

Zoning Administrator Hearing



Minutes

Gordon Sheffield Hearing Officer

July 20, 2010 – 1:30 p.m.

View Conference Room, 2nd Floor
55 North Center Street
Mesa, Arizona, 85201

Staff Present

Mia Lozano-Helland
Brandice Elliott
Wahid Alam

Others Present

Steve Vincent
Scott Feuer
Bryan Rudd
Owen Garner
Jenni James

CASES:

Case No.: ZA10-025

Location: 7100 to 7200 East Ray Road (south side)

Subject: Requesting a Modification to a Development Master Plan to allow reduced landscape standards for the development of a parking lot in the M-1-DMP zoning district. (PLN2010-00173)

Decision: Approved with the following conditions:

- 1. Compliance with the site and landscape plan submitted..*
- 2. The Compliance with all requirements of the Development Services Division with regard to the issuance of building permits.*

Summary: Kenneth Snyder represented the project and stated he had nothing more to add to the case. Staff member Brandice Elliott provided the staff report and explained that the case represents the first phase of a two phase project. Mr. Sheffield asked questions regarding the setbacks and the types of landscape materials being used. After limited discussion Mr. Sheffield approved the Special Use Permit with conditions specified in the staff report.

City of Mesa
Zoning Administrator Minutes
July 20, 2010

Finding of Fact:

- 1.1** A Development Master Plan (DMP) was established for Phoenix-Mesa Gateway Airport in 1996. The DMP created development standards for properties located within the airport in regards to land use, site and building design, parking requirements and landscape standards. The DMP indicated that the subject parcel was to be developed as a parking lot.
- 1.2** The applicant, Phoenix-Mesa Gateway Airport, requested to develop the subject property as a parking lot. Located at the corner of Sossaman and Ray Roads, it is a phased project, where the west portion of the lot will be developed before the east section. The first phase consists of four bus shelters and landscaping adjacent to the Ray Road alignment. Ultimately, the parking lot will incorporate additional property located east of the first phase and will consist of a total of ten bus shelters.
- 1.3** The applicant indicated that it was necessary to reduce landscape quantities in the North Economy Parking Lot to mitigate the potential for bird strikes. Given that the lot is located at the end of a runway, it is essential that the landscape does not provide a habitat for birds. Aside from reduced perimeter landscape, additional measures include: 1) no landscape islands or diamonds within the parking lot; 2) minimal to no plantings in the retention basin; and 3) a reduced density of trees and shrubs along Ray Road.
- 1.4** The applicant complied with or exceeded setback requirements adjacent to Ray Road, the north lot line and the southwest lot line. Given the parking lot will be expanded in the future to incorporate property located east of the first phase, a setback has not been provided along the east lot line at this time.
- 1.5** In addition to the landscape, basin 'P', located along the southwest lot line, will be vegetated with seed mix. All landscape materials complied with the species permitted by the DMP.
- 1.6** To ensure that users of the shuttle service are provided with adequate shade, the applicant provided several bus shelters consistent with designs approved by the DMP. The first phase consists of four shelters, while the remaining six will be erected when the parking lot is expanded.
- 1.7** Given that the orientation of the parking spaces may change with future expansions of the lot, the applicant was reluctant to install curbing or islands until the final phase of the parking lot is executed. In addition, it is likely that the shuttle routes will be modified as the lot is expanded, making the installation of hardscape ineffectual until the final phase.
- 1.8** As justification, it is important to note that The Federal Aviation Administration (FAA) does not support the planting of any type of vegetation in or around an active runway, taxiway, taxi lane, or aircraft-parking apron due to the likelihood of potential bird strikes. In response to this requirement, the applicant is installing minimal landscaping around the parking lot that will discourage bird habitats.
- 1.9** Given the substantial buffer that was provided adjacent to Ray Road, the use of a parking lot has been adequately screened and any visual or aural impact has been minimized. Minimal landscaping is typical in airport developments as a safety precaution and is encouraged by the

**City of Mesa
Zoning Administrator Minutes
July 20, 2010**

FAA. To compensate for a lack of landscaping within the lot, several bus shelters are provided for customers. Finally, reduced landscaping is consistent with the intent of the development standards for Phoenix-Mesa Gateway Airport, and is not detrimental to surrounding properties.

City of Mesa
Zoning Administrator Minutes
July 20, 2010

Case No.: ZA10-026

Location: 255 East McKellips Road

Subject: Requesting a Special Use Permit to allow a Commercial Communication Tower to exceed the maximum height allowed in the C-2 zoning district. (PLN2010-00176)

Decision: Approved with the following conditions:

1. *Compliance with the site plan submitted except as modified by the conditions below.*
2. *The monopalm shall have a maximum height of sixty-five (65') to the top of the palm fronds and the top of antenna height will be sixty-five feet (65').*
3. *The antennas shall not exceed 4'-4" in length, 1'-1" in width, and 4" in depth.*
4. *The microwave dishes shall not exceed 2'-2" in diameter.*
5. *The antennas will be screened with a minimum of 55 palm fronds.*
6. *The antennas shall be painted to match the color of the palm fronds.*
7. *The antenna standoff assembly shall not extend more than 8" from the pole.*
8. *The operator of the monopalm shall respond and complete all identified maintenance and repair of the facility within 30-days of receiving written notice of the problems.*
9. *Compliance with all requirements of the Building Safety Division with regard to the issuance of building permits.*

Summary: Brian Rudd, representing Clearwire, stated that he had nothing further to add and no comments. He further stated that he was in agreement with the conditions of approval stated in the staff report. Mr. Gendron summarized the request and Mr. Gendron approved the Special Use Permit with the stated conditions.

Staff member Wahid Alam provided the staff report and details of the monopalm. Mr. Sheffield asked the applicant about the notification process and the adjacent property uses. Hearing not opposition to the project, Mr. Sheffield approved ZA10-026 with staff conditions.

Finding of Fact:

- 1.1 The Special Use Permit (SUP) allows the placement of a 65-foot high commercial communication tower within an existing mini-storage facility. The applicant will install a Monopalm rather than a typical monopole so that there will be less impact on the neighborhood.
- 1.2 The applicant notified all property owners within 300-feet of the request and no comments or concerns were received.
- 1.3 The Monopalm is 65' feet high. The array consists of three sectors, with three antennas, three daps, and three microwave dishes. The antennas measure 4'-2" in length, 1'-1" wide, and 4"

City of Mesa
Zoning Administrator Minutes
July 20, 2010

deep. The microwaves dishes are 2'-2" in diameter. A condition of approval required that the antennas and microwave dishes be painted to match the color of the faux palm branches and requiring a minimum of 55 palm fronds to screen the antennas.

- 1.4** An equipment cabinet is screened with an 8' high masonry screen wall and a gate.
- 1.5** The monopalm is located at the southeast corner of the parking lot adjacent to an existing 8'-8" high CMU masonry wall along the east property line. The Monopalm is located within the 16' x 8' lease area.
- 1.6** The monopalm complied with the Commercial Communications Towers Guidelines in that it is over 254 feet from the nearest residential property to the north and 469 feet from the residential subdivision to the south. These setbacks exceed the 2:1 setback ratio from residential districts.
- 1.7** There are existing monopalms in the community within 300 feet of the proposed site. As a result, the monopalm is compatible with, and not detrimental to, adjacent properties or the neighborhood in general.

There being no further business to come before the Zoning Administrator, the hearing adjourned at 1:55 p.m.

The cases for this hearing were digitally recorded and are available upon request.

Respectfully submitted,

Gordon Sheffield
Hearing Officer

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