



Zoning Administrator Hearing **Minutes**

Mizner Conference Room
Mesa City Plaza Building, Suite 130
20 East Main Street
Mesa, Arizona, 85201

Draft

John Gendron
Hearing Officer

DATE January 15, 2008

TIME 1:30 P.M.

Staff Present

Jeff McVay
Brandice Elliott

Others Present

Mike Landstad
Marji Aron
Christine McRight
John Manross
Allen Daterman
Steven Ybarra
Marii Covington - Jones

CASES

Case No.: ZA08-005

Location: The 1330 to 1444 block of South Sossaman Road (west side) and the 7449 to 7541 block of East Hampton Avenue (south side)

Subject: Requesting a Special Use Permit (SUP) to allow development of a Comprehensive Sign Plan in the M-1 zoning district.

Decision: **Approved with conditions**

Summary: Case ZA08-005 was approved with the following conditions:

1. Compliance with the sign plan submitted, except as modified by the conditions listed below.
2. No detached signs shall be permitted for the Costco or Costco fueling station.
3. Any detached signs for the identified retail development (not including Costco) and/or the industrial development shall be reviewed and approved through separate application for modification of the Comprehensive Sign Plan.
4. Compliance with all requirements of the Building Safety Division with regard to the issuance of sign permits.

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Findings:

- The applicant's request, Code requirements, and staff recommendations are shown in the table below.

Attached Signs

Building	Code Sign Area Maximums	Code Maximum Number of Signs	Proposed Maximum Number and Aggregate Sign Area	Staff Recommendation
Costco	2.0 s.f. / 1 lineal foot of building frontage (Max. 160 s.f.)	3 signs	5 signs/880 s.f.	5 signs/880 s.f.
Costco Fueling Canopy	2.0 s.f. / 1 lineal foot of building frontage (Max. 160 s.f.)	3 signs	4 signs/108 s.f.	4 signs/108 s.f.
Retail and Pad tenants	2.0 s.f. / 1 lineal foot of building frontage (Max. 160 s.f.)	< 100 feet building frontage – 2 signs > 100 feet building frontage – 3 signs	Per Code	Per Code
Industrial tenants	2.0 s.f. / 1 lineal foot of building frontage (Max. 160 s.f.)	< 100 feet building frontage – 2 signs > 100 feet building frontage – 3 signs	Per Code	Per Code

- The intent of the proposed CSP is to allow attached signage for Costco and associated fueling station, which is currently under construction. As shown in the table above the proposed CSP would allow five attached signs with an aggregate sign area of 880 square feet for the Costco and four attached signs with an aggregate sign area of 108 s.f. for the fueling canopy. The proposed CSP also includes an approved retail development (multi-tenant and pad buildings) and a multi-tenant industrial development. The CSP proposes these developments comply with current Sign Ordinance maximums.
- As justification for the requested CSP, the applicant has noted: 1) Code maximums (160 s.f.) do not adequately address the needs of a 159,000 s.f. building; 2) the lengths of building frontage accommodate a greater attached sign area; 3) the remaining developments will comply with Code maximums; and 4) no detached signs are being proposed. In addition to the applicant's justification it is important to note the need for attached signage to be in proportion to the scale of the building and the distance of the building from Sossaman (350+ feet) and Hampton (650+ feet).
- The proposed CSP does not include any detached signs. The elimination of detached signs for the Costco development helps offset the increase in attached sign area. For this reason a condition of approval has been included that prohibits detached signs for the Costco or Costco fueling station. A sign that identifies price only may be approved on an administrative basis for the fueling station. Detached signs for the future retail development and/or multi-tenant industrial development will be required to be reviewed through a separate modification of this CSP.

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Case No.: ZA08-006

Location: 2425 North Greenfield

Subject: Requesting variances to allow: 1) a reduction to the depth of foundation base and to foundation base landscape requirements; 2) building, parking, and service areas to encroach into the minimum required street side setback along Greenfield Road; 3) utilization of chain link perimeter fencing; all in conjunction with the development of an aircraft hanger in the M-1 zoning

Decision: **1) Approved with conditions**

Summary: Case ZA08-006 was approved with the following conditions:

1. Compliance with the site plan submitted except as modified by the conditions below.
2. The retention basin south of the southwest lease line, the area along the northwest lease line, and the area located between the front entry and the pedestrian pathway shall be landscaped consistent with the requirements of Design Review Staff.
3. A five-foot (5') at grade foundation base shall be provided adjacent to the southeast building elevation.
4. Compliance with all requirements of the Building Safety Division with regard to the issuance of building permits.

Findings:

- The proposed site is located on City of Mesa property within Falcon Field Airport, and is leased to General Aviation Services of Arizona. The site is within the Falcon Field sub area, with frontage adjacent to Greenfield Rd.
- The Falcon Field Airport Director has provided a letter of approval for the proposed redevelopment of the lease area.
- The proposed development has already received variances for foundation base requirements and encroachments into the required setbacks per case ZA07-096. Although the proposals are similar, the distinct difference in this request is the encroachment of the building into the required front setback. Due to constraints posed by the previous design, the applicant has proposed to increase the area of the building by approximately 431 square feet, resulting in an encroachment of 4.25-feet in the setback adjacent to Greenfield Rd.
- The proposed redevelopment of the site consists of a new 3,031 square foot hangar. The applicant is requesting variances to deviate from current Code related to foundation base requirements, setbacks, and the

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use of an existing chain link fence. The applicant has demonstrated compliance with Code in terms of parking, landscape islands, and foundation base width along the northeast and northwest building elevations.

- As justification for the request, the applicant has noted that the proposed use is similar to the former use of the lease area. Given the smaller lease area of 14,251 square feet, there is not adequate space to accommodate building setbacks and foundation base. In addition, the proposed use will not increase the existing building footprint, and remains consistent with the Falcon Field Master Plan.
- The Federal Aviation Administration 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. As a result, landscape has not been provided adjacent to the northeast, southeast, and southwest lease lines with the exception of foundation base landscape along the southeast and southwest building elevations.
- The chain link fence has been reviewed by the Design Review Board, which has decided to allow it remain in its existing location and condition.
- A summary of Code requirements, the applicant's proposal, and staff recommendation is shown in the table below in regards to the existing building.

	Code Requirement	Applicant Proposed	Staff Recommended
Foundation Base			
Walls w/public entrance	15'	15'	As proposed
Adjacent to parking (no public entrance)	10'	10' northeast elevation	As proposed
Adjacent to drive isles	5' (at grade)	0' southeast elevation	5' (at grade) southeast elevation
Building Setbacks			
Greenfield Road	20'	15'-9"	As proposed
Northwest	10'	8'	As proposed
Northeast	10'	4'	As proposed
Southeast	10'	10'	As proposed
Southwest	10'	3'	As proposed

- The applicant has attempted to mitigate the reduced setbacks with additional landscape adjacent to both the southeast and southwest building elevations, exceeding minimum Code requirements. Further, Design Review Staff has requested landscaping in the area adjacent to the northwest lease line, the area between the front entry and pedestrian pathway, and the existing retention basin located south of the southwest lease line in order to create a larger buffer between developments.
- Current Code requires a 5-foot at grade foundation base adjacent to the

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southeast building elevation. Given that this requirement can be achieved with minimal effort, a condition has been included to require foundation base along this elevation.

- Full compliance with current Code requirements would result in reducing the size of the hangar to a point where it could not be used for its intended purpose. Also, the loss of required parking spaces would reduce functionality of the site.
- Development within an airport and size of the lease lot represent unique conditions that provide sufficient justification for the requested variances. Additionally, the proposed use and improvements will be compatible with, and not detrimental to, adjacent properties in the area.

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Case No.: ZA08-007

Location: 1455 West Southern Avenue

Subject: Requesting a Substantial Conformance Improvement Permit (SCIP) to allow the redevelopment of a retail building at Fiesta Mall, and in association with new pad buildings along Alma School Road, both in the C-2 zoning district.

Decision: **Approved with conditions**

Summary: Case ZA08-007 was approved with the following conditions:

1. *Compliance with the site plan submitted, except as modified by the conditions below.*
2. *Pads 1, 2, and 3 shall comply with current Code requirements related to foundation base and parking lot landscaping.*
3. *Compliance with all requirements of the approved Administrative Site Plan Modification.*
4. *Compliance with all requirements of a future site plan modification for the three pad buildings along Alma School Road.*
5. *Compliance with all requirements of the Design Review Board.*
6. *Compliance with all requirements of the Building Safety Division with regard to the issuance of building permits.*

Findings:

- The requested Substantial Conformance Improvement Permit (SCIP) would allow redevelopment of the former Macy's building. The former 205,000 square foot Macy's has been razed and is proposed to be replaced with a 100,000 square foot two-story, two-tenant mini-major building. The applicant has requested a SCIP to allow the redevelopment without bringing the entire mall site into conformance with current development standards.
- The requested SCIP would further allow the development of three new pad buildings along Alma School Road. Consistent with the existing setbacks, the proposed pad buildings include a 10-foot setback from Alma School Road. The applicant has further requested the elimination of the parking area and drive-thru screen wall requirement.
- As justification for the request, the applicant has noted the history of Fiesta Mall, the larger redevelopment efforts to maintain the competitiveness of the mall, and the improvements associated with the redevelopment related to foundation base and parking lot landscaping. Specifically related to the pad buildings, the applicant has noted the limited building area available between Alma School Road and the interior loop drive and the effect a 30-foot setback would have on that buildable area.
- In addition to the justification provided by the applicant, it is important to note that full compliance with current Code development standards for a site developed in the 1970s and 1980s would result in significant modification of the overall site. Such modifications would include demolition or significant alteration of existing buildings along the

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perimeter of the mall site, the elimination of a large number of required parking spaces, and the alteration of existing circulation patterns.

- In an effort to improve site conformance to current development standards the site plan identifies the provision of a significant number of new parking lot landscape planters throughout the entire mall parking field. The site plan further identifies the provision of a new pedestrian route that connects the proposed pad buildings and the mall building. Related to the new mini-major building, the smaller footprint has allowed an increased number of parking spaces in relation to tenant spaces and significantly improved foundation base that includes a pedestrian plaza and outdoor seating area adjacent to the food court.
- Concern with the proposed site plan relates to the compliance with current development standards for foundation base and parking lot landscaping in relation to proposed Pads 1, 2, and 3. While the applicant has specifically requested a reduction in the setback from Alma School Road and the elimination of the parking area and drive screen walls, no request has been made to reduce foundation base or parking lot landscaping requirements. The provision of foundation base and parking lot landscaping in compliance with current development standards while provide some mitigation to the reduced landscape setback from Alma School Road.
- The proposed site plan for the Mini-major building has been reviewed and approved by an Administrative Site Plan Modification of case Z94-70. The proposed site plan for the pad buildings along Alma School Road must still be reviewed and approved by a separate Administrative Site Plan Modification and individual buildings will be required to receive the review and approval of the Design Review Board.
- The site plan submitted allows the redevelopment of an important regional retail center and represents a reinvestment in an older area of the City while providing compatibility with the intent of the Zoning Ordinance. Based on the proposed site plan, the applicant has shown substantial improvement in compliance with current Code development standards. Additionally, the proposed use and improvements will be compatible with, and not detrimental to, adjacent properties in the area.

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There being no further business to come before the Zoning Administrator, the hearing adjourned at 02:05 p.m.

The cases for this hearing were recorded on Zoning Administrator Flash Card, then burned to CD.

Respectfully submitted,

John Gendron
Hearing Officer

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