Mesa. As a result, we initiated this project to establish Small Lot Development Guidelines. Through this project, we have identified challenges associated with small lot development. We also looked at other cities around the country for best practices. The result was that we have provided recommendations for some code modifications as well as these design guidelines that are specific to small lot development.

Some of the challenges we identified with small lot design, specifically was in the landscape and open space. We were seeing a lack of landscaping and a decrease in the usability of private yards. There were also conflicts between landscaping when it was present and trash barrels or other types of services. We also found that guest parking spaces to be insufficient or located in inconvenient locations for all lots and unsafe trash barrels for solid waste truck pickup that contributed to cluttered streetscapes. utilities also pose a challenge to us, both public and private utilities. We also saw that there was little to no architectural variety in the street facades that include garage doors that dominated the streetscape, and a lack of architectural variety and character.

When it comes to policy and entitlement, we did also identify some other challenges. What we found is the vast majority of small lot developments request a Planned Area Development or PAD Overlay. The purpose of a PAD Overlay is to promote innovative and

high-quality design. In addition to offering some flexibility, however, what we were seeing is the use of PADs to allow reduced setbacks or reduced garage sizes, as well as allowing narrow private streets.

We also found up-zoning to be an issue. What we mean by up-zoning is that the developer will take advantage of a higher-density type of zoning to take advantage of reduced setbacks. But they would have larger lots, and this would just be to increase the lot coverage on the property, essentially put a larger house than what you might typically see on a small lot type development. In 2020, we did do a code update where we have established a maximum lot coverage that has helped with that in that regard.

Solid Waste collection has historically been an issue for small lot development, particularly in the cluster six pack type of configuration. But over time, we have worked with the Environmental Management and Sustainability department to consider on a case-by-case basis collection in these types of developments so that is actually a positive. And finally, the challenge of parking and guest parking has been historically that it limits guest parking spaces. And again, the location of where these guest spaces are, when they are provided. A lot of times with these small lot developments you will see shorter driveways or driveway approaches up to the garage, which means it is a reduced area for guest parking. In a typical single family residence home, you have your driveway, and your guests might park in front of your driveway in front of your garage. This is a little more difficult in these types of developments because their driveways are shorter. So, there is not that opportunity to get the car off the street for parking purposes.

We looked at all these challenges and we put together a set of policy recommendations for small lot development. These recommendations, which will be a part of what we are calling the Small Lot Development Guidelines, have five main categories that are included in the guideline handbook or manual. These include site design, architectural design, street design, landscaping and open space, and utilities and services.

In site design, what we have done is we have encouraged the use of non-traditional lot configurations. As mentioned before, a lot of the small lot type of developments we have seen are the six pack or the auto court or perhaps the green court type of configuration. We want to encourage creativity and maybe something out of the box. We also want to make sure that the site design promotes building separations that provide side yards that have a little more private open space for the individual homeowners. We also encourage a reduced focus on garages and also encourage conveniently located guest parking.

Some of you might recall when we adopted the Quality Development Design Guidelines a couple of years ago, we had essentially a series of recommendations, guidelines for increasing the quality of the buildings within a development. We have done very much the same thing here specific to the Small Lot Development Guidelines. We want to enhance those streetscapes by encouraging a variety of building designs and offset building facades, as well as building articulation and using quality building materials.

In the street design section, we want to encourage connectivity between neighborhoods, access to adjacent developments, for not just cars but also pedestrians and bicyclists. We have a lot of interesting view corridors in here in Mesa so we would encourage developers to take advantage of streets terminating on important vistas and taking advantage of those



interesting view corridors. And we will also be providing in the guidelines a recommendation for private street section. This is something that we have not had before. Developers have typically been allowed to establish what their private street cross section was going to be. We worked with Transportation and Water Resources to come up with a recommendation for private street cross sections if the developer were going to be using public utilities.

In the Landscaping and Open Space section, we have provided guidelines for tree plantings along the street frontage in an effort to create lively streetscapes as well as shade. We also encourage a variety of landscape palettes and the use of low water use or drought tolerant plants. We also want to promote common open spaces that are centrally located so that they can be enjoyed by the entire neighborhood.

And finally, when it comes to those utilities and services, we really reinforce the Engineering policies that are already in place for Public Water and Sewer. But when it comes to private water and sewer lines, which we have been approached with in the past, those are private being owned and maintained by the HOA. Essentially the City will not be responsible for them. We have worked with our Environmental Management and Sustainability Department as well as our Water Resources department to establish that the HOA would be financially responsible for these types of private utilities. And then again, to reiterate the option for solid waste bin collection instead of individual barrel location as an option for Small Lot Developments.

Principal Planner Rachel Prelog stated we are still in the preliminary stages of drafting our recommendations for text amendments. This is where we would like to hear some of your feedback and ideas on what can be incorporated. First thing that we did was after developing these policies and meeting with the different stakeholders from the development community, we were encouraged to look at our current regulations and to really proof them. We have heard a lot about challenges meeting the standards in the code. So as part of this, we are showing an illustration of the exercise that we did going through the different regulations and seeing how they pencil out. What we found that there actually are some regulations that conflict with one another and make it very difficult to meet Code straight out. This is part of the reason why we are seeing a lot of the PADs coming in requesting deviations to the requirements.

Based on those findings, we have a preliminary set of concepts or recommendations for how we can address some of these conflicts. The first one is a set of general concepts that addresses all the RSL designations. So, as staff we really want to encourage these as an infill product and not to be produced on a large scale. The intent of this is really to provide diversity in housing. What we have been seeing is sometimes these developments coming in with very large sites and kind of mass producing the same product. We really believe that the intent of this should be incorporating a mix of housing in with other housing types.

The first thing would be to limit the size of some of the RSL developments. The next recommendation is when we do have developers come in and are asking for private narrowed streets, that we require additional parking spaces to be provided elsewhere in the development. Oftentimes with the private streets, they either have parking only on one side or no parking on the street at all because they must provide the barrel collection on the streets. With that, some of the inherent guest parking is gone. It gets amplified when we have those cluster developments or the auto courts where they do not have the garage or driveway where you have the additional parking spaces. In this case, it is compounded by not having on street

parking adjacent to those developments either. This would be how we address those situations.

Principal Planner, Rachel Prelog, continues with the presentation. Moving forward into specifics for some of the other amendments, what we found is that the RSL-2.5 was the most difficult zoning district to make work. It was impractical to allow a detached product in that designation. We would be recommending that you remove that RSL-2.5 zoning designation and in place we are considering developing a Cottage Courtyard or a Pocket Park Neighborhood Ordinance. In the presentation you can see the difference between the two. The traditional auto court is where those homes are centered around a common shared driveway; with the cottage courtyard ordinance, these would be oriented around a common open space where you would have parking either in the rear or have an allowance for an offsite or shared parking arrangement.

To address the other RSL designations, we will be recommending adjusting the minimum lot width and depth. One thing that we saw was that you really could not provide for the two-car garage on these RSL products, while still meeting other requirements in our Code that require only 50% of the front facade to be dominated by those garage fronts. What we can do to address that is to adjust the lot widths and the depth. So still, widening the lot widths, reducing the lot depths with that adjusting some of the setbacks, those would just be minimal by one or two feet in some cases. And then with that, the average lot sizes would be adjusted accordingly.

Moving on to specifics on cluster configurations, some of the issues we have seen with that. The first one, which is a recommendation that came before the Board a year or so ago in which we saw insufficient backing distance in some of these auto courts. When you have the garages that are not all facing the same way, as some of them face kind of perpendicular to one another, we want to make sure there is enough backing up room from those garages that people can maneuver. And then once again, requiring additional guest parking spaces for those cluster developments.

Vice Chair Sarkissian confirmed with that one, are you saying one space per alley or one space per lot. Rachel Prelog confirmed it is one per lot. Ms. Sarkissian stated, I would just say that is quite a bit because it is basically three parking spaces required per lot when you are trying to make a smaller subdivision and maybe including a half instead of three spaces. In Gilbert, they had us do that and it was became a nightmare. We ended up striping the streets and when you put in that many parking lots, an additional one space per lot is quite a bit. You are not always going to have people there but then you focus them on parks and open space and whatever else you have; it is quite a bit. You are going to have a sea of parking. Mrs. Prelog said thank you. Ms. Sarkissian stated one thing you can think about too, that I have done quite a few of these, is infill in the up-and-coming areas in which it is harder to develop lots like this. Some of them used tandem garages where you can get in the front and back. This way you can make them narrower but deeper. And so those are some of the ones that they have done before that I do appreciate, and it is hard to not be garage dominated. But I would just be concerned about the parking, and then making sure that you have the depth so those garages inside are deep enough. That was another thing that happens sometimes is you have the water heaters in there and then people store other stuff in there and it ends up not enough room for a car that cannot fit in the garage.

Rachel Prelog stated we are going to be discussing this with the Design Review Board as well

on July 13 and then going to City Council in August for these preliminary concept discussions. Then hopefully bringing back the design guidelines and the text amendments to P&Z in September. But with that, we would love to open it up to discussions.

Boardmember Boyle stated, to get started on the garage, we have some that we are in the process of submitting now that one of the garage bays is the 22 feet required and the other 16, so the garage is not a square. And then most people do not own two Ford 250 trucks they just do not own one and that lets you fit other things in that way. Mr. Boyle stated I would love for you guys to use this exercise to use the new trash bins that they have which are 60 gallons versus the old 90-gallon trash bins. They are quite a bit smaller than the old trash bins and to get the size of the pad required for the trash bin reduced in line with the new smaller bins. I have been trying to get Solid Waste to do this for a year and I keep getting shot down. So, if staff would at least try it and put it out there to Solid Waste.

Another thing that we have run into is the requirement, this is 6.2.5, the maximum barrel pull distance from a corner of a parcel to the middle of a collection pad cannot exceed 100 feet. In our experience, we found that often a dumpster will be farther away than 100 feet, which means someone is carrying a bag of garbage to a dumpster much farther than 100 feet. And if you just have it in your bin and you are dragging your bin instead of a bag that's a whole lot easier. So, I would either remove the maximum pull distance, or require that dumpsters must be within a certain distance. For example, it is harder for some of the seniors to take a big bag of garbage to a dumpster than it is to just roll out a bin.

As we have been doing more and more multifamily development and trying to fit these in, especially on infill lots, it makes more sense to use the smaller bins and make it easy to get them to where they are at. We have been trying to even widen the street so that you can have people putting their smaller bins right outside, but the pad size is so big, it just does not work. There is no logical way to do that without cutting off a garage door and then nobody wants that because everyone wants a two-car garage.

Or would it be allowable for some of that pad to overlap the garage door or it could be in front of a garage door considering on the trash day that you just have the bin there on that day, and then you had put it away after the trash was picked up. Those are some things I would love to be considered. Because what I would prefer for these smaller things that the garbage truck can just come pick it up as a regular thing and you do not have a stinky dumpster somewhere that everyone complains about the whole time. These are things that I think would just be better, it makes it more enjoyable living in a house instead of living in an apartment complex.

The other one that might be considered is that we have run into a few things developing infill in the downtown area where there is a maximum if you go over 30 feet, there's a fire apparatus that plugs in. I know that on some developments, they have allowed that to go above 30 feet using commercial sprinklers and that might be something worth mentioning here. They are very popular in Salt Lake right now and have three story products, and it is handy for them to go above 30 feet. But if there is this 30-foot limit with the fire apparatus that's going to hamper those developments coming in. So, I know that Ralph Pugh has worked on that and might be something that we mention in here. We have this 30-foot-high thing but if you'll choose commercial sprinklers or something like that, just get that into there so it is not scaring people away when they are moving forward on. Vice Chair Sarkissian said I agree with Tim on this. They should look at the pull distances on the garbage cans when you are designing a site plan it is always the one that kills things and especially if you are looking at revising lot sizes and

depths. I am sure you probably have looked at this but just figure out what you would inadvertently be prohibiting with that. I know some of them are like 150 pull length in the other jurisdictions. I like the idea you had of clustering them in a spot, so it is not just in front of each individual homes. And I do not know if there is a way that if you pop it out or something and instruct them for like tiny little space, so people understand it is not a parking spot. I think that will help a lot too. Also, like in some jurisdictions going to a double recycling and trash day on the same day, that helps a lot too.

Mr. Boyle stated that we just tried to do this on a development which we made the road wide and then we couldn't fit them in because there were two trash bins. It is just a huge amount of space that gets taken up by the barrels, but the barrels are smaller now and so can we just alternate the days so that it is convenient for everybody living in the smaller lots to take the trash out.

Boardmember Ayers confirmed that you call these single family that are detached standards at this point. So, we are not talking about multifamily. I have seen a lot of micro-dwellings and will this be looked at in the future. I am wondering if there are standards coming or any kind of studies to look at those types of uses on these smaller infill lots as well which is becoming more and more popular. What I mean by the micro dwellings are like tiny homes. Mrs. Prelog responded that is what these RSL lots are really intended for. It is just that, unfortunately, developers have chosen to develop large products on them.

Mr. Ayers responded we are seeing more and more of those and the reason I bring is our Zoning Ordinance right now, it does not really consider micro dwelling in the sense that what we are talking about now, which is literally anywhere from 100 to 500 square feet, per dwelling. And so, when you are looking at that, from the parking and from the service, it is much more complicated as you can imagine. So that is what I am wondering if these types of standards will it be in the future able to look at that on these kind of infill lots as well. Mrs. Prelog stated with the Cottage Cluster Ordinance, or the pocket neighborhood ordinance that we are looking at, that is kind of one of the tactics is to limit the size of the square footage of the homes. And with that you would have reduced parking requirements, so it is something we are looking at.

Dr. Appiah stated let me just make sure I understand your question. When it comes to the square footage, you are talking about a 100-to-500-foot size of a building, I do not think we looked at focusing on that size, because I think that size brings its own uniqueness. So, in the future, that may be something we want to consider. One of the things that we are mindful of is looking at Mesa and it is of the urban landform and every decision or recommendation that we make, and we take that into consideration to save the land values and other things to ensure it is something that can support that. In other places the land value will support the 100 to 500 square foot homes. But in this instance, we are not really looking for those tiny, tiny homes. Mr. Ayers stated we are seeing that more often in the rental market and a lot of conversion from hotels, for example. I guess the point of this is, we are seeing a lot more of interest in this kind of micro-style, more amenity-rich, with communal amenities, but the actual dwelling units at both a rental and for sell products, by the way, are becoming very, very popular. I foresee like this could be something that could be a very useful thing, for example, in downtown.

Principal Planner Rachel Prelog stated just to clarify, with the Cottage Cluster Ordinance that we have been looking at, or the examples that we have been looking at, across the nation. They are not on that scale of the 500 square foot, but usually they have a maximum of 1,000

or 1,200 square feet for those properties. And then with that, you basically would have very little setback, because you are centered on open space already. So. a lot of it really gets condensed down to almost a building envelope, and then just a common open space.

Mr. Ayers stated. it is just something to think of I was just curious if that is coming up soon. Boardmember Boyle stated, I back that up. I have been working with developers who want ownership to become a possibility again, and if you get down to 500 square feet, then suddenly, there is a whole market there that cannot do it. And one of the things I have always loved about Mesa's history was it was designed for ownership, and it is starting to depart from that in certain ways. But I would love for that to come back and the smaller unit.

Vice Chair Sarkissian stated I am glad you guys are approaching this because everybody has been shoving it down a different zoning category that has not worked for a long time in every jurisdiction and I am glad it is going to be addressed.

Dr. Appiah stated there is one question that we want to get your feedback on which is the size limitation. If you look at our presentation, one of the things that we will be recommending even with a text amendment is to limit the size. Our goal is to not open the avenue for 50 or 100 acres to be entirely developed as small lots, and as we know, that will not be healthy. It is healthier when you have the diverse housing type where people basically live in one housing type, then move up when they expand their family, or retire and still live in the same community. It is really kind of one of the key parts of design for us to feel comfortable and we are recommending that we have certain size in limitation, so people do not take advantage of developing it.

Ms. Sarkissian confirmed are you requesting what is the minimum lot size and zoning code, are you asking for a maximum unit size. Dr. Appiah stated the maximum land area. Mrs. Prelog confirmed what she has seen is 20 acres as an overall development. Mr. Ayers stated I think you need it to be something when you are getting into that level, these guys are looking for a certain amount to get the pro forma to work and feels that is too big. Ms. Sarkissian stated I was thinking more around 10 acres or less. And if they wanted to go 20, then they really must show that it is purposely because usually you are doing this because of limited infill sites. Those are usually between, two and five acres in reduced quantities, but the ones you are talking about, like the auto court, the green court are part of giant master plans.

#### 4. Planning Director's Updates.

- Decisions of the City Council's June 7 and June 21 land use hearings.

Dr. Appiah informed the Board on projects that were approved by City Council on Monday. To begin, we had a lengthy study session with the Council regarding the Recreational Marijuana and Community Residences. It was almost an hour straight and Council had many questions. The Council did bring up the size limitations from the recommendations this Board brought up as well and would like to look at that soon. I think the goal is at least for us to pass an Ordinance first and to investigate a change to the size limitations.

A few major projects that were approved by the City Council were the Center Street rezoning from Agriculture to Parks and Semi-Public for the City Park. When it was initially introduced to Council, there were several people who commented in opposition. However, last night there were no comments from citizens that opposed so it was approved by Council.

Also, the Vertucio Farms that was brought before the Zoning Board was approved by Council. We have been working with them to come into conformance and make sure that there is a well-structured operation going out there.

And finally, there was the single-family development in Lehigh near the 202 Freeway that had an Annexation and PAD which was also approved by the City Council.

5. Adjournment.

Boardmember Villanueva-Saucedo motioned to adjourn the meeting at 4:07 pm. The motion was seconded by Boardmember Crockett.

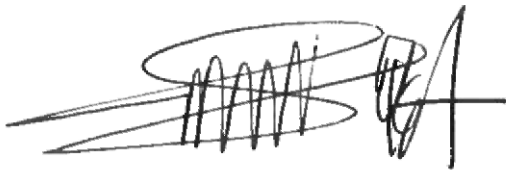
Vote: 7-0 Approved

Upon tabulation of vote, it showed:

AYES – Astle, Sarkissian, Boyle, Allen, Crockett, Villanueva-Saucedo and Ayers

NAYS – None

Respectfully submitted,

A handwritten signature in black ink, appearing to be 'Nana K. Appiah', with a stylized, overlapping loop structure.

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Nana K. Appiah, AICP, Secretary  
Planning Director

**Note:** Audio recordings of the Planning & Zoning Board study sessions are available in the Planning Division Office for review. The regular Planning & Zoning Board meeting is “live bRoadcasted” through the City of Mesa’s website at [www.mesaaz.gov](http://www.mesaaz.gov).