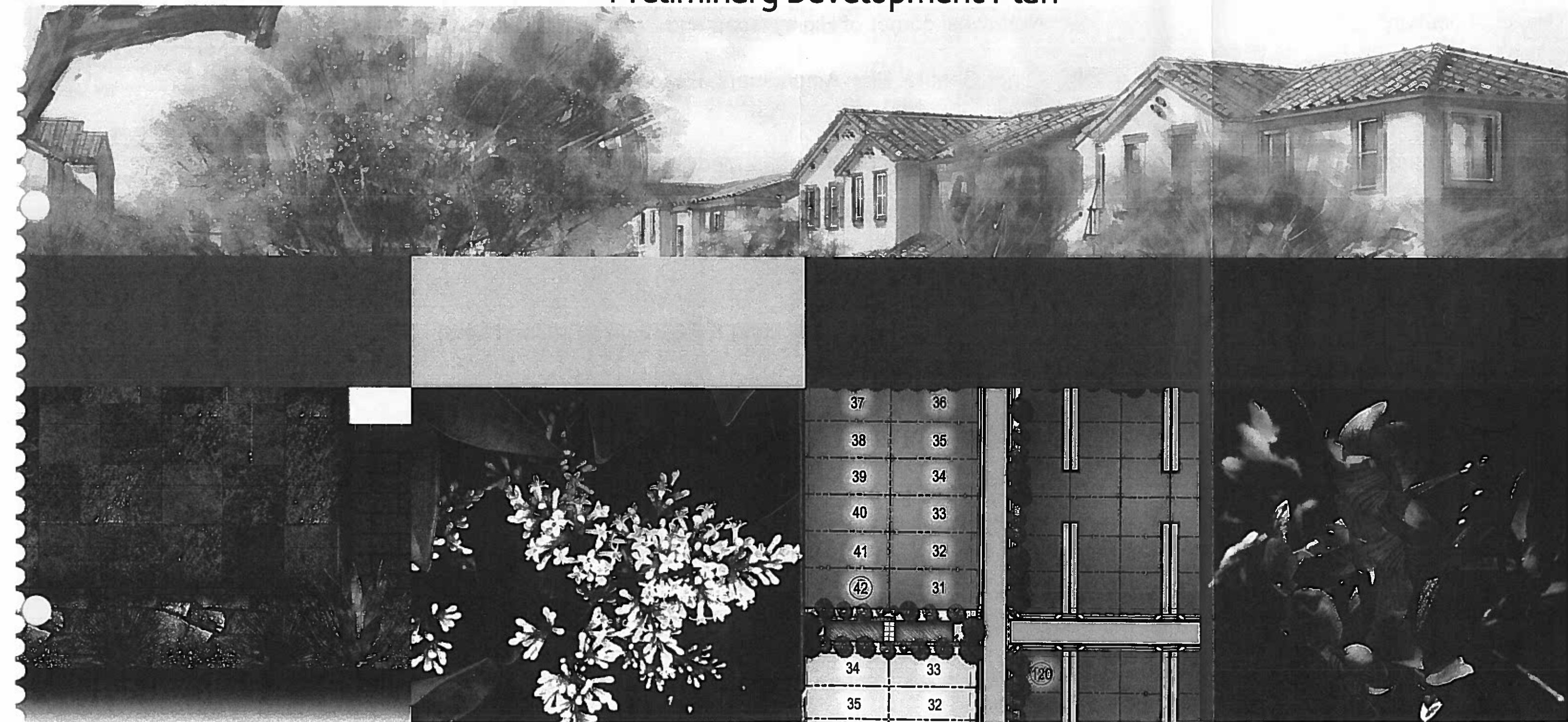


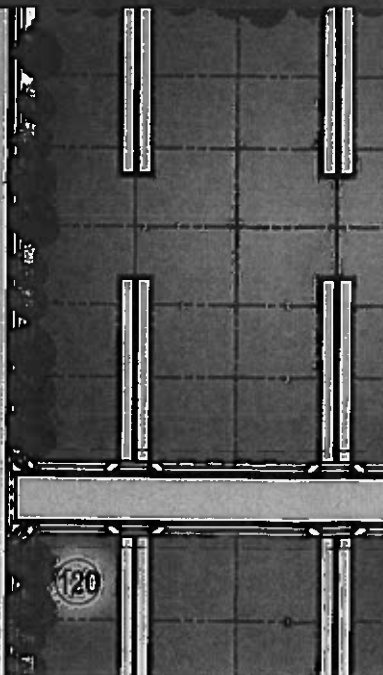
# HIGLEY AND BROWN

A KB Home Community

Planned Area Development Amendment/  
Preliminary Development Plan



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## Higley and Brown Project Data

Project Location:	Northwest corner of Higley Road and Brown Road
Request:	Minor General Plan Amendment, Rezoning and approval of PAD, and Preliminary Plat
Existing General Plan Land Use:	Neighborhood Commercial & Medium Density Residential 4-6
Proposed General Plan Land Use:	Medium Density Residential 4-6
Existing Zoning:	Agriculture (AG)
Proposed Zoning:	RSL 4.5-PAD (Traditional Lots) & RSL 2.0-PAD (Court Lots)
Existing Use:	Agriculture
Total Gross Area:	80.05 acres
SFR Dwelling Units:	431 Total Units
Proposed SFR Density:	5.38 du/acre
Open Space:	14.34 acres

### PROJECT TEAM



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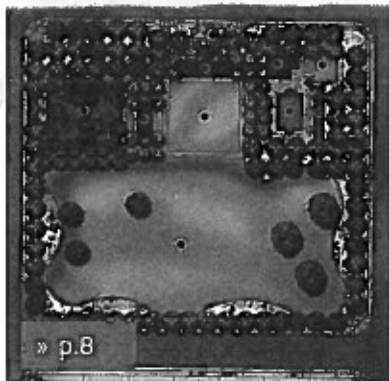
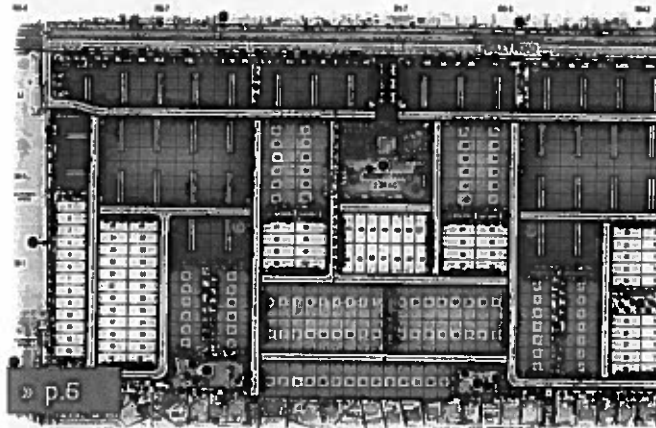
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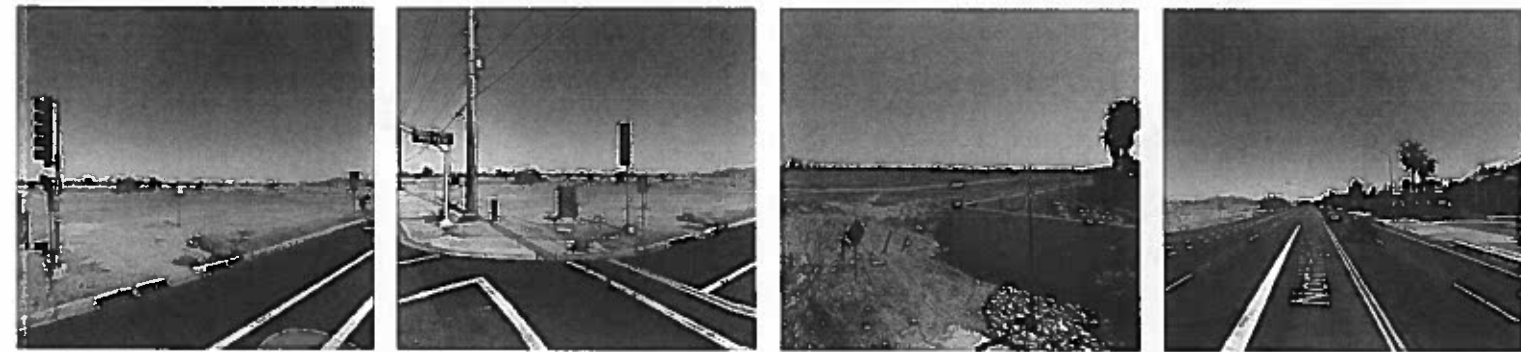
## Introduction

KB Home (KB) will be the homebuilder for the proposed 80.05 acre Higley and Brown community located at the northwest corner of Higley Road and Brown Road. The purpose of this proposal is to request the rezoning and approval of a PAD, Preliminary Plat, as well as the minor General Plan amendment for the Higley and Brown development located at the northwest corner of Higley Road and Brown Road. The PAD overlay is requested to establish development standards for the Higley and Brown property.

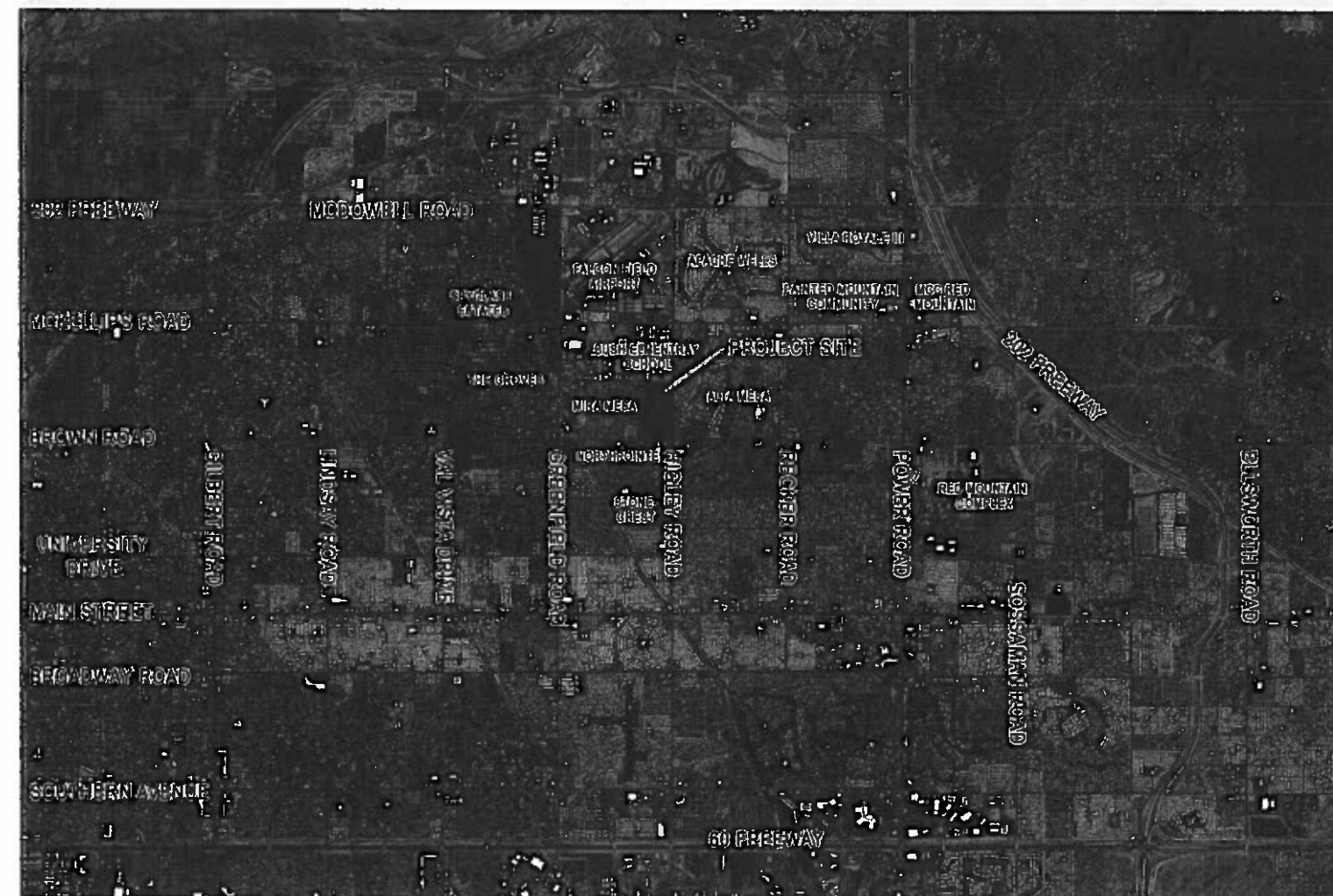
The current zoning for the approximately 76 acre Higley and Brown development is Agriculture. Based on the location of the project area, and surrounding uses, KB is proposing to develop the site as all residential with a Court type product in concert with a traditional small lot product. To develop these products, the proposed zoning will be RSL-4.5 PAD for the traditional small lots and RSL-2.0 for the Court type product. Both of which will have amended development standards. KB is also requesting a minor general plan amendment from the existing 5 acres of Neighborhood Commercial to match the land use category of the remainder of the property, Medium Density Residential 4-6 (4 to 6 dwelling units per acre).

## Relationship to Surrounding Properties

The Higley and Brown development is approximately 80 acres and located entirely within the City of Mesa. There are existing full street improvements on Brown Road, partial right-of-way (ROW) and street improvements on Higley Road, and no ROW or street improvements along the north boundary on McLellan Road. To the west of the proposed development is and existing RS-7 single family development with two streets terminating at the west property line of this development: Princess Dr. and Gary St. There is additional RS-7 and RS-6 residential to the east, including the Alta Mesa Community and Golf Course, with RM-2 located on the northeast corner of Higley and Brown. To the north of the project area is the Falcon Commerce Park with Light Industrial (LI) and Limited Industrial (M-1) that is associated with the Falcon Airport. Bush Elementary School is located just northwest of the site. To the south there is commercial development located at both the southwest and southeast corners of Higley and Brown. Based on the sites proximity to an existing school, surrounding employment uses, and retail, the proposed court type development in concert with the traditional small lot serves as a transitional use to the surrounding residential densities.



existing conditions



vicinity map

## General Plan

The General Plan Land Use Designation for the Higley and Brown development is almost entirely Medium Density Residential 4-6 (4 to 6 dwelling units per acre) with five (5) acres of Neighborhood Commercial located at the southeast corner of the development. KB is requesting a minor general plan amendment to change the existing 5 acres of Neighborhood Commercial to match the land use category of the remainder of the property, Medium Density Residential 4-6 (4 to 6 dwelling units per acre). To constitute a minor general plan amendment, the request must not meet the definition of a major amendment set forth in chapter 14 of the General Plan:

### 14.2.1 Major Amendment Definition

A Major Amendment to the General Plan is defined as any proposal that meets any of the following criteria.

**1. Any change in a residential land use classification of 40 or more contiguous acres to another land use classification.**

- The proposed development is only amending 5 acres of the 80.05 gross acres, well under the defined threshold.*

**2. Any change in a non-residential land use classification of 20 or more contiguous acres to a residential land use classification.**

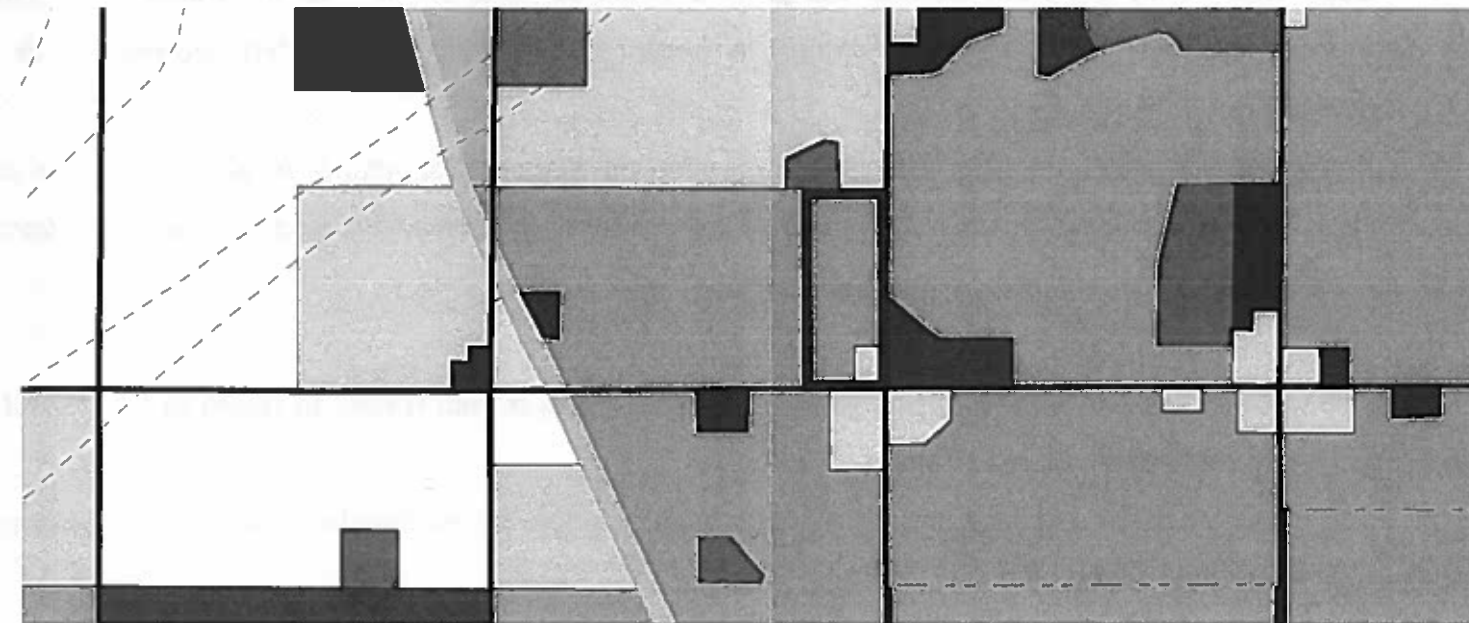
- The proposed development is only amending 5 acres of non-residential land use classification, well under the defined threshold.*

**3. Any proposal that in the aggregate includes changes in land use classification of more than 320 acres described in this General Plan.**

- The proposed development is only 80.05 gross acres, well under the defined threshold.*

**4. Any modification or elimination of a planned freeway, expressway, parkway, or limited access arterial street shown in this General Plan.**

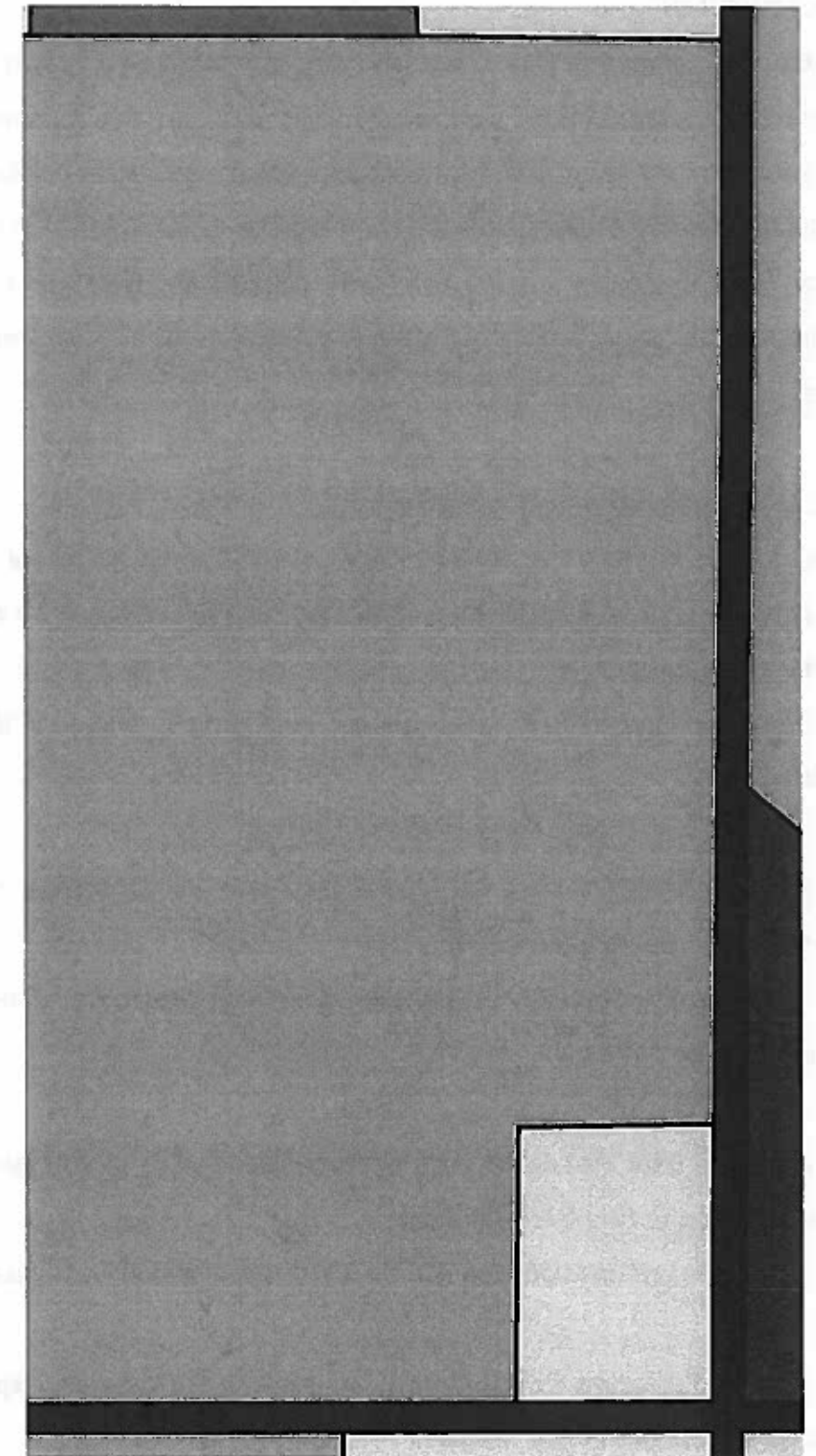
- The proposed development is not proposing any modifications to any freeway, expressway, parkway, or limited access arterial street.*



city of mesa zoning plan

In accordance with the policies set forth in the City of Mesa 2025 General Plan, the proposed Rezoning is consistent with and implements the following Goals, Objectives, and Policies:

- **Land Use Policy LU-1.2a: Consider revisions to the Zoning Ordinance and Zoning Map as necessary to ensure conformity on a case-by-case basis.**
  - o *The proposed development is requesting amended development standards to allow for a new and creative development that promotes a walkable, pedestrian friendly neighborhood by removing driveways and garage doors from the street and providing an abundance of open space and recreational opportunities.*
- **Land Use Policy LU-1.2b: Update the planning-related ordinances and programs to implement the General Plan and to encourage creative and innovative design in constructing subdivisions that promote both sustainability and a sense of community.**
  - o *The proposed development is requesting amended development standards to allow for a new and creative development that promotes a walkable, pedestrian friendly neighborhood by removing driveways and garage doors from the street and providing an abundance of open space and recreational opportunities.*
- **Land Use Policy LU-1.3d: Encourage development along transit routes to relate to the transit line and pedestrians and to provide on-site pedestrian connections.**
  - o *The proposed development is proving a higher density, single family detached product, in pedestrian friendly environment directly adjacent to an existing transit stop.*
- **Land Use Objective LU-3.1: Promotes a balanced stock of single residence and multiple residence types and styles at appropriate locations.**
  - o *The proposed development is proving a higher density, single family detached product, in pedestrian friendly environment that is currently not provided in this area within the City of Mesa.*
- **Land Use Objective LU-3.3b: Require adequate buffering to protect residential neighborhoods from incompatible non-residential and industrial land uses.**
  - o *The proposed development is serving as a transitional land use between the existing residential to the west and the future Light Industrial to the north and retail uses to the south.*







**PROPOSED  
RSL 2.0 PAD**

**PROPOSED  
RSL 4.5 PAD**

**PROPOSED ZONING**

DESCRIPTION	ACREAGE	PROPOSED ZONING
MOTOR COURTS	33.00 AC.	RSL 2.0 AT 7.09 <sup>DU</sup> / <sub>AC</sub>
TRAD. SMALL LOT	47.05 AC.	RSL 4.5 AT 4.19 <sup>DU</sup> / <sub>AC</sub>

## Planned Area Development

### Conformance with the PAD District Requirements

Pursuant to Chapter 22 of the Mesa Zoning Ordinance, the intent of the Planned Area Development Overlay District is to allow for innovative design and flexibility in projects and to provide for creative, high quality development by incorporating seven elements. These seven elements are listed below with a brief summary of the way the request complies with the applicable element.

- **Well designed and integrated open space and/or recreational facilities held in common ownership and of a scale that is proportionate to the use;**

*The Higley and Brown development will include an integrated open space element that is appropriately scaled to the planned mix of residential development. The open space element will serve to provide for active and passive recreation as well as pedestrian connectivity both internally and to the surrounding community.*

- **Options for the design and use of private or public streets;**

*The Higley and Brown development will utilize public streets designed to City of Mesa standards.*

- **Preservation of significant aspects of the natural character of the land;**

*There is limited natural character on the Higley and Brown property, however context appropriate open space will be included that provides for active and passive recreation amenities for the future residents and capitalizes on regional trail corridors to the east.*

- **Building design, site design, and amenities that create a unique and more sustainable alternative to conventional development;**

*The Higley and Brown development will utilize unique development standards to develop a high quality residential product with well-articulated four-sided architecture that embraces the street scene and encourages pedestrian connectivity to open spaces.*

- **Sustainable property owners' associations;**

*The Higley and Brown development will utilize a unified private HOA.*

- **Maintenance of property held in common ownership through the use of recorded covenants, conditions, and restrictions;**

*The future Higley and Brown HOA will retain ownership of the open space and common area tracts throughout the project, and private CC&Rs will be prepared and in place prior to any development. The HOA will also maintain the privately held landscape areas in front of the residences along the streets and motor courts.*

- **Single or multiple land use activities organized in a comprehensive manner, and designed to work together in common and in a synergistic manner to the benefit of both the project and the neighboring area.**

*The Higley and Brown development will provide a residential development in a cohesive neighborhood that utilizes traditional neighborhood design concepts with an emphasis on a safe pedestrian environment, diverse floor plans and elevations that remove the garage from the street scene, and that complement adjacent development patterns.*



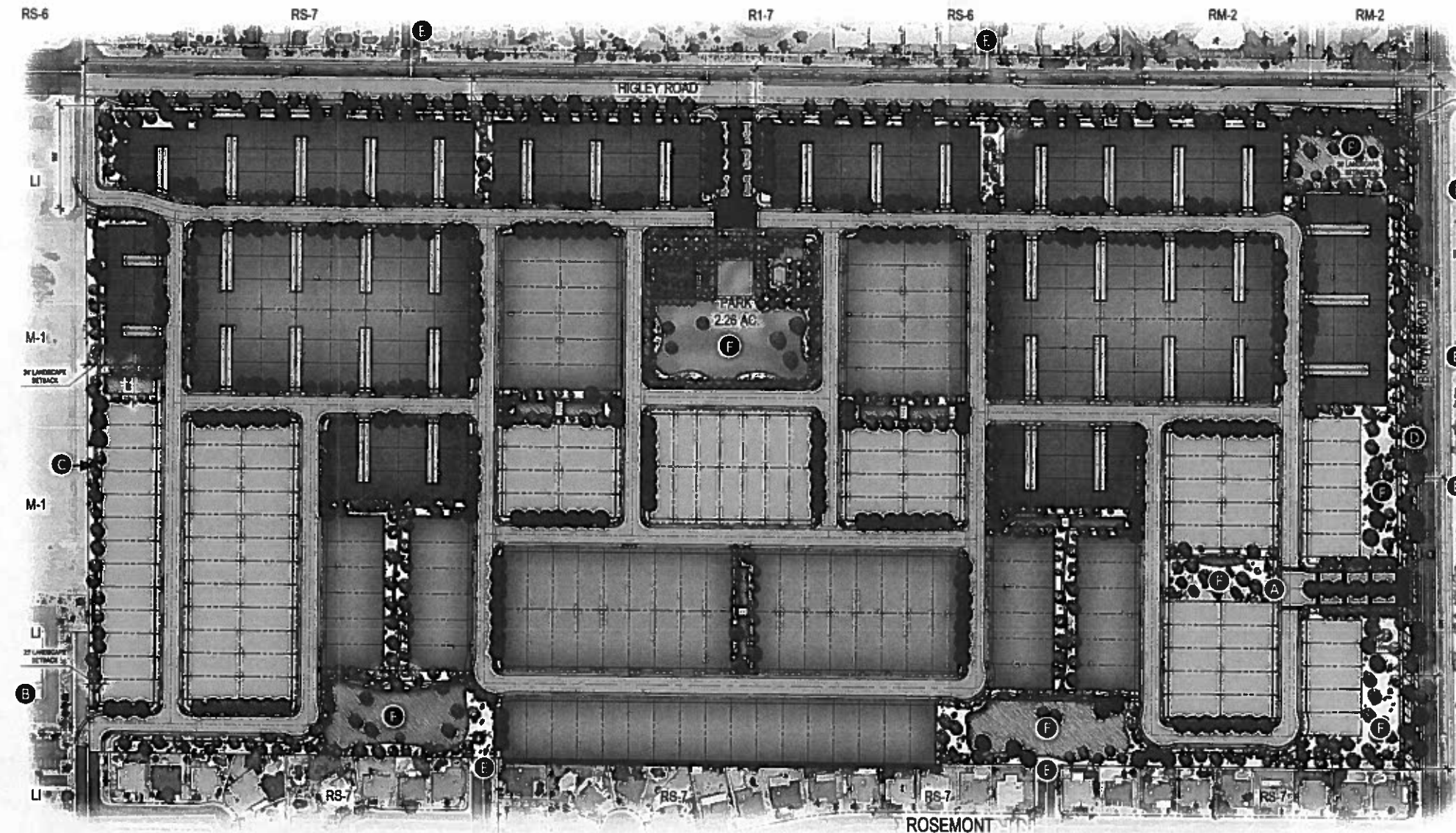


## Development Plan

The proposed development of 80.05 gross acres (74.10 net acres) is designed with 431 single family residential units comprised of court type lots and traditional small lots. The overall gross density of the community is 5.38 dwelling units per acre allowing for 18% of the project area to be developed as open space.

The proposed design of the development is based on a new urban neighborhood with a rectilinear street network with a strong centralized park/amenity. Three different products are incorporated throughout the development: 45' x 110' traditional lots; 50' x 120' traditional lots; and 6-pack court lots. The different products are used to buffer the surrounding existing and proposed developments with the more dense court product located along the north, east and south perimeter of the development buffering the industrial and commercial land uses as well as the arterial traffic along Higley and Brown roads. Internally to the project the least dense 65' x 120' traditional product serves as a buffer and transition between the existing residential adjacent to the west and the proposed cluster within the development.

The planned primary access points for this community occur on Higley Road aligning with the centrally located park and amenity of the proposed development, and off of Brown Road. A third access point is also provided at the McLellan Road alignment off of Higley Road. The proposed development is integrated into the existing development to the west by incorporating two streets that terminate at the west boundary of the development: Princess Drive and Gary Street.



## LEGEND

- A** 5' WIDE CONCRETE PEDESTRIAN PATH, TYP.
- B** EXISTING SCHOOL
- C** 6' WIDE CONCRETE PATH FROM SCHOOL
- D** APPROXIMATE LOCATION OF EXISTING 30' POWERLINE EASEMENT
- E** EXISTING DRIVE LOCATIONS, TYP.
- F** RETENTION BASIN

## SITE DATA

DESCRIPTION	QUANTITY	MIX
GROSS ACREAGE	80.05 AC.	
NET ACREAGE	74.10 AC.	
OPEN SPACE	14.34 AC.	18%
COURT LOTS	234 UNITS	54%
45 x 100 LOTS	98 UNITS	23%
50 x 120 LOTS	99 UNITS	23%
<b>TOTAL:</b>	<b>431 UNITS</b>	<b>5.38<sup>DU</sup>/AC</b>
<b>EXISTING ZONING: AG</b>		
<b>PROPOSED ZONING: RSL 4.5 &amp; RSL 2.0</b>		

Development Plan/Landscape Master Plan

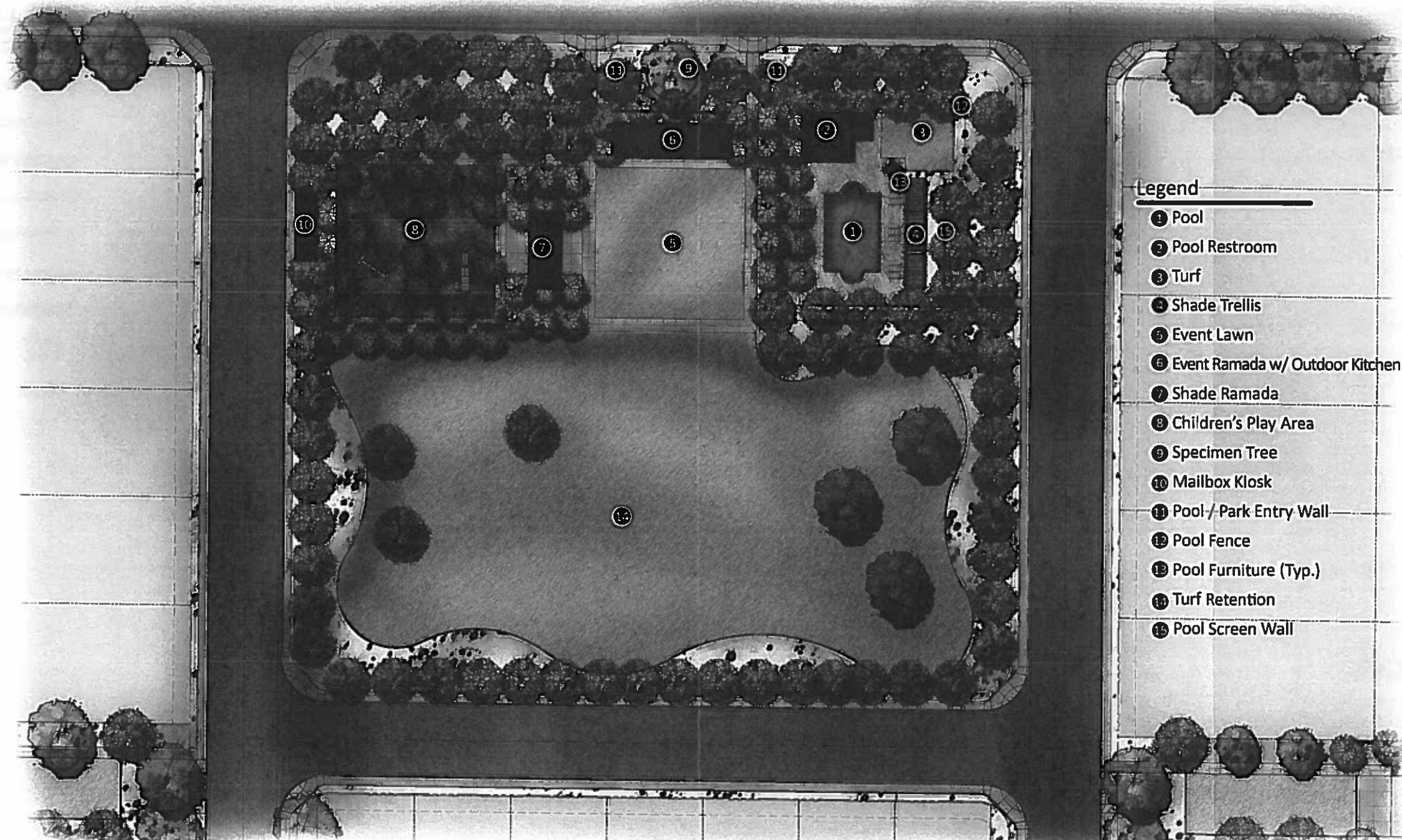
The proposed Higley and Brown development provides an extensive amount of open space throughout the development. Under the current City development standards for the RSL district, a minimum of 400 sq. ft. of open space per unit is required through a combination of common open space and private open space. With 431 units proposed for the development, 172,400 square feet (3.96 acres) of open space is required. The site provides 14.34 acres (18% of the gross area), or 624,844 square feet, of open space, which is more than 362% than what is required. This also does not include the additional 691 square feet average per motor court lot, and 950 square feet average per traditional small lot, of private open space that is provided through yards and patios. Included in the common area open spaces are the community's recreational amenities. This includes a park area that is programmed to allow for active and passive recreation, providing site furnishings such as benches, tables and ramadas for seating and picnics; turf area for free play; and a pool and restroom facility. Community trails are also located throughout the community that connect residents to all areas of the community including the regional trail along the canal to the east and the school to the north.



Open Space Plan



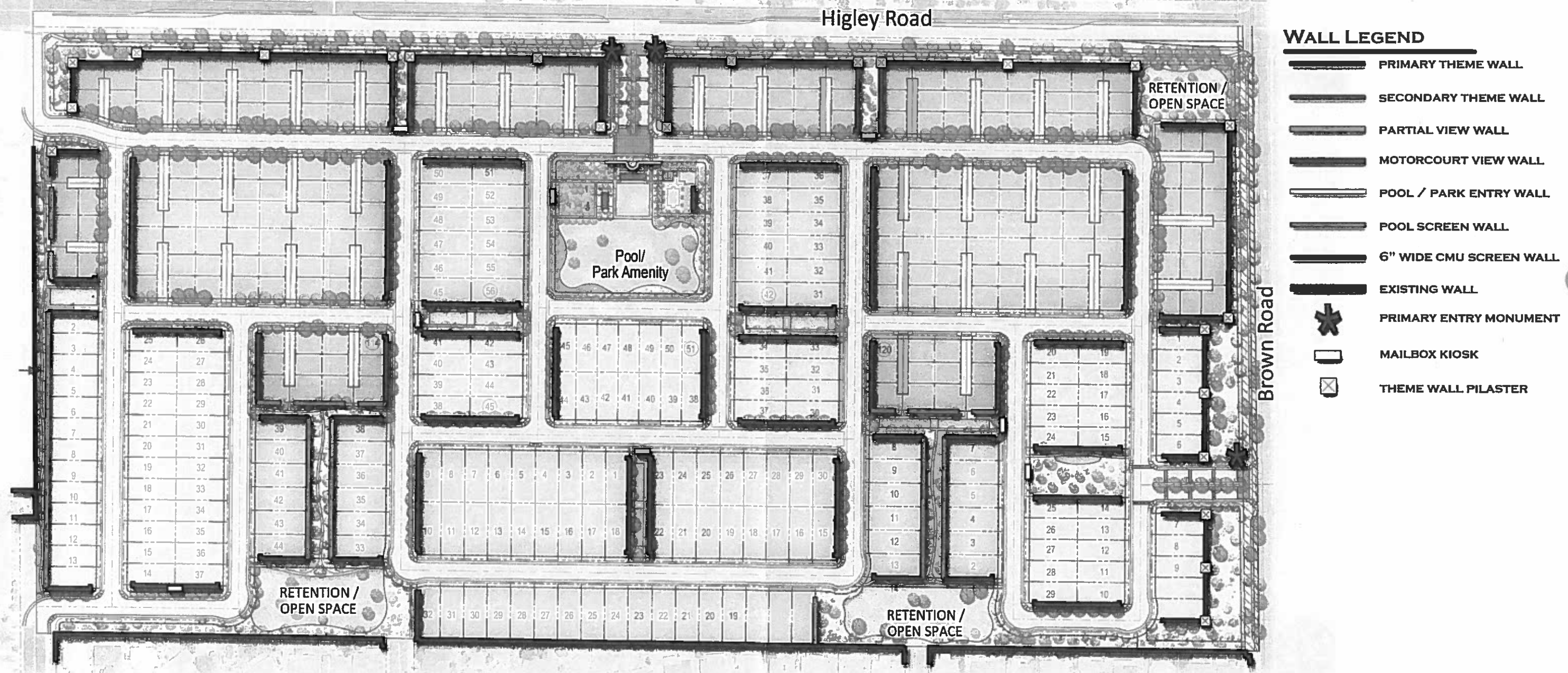
# Amenity Plan



## Legend

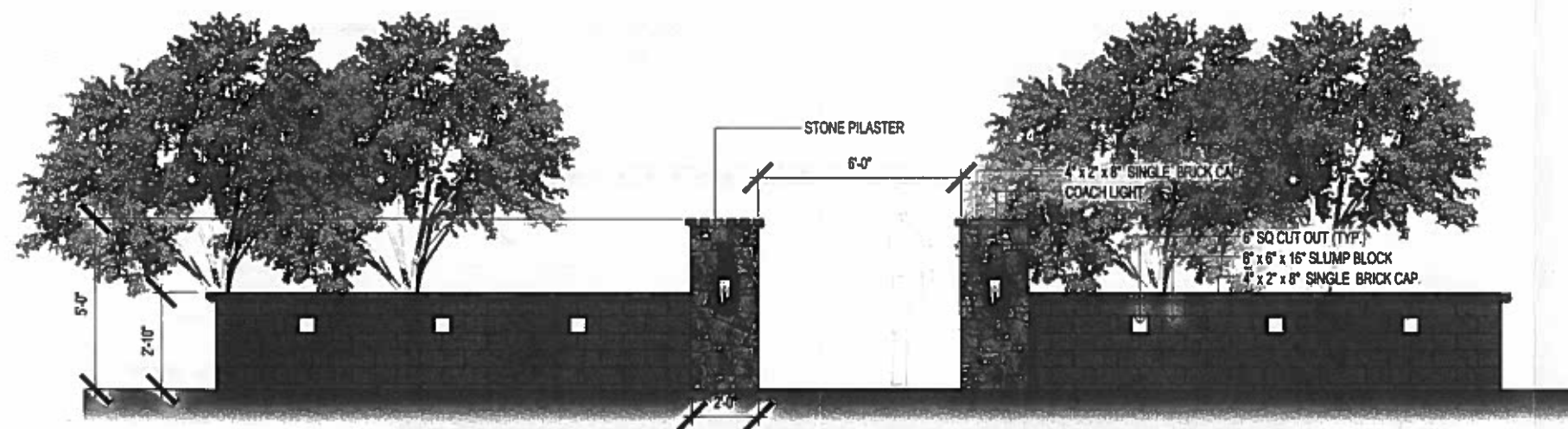
- ① Pool
- ② Pool Restroom
- ③ Turf
- ④ Shade Trellis
- ⑤ Event Lawn
- ⑥ Event Ramada w/ Outdoor Kitchen
- ⑦ Shade Ramada
- ⑧ Children's Play Area
- ⑨ Specimen Tree
- ⑩ Mailbox Kiosk
- ⑪ Pool / Park Entry Wall
- ⑫ Pool Fence
- ⑬ Pool Furniture (Typ.)
- ⑭ Turf Retention
- ⑮ Pool Screen Wall

## Wall Plan



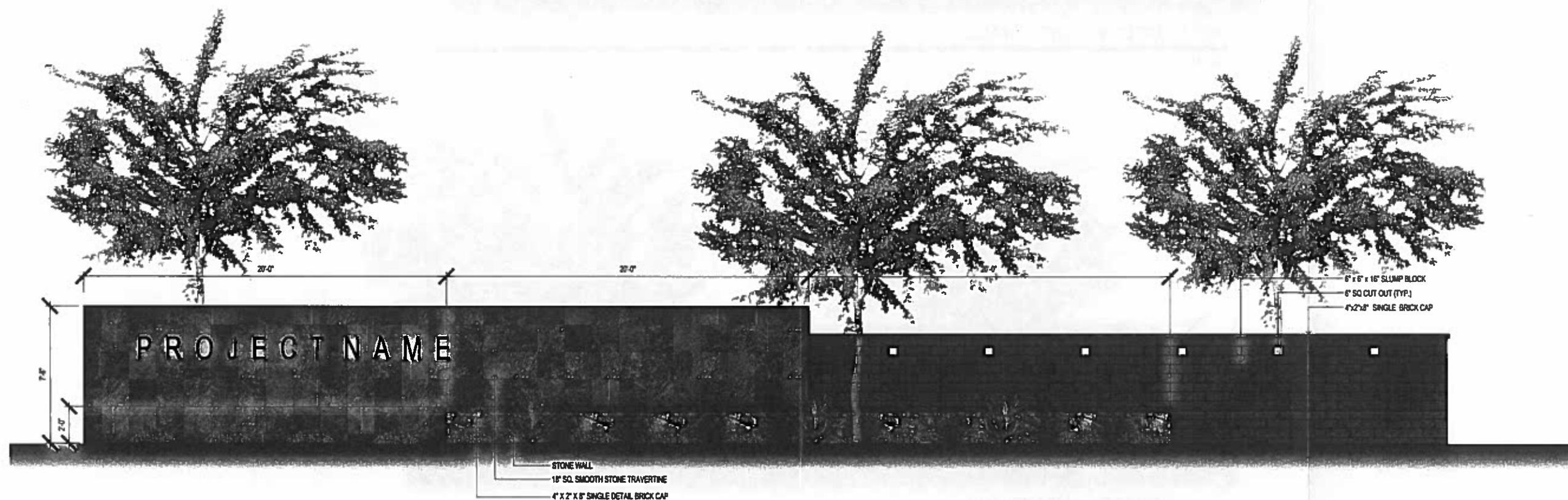


## Walls and Monumentation



POOL / PARK ENTRY WALL

SCALE: 1/2" = 1'

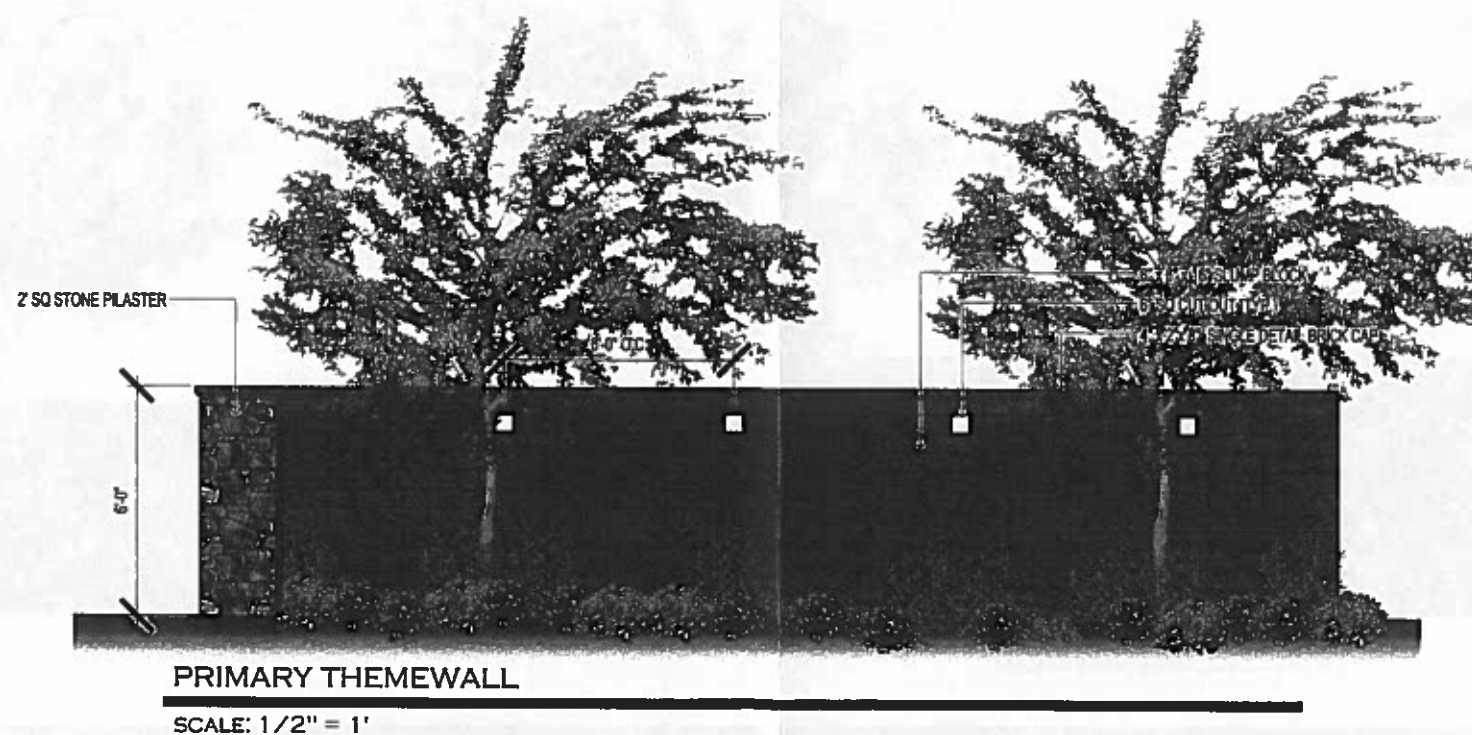
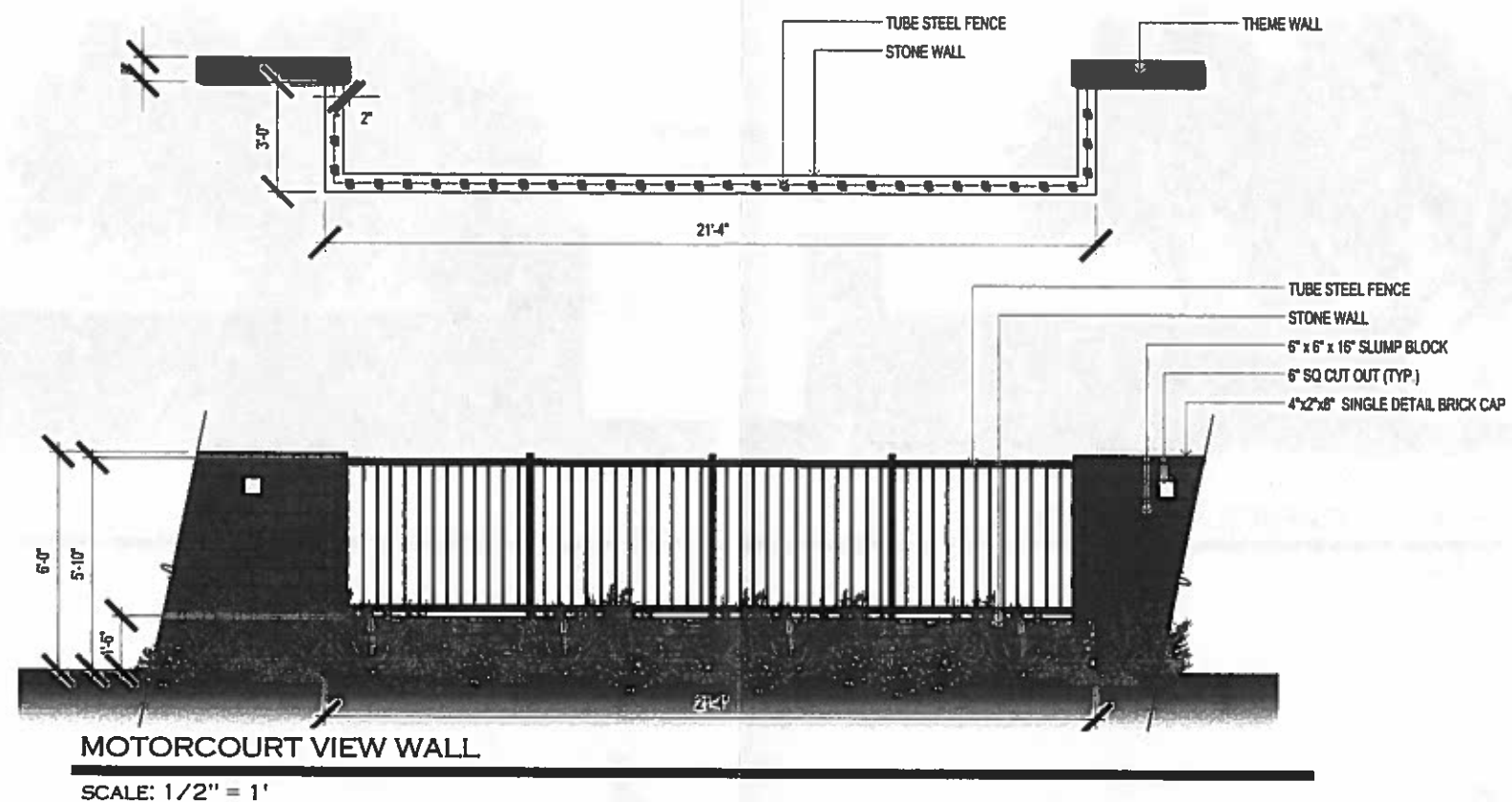


PROJECT ENTRY MONUMENT

SCALE: 3/8" = 1'

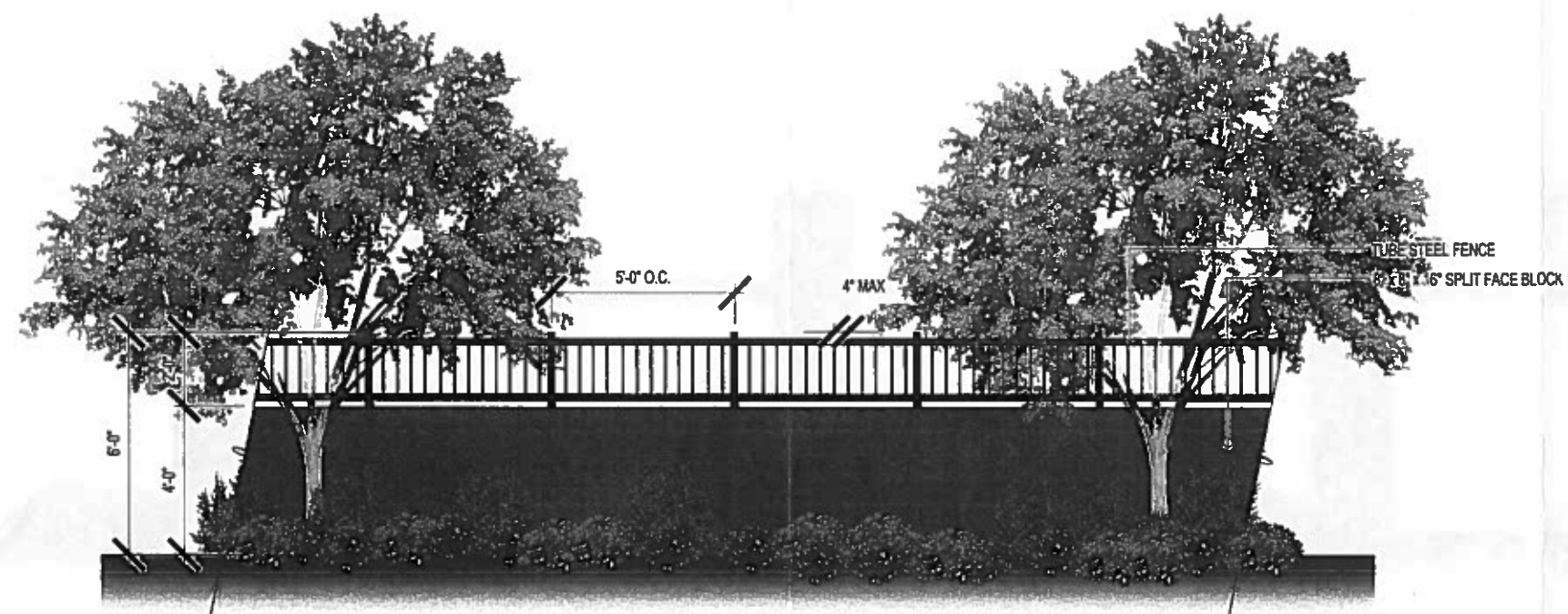
Primary Entry and Pool/Park Entry Treatment

## Walls and Monumentation



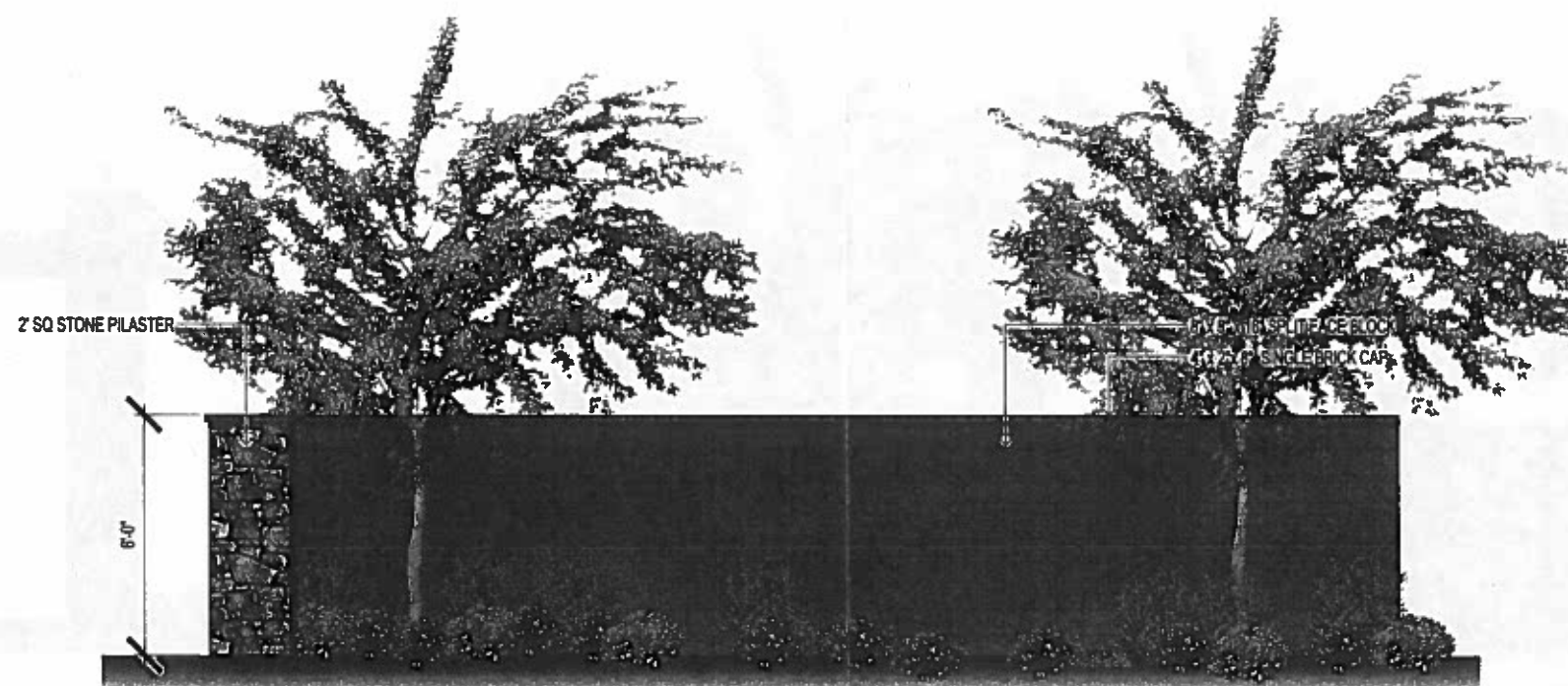


## Walls and Monumentation



PARTIAL VIEW WALL

SCALE: 1/2" = 1'

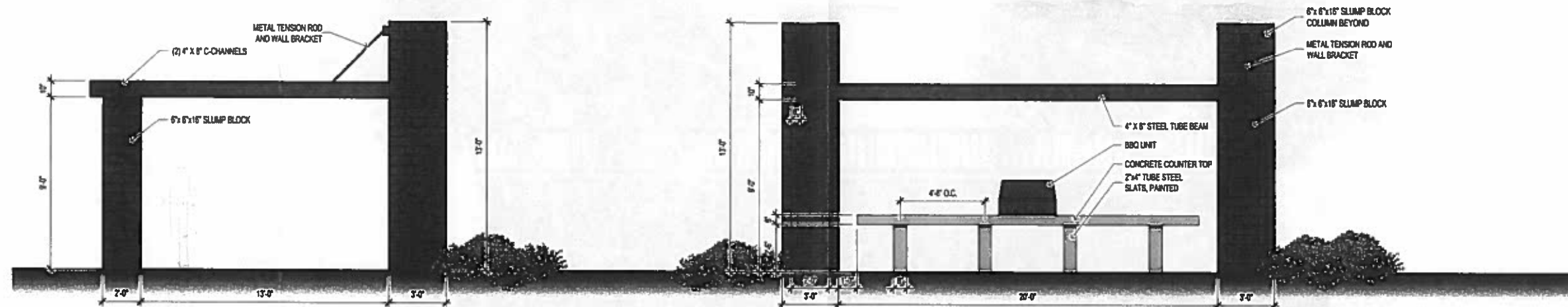


SECONDARY THEMEWALL

SCALE: 1/2" = 1'

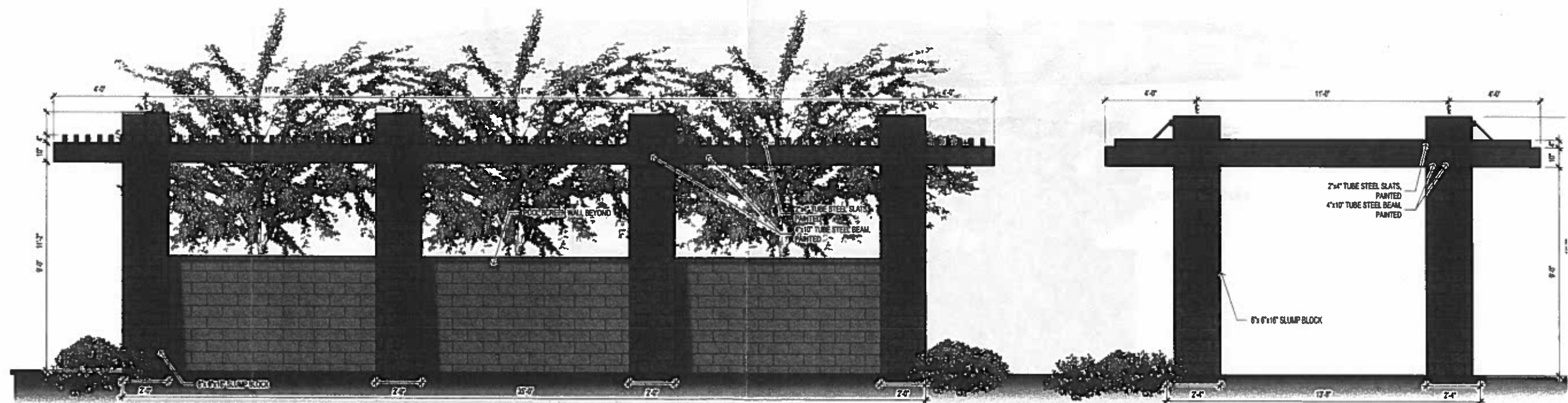
Secondary Theme and Partial View Walls

## Walls and Monumentation



SHADE RAMADA ELEVATIONS

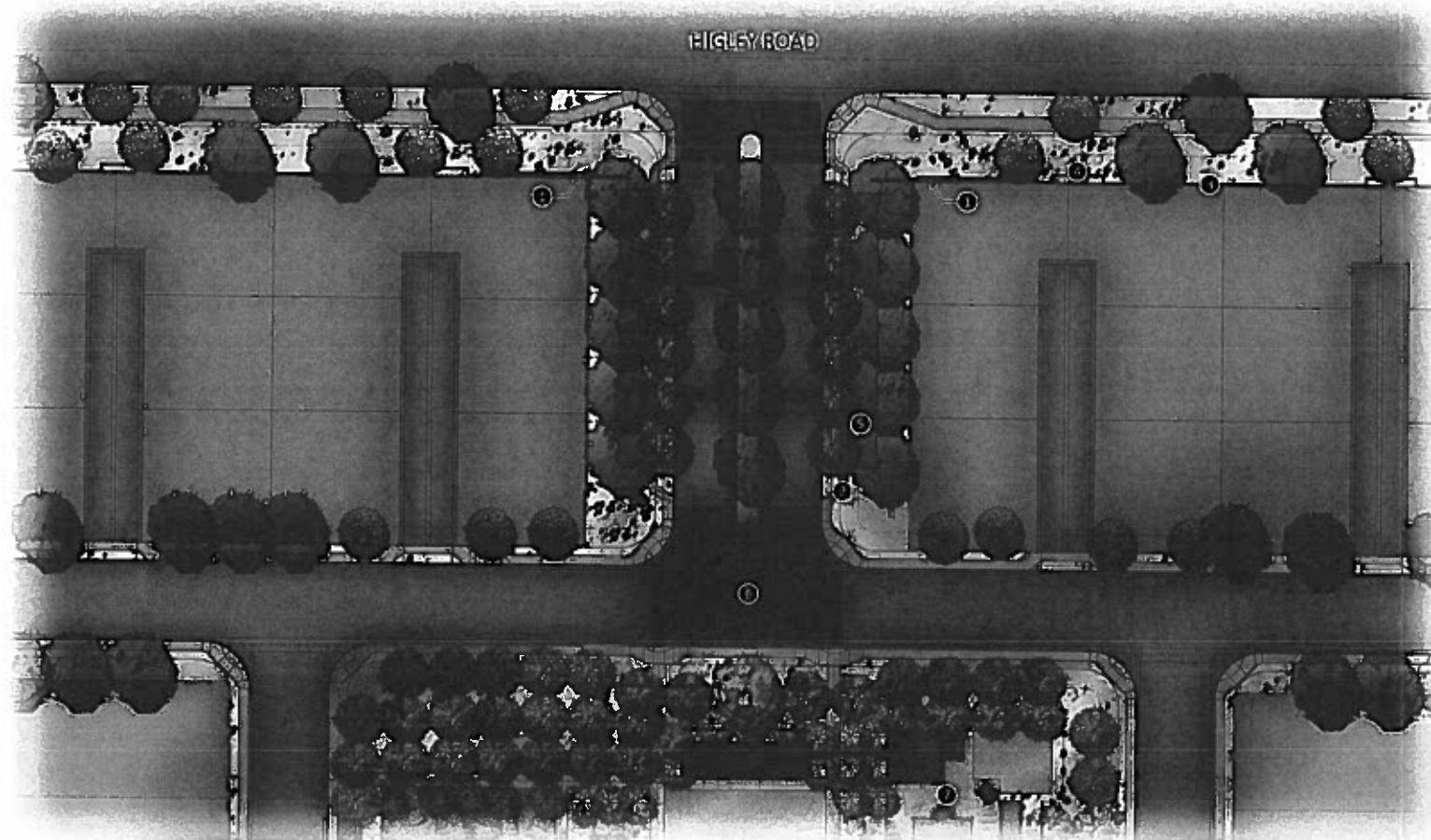
SCALE: 3/8" = 1'



SHADE TRELLIS ELEVATIONS

SCALE: 1/2" = 1'





Legend

- ① Entry Monument
- ② Detached Sidewalk (At Entry Only)
- ③ Primary Themewall
- ④ Motor Court View Wall
- ⑤ Turf
- ⑥ Pavers
- ⑦ Pool Amenity

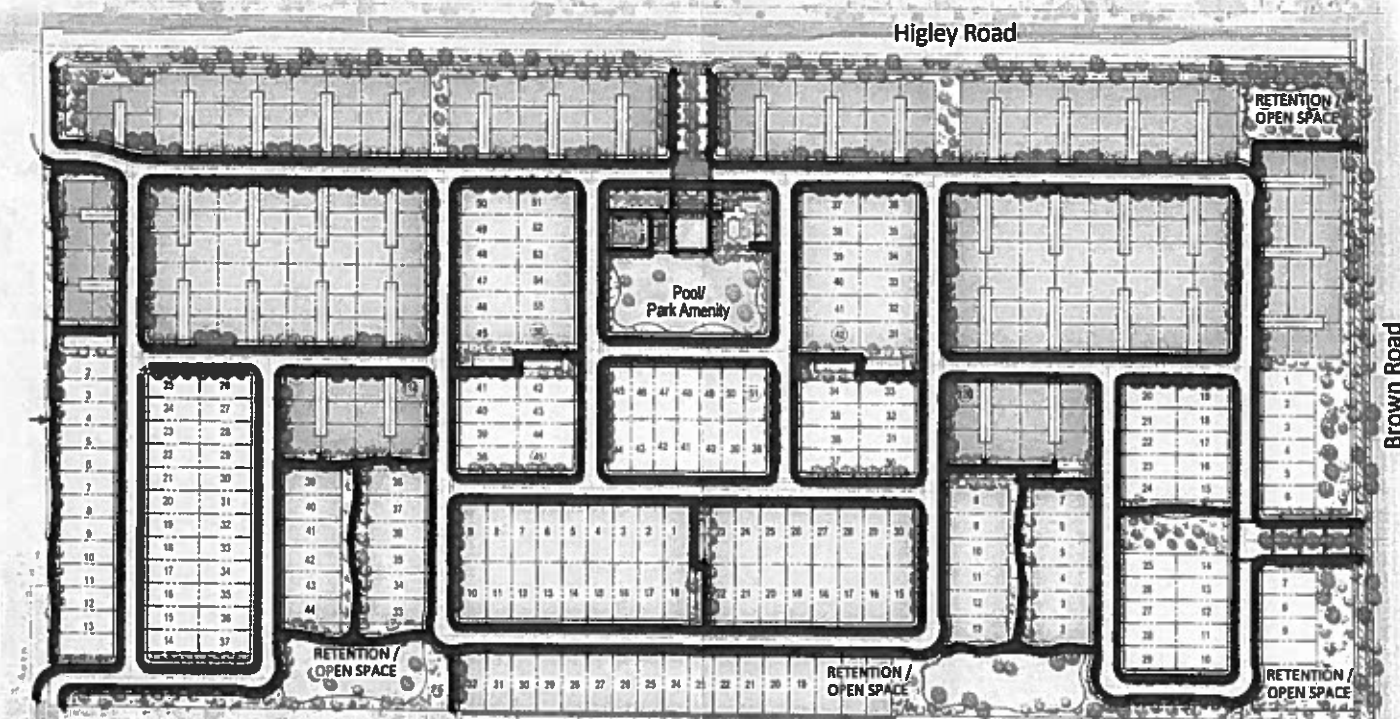


Entry



TRAILS LEGEND

- 4' STREET ADJACENT SIDEWALK
- 4' COMMUNITY SIDEWALK
- 5' COMMUNITY SIDEWALK
- 6' COMMUNITY SIDEWALK



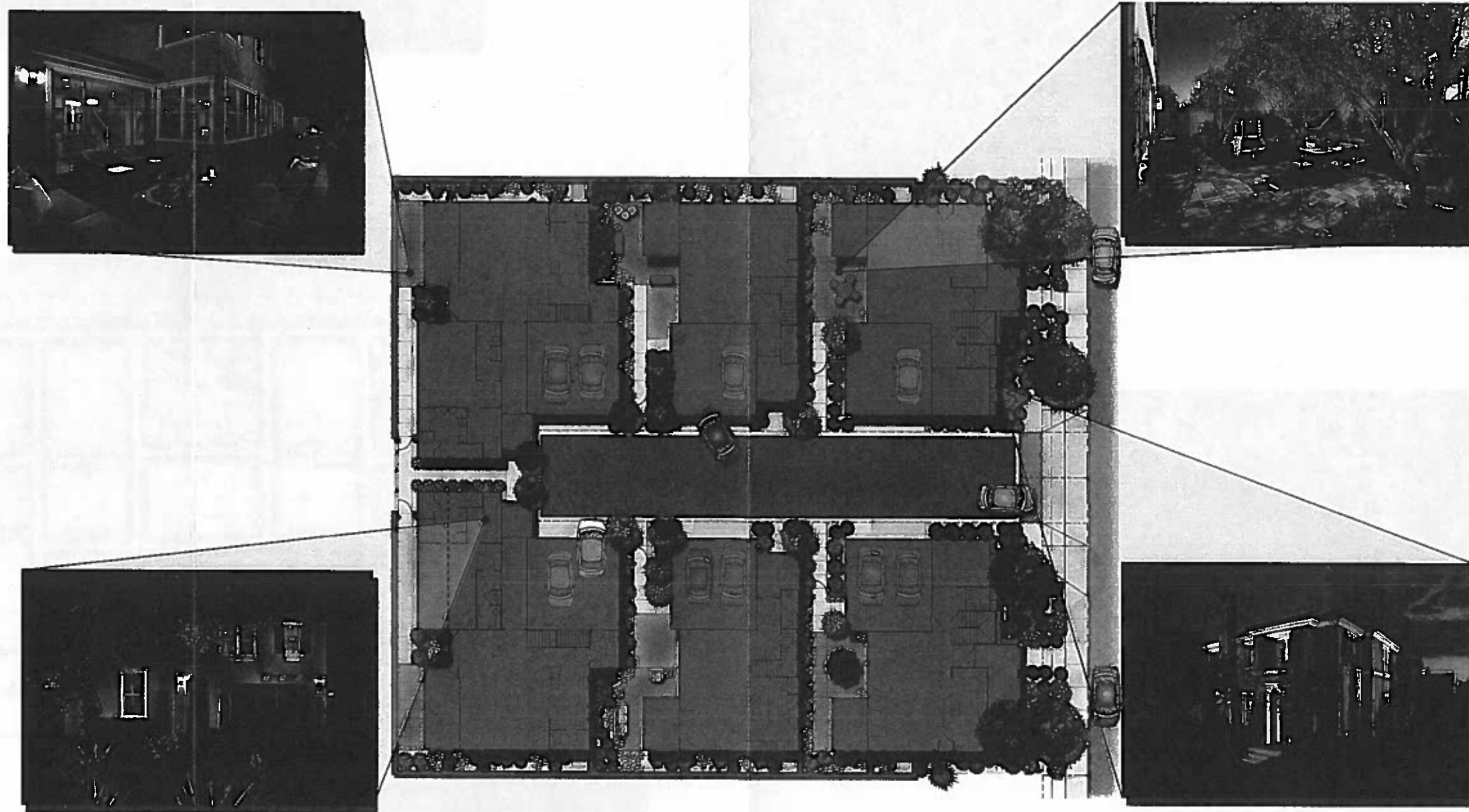
Pedestrian Circulation

Rosemont

## Architecture

### Motor Court Product

The proposed court type product is designed with up to six (6) 2-story single family units that surround a common motor court. The motor courts are common area tracts that are to be maintained by the home owner's association. All of the units are serviced from the motor court, effectively removing the garage from the community's street scene. This approach will allow for the architecture of the residence to be closer to the street creating a more walkable neighborhood. The street scene will also be enhanced with heavy architectural detailing of front doors, porches, and well landscaped tree lined streets. The traditional private yard space is being utilized in common open space areas; residents are able to use these common open spaces without having to maintain them. Overall, the development's single family residential product provides an efficient lifestyle. With this product there are five (5) different floor plans offered with three (3) varying architectural styles to choose from creating fifteen (15) different options.





### Traditional Small Product

The proposed traditional small lot products are designed with up to five (5) 1-story and up to five (5) 2-story single family units that are serviced from a traditional street. The architecture of this product type varies from 1'-8" up to 13' of separation from the garage. With this product there are ten (10) different floor plans offered with three (3) varying architectural styles to choose from creating thirty (30) different options. This with the variety of articulation in the architecture creates a heavily varied street scene throughout the community.





### Court Product

All of the units are serviced from the motor court, effectively removing the garage from the community's street scene. This approach will allow for the architecture of the residence to be closer to the street creating a more walkable neighborhood.



Traditional Small Product

The variety of articulation in the architecture creates a heavily varied street scene throughout the community.

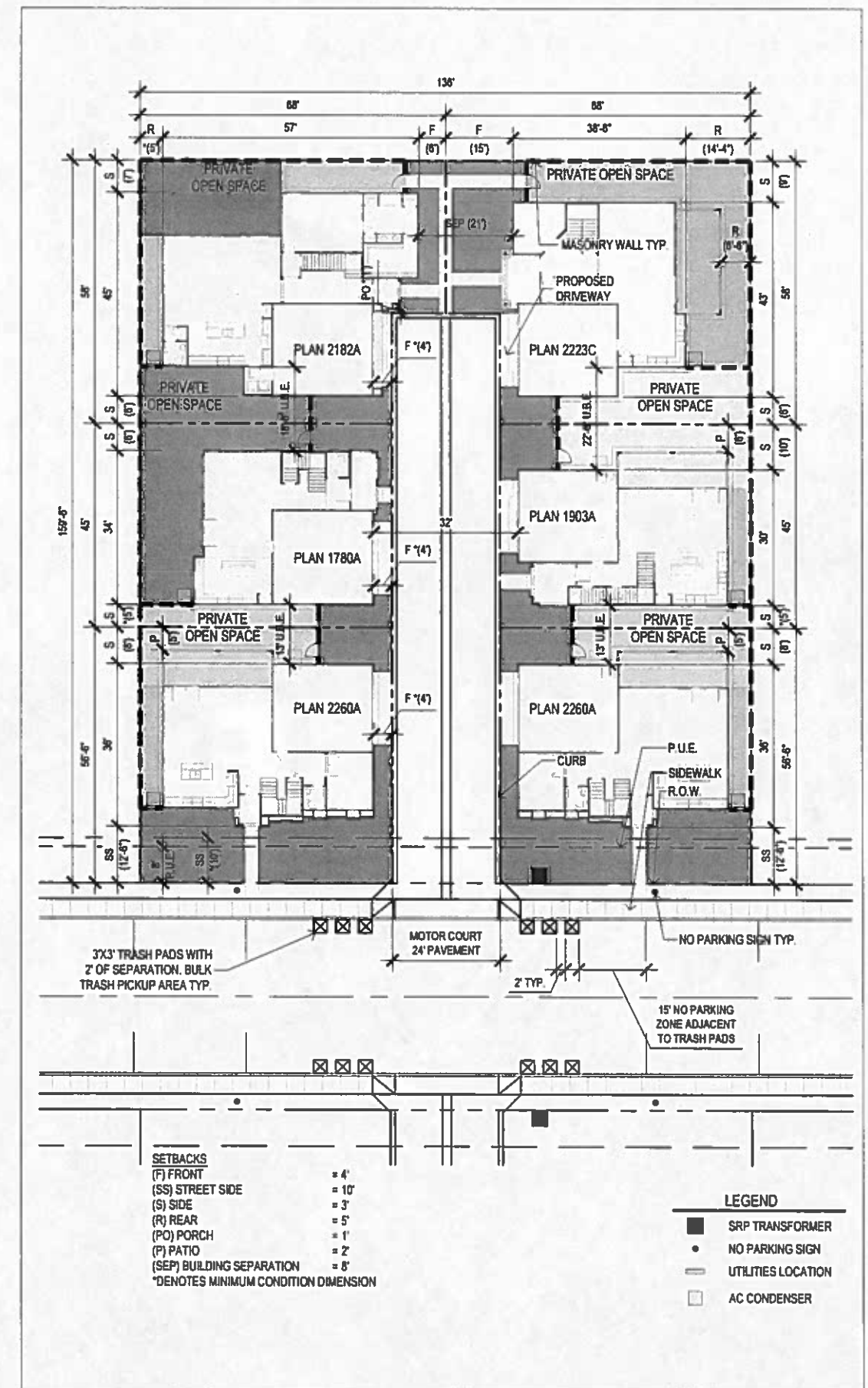


# Development Standards for the RSL District

To provide areas for small-lot single dwelling development at densities of up to 17 units per net acre, the Higley and Brown development is subject to certain development standards under RSL 2.0 and RSL 4.5 requirements to ensure land use compatibility. The elements are listed below with a brief summary of the way the request complies with the applicable element and requests minor amendments to the zoning ordinance:

## Motor Court

Proposed RSL-2.0 Development Standards			
<i>Standard</i>	<i>RSL-2.0 Mesa Existing</i>	<i>Proposed</i>	<i>Additional Standards</i>
<b>Lot Standards</b>			
Minimum Average Lot Area of Subdivision (sq. ft.)	2,500	2,500	
Minimum Individual Lot Area (sq. ft.)	2,000	2,000	
Minimum Lot Width-Interior Lot (ft.)	25	25	
Minimum Lot Width-Corner Lot (ft.)	30	30	
Minimum Lot Depth (ft.)	75	56	
<b>Building Form and Location</b>			
Maximum Height (ft.)	30	30	
Maximum Number of Stories	2	2	A third story may be permitted if meets specific standards. See 11-5-4 (B) (1).
<b>Minimum Yards (ft.)*</b>			
Front-Building Wall	12	4 from motor court tract/property line	
Front-Garage	20	4	
Front-Porch (Street Facing**)	7	8***	Porch adjacent to motor court tract is 1.
Street Side**	10	10	
Interior Side: Minimum each side	3	3	<u>See 11-5-4 (B) (2)</u> <u>See 11-5-4 (B) (3)</u>
Interior Side: Minimum aggregate of 2 sides	8	8	<u>See 11-5-4 (B) (2)</u>
Rear	15	5	





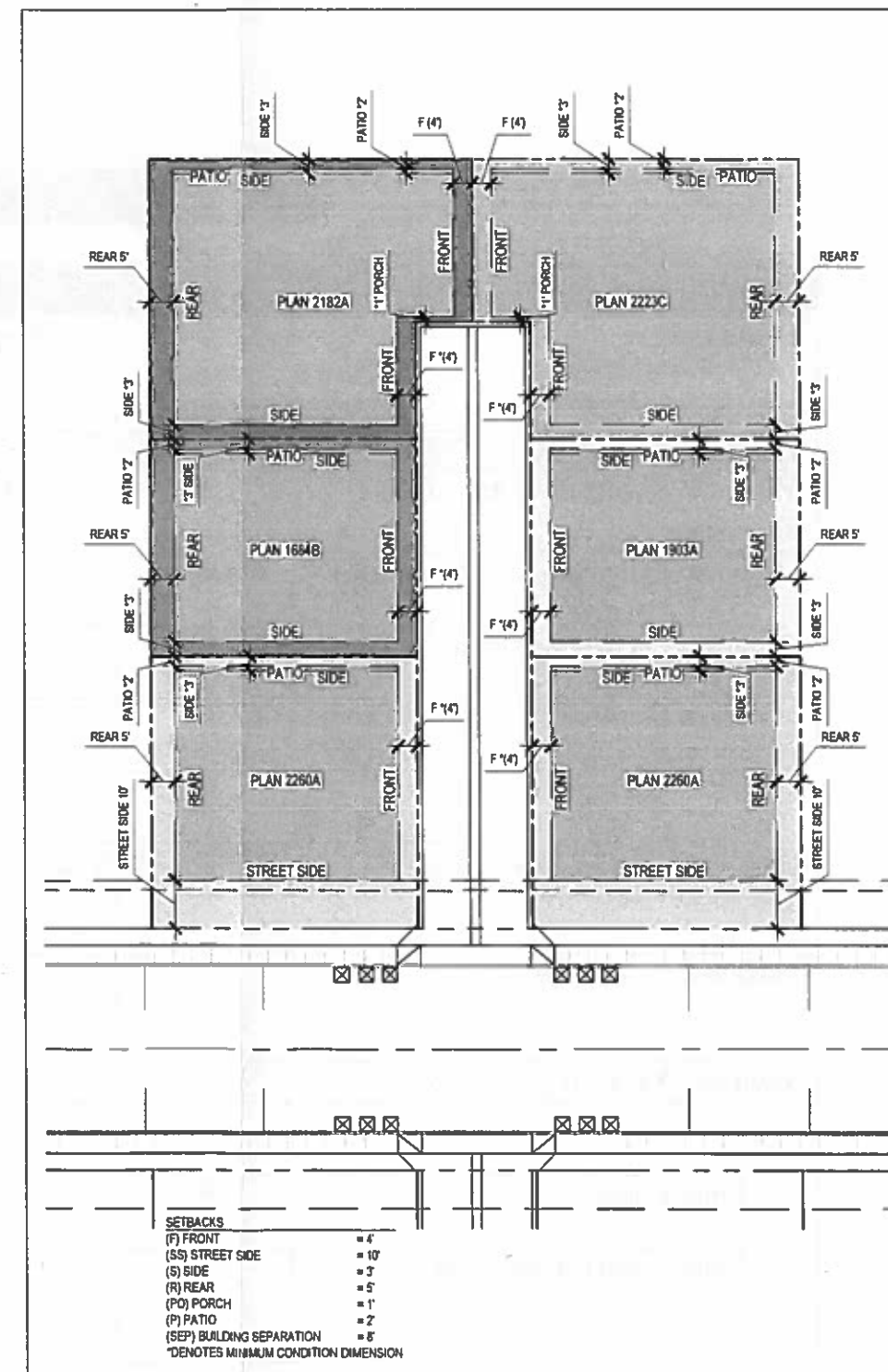
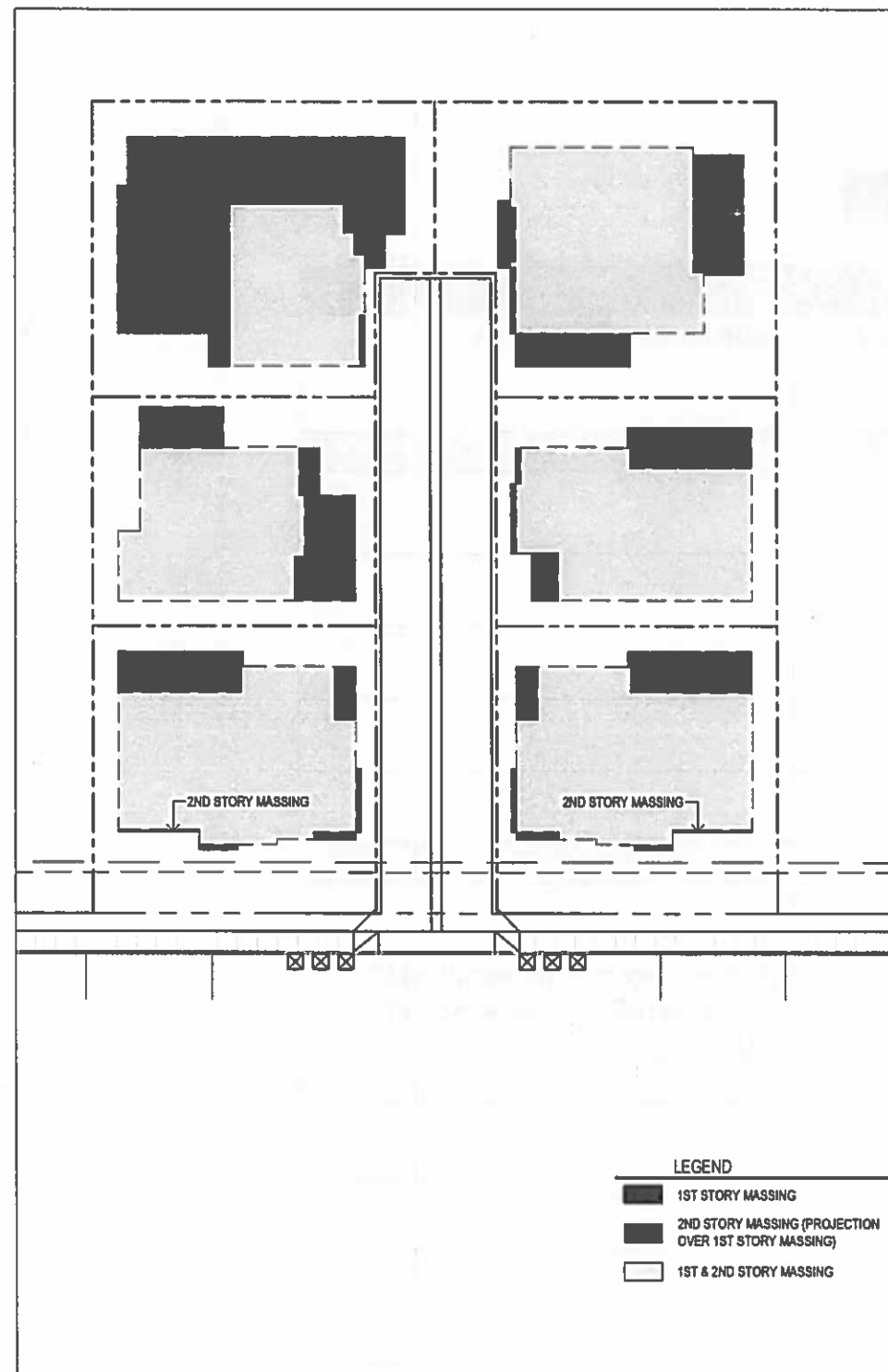
Rear or Side – Garage, Accessed by Alley or Common Drive Shared by 3 or More Lots; Measured to Construction Centerline of Alley or Drive	13	16 (4 from edge of motor court tract/property line)	This can be applied as a front setback when the front of the unit is considered the alley or common drive.
Building Form Standards	The building form standards of Section 11-5-3(E) also apply to the RSL district.		
Minimum Useable Open Space (sq. ft.) per unit	400	400	See 11-5-4 (B) (4)

Additional Standards	
Accessory Structures	Section 11-5-7(B)
Driveways	Section 11-5-3(F)
Fences and Walls	Section 11-5-7(D)
Landscaping	Chapter 33, Landscaping
Limitation on Paving of Front and Street-Facing Side Yards	Section 11-5-7(E)
Off-Street Parking and Loading	Chapter 32, On-Site Parking, Loading, and Circulation
Projections above Height Limits	Section 11-30-3, Exceptions to Height Limits
Projections into Required Yards	Projections are allowed 2 feet from property line as long as the minimum building separation of 8 feet is maintained
Screening	Section 11-30-9, Screening
Signs	Article 5, Signs
Trash Storage and Screening	Section 11-5-7(G), Section 11-30-12, Trash and Refuse Collection Areas

\* Setbacks measured from the property line unless otherwise noted.

\*\* References to "Street" mean a public, local or collector street.

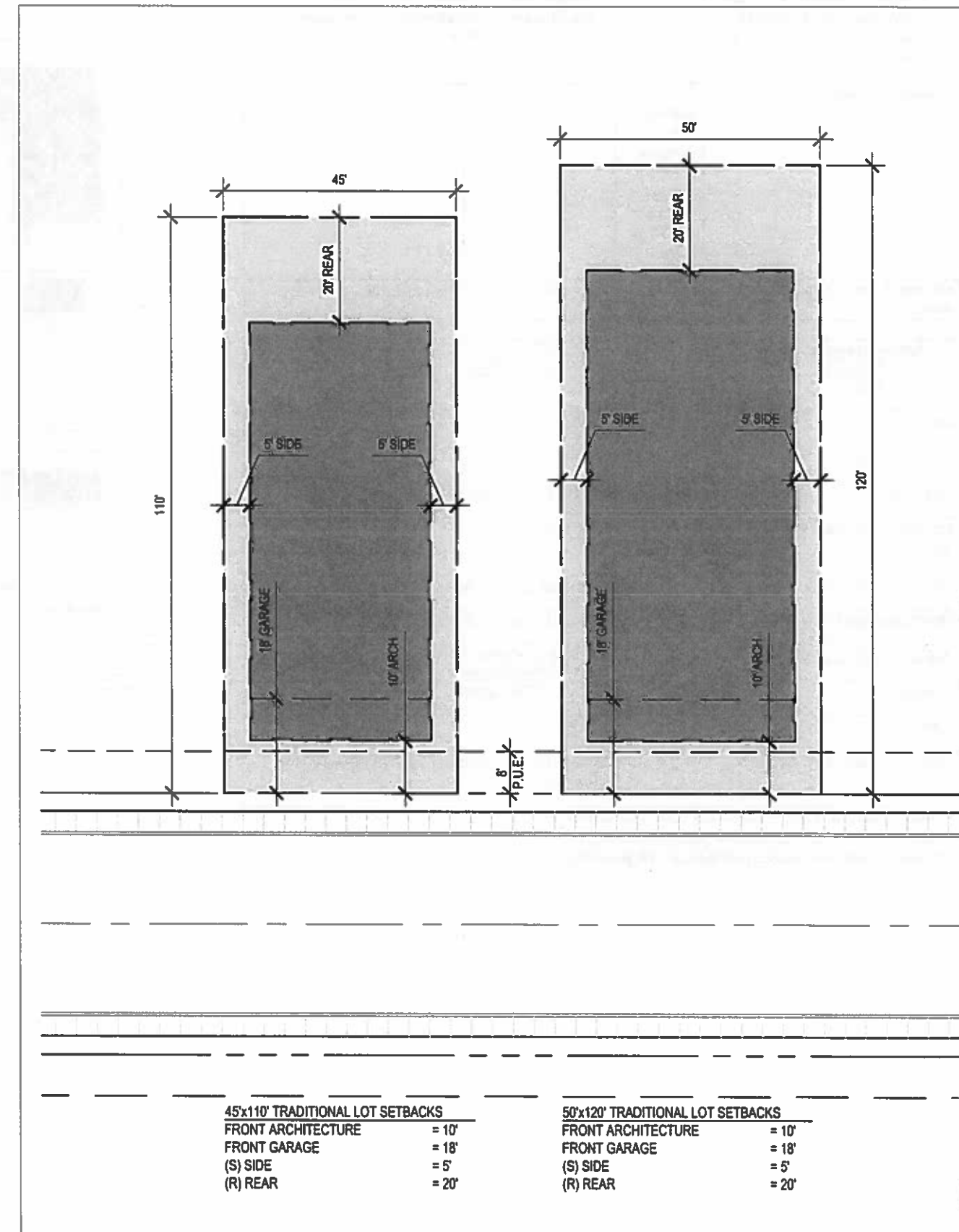
\*\*\* Street setbacks are measured from the edge of Right-of-Way.



## Traditional Small Lot

## Proposed RSL-4.5 Development Standards

Standard	RSL-4.5 Mesa Existing	Proposed	Additional Standards
<b>Lot Standards</b>			
Minimum Average Lot Area of Subdivision (sq. ft.)	4,500	4,500	
Minimum Individual Lot Area (sq. ft.)	4,000	4,000	
Minimum Lot Width-Interior Lot (ft.)	40	40	
Minimum Lot Width-Corner Lot (ft.)	45	45	
Minimum Lot Depth (ft.)	90	90	
<b>Building Form and Location</b>			
Maximum Height (ft.)	30	30	
Maximum Number of Stories	2	2	A third story may be permitted if meets specific standards. See 11-5-4 (B) (1).
<b>Minimum Yards (ft.)*</b>			
Front-Building Wall	15	10	
Front-Garage	20	18	
Front-Porch (Street Facing**)	10	10	



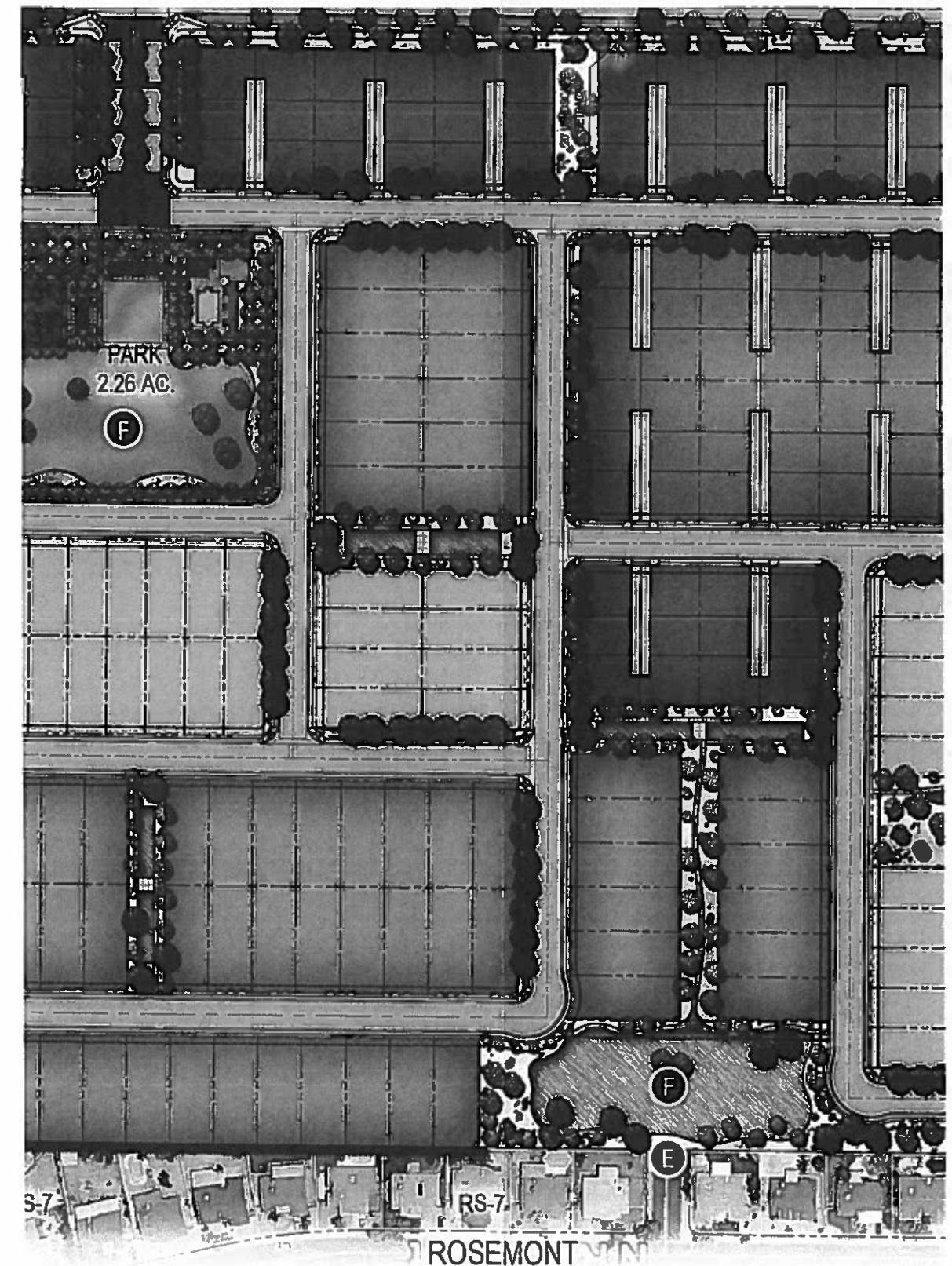


Street Side**	10	10	
Interior Side: Minimum each side	4.5	5	See 11-5-4 (B) (2) See 11-5-4 (B) (3)
Interior Side: Minimum aggregate of 2 sides	10	10	See 11-5-4 (B) (2)
Rear	20	20	
Rear or Side – Garage, Accessed by Alley or Common Drive Shared by 3 or More Lots; Measured to Construction Centerline of Alley or Drive	13	13	This can be applied as a front setback when the front of the unit is considered the alley or common drive.
Building Form Standards	The building form standards of Section 11-5-3(E) also apply to the RSL district.		
Minimum Useable Open Space (sq. ft.) per unit	400	400	See 11-5-4 (B) (4)
<b>Additional Standards</b>			
Accessory Structures	Section 11-5-7(B)		
Driveways	Section 11-5-3(F)		
Fences and Walls	Section 11-5-7(D)		
Landscaping	Chapter 33, Landscaping		
Limitation on Paving of Front and Street-Facing Side Yards	Section 11-5-7(E)		
Off-Street Parking and Loading	Chapter 32, On-Site Parking, Loading, and Circulation		
Projections above Height Limits	Section 11-30-3, Exceptions to Height Limits		
Projections into Required Yards	Projections are allowed 2 feet from property line as long as the minimum building separation of 8 feet is maintained		
Screening	Section 11-30-9, Screening		
Signs	Article 5, Signs		
Trash Storage and Screening	Section 11-5-7(G), Section 11-30-12, Trash and Refuse Collection Areas		

\* Setbacks measured from the property line unless otherwise noted.

\*\* References to "Street" mean a public, local or collector street.

\*\*\* Street setbacks are measured from the edge of Right-of-Way.



## Design Elements

Higley and Brown is proposed to be under the RSL-2.0 PAD and RSL-4.5 PAD Zoning classifications and is required to meet a variety of Design Elements as defined in the zoning ordinance. The proposed product has an average lot area 4,219 square feet and is required to provide the following quantities of design elements:

### Required Design Elements for Small-Lot Subdivision

Average Lot Area (sq. ft.)	Streetscape Elements	Site Design Elements	Building Design Elements	Total
4,000 – 4,999	1	1	1	4

### Diversity Elements

#### Streetscape Elements

iii. **Parkland and Open Space.** The development includes privately maintained park or common open space at least 30 percent greater in area than the minimum open space required.

The site provides 14.90 acres (20% of the gross area), or 649,044 square feet, of open space, which is more than 379% than what is required.

iv. **Paving Material.** Decorative paving materials that may include pavers, stamped, colored asphalt or stamped or textured concrete are utilized for pedestrian areas, street crossings, and entries into the development.

Decorative paving at entry is provided.

#### Site Design Elements

ii. **Shared or Clustered Driveways.** Driveways are paired so that there is a single curb-cut providing access to 2 houses, and the total width for the paired driveway is not more than 18 feet. Alternatively, driveways may be clustered (but need not share the same curb cut) so that there is at least 36 feet of uninterrupted curb between the clustered driveways.

Motor Court (234) units are serviced from shared driveways.

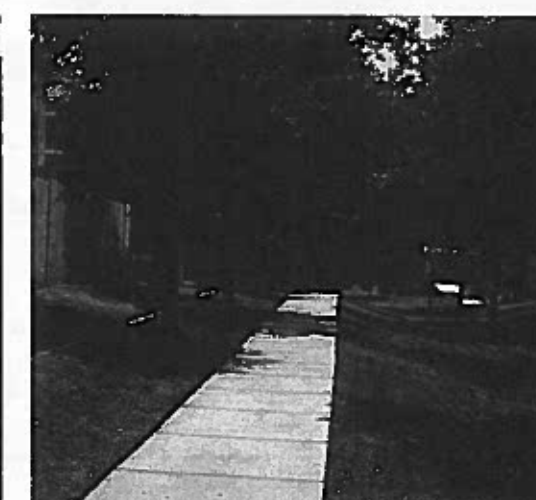
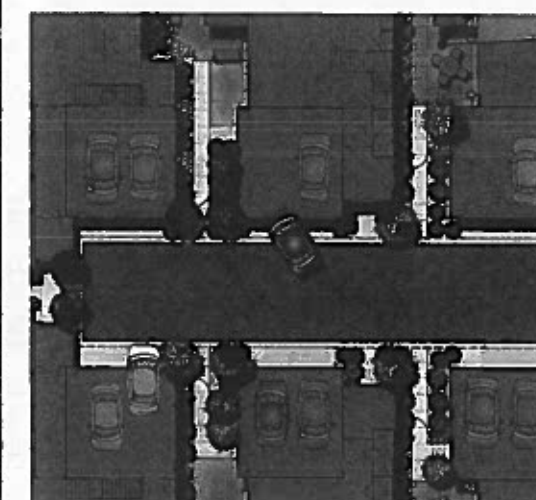
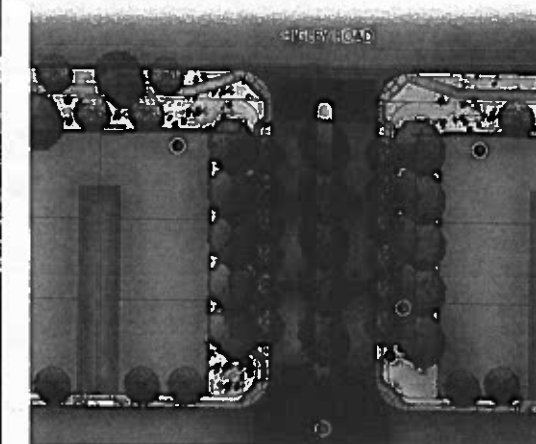
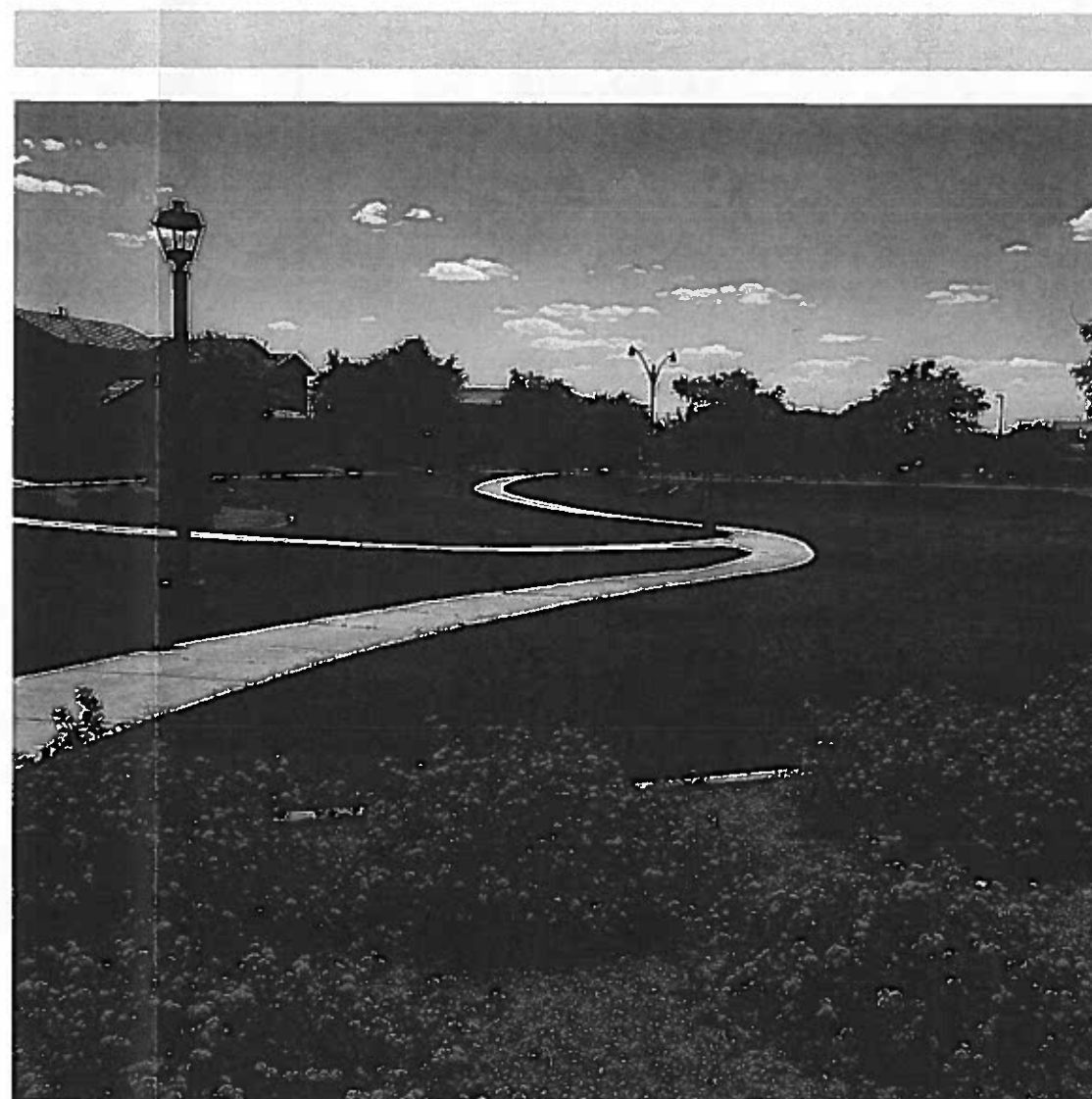
#### Building Design Elements

**Architectural Diversity.** Projects with 20 or fewer lots have a minimum of 3 unique elevations. For each additional 20 lots, or portion thereof, an additional elevation shall be required. [Example: A 100 lot subdivision would require 7 unique elevations  $(100-20)/20 = 4$ ;  $4 + 3$  (for the first 20 lots) = 7]

Architecture for the development includes ten (10) different floor plans offered with three (3) varying architectural styles to choose from creating thirty (30) unique elevations.

**Variable Garage Entries.** The development plan includes provisions for variable location of garage entries. At least 35 percent of the lots will have garages that are side-loaded, or set entirely in the rear half of the lot in a detached garage.

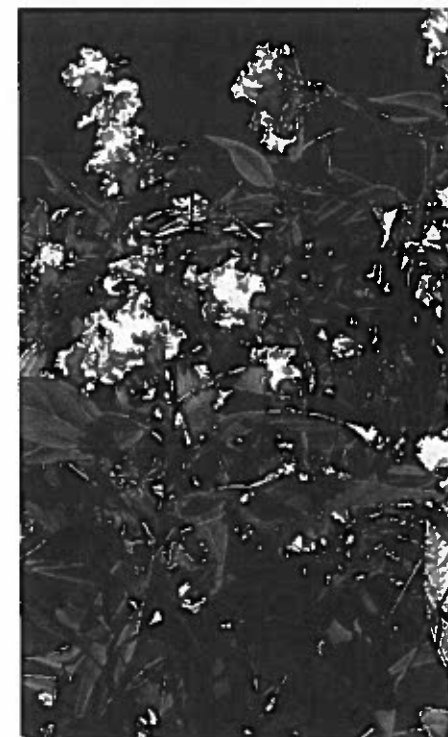
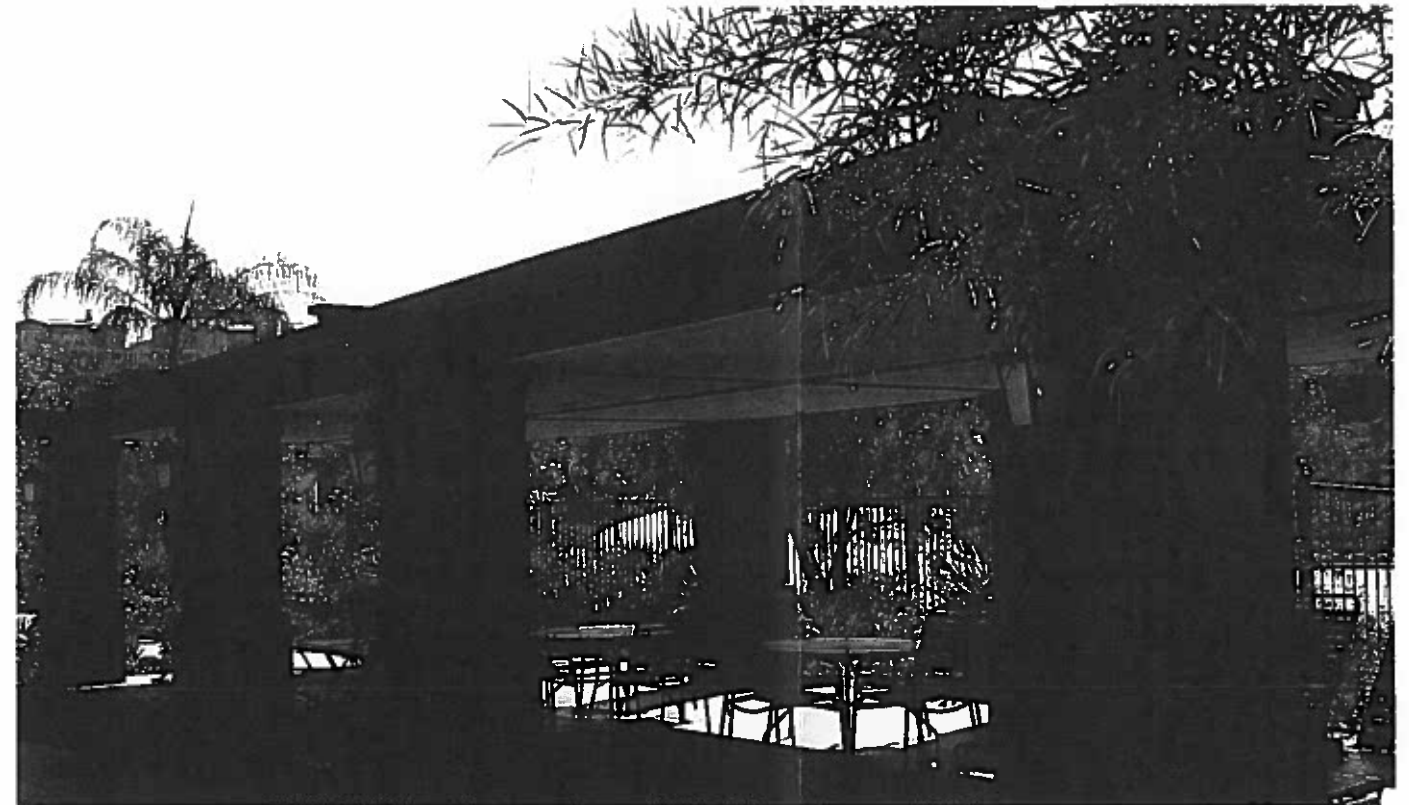
Thirty-four (34%) of the units are serviced by a Motor Court, removing the garage doors from the street scene.





## Conclusion

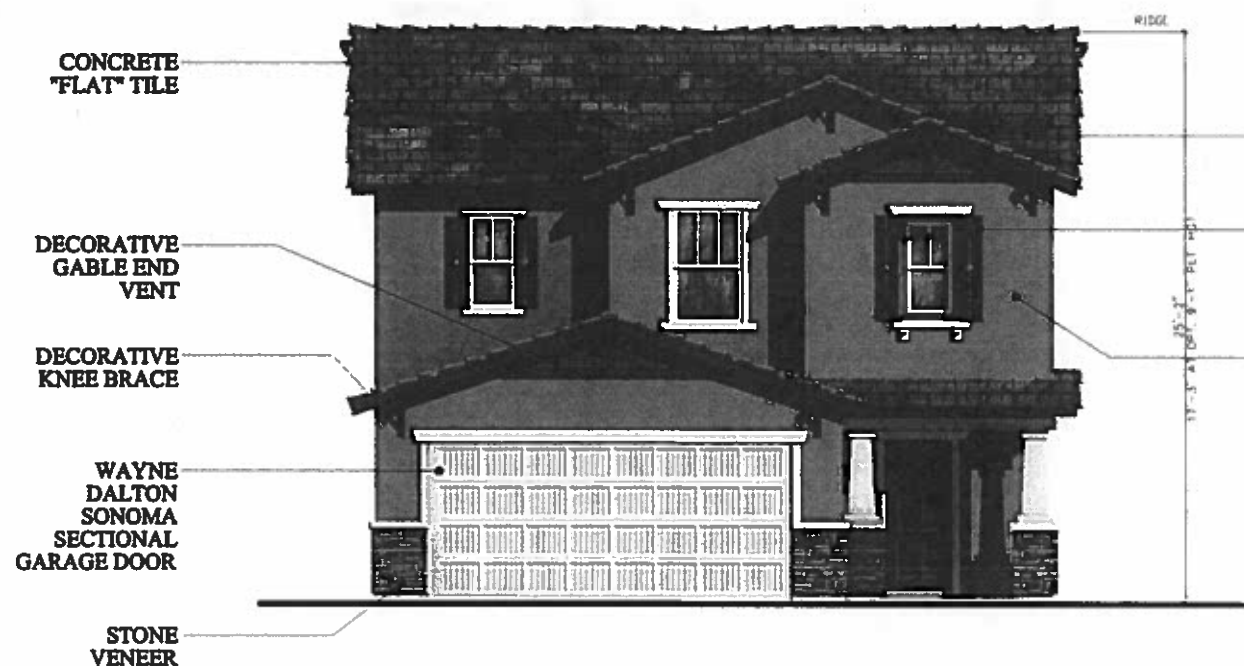
The proposed development blends into its surrounding infill environment with transitioning densities and ample open spaces. The development creates visual interest on the perimeter through its expanded landscape parkway, expansive open spaces, and architecture that enhances the street scene while encouraging urban pedestrian interaction. This development services the immediate area with a residential development that offers high quality residential product and community with an efficient lifestyle. This development will serve as an ideal example of residential infill development for the City of Mesa.



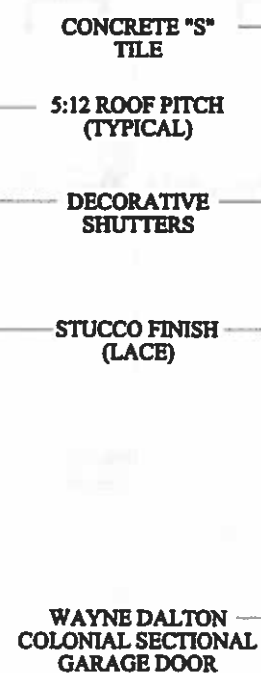
Architecture  
Court Product



ELEVATION "A"

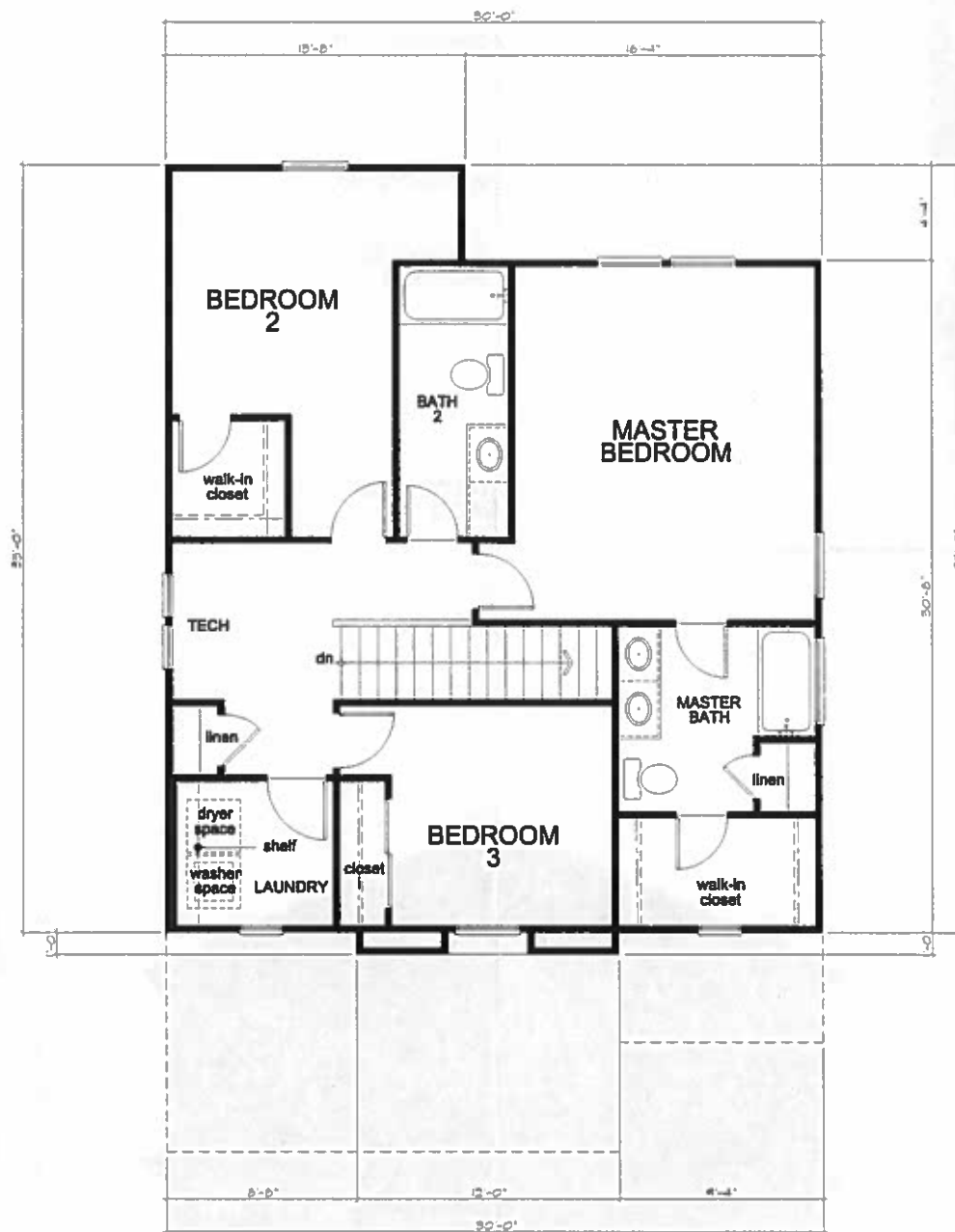


ELEVATION "D"

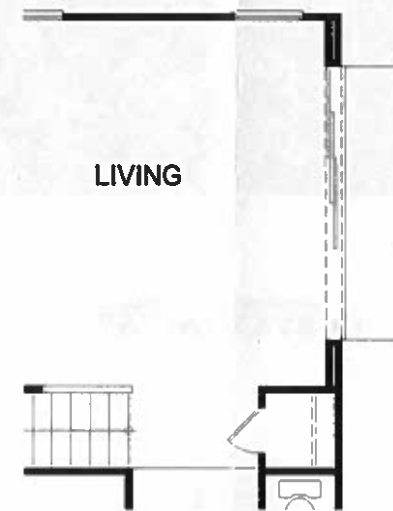


ELEVATION "E"



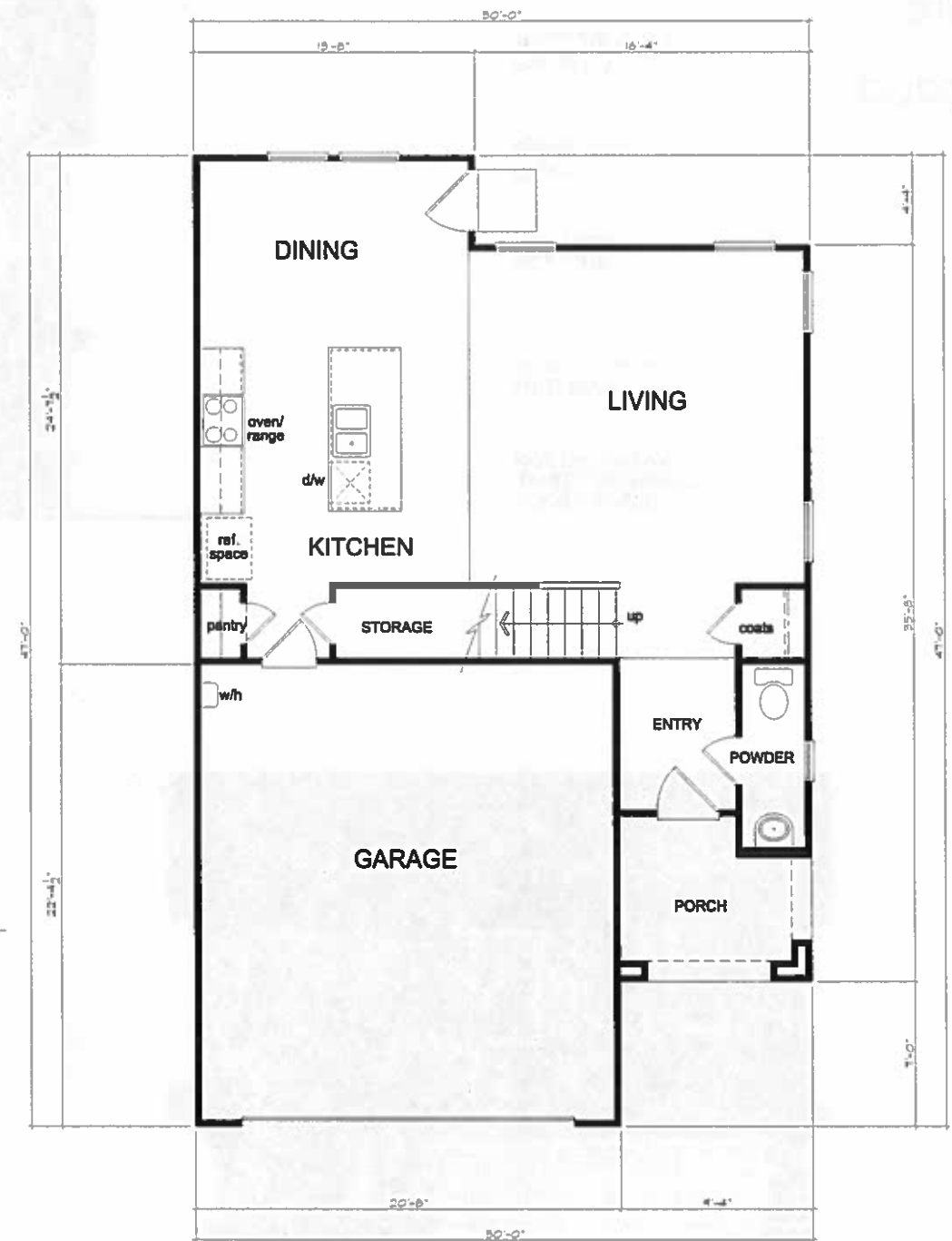


Second Floor Plan 'A'



Multi-Slide Door Option

SQUARE FOOTAGE			
PLAN 230164			
FIRST FLOOR AREA	746	SG. FT.	
SECOND FLOOR AREA	438	SG. FT.	
TOTAL AREA	1184	SG. FT.	
GARAGE AREA	480	SG. FT.	
PORCH AREA			
	ELEVATION 'A'	67	SG. FT.
	ELEVATION 'B'	77	SG. FT.
	ELEVATION 'C'	67	SG. FT.
OPT. PATIO	888	SG. FT.	



First Floor Plan 'A'

NOTE:  
"R" ON SITE PLAN REPRESENTS  
A REVERSE FLOOR PLAN



**HIGLEY & BROWN**  
KB HOME - PHOENIX DIVISION  
PHOENIX, ARIZONA

PLAN No.:  
JOB No.:  
STORY:  
MAY 02, 2013

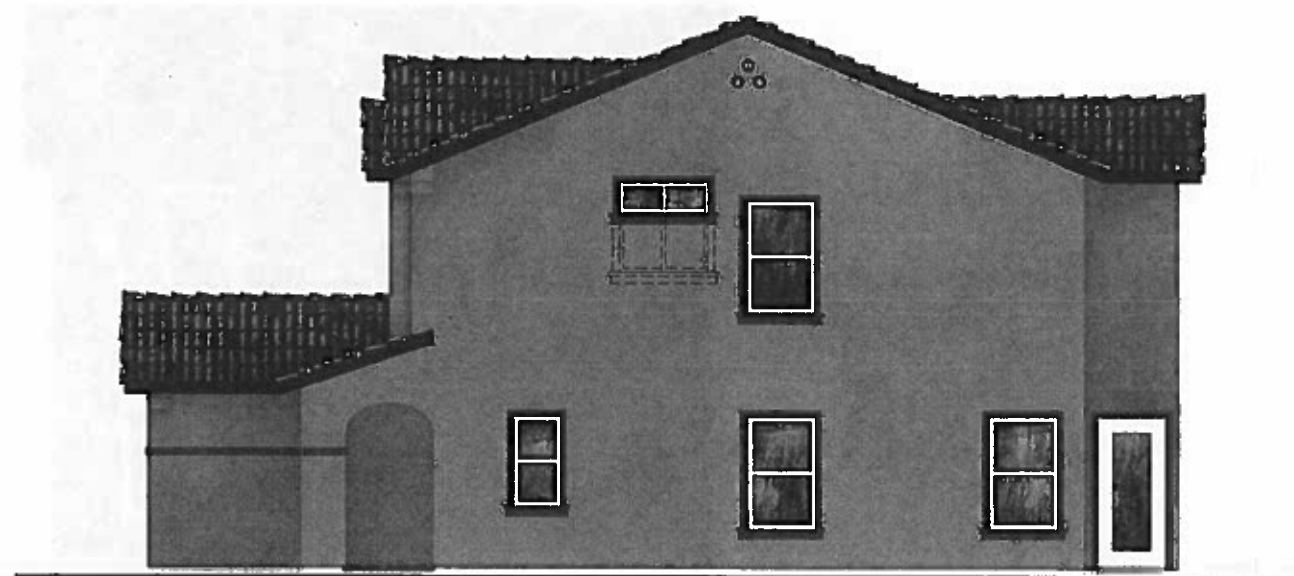
PLAN 1  
67511  
TWO



LEFT ELEVATION



FRONT ELEVATION



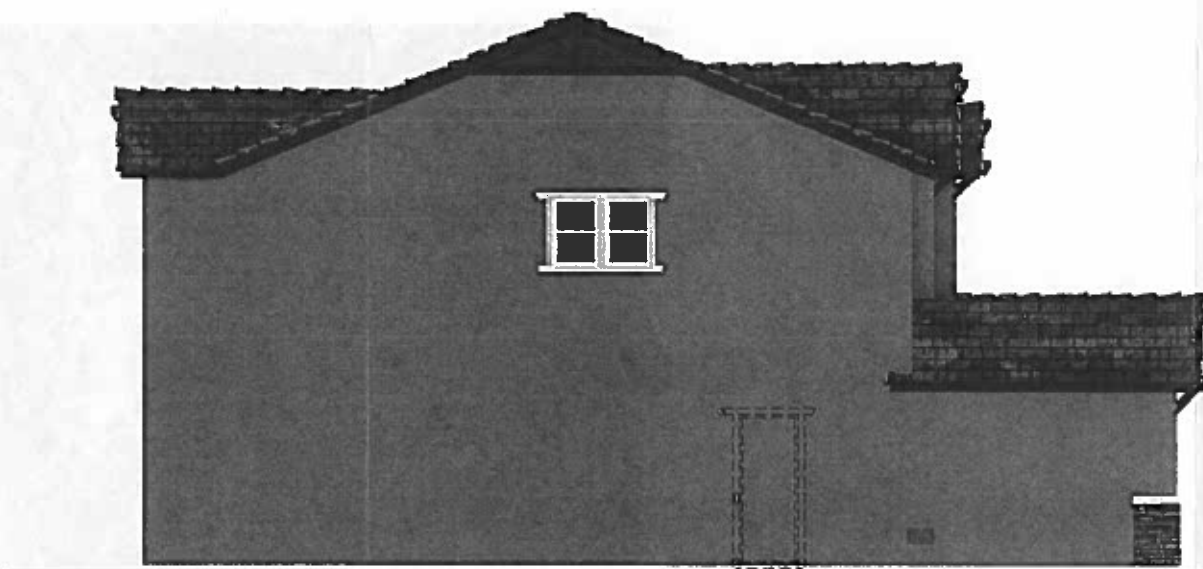
RIGHT ELEVATION



REAR ELEVATION

ELEVATION "A"

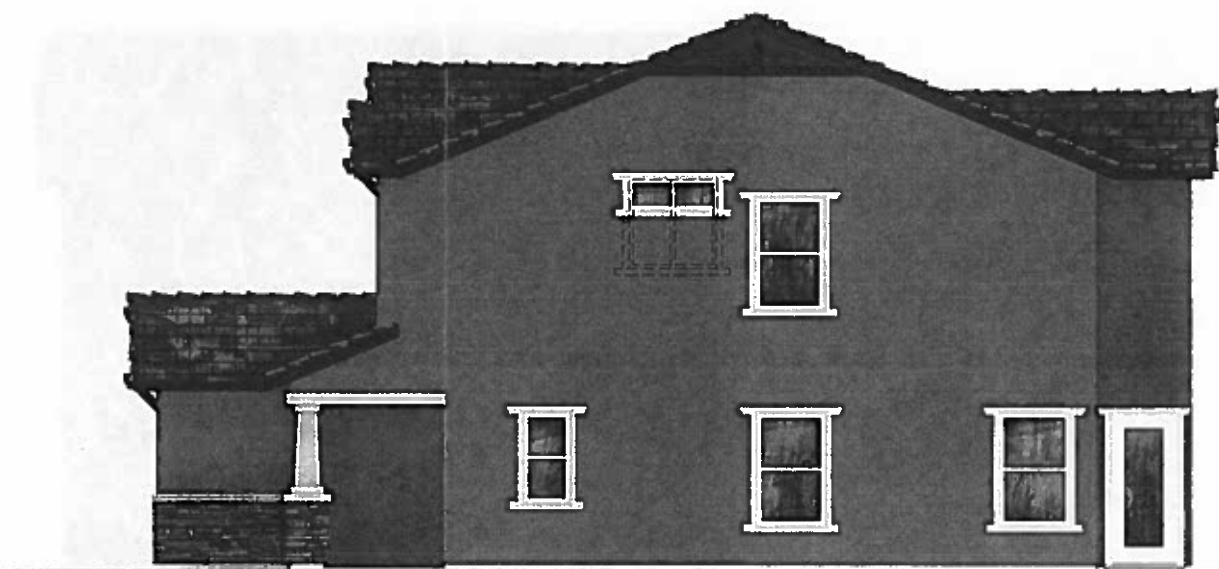




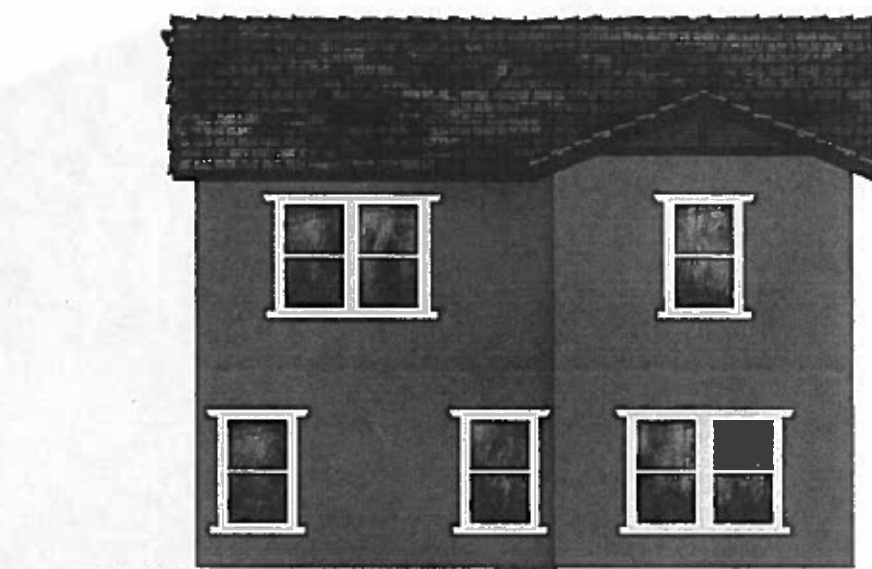
LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

ELEVATION "D"



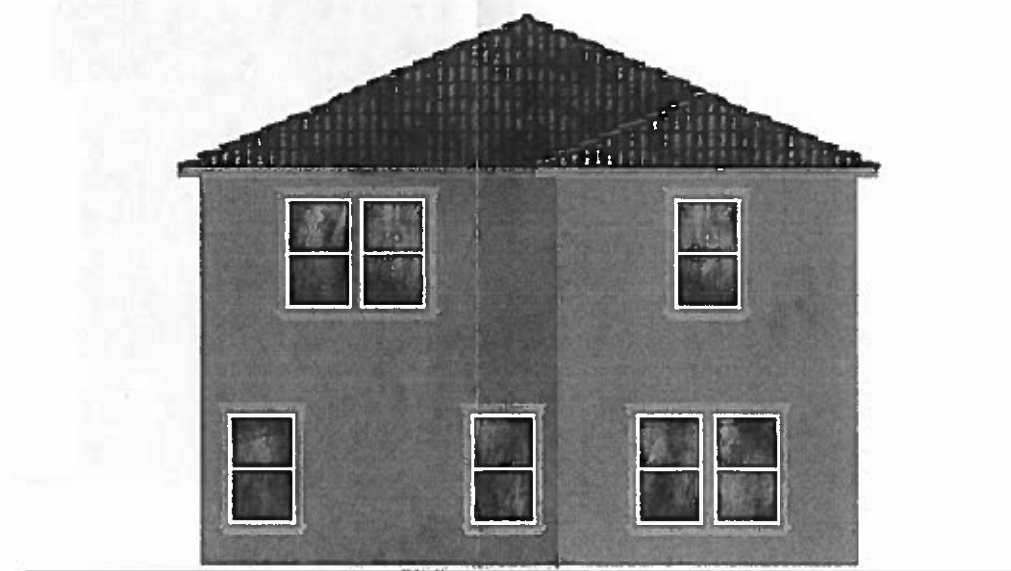
LEFT ELEVATION



FRONT ELEVATION



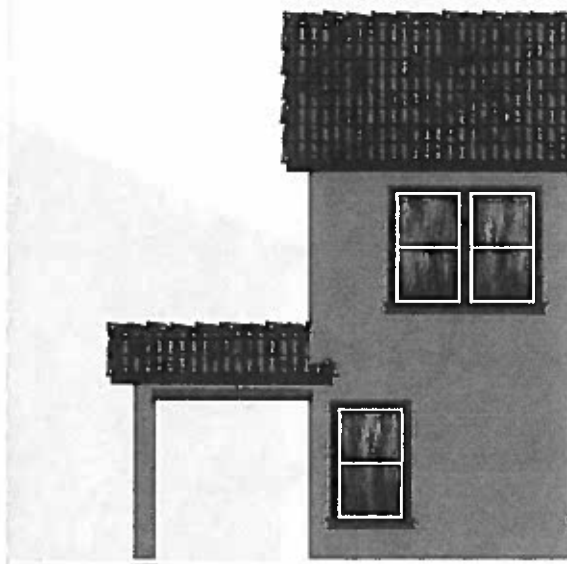
RIGHT ELEVATION



REAR ELEVATION

ELEVATION "E"

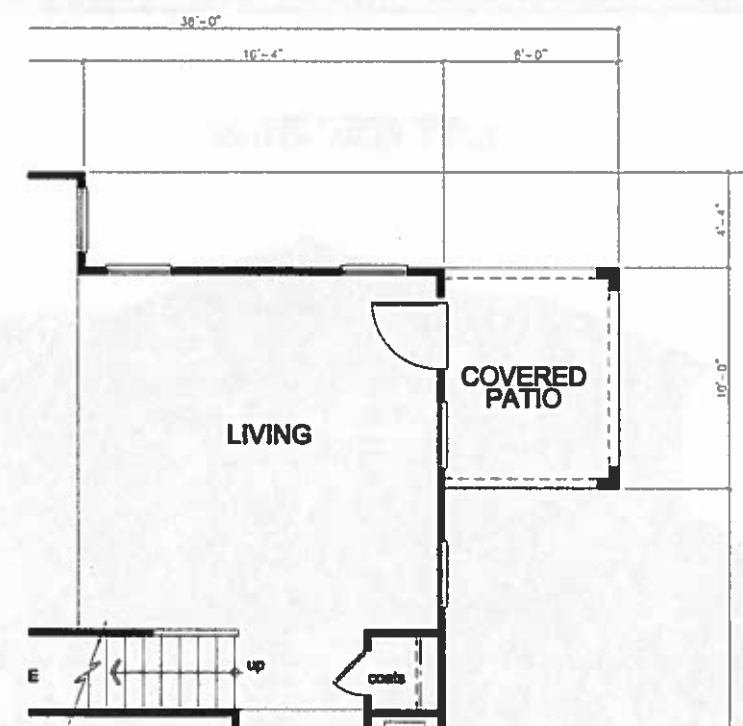




PARTIAL REAR ELEVATION (A)

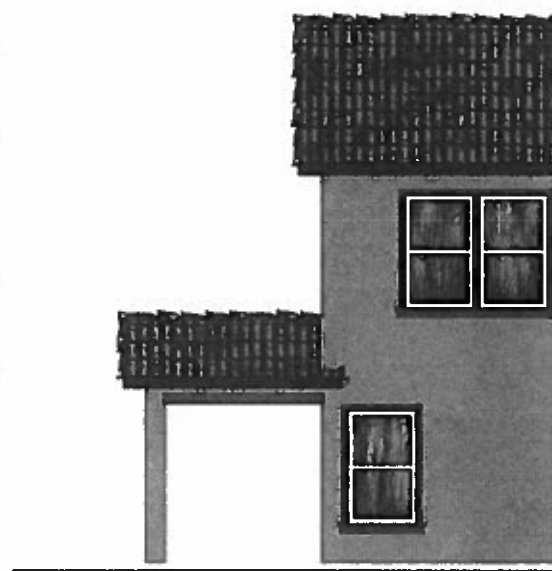


PARTIAL RIGHT ELEVATION (A)

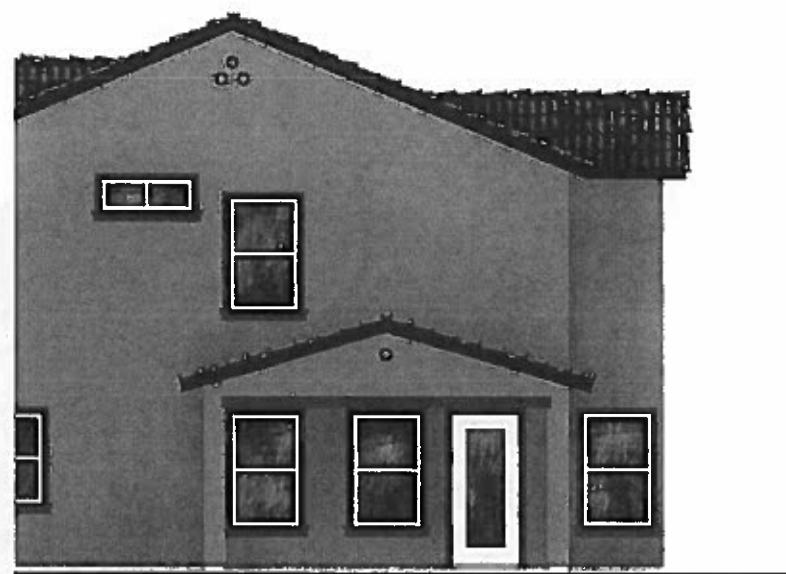


PARTIAL FIRST FLOOR PLAN

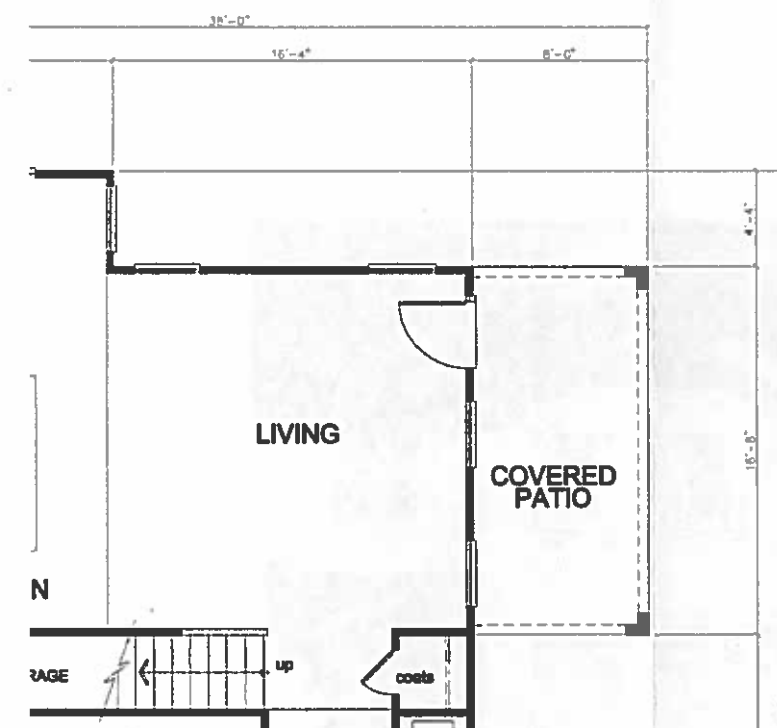
COVERED PATIO OPTION



PARTIAL REAR ELEVATION (A)



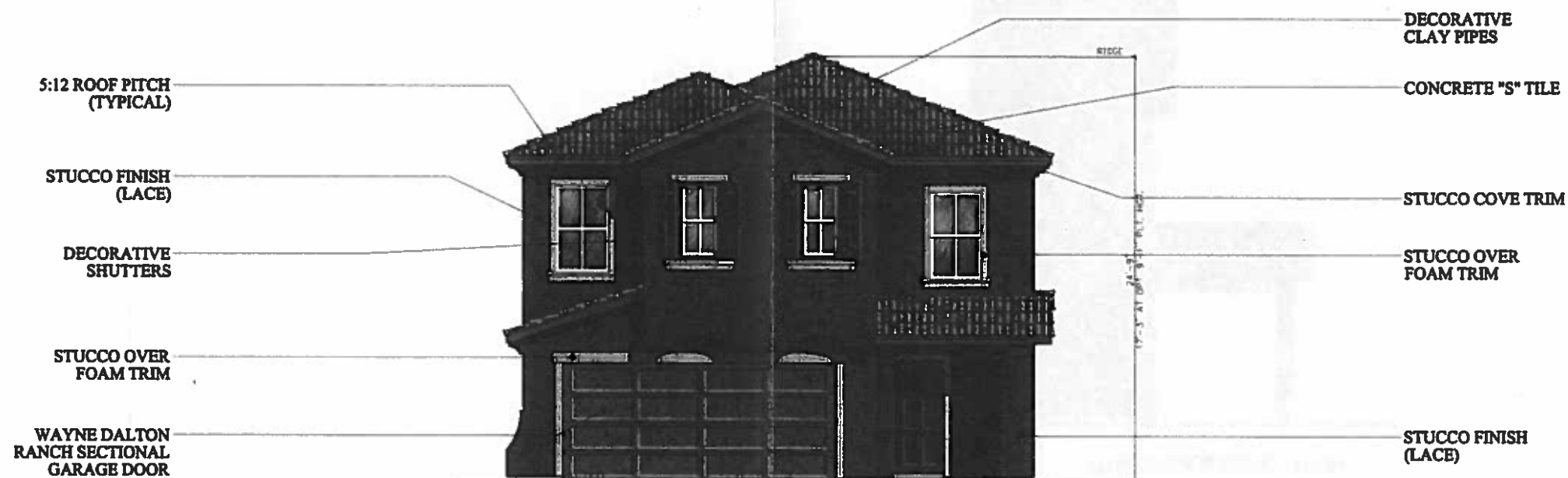
PARTIAL RIGHT ELEVATION (A)



PARTIAL FIRST FLOOR PLAN

EXTENDED COVERED PATIO OPTION





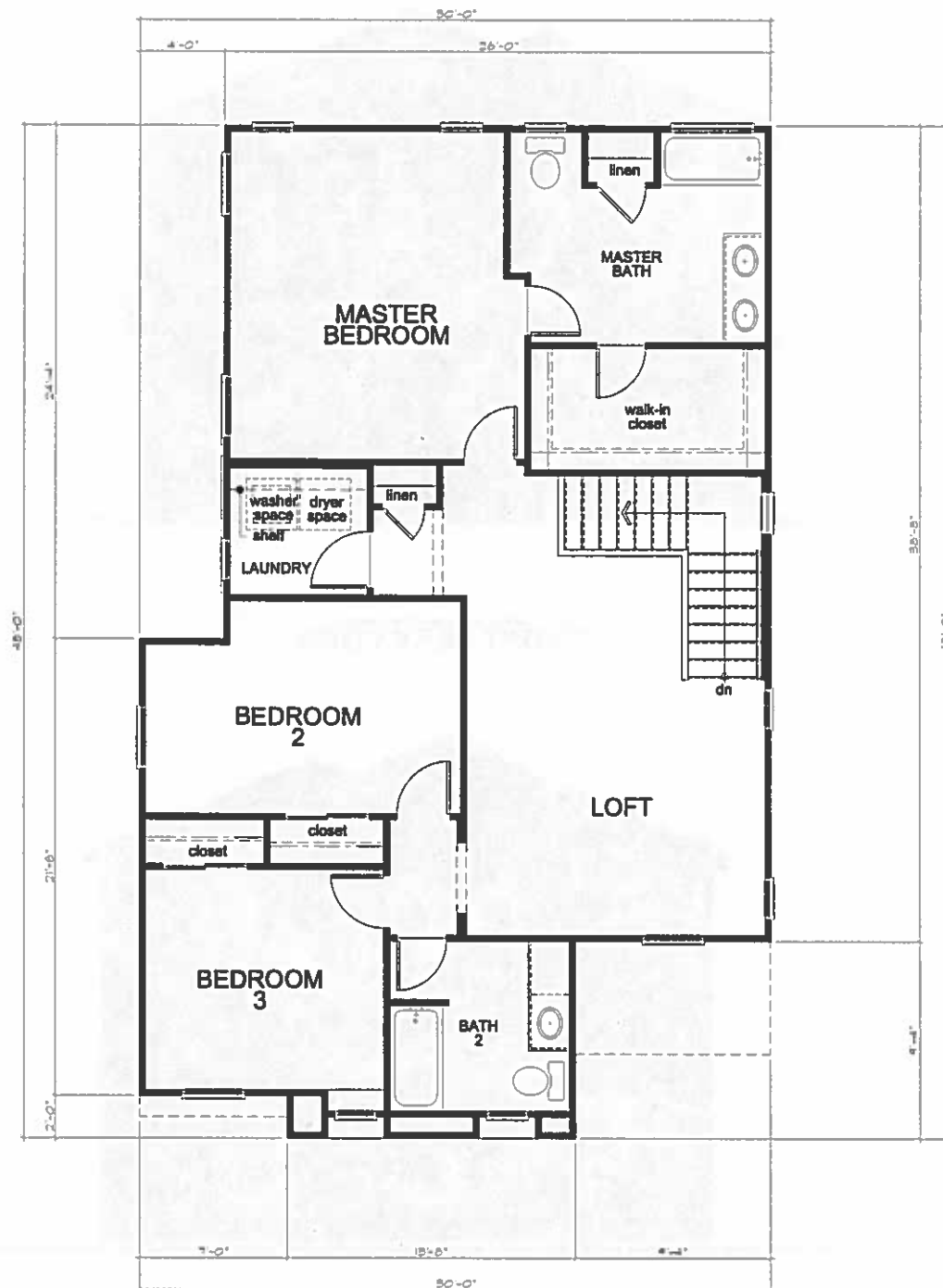
ELEVATION "A"



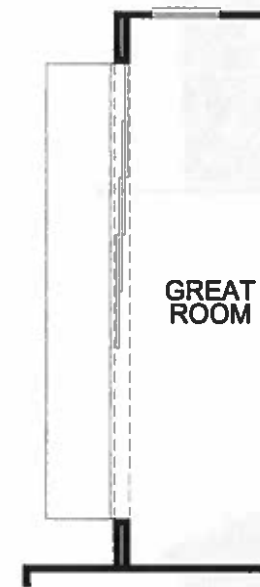
ELEVATION "D"



ELEVATION "E"

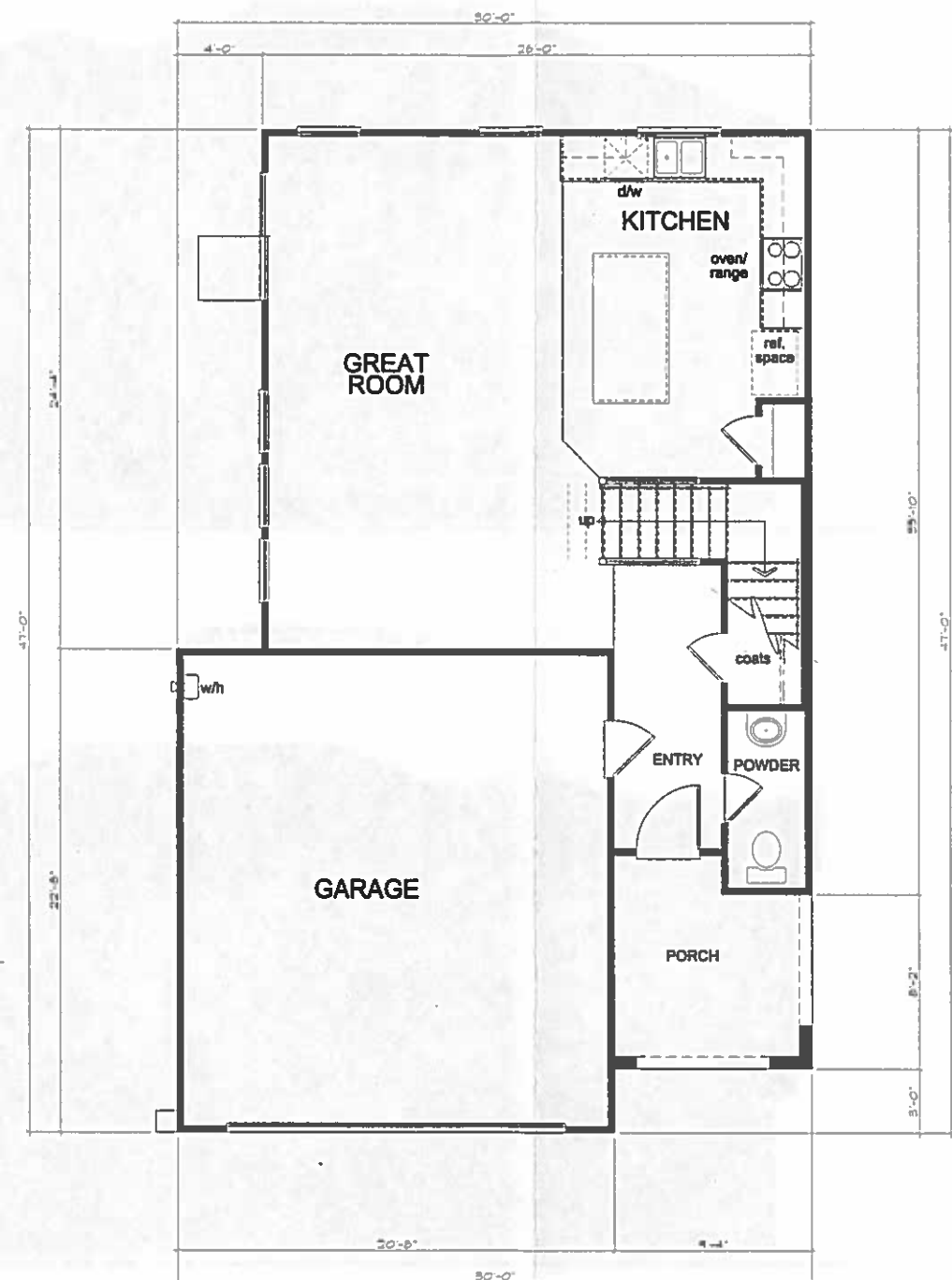


Second Floor Plan 'A'



Multi-Slide Door Option

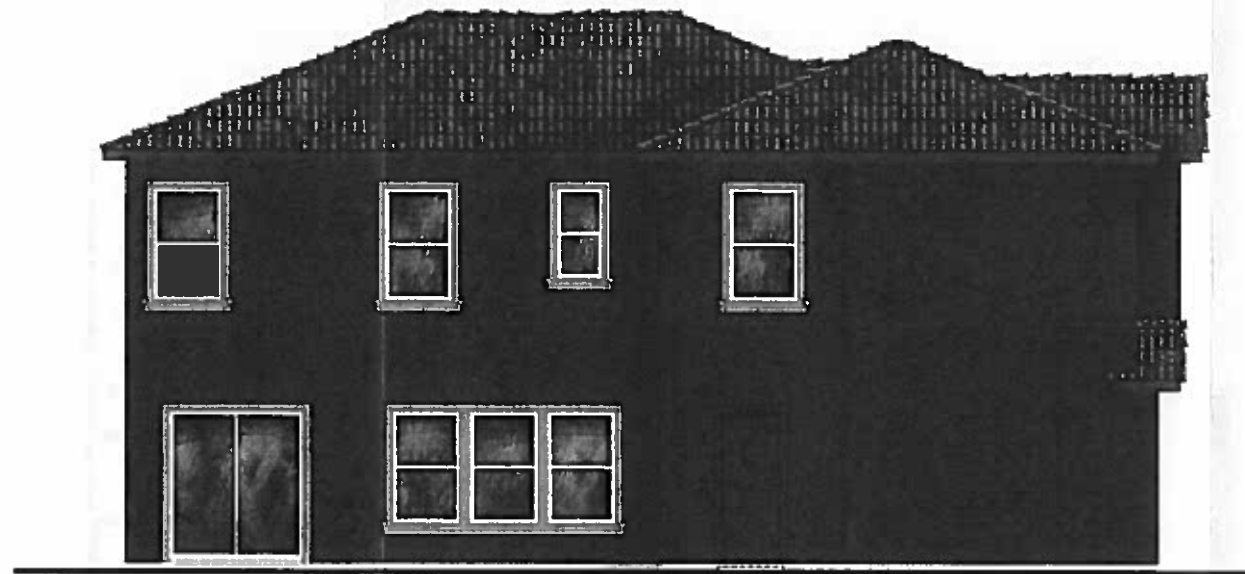
SQUARE FOOTAGE			
PLAN # 2301903			
FIRST FLOOR AREA	1758	SQ. FT.	
SECOND FLOOR AREA	1165	SQ. FT.	
TOTAL AREA	2923	SQ. FT.	
GARAGE AREA	481	SQ. FT.	
PORCH AREA	86	SQ. FT.	
COVD. PATIO AREA	80	SQ. FT.	



First Floor Plan 'A'

NOTE:  
"R" ON SITE PLAN REPRESENTS  
A REVERSE FLOOR PLAN

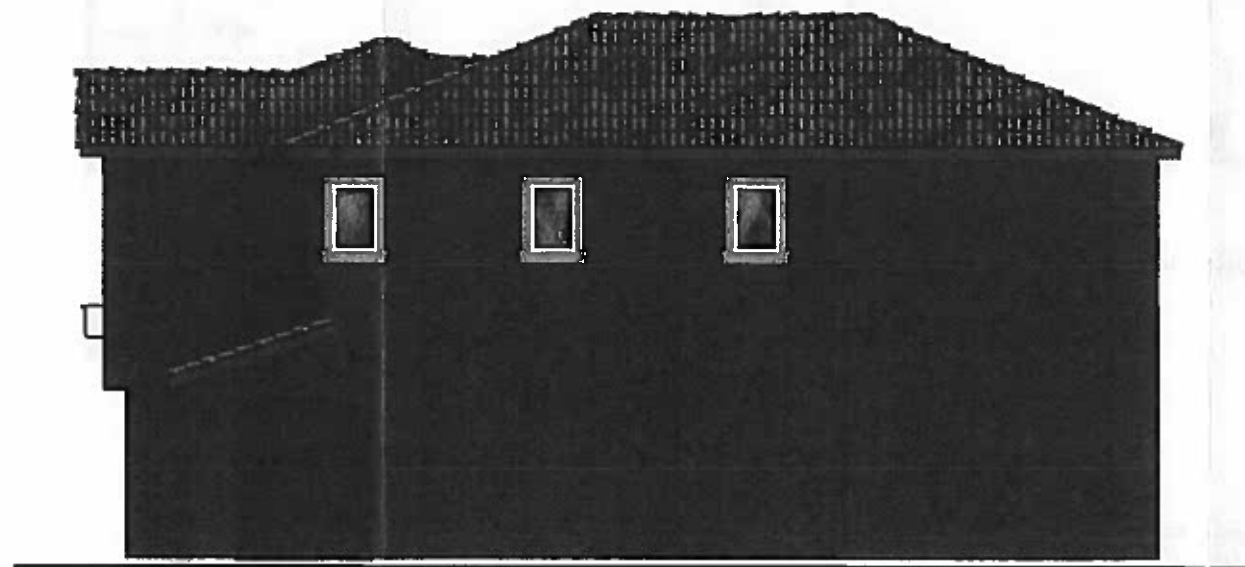




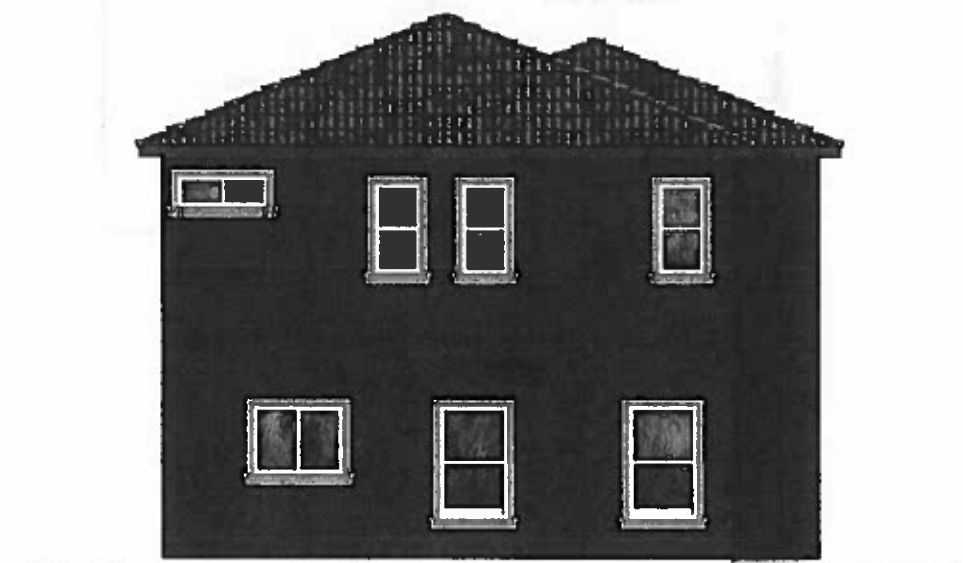
LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

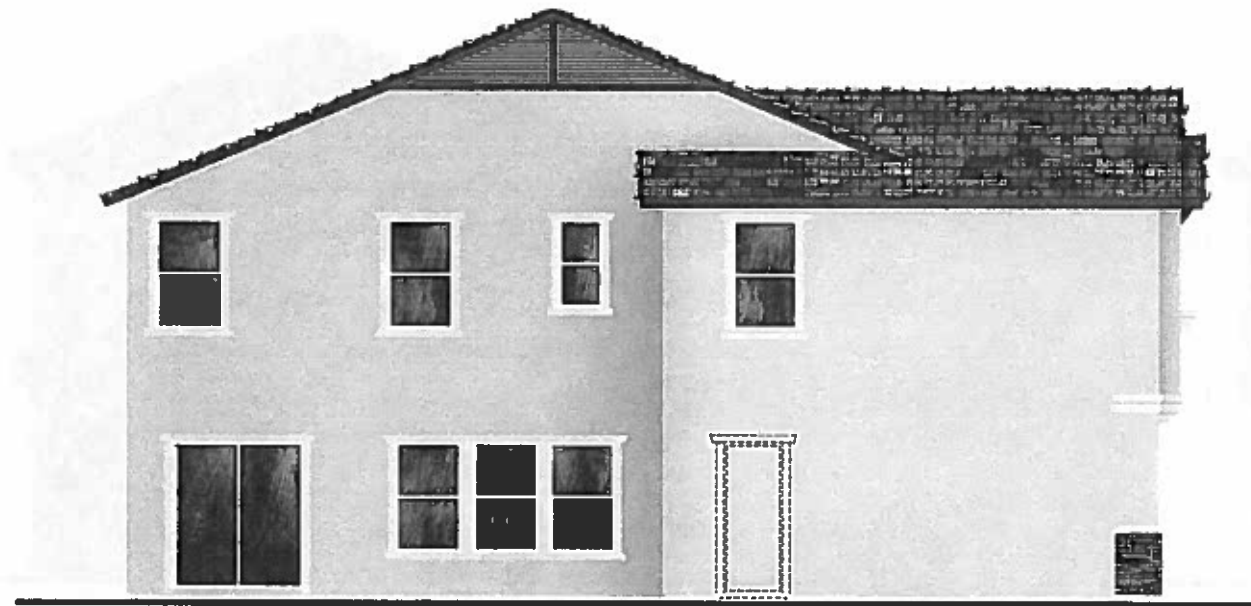
ELEVATION "A"



HIGLEY & BROWN  
KB HOME - PHOENIX DIVISION  
PHOENIX, ARIZONA

PLAN No.:  
JOB No.:  
STORY:  
MAY 02, 2013

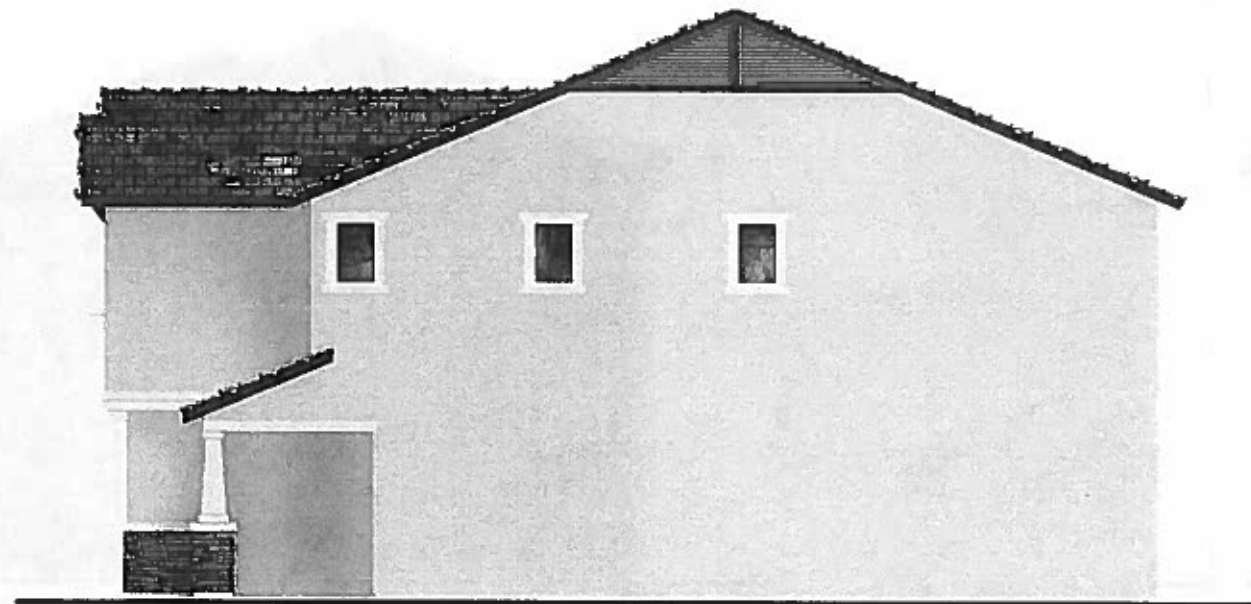
PLAN 3  
875112  
TWO



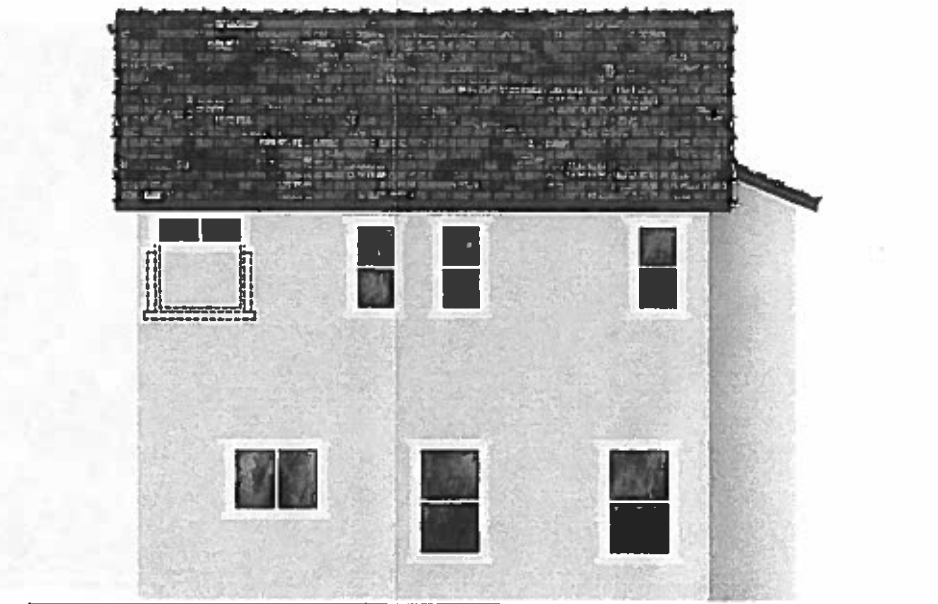
LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

ELEVATION "D"



HIGLEY & BROWN  
KB HOME - PHOENIX DIVISION  
PHOENIX, ARIZONA

PLAN No. 1  
JOB No. 1  
STORY:  
MAY 02, 2013

PLAN 2  
875112  
TWO

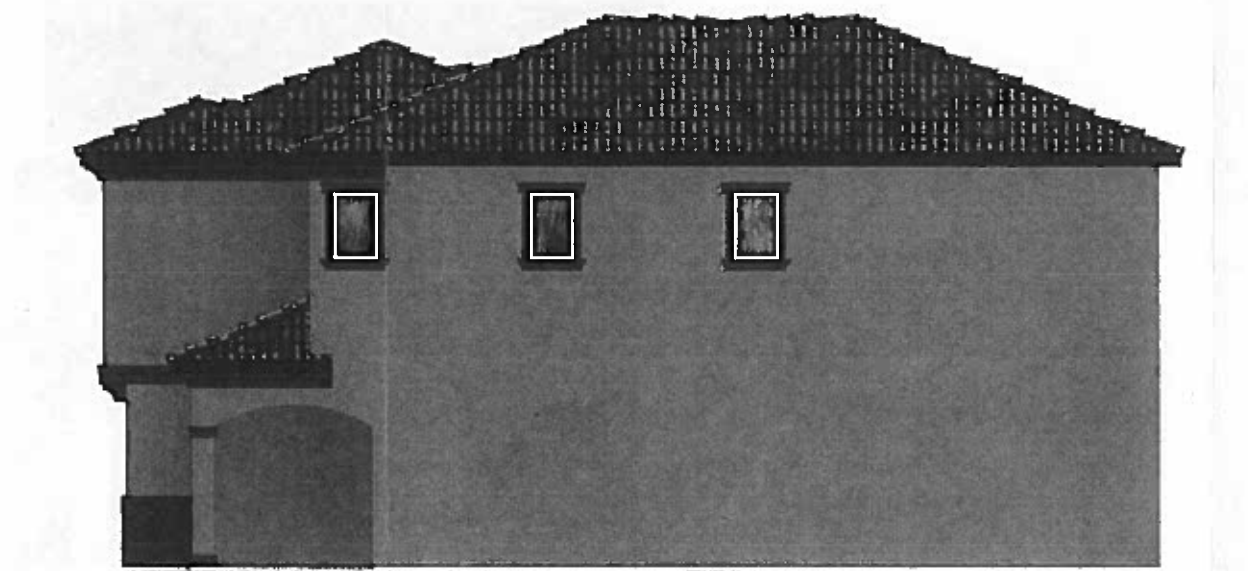




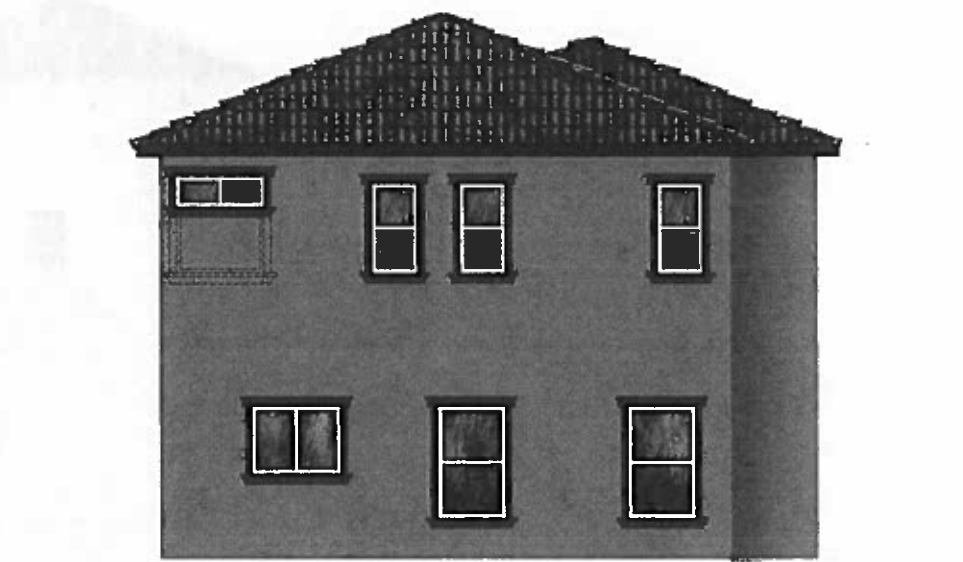
LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

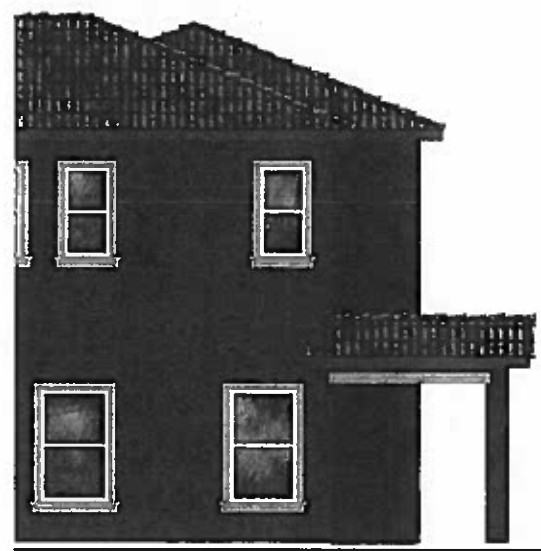
ELEVATION "E"



HIGLEY & BROWN  
KB HOME - PHOENIX DIVISION  
PHOENIX, ARIZONA

PLAN No. 1  
JOB No. 1  
STORY: 1  
MAY 02, 2013

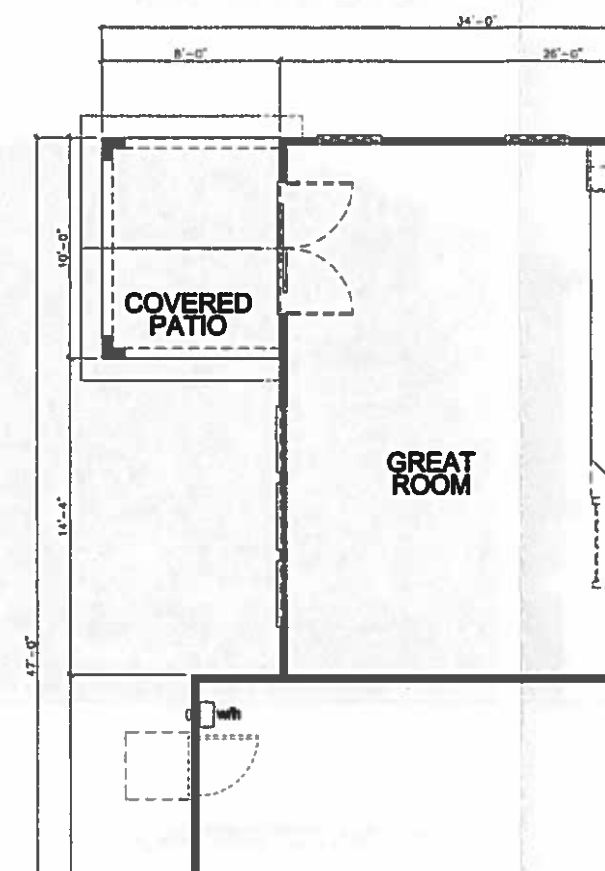
PLAN 2  
875112  
TWO



PARTIAL REAR ELEVATION (A)



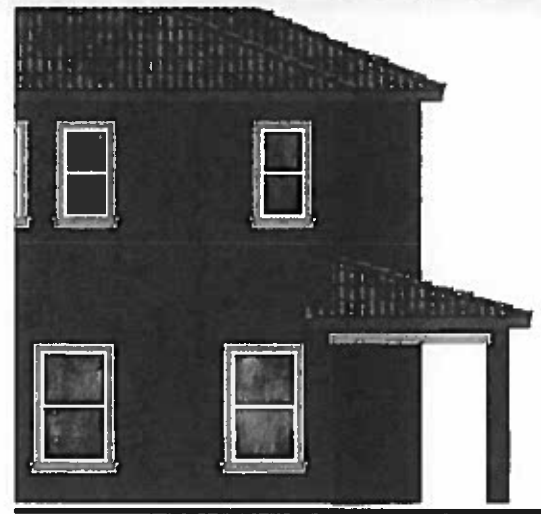
PARTIAL LEFT ELEVATION (A)



PARTIAL FIRST FLOOR PLAN

COVERED PATIO OPTION

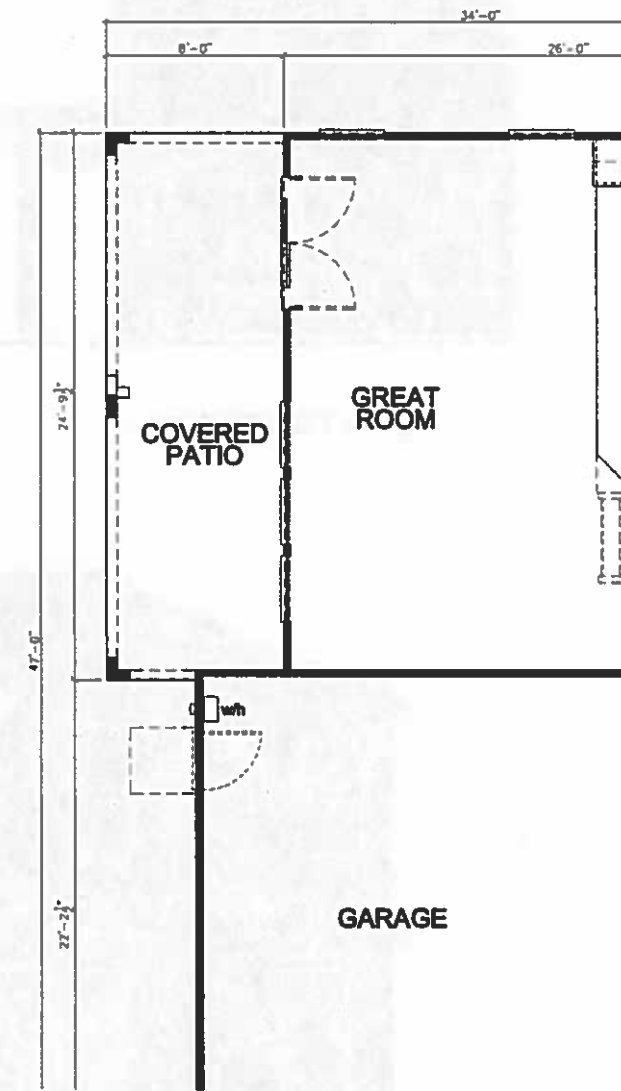




PARTIAL REAR ELEVATION (A)



PARTIAL LEFT ELEVATION (A)



PARTIAL FIRST FLOOR PLAN

EXTENDED COVERED PATIO OPTION



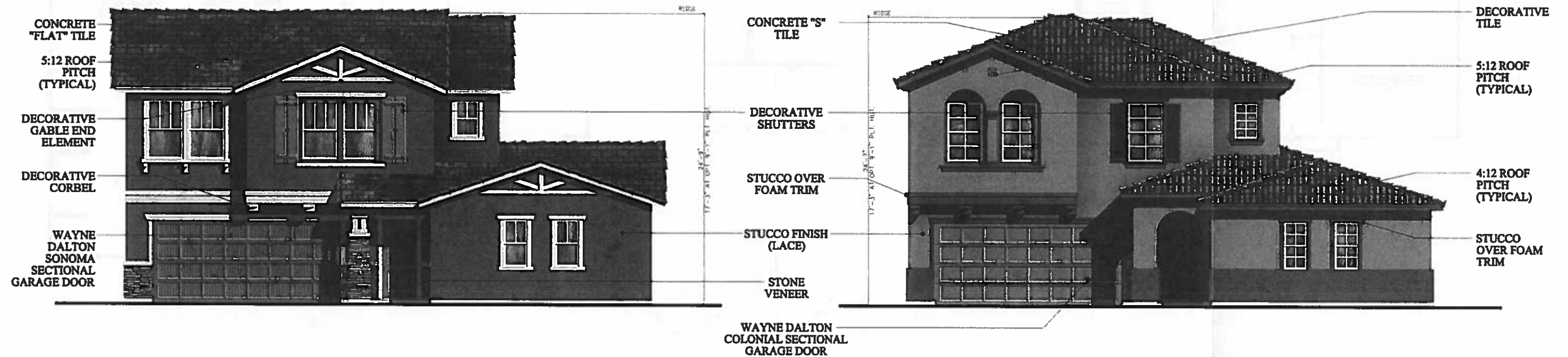
**HIGLEY & BROWN**  
KB HOME - PHOENIX DIVISION  
PHOENIX, ARIZONA

PLAN No.:  
JOB No.:  
STORY:  
MAY 02, 2013

PLAN2  
#75112  
TWO



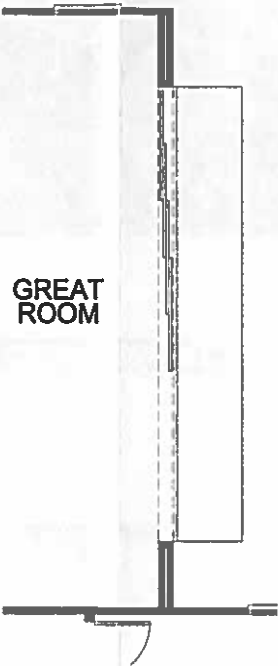
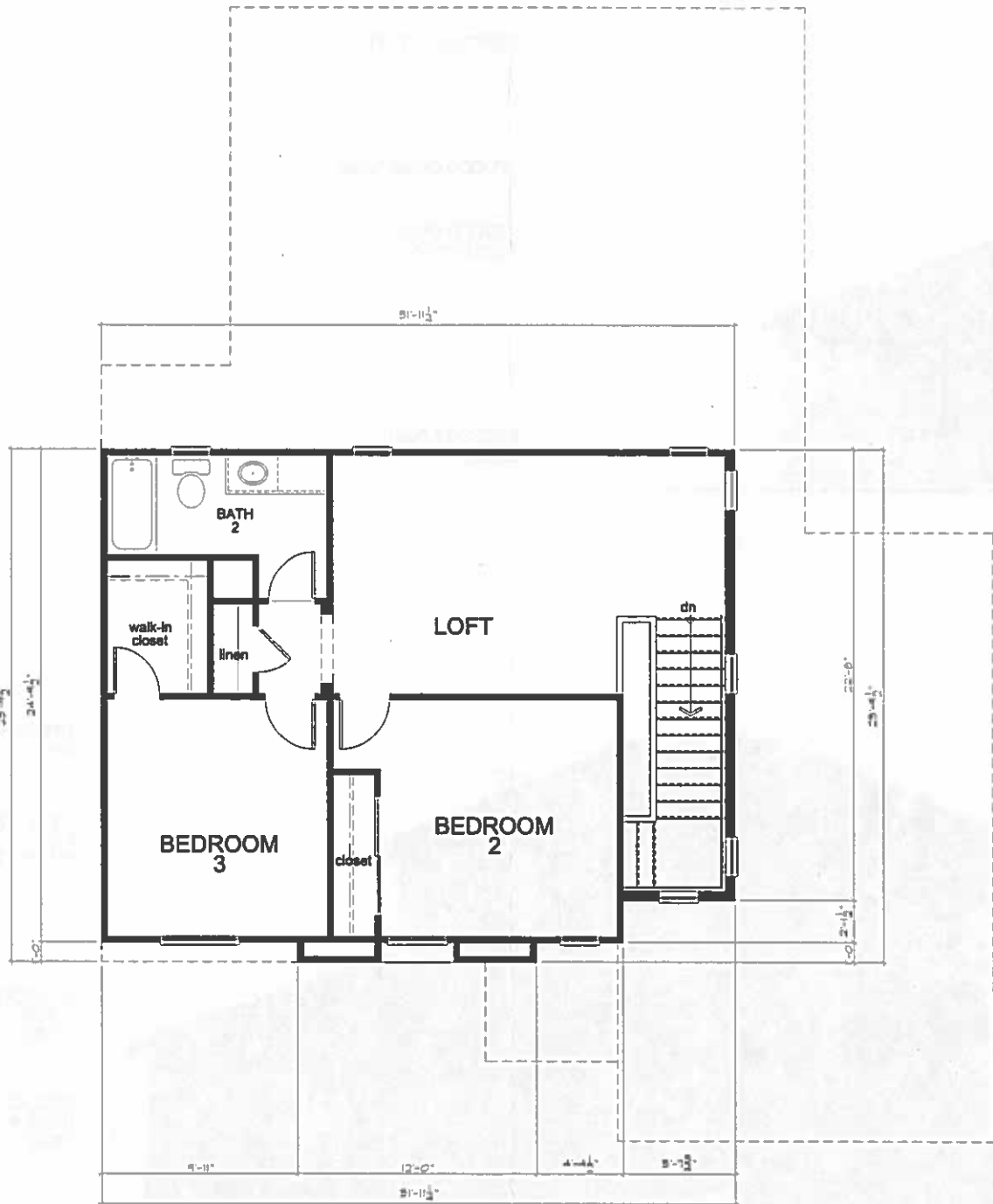
ELEVATION "A"



ELEVATION "D"

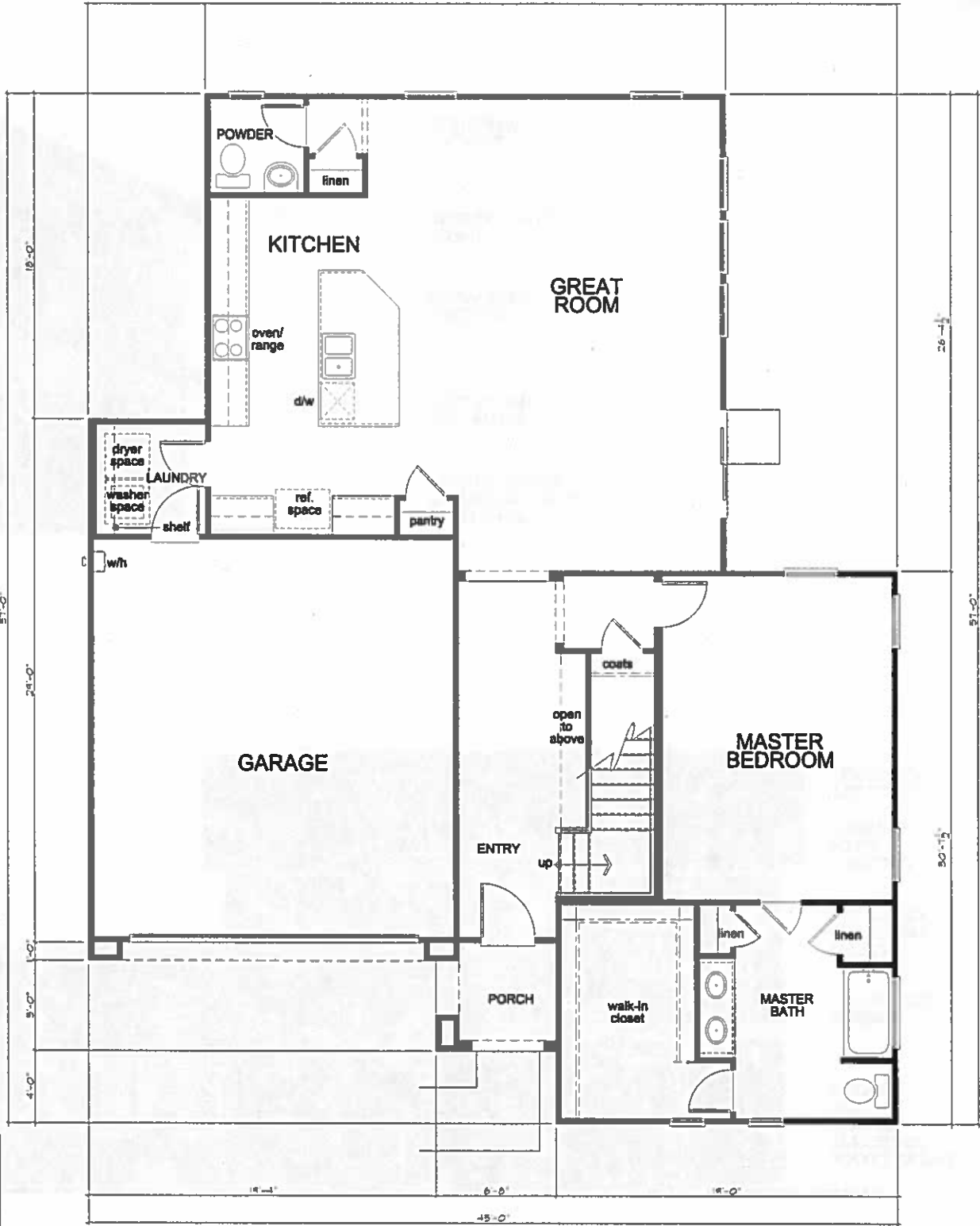
ELEVATION "E"





Multi-Door Option

SQUARE FOOTAGE			
PLAN # 2452182			
FIRST FLOOR AREA		403	SQ. FT.
SECOND FLOOR AREA		644	SQ. FT.
TOTAL AREA		2182	SQ. FT.
GARAGE AREA		454	SQ. FT.
PORCH AREA	ELEVATION A'	40	SQ. FT.
	ELEVATION B'	51	SQ. FT.
	ELEVATION C'	40	SQ. FT.
OPT. COV'D. PATIO		888	SQ. FT.



NOTE:  
"R" ON SITE PLAN REPRESENTS  
A REVERSE FLOOR PLAN

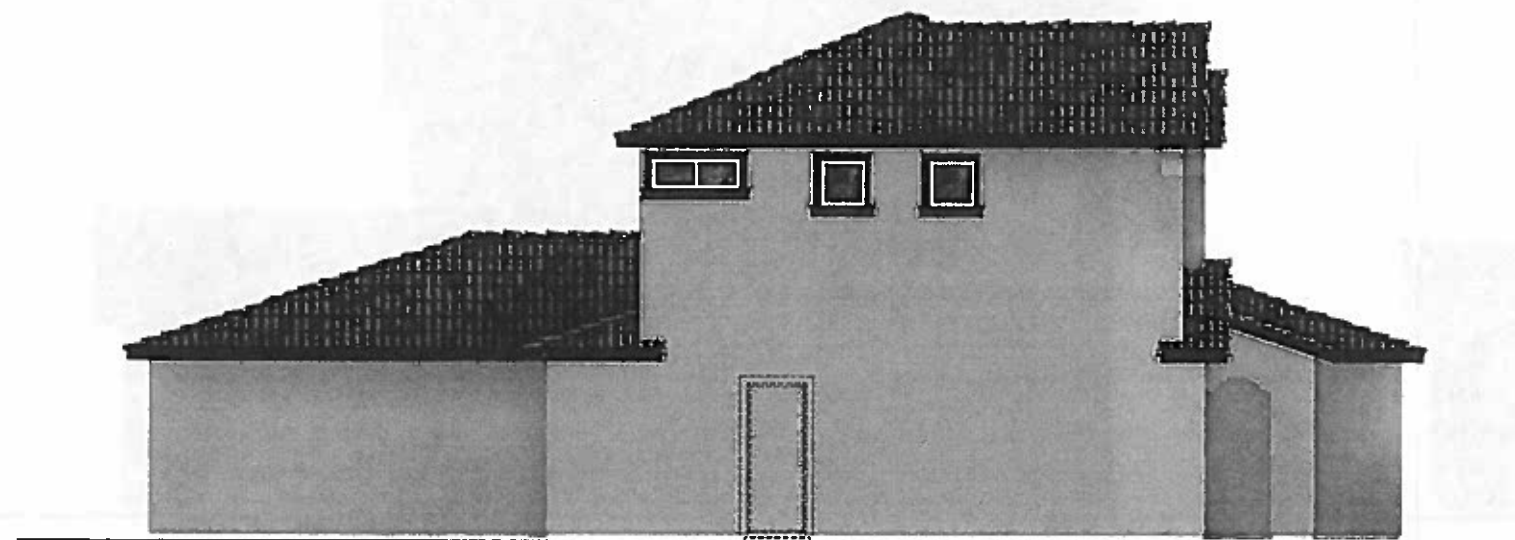
First Floor Plan 'A'



HIGLEY & BROWN  
KB HOME - PHOENIX DIVISION  
PHOENIX, ARIZONA

PLAN No. 1  
JOB No. 1  
STORY:  
MAY 02, 2013

PLAN  
875112  
TWO



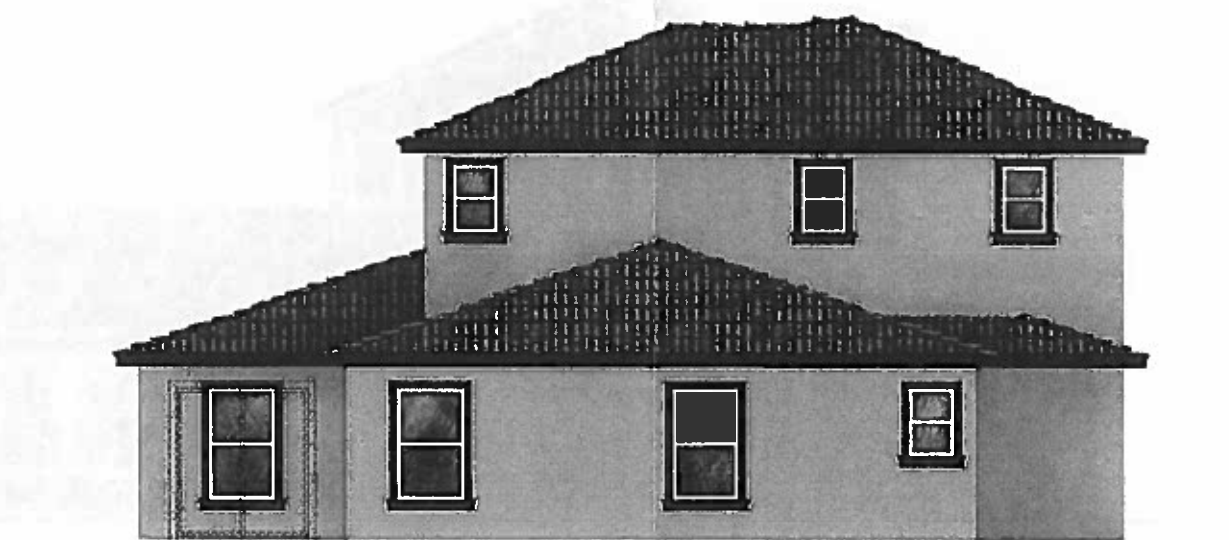
LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

ELEVATION "A"

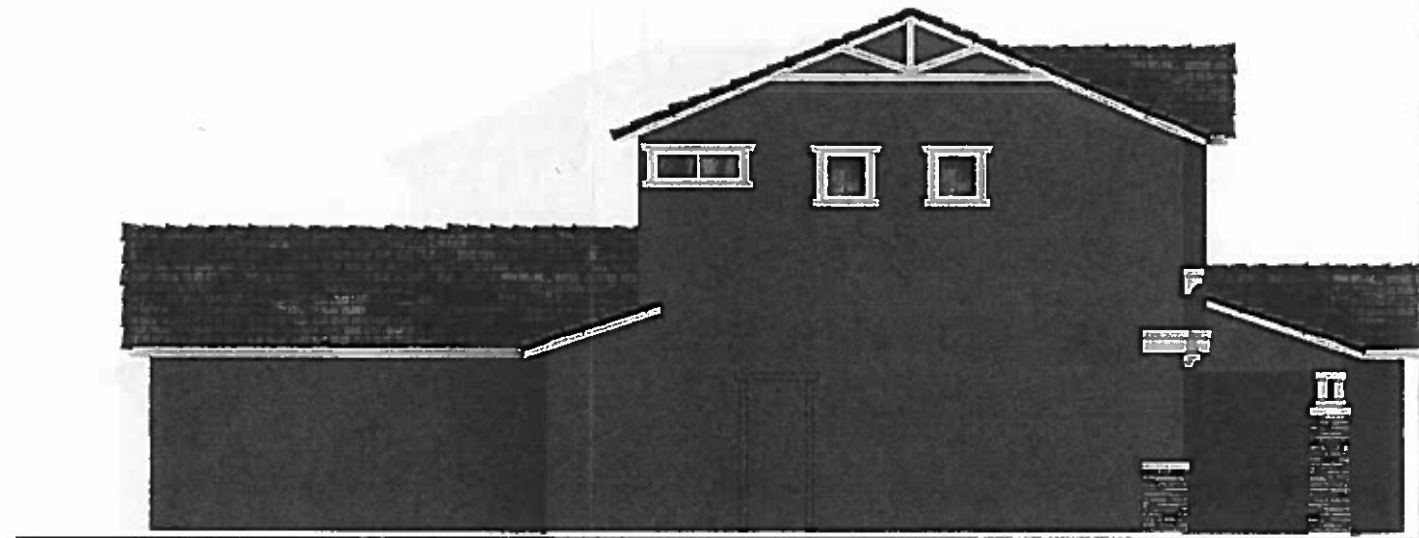
**KB BUILT**  
TO ORDER

HIGLEY & BROWN  
KB HOME - PHOENIX DIVISION  
PHOENIX, ARIZONA

PLAN No. 1  
JOB No. 1  
STORY:  
MAY 02, 2013

PLAN 3  
875112  
TWO

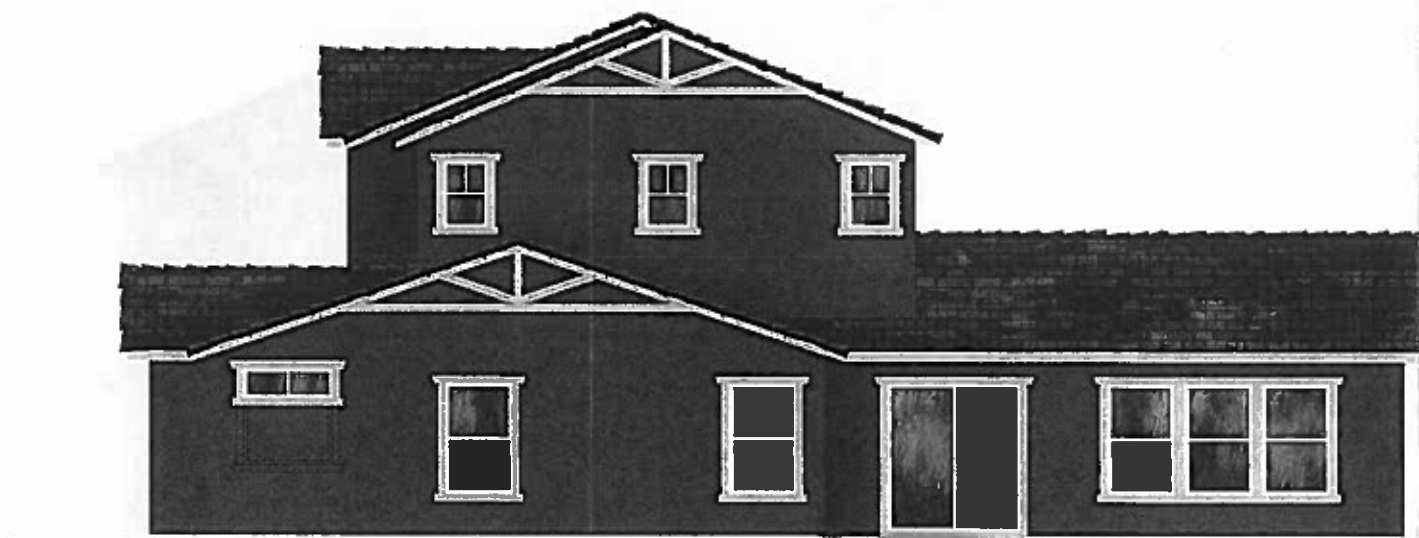




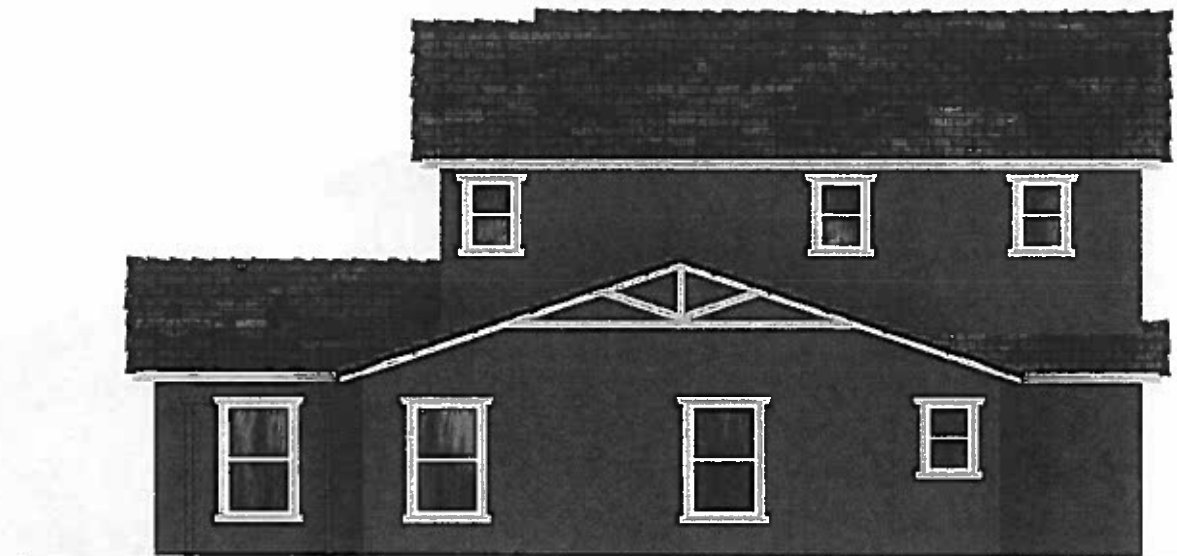
LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

ELEVATION "D"

**KB BUILT**  
HOME TO ORDER

**HIGLEY & BROWN**  
KB HOME - PHOENIX DIVISION  
PHOENIX, ARIZONA

PLAN No. 1  
JOB No. 1  
STORY: TWO  
MAY 02, 2013

PLAN 3  
87812  
TWO