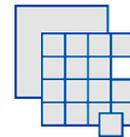


ZON17-00247

DESTINATION at Gateway



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Introduction

Pew & Lake, PLC, on behalf of Freedom Communities, is pleased to submit this narrative statement in support of the formal development applications being submitted to the City of Mesa for DESTINATION at Gateway ("DESTINATION"). DESTINATION is a master planned community, roughly 251 acres, located south of Williams Field between 222nd and Meridian Roads (extending a quarter of a mile south) in southeast Mesa, as shown below:

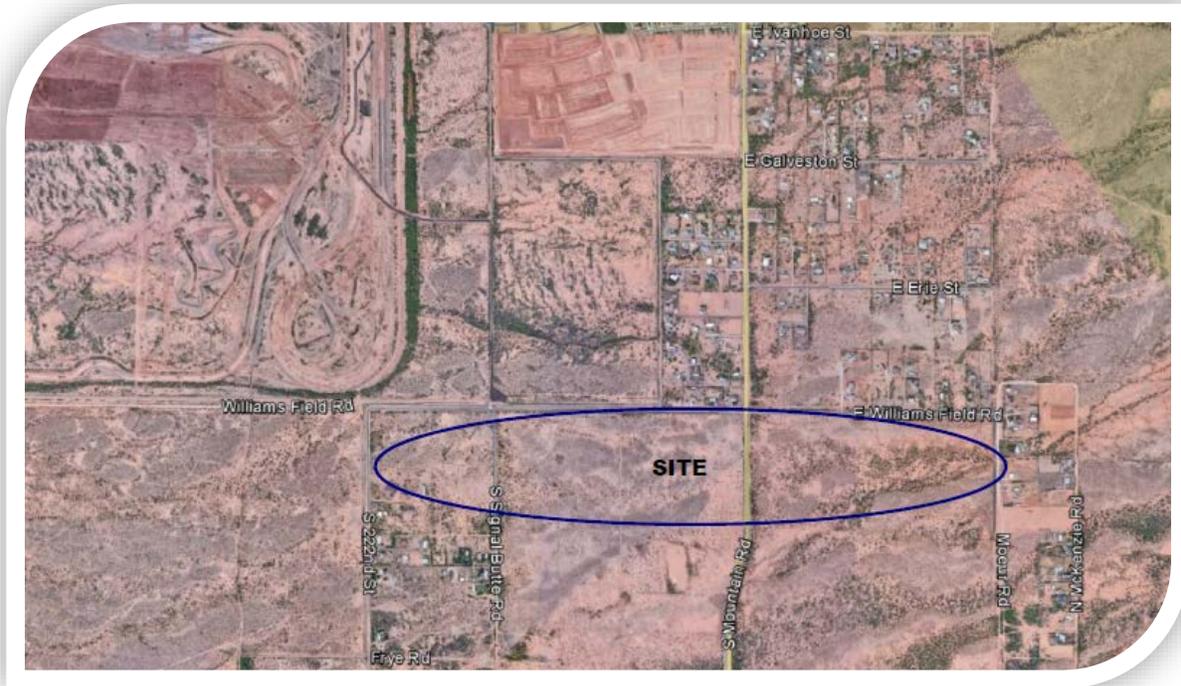


Figure 1: Vicinity Map

Development Requests

The following development requests are concurrently being made to the City of Mesa for approval:

- ❖ **Annexation** (*under separate application*) for approximately 26.13 acres (30.15 gross acres) of property currently in unincorporated Maricopa County into Mesa city limits
- ❖ **General Plan Amendment** from the Employment Character Area to the Neighborhood Suburban Character Area for approximately 251 acres
- ❖ **Rezoning** of approximately 251 acres from AG (Agricultural) to 199.6 acres of PAD (Planned Area Development) Overlay with underlying residential zoning districts of RM-2, RSL 2.5, RSL 4.5, RS-6, RS-7 and RS-9, and 14.9 acres of the LC (Limited Commercial)

Site Background & Context

The subject parcels have been assembled, which creates an opportunity for a **single comprehensive and cohesive development plan**. The project consists of an assembly of thirteen parcels currently under the Demuro and Groh families and Aspire Properties ownership, listed in the table below:

<i>APN</i>	<i>Current Zoning</i>	<i>Approx. AC (Gross)</i>	<i>Owner of Record</i>	
304-34-017 U	RU-43 (Agricultural) <i>Maricopa County</i>	28.59 AC	Groh Revocable Trust	
304-34-028				
304-34-031				
304-34-029A	R-43 (Agricultural)	1.46 AC		
304-34-032A				
304-34-021V	AG (Agricultural)	171.81 AC		Demuro Properties
304-34-021W				
304-34-021U				
304-34-021Z				
304-34-021X				
304-34-932				
304-34-021N	AG (Agricultural)	14.07 AC		
304-34-021R				
304-34-202	GI (General Industrial)	21.44 AC	Aspire Properties LLC	
304-34-056		14.99 AC		

All of the parcels are currently within the City of Mesa, with the exception of the three most western parcels of the project area (approximately 30.15 acres) which lie in unincorporated Maricopa County, which a concurrent annexation application is filed and being processed with the City.



Surrounding Conditions

The site is surrounded by either gradually developing residential uses directly to the north near the western portion of the project area (e.g. Eastmark and AV Homes) and existing Maricopa County larger lot subdivisions to the north, east and southwestern edges. The site is also bound to the east by County and City limits at Meridian Road, and to the west is unincorporated property once used as the GM proving grounds. Directly to the south is the future Williams Gateway Freeway ("SR 24"). On the south side of the freeway lies vacant land and employer-based industrial developed and zoned properties.

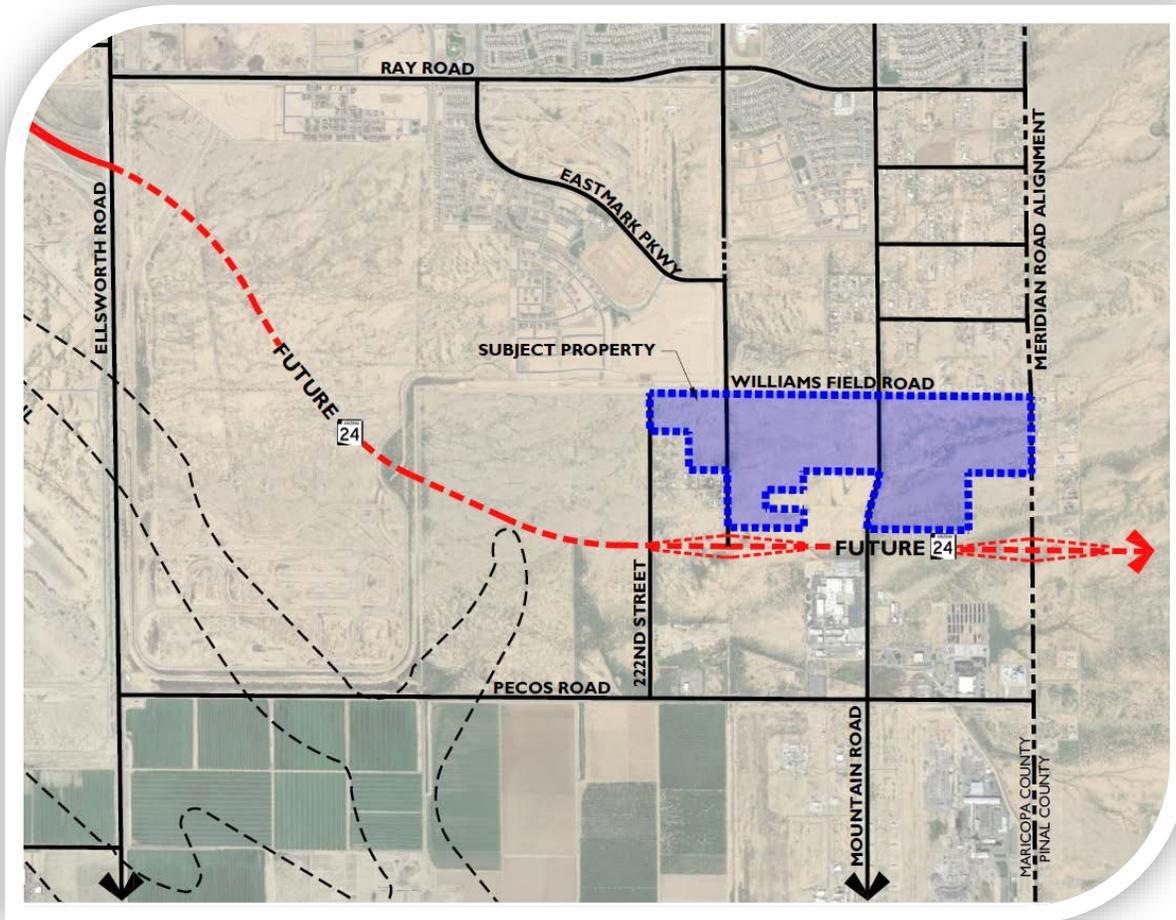


Figure 2 Project Location



Minor General Plan Amendment

The existing General Plan Character for the property is Employment, while the proposed Amendment is a change to Neighborhood Suburban. As previously discussed, the property is predominately surrounded to the north by existing Neighborhood Suburban designated properties and Mixed Use Community designated residential developments that are currently under construction. To the south is the future Williams Gateway Freeway (SR 24).

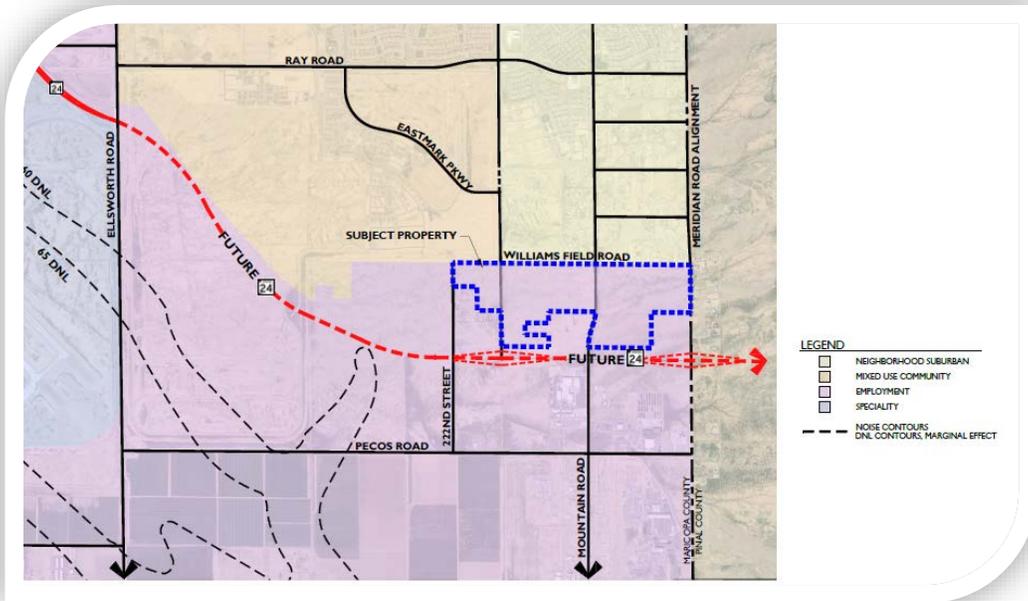
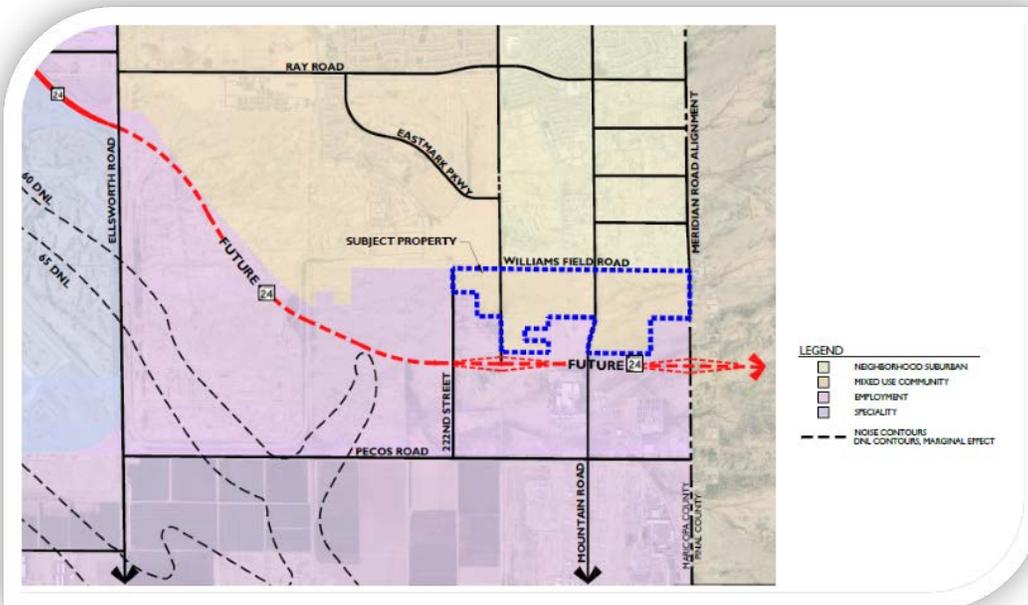


Figure 3: Existing & Proposed General Plan Character Areas



Complimenting Non-Residential Land Uses

DESTINATION compliments the existing, as well as the anticipated future development patterns of southeast Mesa. Offered within the DESTINATION community itself are school, church and commercial sites, which will provide neighborhood community destinations, as well as the convenience of having such services as medical and professional offices, a local grocer, or favorite restaurant integrated into the fabric of the community and within walking distance.

Futhermore, a substantial amount of non-residential uses are located within a five mile radius. Immediately adjacent to the site are garden/flex office space, regional commercial centers are slated to be located at the highly traveled roads and off-ramps of Signal Butte and Meridian Roads. Additional commercial will be located along the prime location on north side of SR 24 from Williams Field on east. This does not account for the considerable amount of commercial development directly to the south in Queen Creek, with regional commercial centers at Ellsworth Loop and Ocotillo or Signal Butte and Queen Creek Roads.

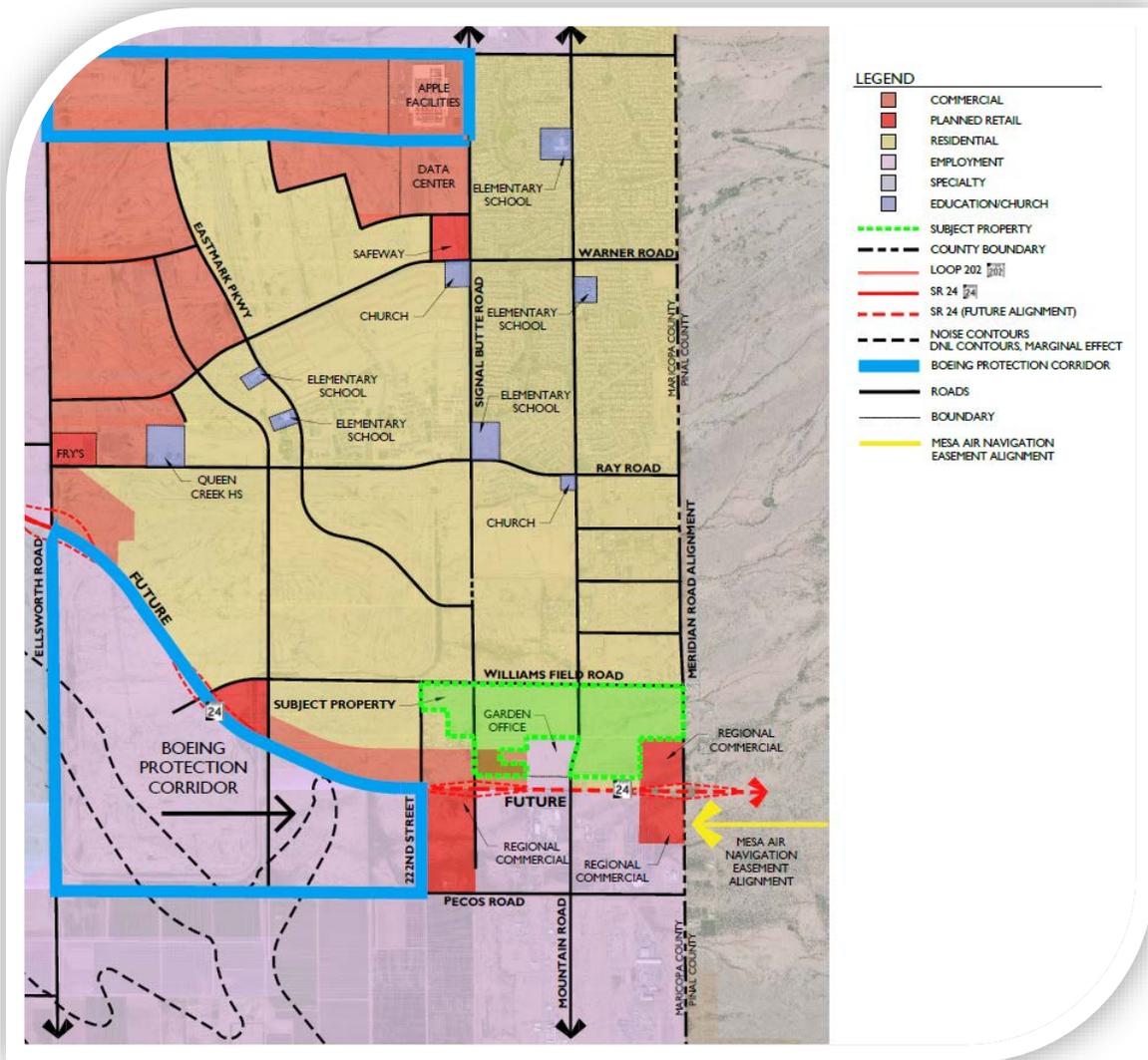


Figure 4 Surrounding Non Residential Land Use Map



The Elliot Road Technology Corridor lies three miles to the north, with church, school and grocery center sites interspersed south of Elliot on down throughout the Eastmark Community. A high demand for more residential exists for Southeast Mesa. More residential is needed to continue to support and attract the non-residential commercial uses in the surrounding area and DESTINATION is an incremental piece of the solution.

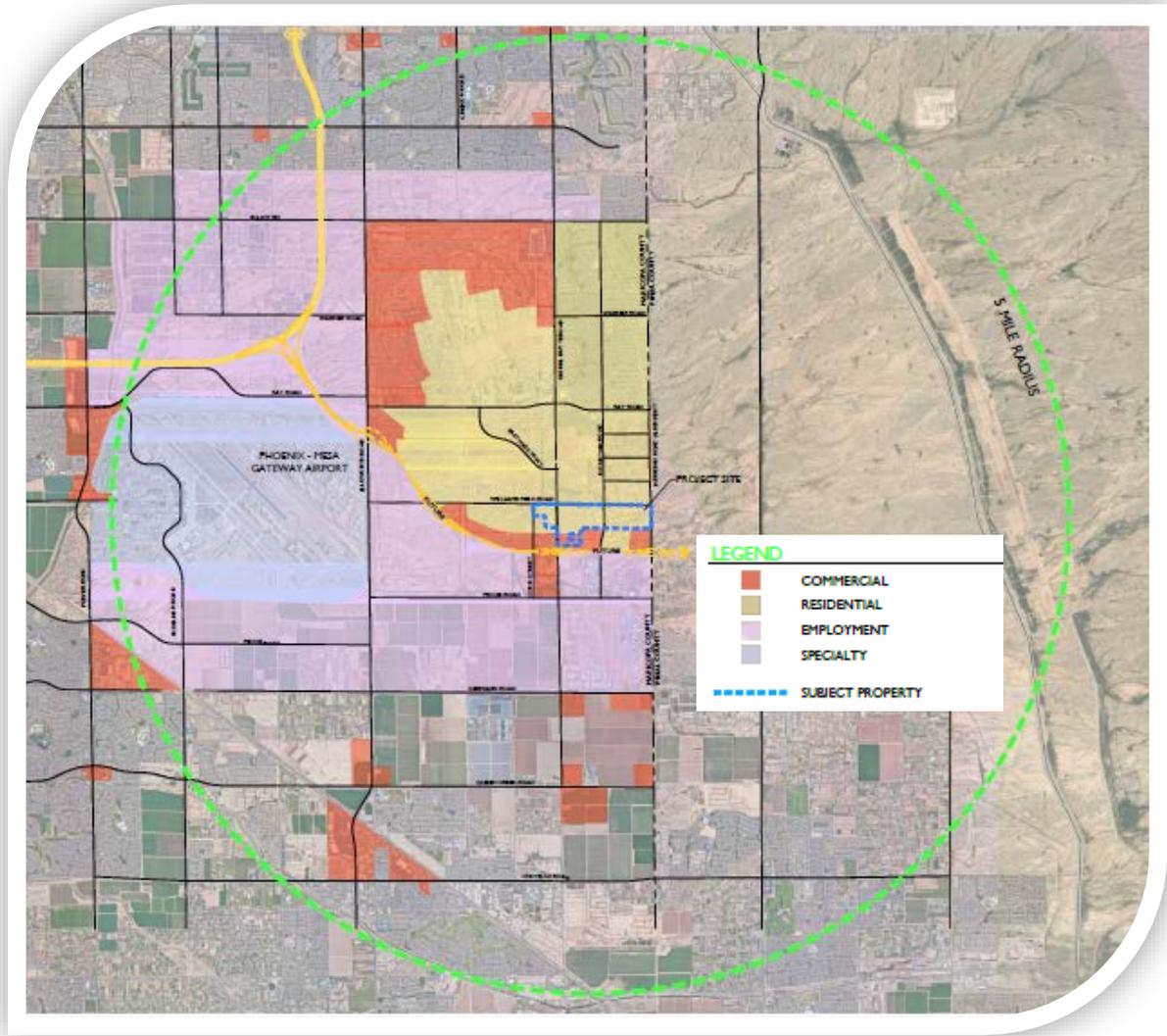


Figure 5 Five-Mile Radius Land Use Map



Changing Conditions

While historically the General Plan's most southern boundary for future residential development has been Williams Field Road, as development has actually occurred in southeastern Mesa, and arguably most importantly with assurity of the alignment of the Williams Gateway (SR 24) Freeway extension, the hard dividing line between future employment and residential development needs additional consideration. The property owners in the area believe that the changed conditions, which is the Williams Gateway Freeway (SR 24), creates a natural dividing line and barrier between residential and commercial/employment uses on the south side of the freeway.

The security of Mesa's flourishing economic development programs are not hampered in the least with additional residential development at this location. The "clean" industrial users will continue to congregate at the Elliot Technology Corridor, sandwiched between residential uses already. The institutional presence (e.g. ASU Polytech, EVIT) and the aerodynamic-related industries will continue to thrive south of SR 24 and surrounding the airport. The heavy industrial uses will continue to fill in available properties south of the new Williams Gateway Freeway (SR 24) and Pecos Road.

In addition, DESTINATION will be an asset to the City's efforts as it will be a community that will provide housing for the employees that will be working in the immediate surrounding area and the key business corridors. It is actually a promising sign that the market demand is for more homes in the City and in this particular area, as additional rooftops will result in more commercial and business opportunities.



Gateway Airport Expansions

The property is well outside of the Gateway Airport campus and noise contours. The development of the property will not affect or influence airport expansions. As the airport expands to handle additional commercial air flights, the sound footprint will actually decrease as aircraft become more quiet, more efficient, in comparison to past military use.

Furthermore, the Mesa Gateway Strategic Development Plan already contemplated redefining the employment line further south, as the subject property is located in an identified and delineated "Mixed-Use Community District", leaving the industrial "Logistics & Commerce District" south of the Williams Gateway Freeway (SR 24).

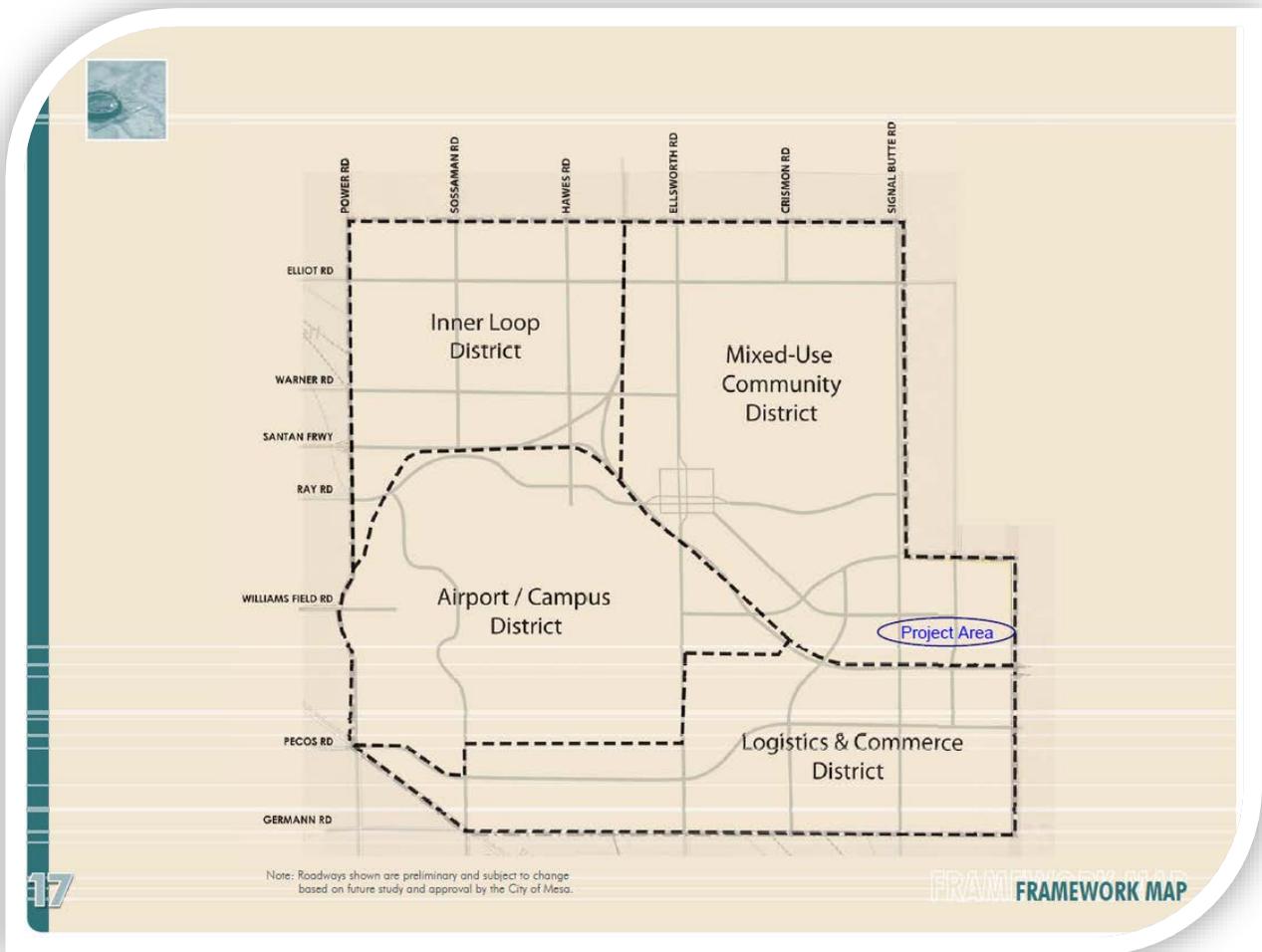


Figure 6: Framework Map of the Mesa Gateway Strategic Development Plan



Minor General Plan Analysis

The following analysis regarding this request for a minor General Plan Amendment from the Employment to the designated Neighborhood Character Area is provided below:

- ❖ Does the proposed amendment constitute an overall improvement to the Mesa 2040 General Plan?

The 1996 Mesa General Plan established Williams Field Road as the dividing line between residential development and general industrial development. Since that time Williams Air Force base closed (1993); General Motors Proving Grounds closed (2009) and was rezoned for residential development directly north of the subject property; Phoenix-Mesa Gateway Airport began operations as a passenger terminal; the Williams Field Campus was transformed into an employment hub for residents of the Southeast Valley; and ADOT located the Williams Gateway Freeway (SR24) south of the subject property, which created a large, natural barrier between existing industrial uses and development to the south and existing residential and vacant land north of SR 24.

The proposed Amendment to the General Plan will change the land use north of the freeway to be more consistent and compatible with existing single family residential and master planned residential developments of Eastmark and Cadence. This change will eliminate “orphan” industrial parcels sandwiched between thousands of Mesa residents in the area and the Williams Gateway Freeway.

- ❖ Is the proposed amendment consistent with the intent of the Mesa 2040 General Plan and other adopted plans, policies and ordinances?

The proposed amendment is consistent with the intent of the General Plan and creates a natural clean line “barrier” between residential land uses and incompatible industrial uses.

- ❖ Is the proposed amendment significantly altering existing land use patterns?

The proposed Amendment is consistent with the residential development north of the SR 24 freeway, which has happened as the area significantly changed once the Air Force Base and Proving Grounds went away.



- ❖ Is the proposed amendment causing significant increased traffic on the existing roadway network?

All traffic from the development will use existing and future improved roadways. This will not impact the current network. In addition, the property will be located close to SR 24 and the off ramps of Signal Butte and Meridian, which will have the effect of minimizing the arterial traffic impact.

- ❖ Will the proposed amendment degrade the health and safety of the residents?

The proposed amendment will absolutely not degrade the health and safety of City residents, but will rather provide an amenitized single-family residential subdivision in a predominately residentially developing area of the City with close access to existing and future commercial facilities and a future freeway.

- ❖ Is there a significant impact on public infrastructure (e.g. parks, schools, drainage, utilities, etc.)?

Impacts on the existing public infrastructure will be mitigated by the construction of new facilities associated with this development. These include, but are not limited to roadway connectivity and extension improvements, such as water and sewer line extensions, overhead electrical and telephone undergrounding. Appropriate parks and trails are planned for and provided within the subdivision itself.



General Plan Consistency

DESTINATION at Gateway PAD is a residential development proposal that is consistent with the "Suburban" Neighborhoods Character Area Sub-type of Mesa's General Plan. Suburban Neighborhood forms and guidelines incorporated into DESTINATION include, but are not limited to, the following:

- ❖ *Some form of accessible, usable community space is spread throughout the community and provides a focus for smaller neighborhood areas*
 - The 8-foot wide trail and 30-50 foot wide landscaped boulevard is accessible to the entire community and runs throughout its entire length. The two central parks provide a neighborhood amenity for that portion of the community. This breaks up the neighborhood massing and provides much needed smaller neighborhood areas.

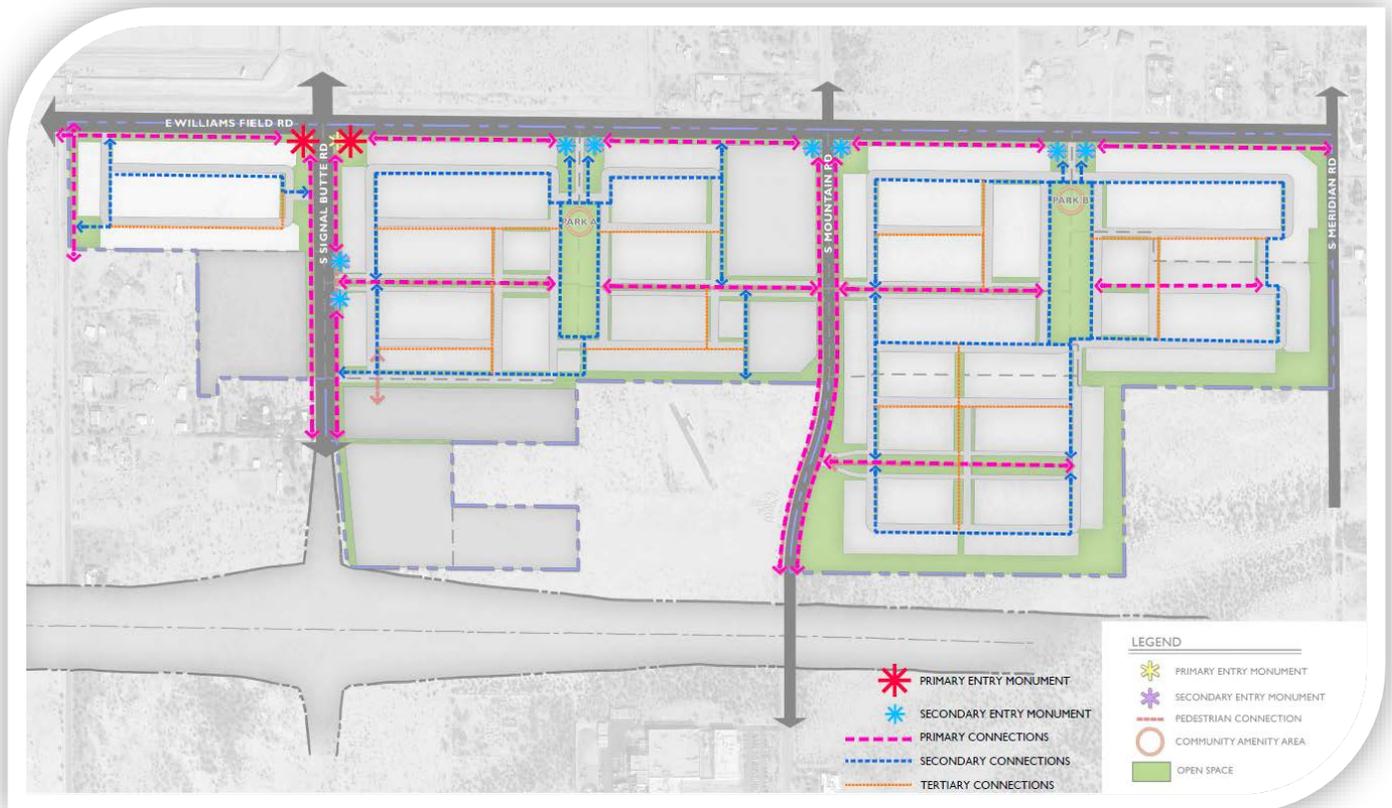


Figure 7 DESTINATION Circulation & Community Space

- ❖ *Small, neighborhood scale office, retail, restaurants, services in appropriate locations such as along arterials or at the intersection of arterials and collector streets. The aggregate of any cluster of non-residential uses is generally less than 15 acres.*
 - **The commercial parcel is less than 15 acres in size, is a preferred location (consistent with the General Plan’s goals) of being located along the intersection of two arterials and closest to a future SR 24 off-ramp. The surrounding properties also consist of other commercial uses at appropriate scale and location such as the adjacent garden/flex office space. Larger commercial centers are slated for the major intersections and (future) SR-24 off-ramps at Signal Butte and Meridian Roads, while other smaller non-residential uses (e.g. grocery stores, churches and schools) are interspersed throughout the community to the north.**

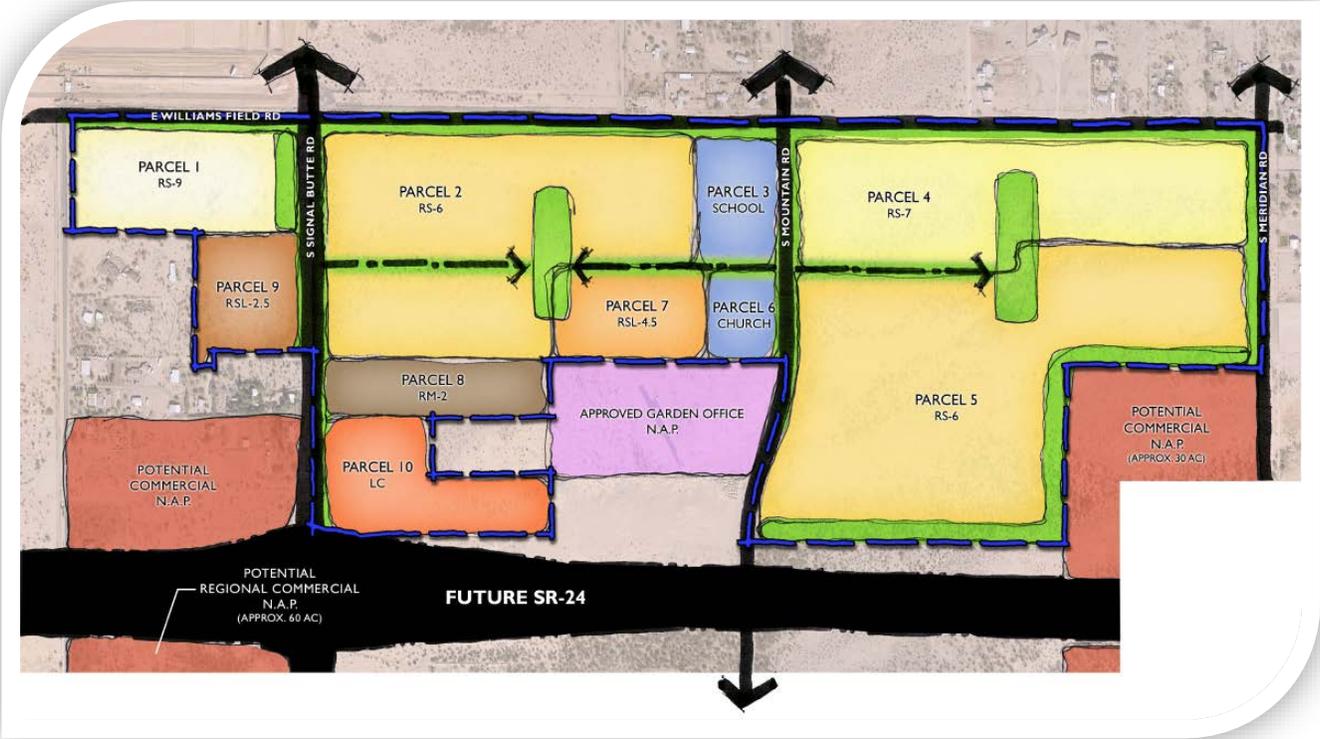


Figure 8 DESTINATION & Surrounding Land Uses



- ❖ *Homes are setback from the street to provide a front yard.*
 - Homes will be setback from the street and provide a front yard consistent with the single-family residential zoning districts.

- ❖ *Sidewalks are generally available on both sides of the street.*
 - Six-foot wide sidewalks on both sides of major collector roads will be provided (e.g. Mountain Road, Williams Field) and five-foot wide sidewalks on both sides of local residential streets will be provided.

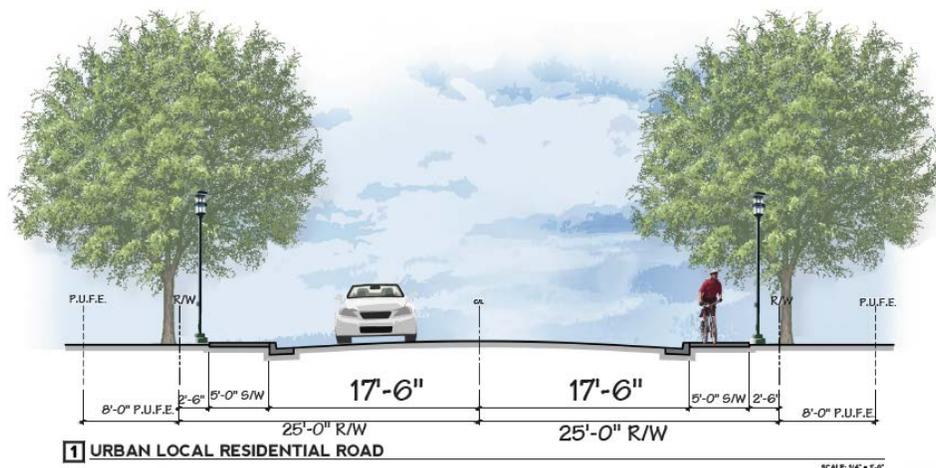


Figure 9 Typical DESTINATION Street Section

- ❖ *In new subdivisions, use of cul-de-sacs is limited, block faces are typically less than 900 feet and block perimeters are typically less than 2400 feet.*
 - DESTINATION does not use cul-de-sacs in the subdivision design and the block faces are not more than 900 feet and the perimeters are all less than 2400 feet.

“Great Neighborhoods” Element

Mesa 2040 General Plan states: “Neighborhoods are the foundation of communities and cities. To be a great city where people want to live, work and play, we need a variety of great neighborhoods.” Furthermore, the following five characteristics and qualities of great neighborhoods, as described in the City’s General Plan for strong neighborhoods, are utilized in DESTINATION at Gateway development proposal:

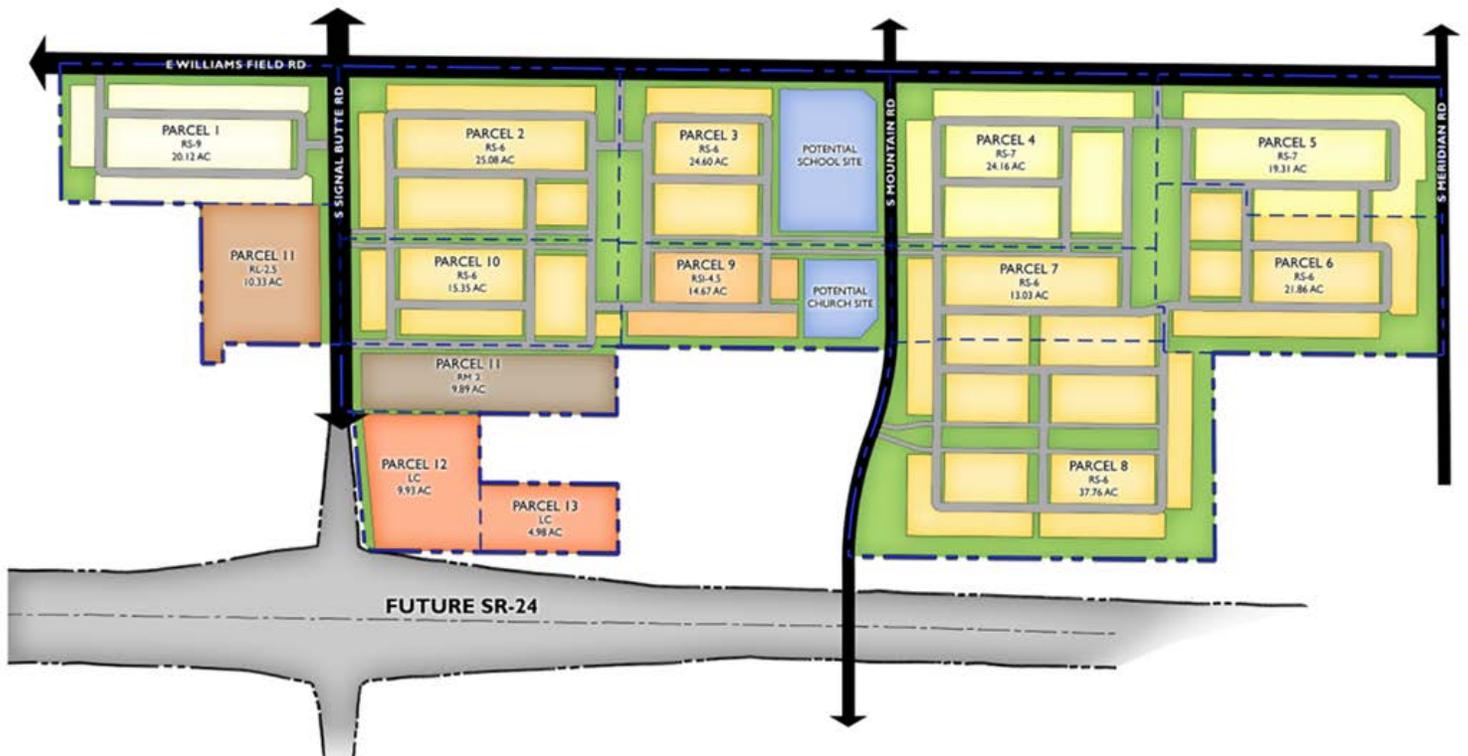


Figure 10 DESTINATION Conceptual Site Plan



❖ *Connectivity & Walkability*

- *Block lengths developed consistent with the character area standards*
- *Intersections developed consistent with the character area standards*
- *Trees and shade provided along streets and pedestrian ways consistent with the character area standards in a way that does not interfere with night time lighting of the street, sidewalk and paths*
- *Providing shade and comfortable places to stop along a street or trail*

Block lengths are developed consistent with the Suburban character area standard, which is that block lengths do not exceed 900 feet and perimeter lengths are not more than 2,400 feet before a pedestrian or vehicular access point is provided. Cul-de-sacs are not used in the design. Intersections, which include wide roads with sidewalks on both sides of the street are consistent with the Suburban Character Area, as defined by the City. The project landscaped boulevard offers trees and shade along the pedestrian paths.



Figure 11 Typical Landscaped Boulevard



❖ *Building Community and Fostering Social Interaction*

- *Designing new developments with anchors or focal points, such as schools, parks or shopping areas that are designed and located to facilitate meetings and interactions*
- *Providing pedestrian systems that link residents to neighborhood focal points to naturally bring people together*

The combined 10-acres of community parks and lineal boulevard is **DESTINATION** at Gateway's focal point that will facilitate the creation of the informal community gathering place. In addition, the integrated church and school sites offer community gathering places that encourage community socializing.

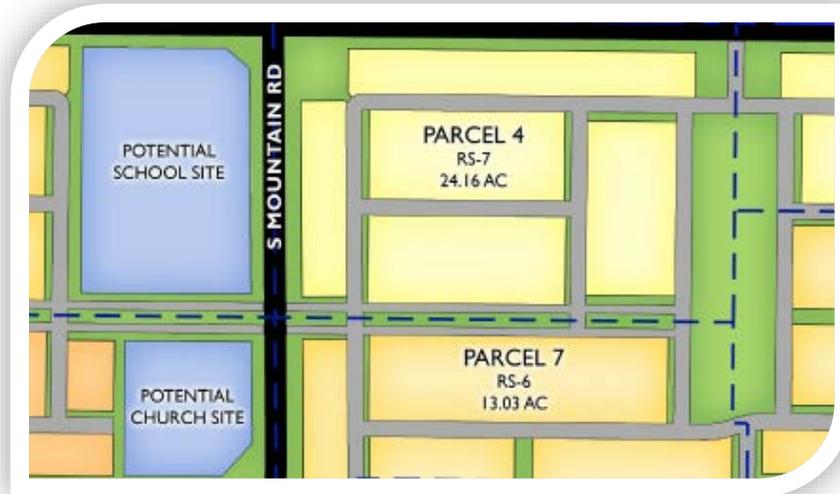


Figure 12 Example of Project Community Facilities

❖ *Neighborhood Character & Personality*

- *Reviewing new/reuse developments for the elements needed to add to the surrounding community and create a unique sense of place*
- *Creating neighborhood boundaries and limiting through traffic into the neighborhoods*
- *Street planting programs, signage treatments, or other such visual elements that can bring identity and recognition to a neighborhood.*

DESTINATION consists of a heavily themed street tree program, which specifically includes not only decorative, but shade providing Red Push Pistache along not only the entire boulevard and surrounding park perimeters, but the frontages of all the major road entrances (i.e. Signal Butte and Mountain Roads). The evergreen elm and fantex ash round out the other trees, with the elms predominately located along the landscaped tracts on the street side lots. Neighborhood boundaries are created with the identifying landscape themed street tree program and cut through traffic is limited by the thoughtful design of the community in the creation of interlocking smaller residential blocks that do not have long straight streets. The one-way nature of each of the boulevard lanes will serve as its own traffic calming device.



*Figure 13: Red Push Pistache Tree in the Fall
Photo used by permission from Arizona Pistachio Nursery (Tucson, AZ)*



❖ *Safe, Clean and Healthy Living Environment*

- *Encouraging the creation and maintenance of neighborhood associations (formal or informal)*
- *Maintenance of streets, sidewalks, street lighting, etc. to ensure roadways, paths and trails are safe; improve lighting where needed*
- *Locate and design public spaces so that there is a high degree of natural surveillance*
- *Provision of active outdoor open space for all ages, including pocket parks and other non-traditional neighborhood-based recreational facilities*
- *Maintain attractive, well-kept public spaces in neighborhoods*
- *Provision of active outdoor open space for all ages, including pocket parks and other non-traditional neighborhood-based recreational facilities*

DESTINATION at Gateway will have a private homeowner's association (HOA) maintaining the community open space amenities and shared landscaped areas. Natural surveillance of the community parks and amenities are accomplished by all of the lots which are either facing or adjacent to the parks.

Active outdoor open space is provided with the central location of the community's open space, as well as the pedestrian trails. Lighting throughout the development will meet City of Mesa requirements. In addition, the road improvements will meet City standards, which enables the City to provide consistent and predictable street maintenance.



Figure 14 Typical Landscaped Road



❖ Quality Design & Development

- Unique public or community spaces that provide a focal point to draw people together
- Maintaining a pedestrian scale and attractiveness along streets
- Unique public or community spaces that provide a focal point to draw people together
- Maintaining a pedestrian scale and attractiveness along streets

As previously stated, the design of the residential blocks, pedestrian-trailed boulevard and programmed street tree theme will offer a beautiful community amenity and identity, in conjunction with the various community park spaces, which offer such amenities as an amphitheater, basketball courts, tot lots with play structures, ramadas, soccer fields and general community open space with benches.

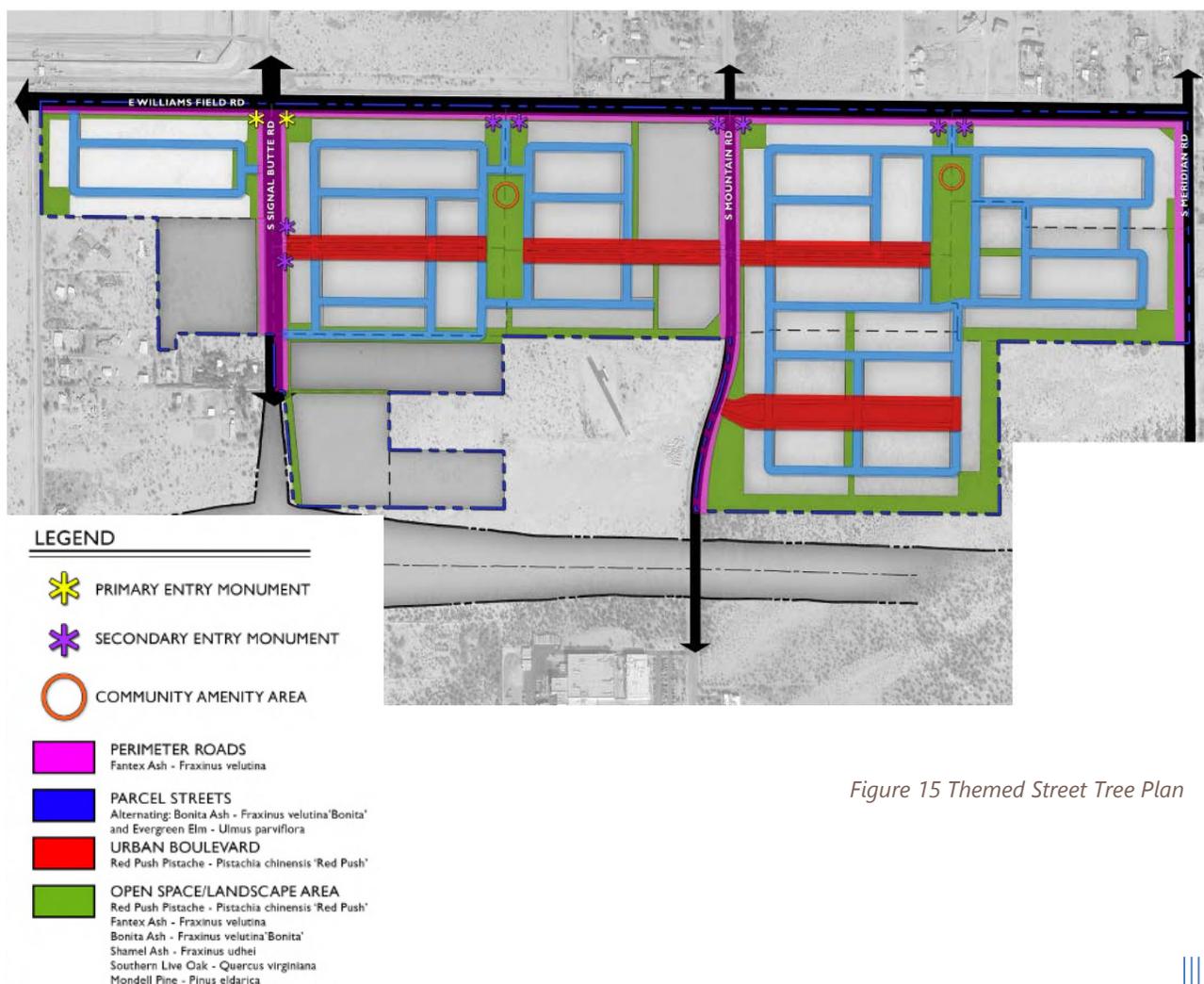


Figure 15 Themed Street Tree Plan



Zoning Amendment

The subject property is currently zoned AG, RU-43 (Maricopa County parcels) and GI. The rezoning request encompasses a change from these agricultural zoning districts for roughly 251 acres to a PAD Overlay for 199.6 acres with underlying residential zones of RM-2, RSL 2.5, RSL 4.5, RS-6, RS-7 and RS-9, and Limited Commercial (LC) for the most southern 14.9 acres.

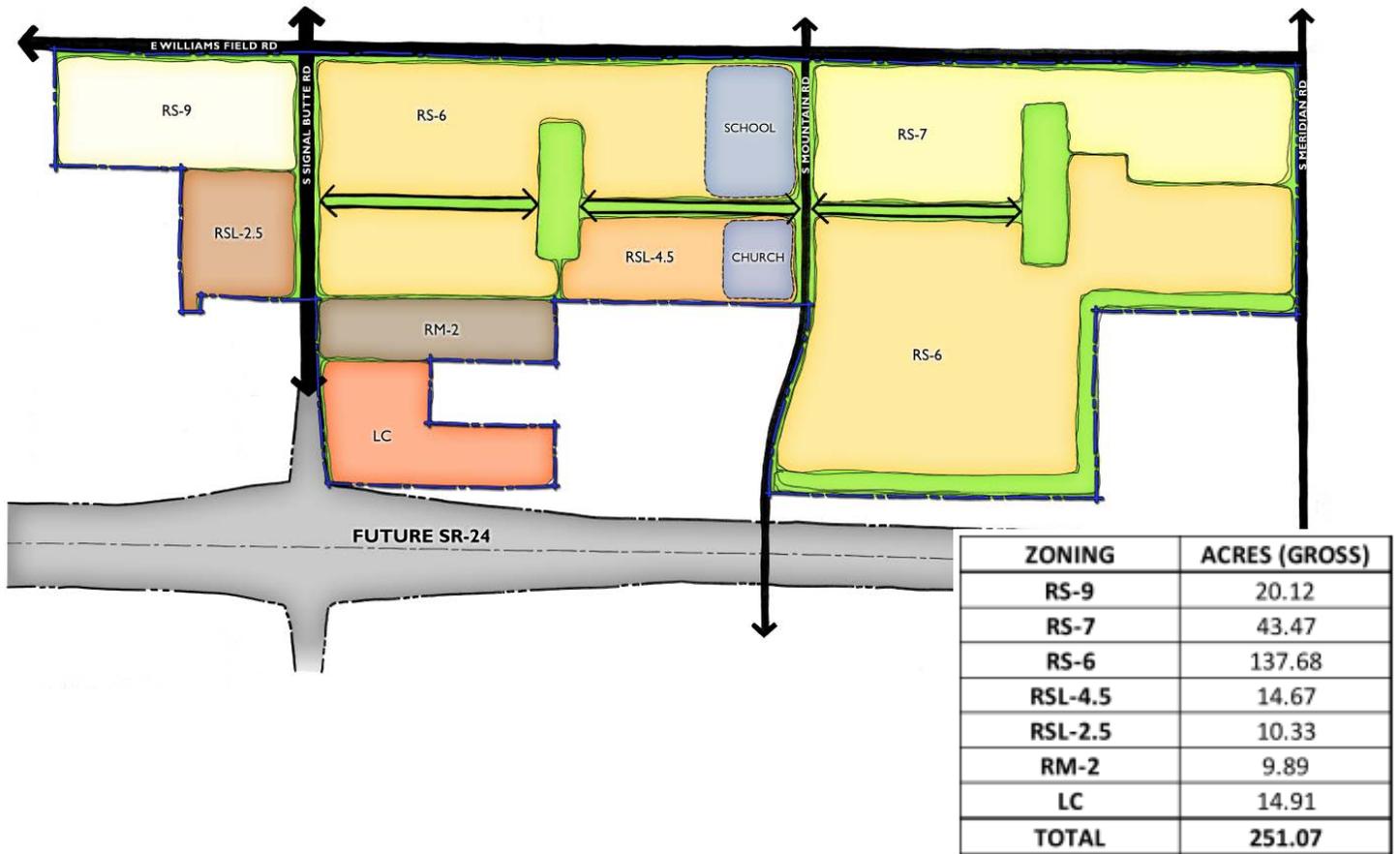


Figure 16 DESTINATION Zoning Districts & Acreage



Development Plan & Community Vision Guidelines

DESTINATION at Gateway consists of roughly 251 acres to be developed in a modernized neo-traditional design with lots radiating from central parks and a tree lined boulevard. Fifteen acres located to the south will be developed as commercial and a roughly ten acre multi-family site directly to the north. Single-family homes will range in lot sizes from the smaller 2,500 square foot lots up to 9,000 square feet. The diversity of zoning and lot sizes offer the opportunity for a variety of home sizes and styles to be built in the DESTINATION community. The ***Community Vision Guidelines*** are herein incorporated into this document as further described and illustrated in the ***Appendix***.

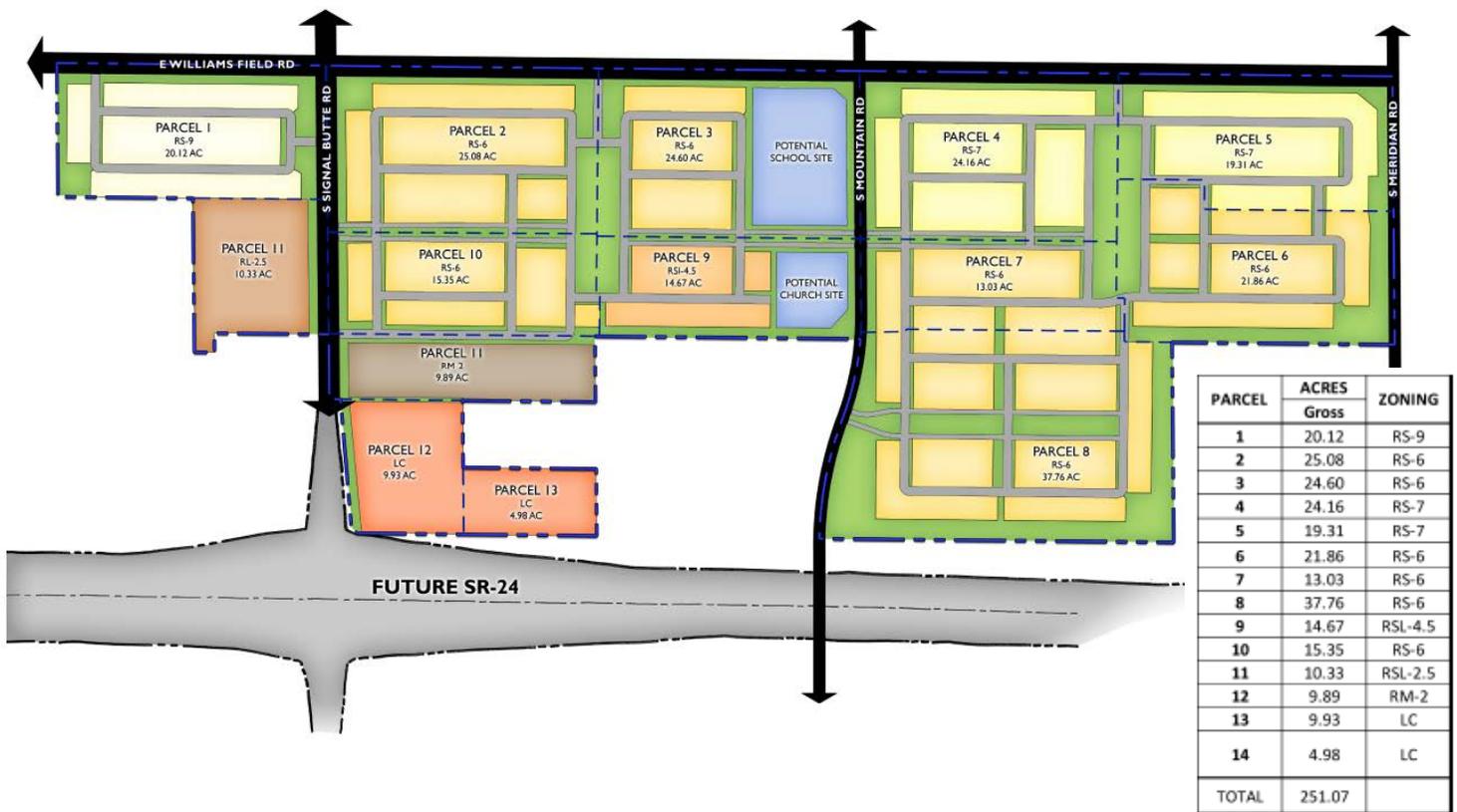


Figure 17 DESTINATION Conceptual Site Plan



Single Residential Zoning District Purpose

The City of Mesa's stated design intent for Single Residence Zoning District is *"to create an aesthetically pleasing streetscape that includes active areas and passive surveillance of the public right-of-way."* DESTINATION meets this criteria by providing beautifully street themed landscaped boulevards traversing the entire community. With homes facing and surrounding the parks, the project offers a combination of active and passive surveillance of the neighborhood.

Planned Area Development (PAD) Analysis

Furthermore, as described below DESTINATION either meets or exceeds the expectation of the intent for Planned Area Development Overlay (PAD) Districts providing for creative, high-quality development by incorporating the following:

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

DESTINATION's boulevards with pedestrian trail, ten acres of community parks, entry monuments and pocket parks are integrated and of appropriate scale for the uses and the neighborhood, which will be maintained and held in common ownership through its HOA.

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

DESTINATION proposes public streets for the entire community. The "Boulevard" requires modification to the typical street section, but still meets City standards for public streets.

- C. Preservation of significant aspects of the natural character of the land;

The property has historically been used for grazing cattle, which typically does not lend itself for preservation in the traditional sense. However, the project has been designed with a substantial amount of open space and residential densities consistent with the zoning districts.



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

As stated above, the generous open space program of the development, in conjunction with the design of the lots, proposes a unique site design where amenities reflect an adopted neo-traditional theme. Orienting the buildings away from the street, with homes surrounding parks and creating public space with active and passive recreation opportunities are all elements of DESTINATION, which are consistent with the purposes of the PAD Overlay zoning.

E. Sustainable property owners' associations;

DESTINATION's nearly 750 single-family homes will be able to establish and operate an *effective and sustainable* Homeowner's Association (HOA).

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

DESTINATION at Gateway will use recorded CC&Rs and establish an HOA to hold ownership and be responsible for maintenance of common areas.

G. 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.

With the neo-traditional community design and tree-lined boulevards DESTINATION is a cohesive development proposal of a single-family community with supporting commercial located near the off ramp of a the SR24 freeway. This area of southeast Mesa in recent years has developed with very desirable single-family neighborhoods and DESTINATION will be a welcoming addition to these neighboring communities, as it is also developed in the same high-quality, comprehensive style.

DESTINATION will provide not only internal pedestrian linkages to the various neighborhoods, school, church and commercial sites within the community, but will also better establish the connectivity to the existing and slated commercial development in the surrounding area, which includes the garden/flex office space directly to the north, the regional commercial centers at Signal Butte and Meridian Road off-ramps and the commercial along the north side of SR-24.



PAD Modifications

The PAD modifications associated with this project are the dimensional standards of lots within the RS-6 and RS-7 zones and a variation of the traditional street section for a public boulevard. These requests are discussed in further detail below.

Modified Dimensional Standards

There are three modified dimensional standards requested in conjunction with this PAD. Those modifications are to the minimum lot area and lot width for a predominate number of the lots in the RS-6 and RS-7 zones.

The other standards of the RS-6 and RS-7 districts will be met, and in most cases exceeded. For instance, the minimum lot depths for RS-6 will exceed the minimum 90 foot requirement with a depth of not less than 115 feet, and in the RS-7 zone the lot depth will exceed the minimum 94 feet and not be less than 120 feet deep. The justification in seeking the modified lot width is for the ability to create deeper lots.

	<i>PAD Modification</i>			
	RS-6 Standard	RS-6 PAD (Proposed)	RS-7 Standard	RS-7 PAD (Proposed)
Minimum Lot Width (FT)—Interior Lot	55	50	65	60
Minimum Lot Area (SF)	6,000	5,750	7,000	7,000

Modified Street Section

DESTINATION at Gateway will have dedicated public streets throughout the entire community. Specific modifications to the City’s typical collector street section are being requested in conjunction with this PAD for the “Boulevard” road. The “Boulevard” will also be a dedicated public road, with a landscaped private tract, which will be privately maintained by the DESTINATION property owner’s association.



DESTINATION’s landscaped boulevards are a combined 6 feet wide, a minimum of 28 feet (measured from back of curb to back of curb) in each direction, five foot attached sidewalks on each side within a 13 foot P.U.F.E., and a varying width of 30 to 50-foot-wide private landscaped tract running through the middle. The tract includes landscaping, specifically lined with the project’s street tree themed Red Push Pistache and an 8 foot wide pedestrian concrete multi-use trail.

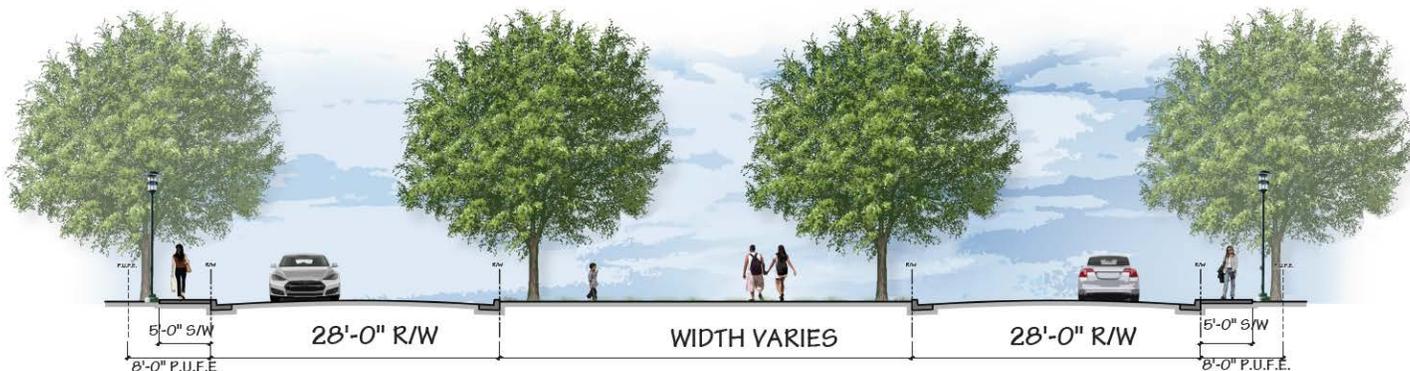


Figure 18 Proposed Boulevard Street Section

The proposed DESTINATION “Boulevard” street section most closely resembles the City’s residential paved 40 foot wide collector street section, with no medians. This PAD specifically includes the request for approval of this modified street section as a public road, with the exception of the privately maintained and held landscape tracts.

Preliminary Plat & Design Review

The Preliminary Plat for DESTINATION at Gateway will be submitted for approval at a future time.

As provided for in PAD deferral provisions, Design Review approvals are not included with this application and will be requested at time of development of any given phase.

Phasing

DESTINATION is anticipated to be developed in a several phases, subject to City of Mesa approval. Each “Parcel” delineated on the Site Plan is conceptually a phase, the order of which has not yet been determined.



Appendix

Community Vision Guidelines





DESTINATION at Gateway

Community Vision Guidelines



COMMUNITY VISION

“The past gives us our identity and the future gives us our promise”

DESTINATION at Gateway - a thematically designed community in Mesa, Arizona, near one of the nation’s fastest growing community areas and the Mesa Gateway Airport. DESTINATION will contain over 700 homes in a variety of types, styles, and land uses. It will be built as a place that brings us back to a simpler time that revolves around family and community.

DESTINATION is where today’s conveniences and styles meet yesterday’s neighborhood comforts. It is a place where families can experience open friendly neighborhoods in a blend of old town elements and modern amenities.

With a well situated commercial center, integrated neighborhoods and a mix of housing types, recreational facilities, and open space amenities, DESTINATION creates a distinctive setting that provides a framework for sophisticated community living and ambitious town building.

Innovative site planning and creative landscaping bring the character and charm of the neighborhoods to life. Organized around a historical city design with a dedication to providing socially interactive and integrated neighborhoods, DESTINATION is a unique place to play, live, and grow.

The Vision for the Neighborhood and amenity plan is guided by the following ideas:

1. EVOLUTION OF “THE PAST GIVES US OUR IDENTITY AND THE FUTURE GIVES US OUR PROMISE”

Create a self-supportive, vibrant, integrated community that encourages interaction among residents, and creates a unique sense of place – a place residents like to call their own. The designed landscape and pure forms create a distinctive ambiance, setting DESTINATION apart from its neighbors.

2. COMMUNITY ACTIVITY CORE

Multiple community cores with non-competing uses serve the daily needs of the residents. These cores serve as nodes of community activity providing a well-balanced mix of retail as well as recreational facilities.

- ❖ Redefine the role of the street as a pedestrian and social space;
- ❖ Provide landscaped parkways where pedestrians, active open spaces and automobiles share the right of way. Create curb appeal to create separate sidewalks to create pleasing and walkable streets.
- ❖ Orient certain housing elements like active living spaces towards the front to houses to help activate the street as a social space.
- ❖ Create a hierarchy of connected pedestrian linkages that lead to walkable destinations within the neighborhood and the subdivision.

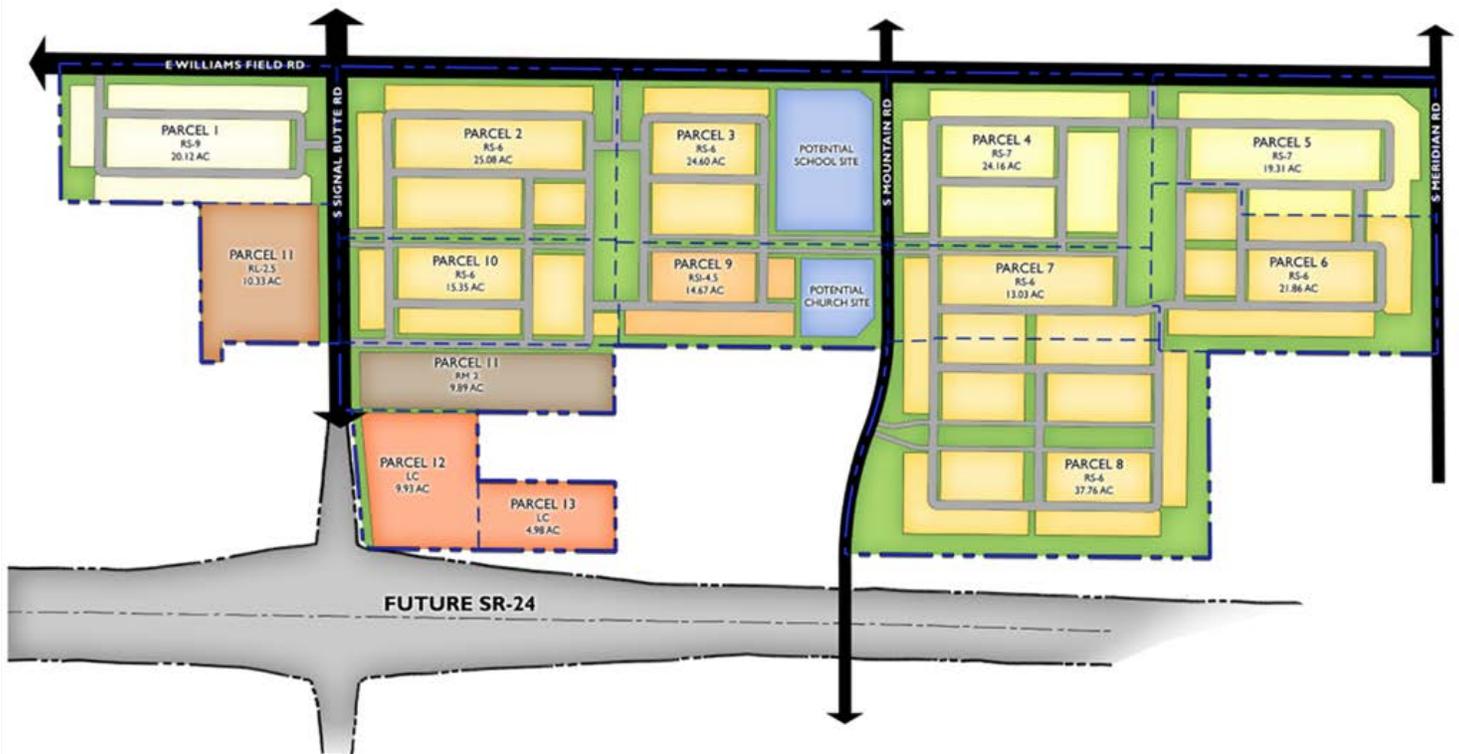
Figure 1 Conceptual Lotting & Activity Cores



3. A RANGE OF RECREATIONAL OPPORTUNITIES

The open space and trails network is interspersed throughout the community. Centrally located “Community Parks” provide a spectrum of recreational facilities for the residents.

Figure 2 Conceptual Site Plan



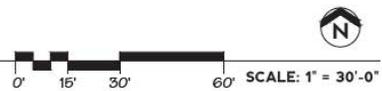
Large lineal (north-south) community parks conveniently located in the center of the two neighborhoods, provide opportunities for neighbors to gather and enjoy amenities, such as the amphitheater, several picnic areas with ramadas, a children’s tot lot, a half-court basketball court, and large open grassy areas suitable for soccer. Community Park “A” (between Signal Butte and Mountain Roads) is 3.35 acres and Community Park “B” (between Mountain and Meridian Alignment) is nearly 4.5 acres in size, both offering a substantial amount of room to play and enjoy the on-site amenities or simply passively sitting in the shade.

Forms will be rectilinear and contain substantial amenity detailing, themed ramadas, play areas, light fixtures and landscape plantings will enhance important nodes and create a warm and welcoming atmosphere, both external and internal to the community.

Figure 3 Park "A" Amenity Details



1 PARK A
PLAN ENLARGMENT





2 | PARK A STREET ELEVATION

Examples of typical site amenities are illustrated below:



PLAY STRUCTURE



AMENITY DETAILING



BASKETBALL COURT



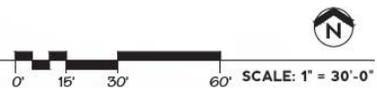
SHADED PLAY AREAS

Dynamic open spaces, will offer such amenities as an amphitheater, basketball courts, tot lot with play structure, ramadas with tables and benches, and large open green spaces for passive and active recreation. Active outdoor open space programmed with the central location of the community's open space parks, as well as extensive pedestrian trails, nodes and connections.

Figure 4 Park "B" Amenity Details



1 PARK B
PLAN ENLARGMENT





2 PARK B ELEVATION FROM RETENTION BASIN

Examples of typical site amenities are illustrated below:



TREE LINED OPEN SPACE SIDEWALK



ACTIVE OUTDOOR AREA FOR PASSIVE SPORTS



AMPHITHEATER

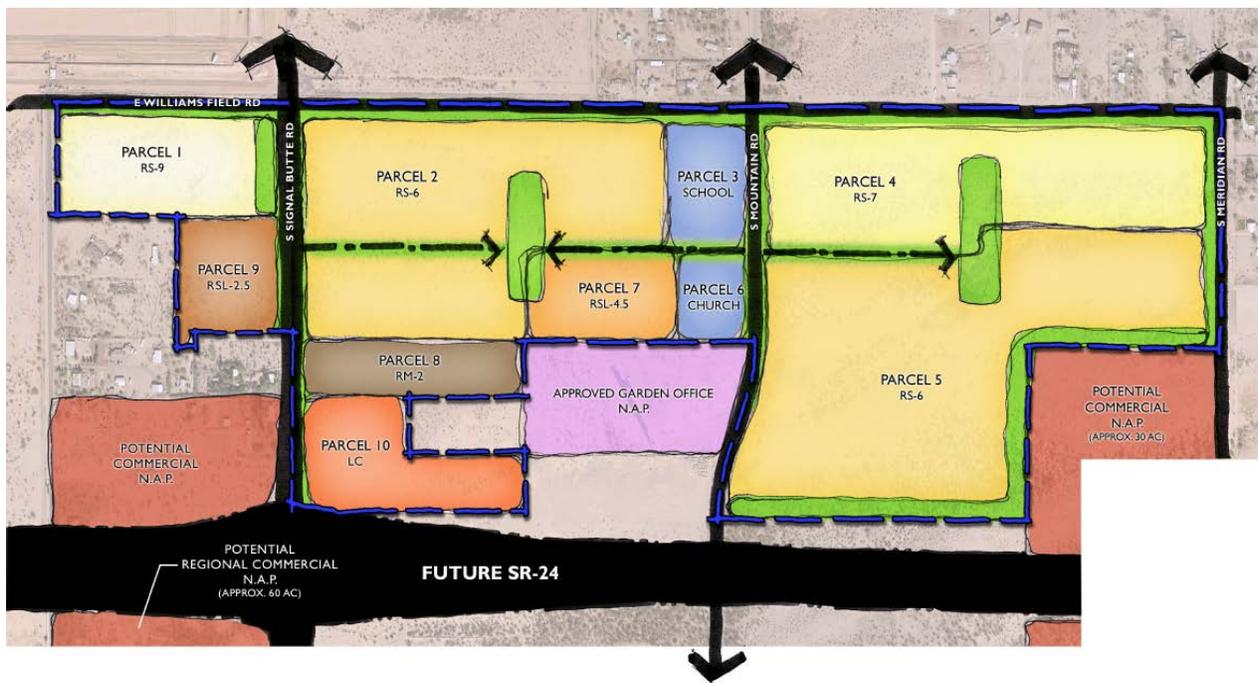


THEMED RAMADAS

4. CREATE A MIX OF USES COMPATIBLE WITH THE AREA

Designed to be mindful of the current and proposed uses in the area. Encourage land uses that blend well with the master plan and communities to the north of the site. Promote linkages from the residential portion of the project to the retail/commercial section of the community. Encourage linkages to the proposed “regional and local commercial/office uses” that abut the site and are buffers from the Williams Gateway Freeway (SR24).

Figure 5 DESTINATION Land Use Framework Plan



5. DIVERSE HOUSING TYPES

Diversity in housing types is provided to cater to varied needs and lifestyles. A lot mix ranging from large lot single-family detached to multi-family will help foster a vibrant and diverse community.

Examples of potential product type are illustrated below:

*Examples of Moderate to Larger Lot Housing Products**



**For illustrative purposes only.*

*Examples of Moderate Sized Lots Housing Products**



**For illustrative purposes only.*

*Examples of Smaller to Moderate Sized Lot Homes**



**For illustrative purposes only.*

*Examples of Smallest Lot Housing Products**



SPANISH COLONIAL



DESERT PRAIRIE



ITALIAN VILLA



EUROPEAN COTTAGE



SPANISH COLONIAL



DESERT PRAIRIE



ITALIAN VILLA



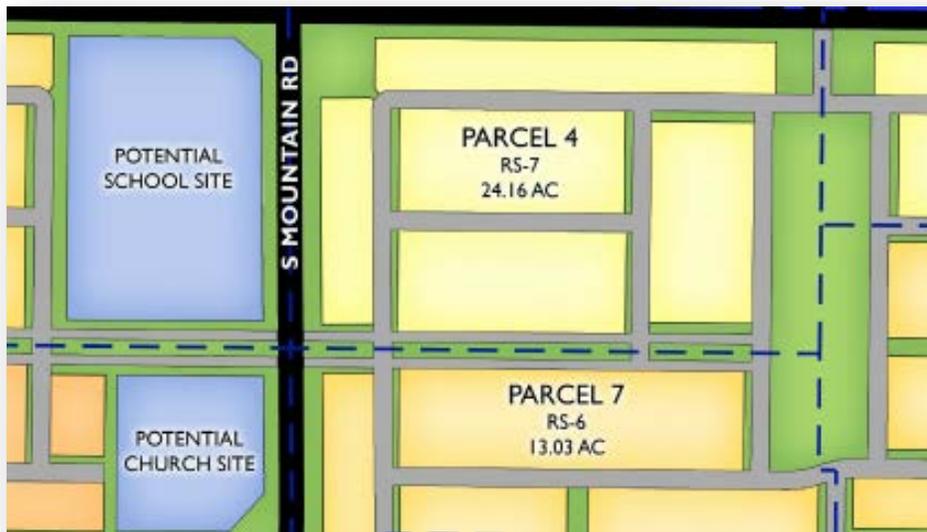
EUROPEAN COTTAGE

**For illustrative purposes only.*

6. WALKABLE, PEDESTRIAN-FRIENDLY NEIGHBORHOODS

Create a community with varied and integrated mix of uses, fostering and enhanced level of convenience, walkability and richness of experience. This includes a potential church, school site and large usable open space connectors.

Figure 6 DESTINATION Walkable Mix of Land Uses



TREE LINED STREETS



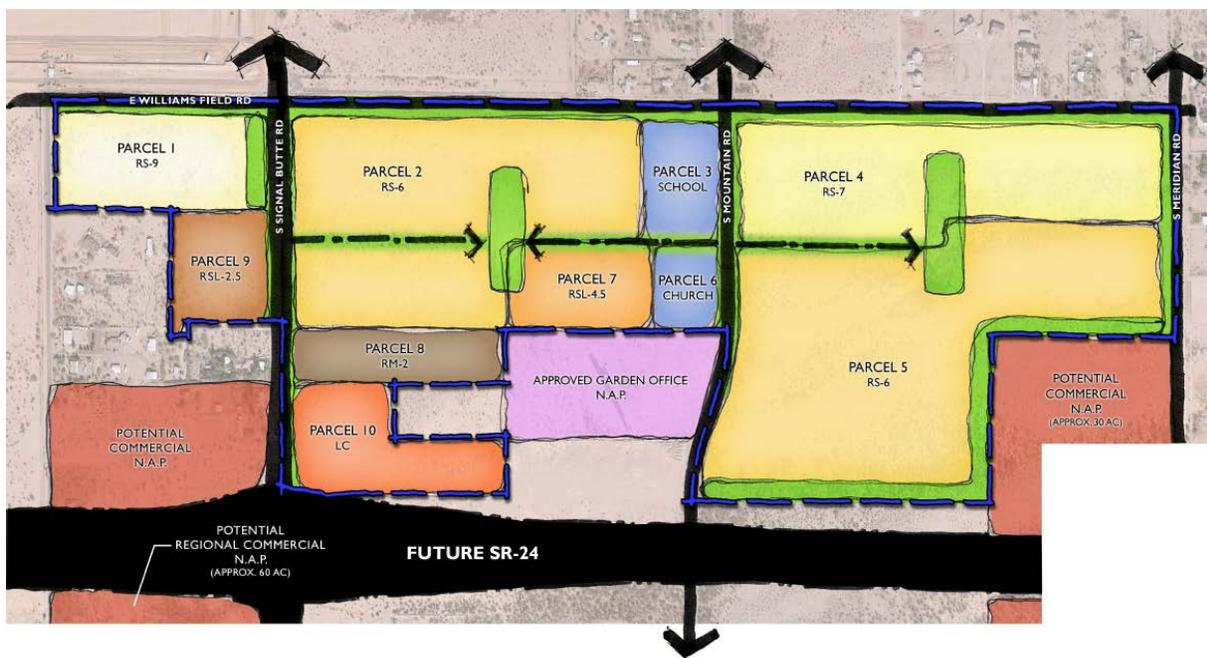
PARKWAY MEDIAN

7. AN INTEGRATED & CONNECTED COMMUNITY

Land use adjacencies, trails, sidewalks and open space elements promote linkage and connectivity resulting in improved access to community facilities and services and an increased level of community interaction.

As the commercial portion of the project develops, the above opportunities for pedestrian connections from the adjacent residential properties will be incorporated into the project.

Figure 7 DESTINATION Connectivity & Integrated Land Uses



8. COMMON AREA MAINTENANCE

Project common facilities, such as landscape tracts, monuments, parks and project amenities will all be maintained, operated by the development's Homeowner's Association (HOA). Individual homeowners will be responsible for the maintenance of their internal lot-line walls. A Property Owner's Association (POA) will maintain the commercial parcel's private facilities.

PROJECT CORNERSTONES

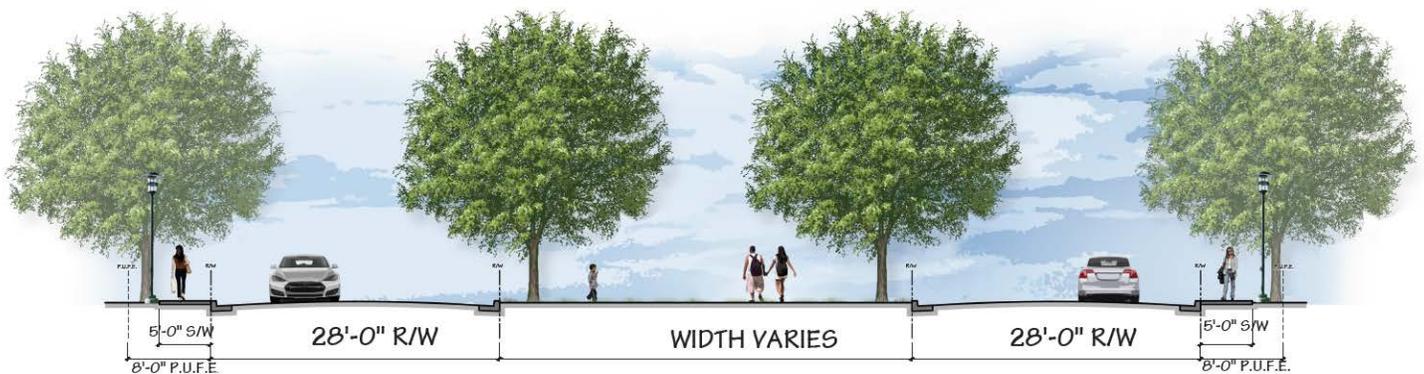
To incorporate and integrate this Vision, Destination has developed some project cornerstones. They are more fully described as follows:

1. ARTICULATE CLEAR AND STRUCTURED NEIGHBORHOODS

- ❖ Use community parks as organizing elements for the neighborhoods.
- ❖ Strategically locate the community parks throughout the community so that they are accessible to each household.
- ❖ Incorporate the “Parkways” to distinguish them as an important link between the neighborhoods and community facilities.

2. REDEFINE ROLE OF THE STREET AS A PEDESTRIAN /SOCIAL SPACE:

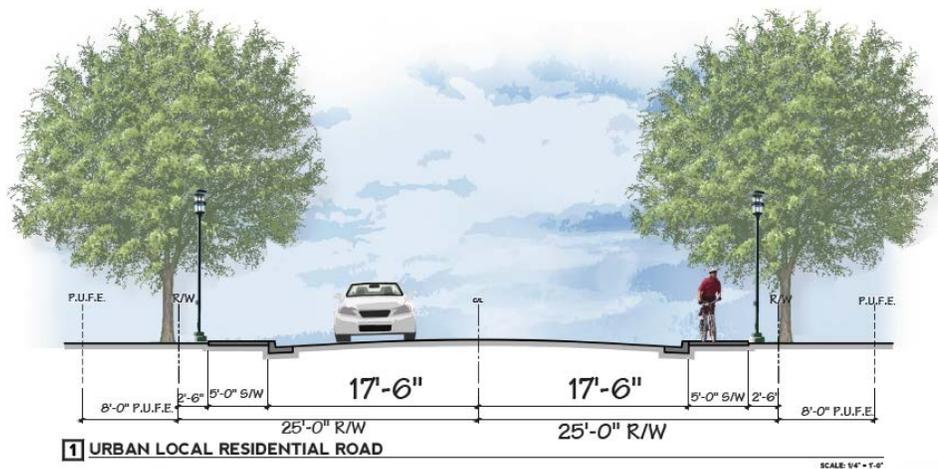
The DESTINATION community boulevard’s theme street tree is the leafed Red Push Pistache which will provide year round, not only great shade with its full umbrella-like crown, but beautiful color with its foliage that in fall turns a spectacular red and orange. A small grove of Red Push Pistache trees stand welcoming at the main entrances to DESTINATION. Evergreen elms and Fantex ash trees round out the other street trees that are located along the other community street sides and landscaped perimeter areas.



Provide landscaped parkways with historical street trees (used in the older neighborhoods) and shared right of way space. Encouraging wide medians with active open space, curb separated sidewalks, and passive and active open spaces to create shared pleasing and walkable streets.

- ❖ Orient elements like porches, or active living spaces, towards the fronts of the house to help activate the street as a social space.
- ❖ Create a hierarchy of connected pedestrian linkages that lead to walkable destinations within the neighborhoods.

Using the site's lineal nature a landscaped boulevard traverses, east to west, through the entire community. The boulevard's theme street tree is the leafed Red Push Pistache. A small grove of Red Push Pistache trees stand welcoming at the main entrances to DESTINATION.



3. DEFINE A SYSTEM OF ENTRY TREATMENTS TO THE PROJECT

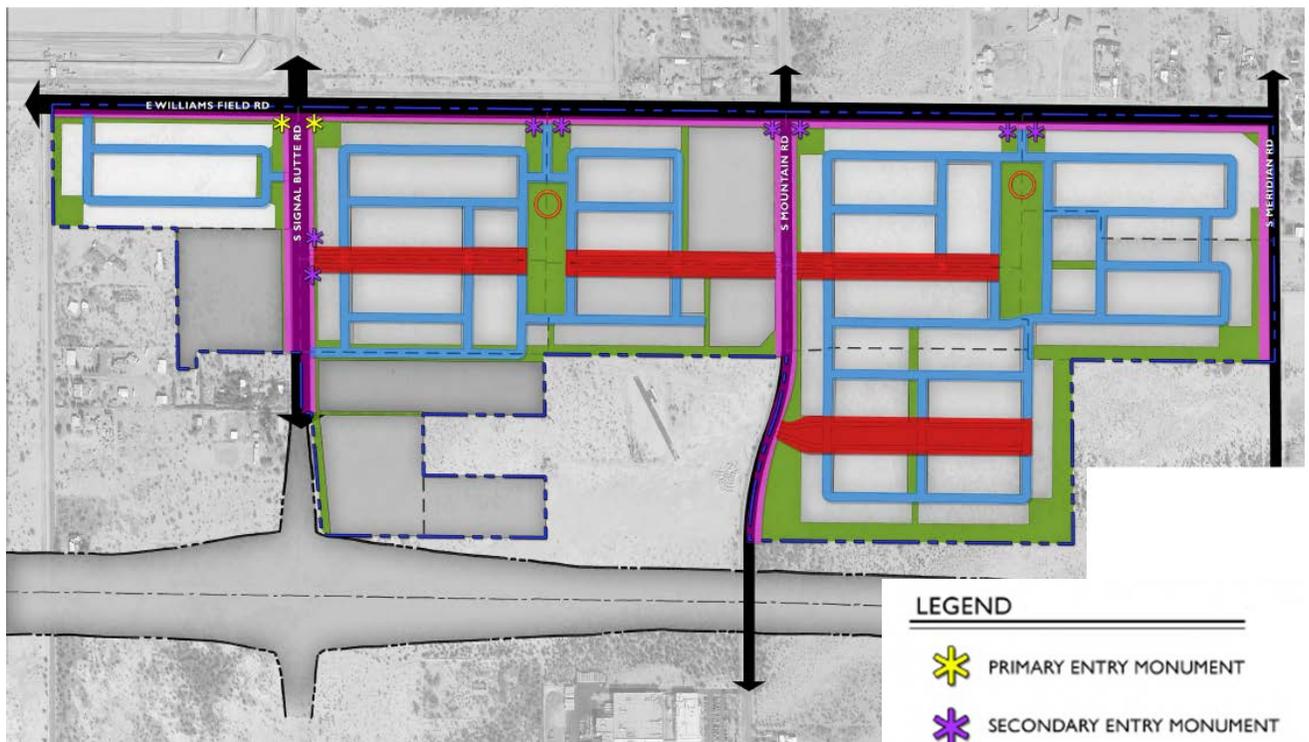
- ❖ Encourage the use of materials that incorporate historical elements used by the City in the past. An example, would be the use of metals in the entry treatments, representing the metal found at Mesa/Gateway airport and the planes that have historically been present.
- ❖ Develop an entry treatment hierarchy for the project.
- ❖ Strategically, incorporate the entry treatments and the hierarchy (Primary, Secondary, and tertiary) into the project.



4. LANDSCAPE DESIGN

Landscape Design plays a major role in creating a true sense of place within the Destination at Gateway project. Community parks anchor the project providing a scale organizing element. Smaller parks within each subdivision, and the large parkways, will further define the hierarchy by breaking down the open space to a pedestrian level. A series of easements and drainage corridors are sensitively designed to integrate them into the community as a resource.

In addition to the Red Push Pistache, selected plant material tree palette consists of the Fantex Ash with Shamel, Arizona and Bonita Ashes, Evergreen Elm, Southern Live Oak, Tipuana Tipu, and the Mulga Trees used as street tree programming in the individual neighborhoods, with the Mondel Pine as an accent tree in various locations in the community's open spaces.



LEGEND

-  PRIMARY ENTRY MONUMENT
-  SECONDARY ENTRY MONUMENT
-  COMMUNITY AMENITY AREA
-  PERIMETER ROADS
Fantex Ash - *Fraxinus velutina*
-  PARCEL STREETS
Alternating: Bonita Ash - *Fraxinus velutina* 'Bonita'
and Evergreen Elm - *Ulmus parviflora*
-  URBAN BOULEVARD
Red Push Pistache - *Pistachia chinensis* 'Red Push'
-  OPEN SPACE/LANDSCAPE AREA
Red Push Pistache - *Pistachia chinensis* 'Red Push'
Fantex Ash - *Fraxinus velutina*
Bonita Ash - *Fraxinus velutina* 'Bonita'
Shamel Ash - *Fraxinus udhei*
Southern Live Oak - *Quercus virginiana*
Mondell Pine - *Pinus eiderica*

5. INTEGRATE A SYSTEM OF PARKS AND OPEN SPACE

Over thirty six acres of the project is open space. Using the site's lineal nature, a landscaped "Boulevard" traverses, east to west, through the entire community. Incorporated into the "Boulevard" is also an 8 foot multi-purpose trail. This trail provides additional pedestrian connectivity throughout the entire community. An additional "Boulevard" is proposed in the southern most portion of the development as well.

Other community design considerations include the following:

- ❖ Locate neighborhood parks within convenient walking distance from the majority of residential units.
- ❖ Develop each neighborhood park as a passive recreational area with flex space, tot-lot or a shade structure.
- ❖ Have the major parks have active programs, an example is a community amphitheater, soccer fields, and barbeque area.

Figure 8 Lots Facing Parks & Boulevards



6. NEIGHBORHOODS DISTINCTIVE CHARACTER & SENSE OF PLACE

The project proposes tree-lined neighborhood residential streets. Each of the parcels contain a specified street-tree that will be planted at a minimum of one per residential lot, installed at time of lot construction. The initial street tree planting will be installed by the homebuilder. Long-term implementation and administration of the street tree program will be under the auspices of the Homeowner's Association and community's CC&R's.

- ❖ Optimize the number of units in each builder parcel to foster a unique character and achieve economies of scale.
- ❖ Encourage a difference in building styles within each neighborhood.
- ❖ Encourage the use of different building materials as well as building elevations in each neighborhood.

The primary monument entrance to the development is located at Signal Butte and Williams Field, while because of the site's linear nature, three other secondary entry monument entrances are located further to the east, including Mountain Road.

Figure 9 Primary Entrance



1 OVERALL STREET ELEVATION



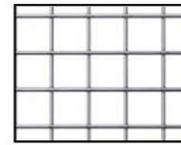
ANGLED CORTEN STEEL
NATURAL FINISH, TO RUST WITH AGE



BOARD FORMED CONCRETE
GRAY CONCRETE WITH
2x6 ROUGH SAWN WOOD FRAME
TO ACHIEVE LOOK



STEEL
PAINTED OR POWDER COATED
COLOR: SW 6328 - FIREWEED



WELDED WIRE MESH
COLOR: NATURAL FINISH

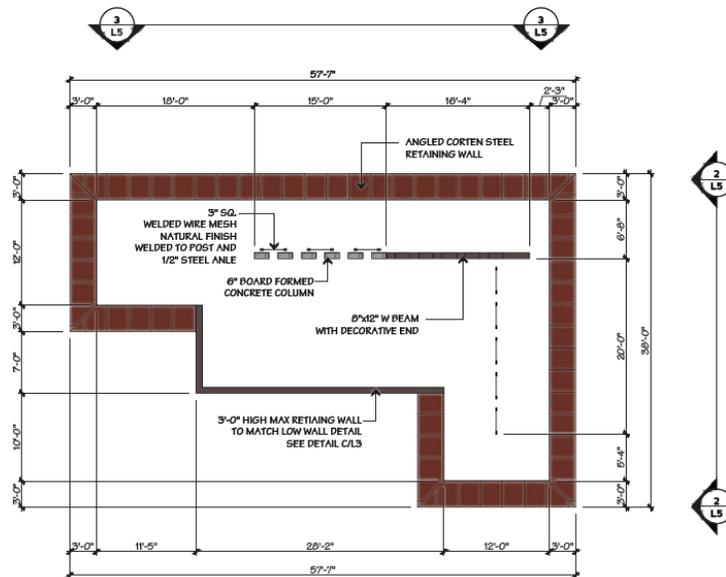
7. NEIGHBORHOOD ENTRIES

Embracing the area's roots of nearby Williams Gateway Air Force Base and historic agricultural use of the property, DESTINATION combines the industrial chic and old-fashioned agrarian with the use of corten steel, wire mesh panels and board formed concrete with a wood sawn look materials for a modern design, with the added visual interest of vertical height for the project's themed entries.



A SITE PLAN SCALE: 1" = 30'-0"

1 PRIMARY ENTRY MONUMENT



B PLAN VIEW SCALE: 1/8" = 1'-0"

Figure 10 Primary Entrance Monument Elevations



2 SIDE ELEVATION



3 FRONT ELEVATION

The neighborhood entries to the project and builder parcels shall be designed in a way not to dominate the streetscape. However, upon entering the Community there should be a sense of “place.”

- ❖ Neighborhood entry enhancements are intended to announce arrival into several key areas within the interior of the project:
- ❖ Neighborhood entries (secondary entry treatments) are to be placed on all entries to the project;
- ❖ Interior neighborhood entries may be subtle but more importantly in keeping with the Community Character. The entries shall enhance the Destination community character in a cohesive way to create uniformity. These gateways may also occur at the entries of the designated high density and commercial parcels.
- ❖ Neighborhood entry enhancements may include identifications signs, themed lighting, Destination character elements, enhanced hardscape and plantings which draw from the palette of adjoining streets.

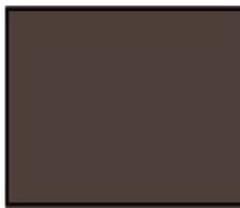
Figure 11 Secondary Entrances



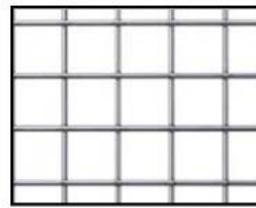
1 OVERALL STREET ELEVATION



BOARD FORMED CONCRETE
GRAY CONCRETE WITH
2x6 ROUGH SAWN WOOD FRAME
TO ACHIEVE LOOK



STEEL
PAINTED OR POWDER COATED
COLOR: SW 632B - FIREWEED



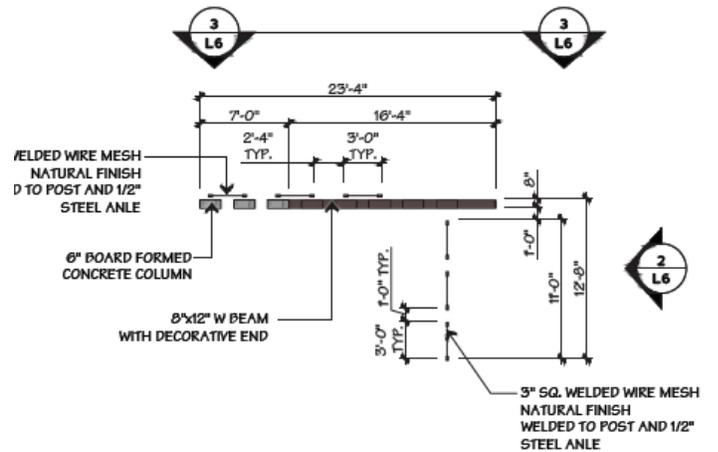
WELDED WIRE MESH
COLOR: NATURAL FINISH

Figure 12 Secondary Entry Monument Details



A TYPICAL SITE PLAN ALONG WILLIAMS FIELD ROAD
SCALE: 1" = 30'-0"

2 SECONDARY ENTRY MONUMENT



B PLAN VIEW
SCALE: 1/8" = 1'-0"

Figure 13 Secondary Entry Monument Elevations



2 SIDE ELEVATION

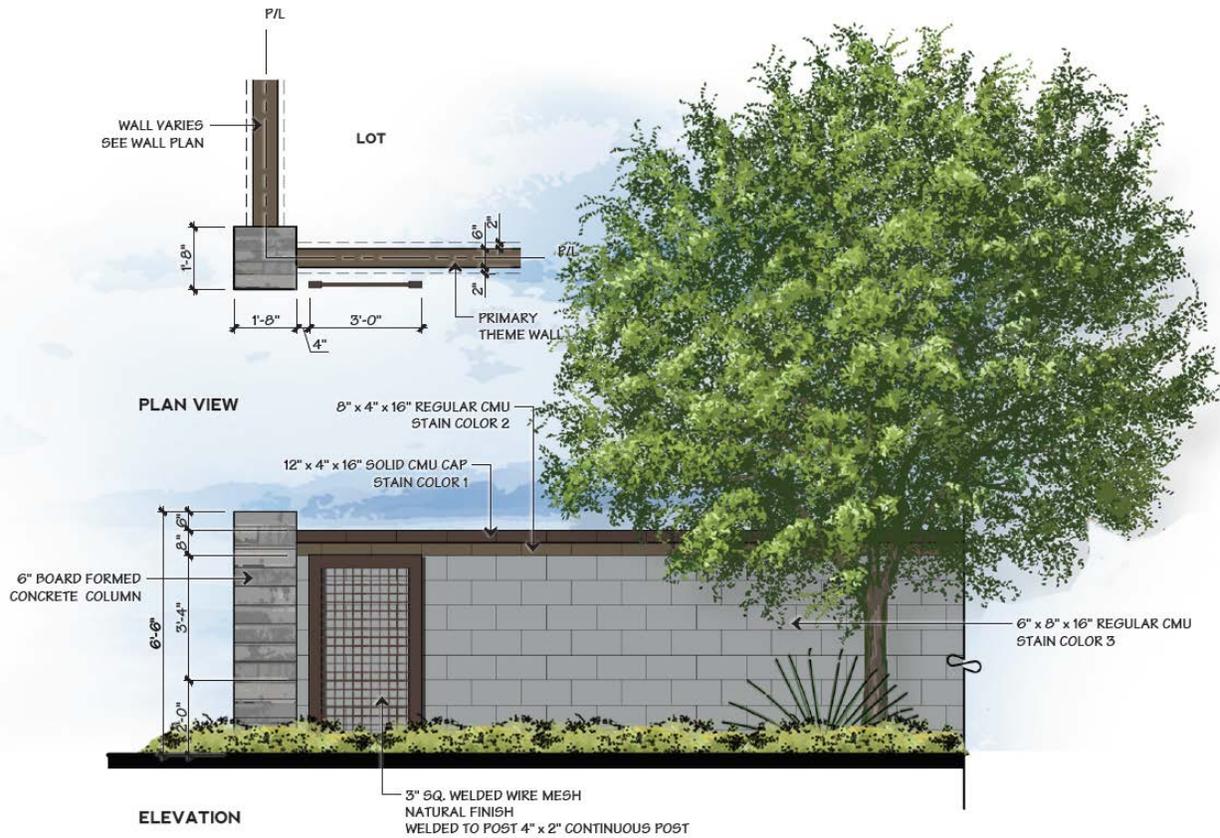


3 FRONT ELEVATION

8. NEIGHBORHOOD EDGES & WALL TREATMENTS

Integrating with the entry monumentation, the project theme walls consist of similar materials, including columns of board formed concrete with the wood sawn look, and the incorporation of wire mesh panel accent pieces. The theme wall will consist of a capped CMU wall, with banding of two colors. The secondary theme and screen walls (located at the amenity areas) are also capped CMU walls with a wired mesh panels and the screen wall also includes shorter board formed concrete decorative columns.

This primary theme wall is located all along the street frontage perimeter areas as shown on the project's fencing plan and the secondary theme walls are located along the southern perimeter and street sides throughout the development.

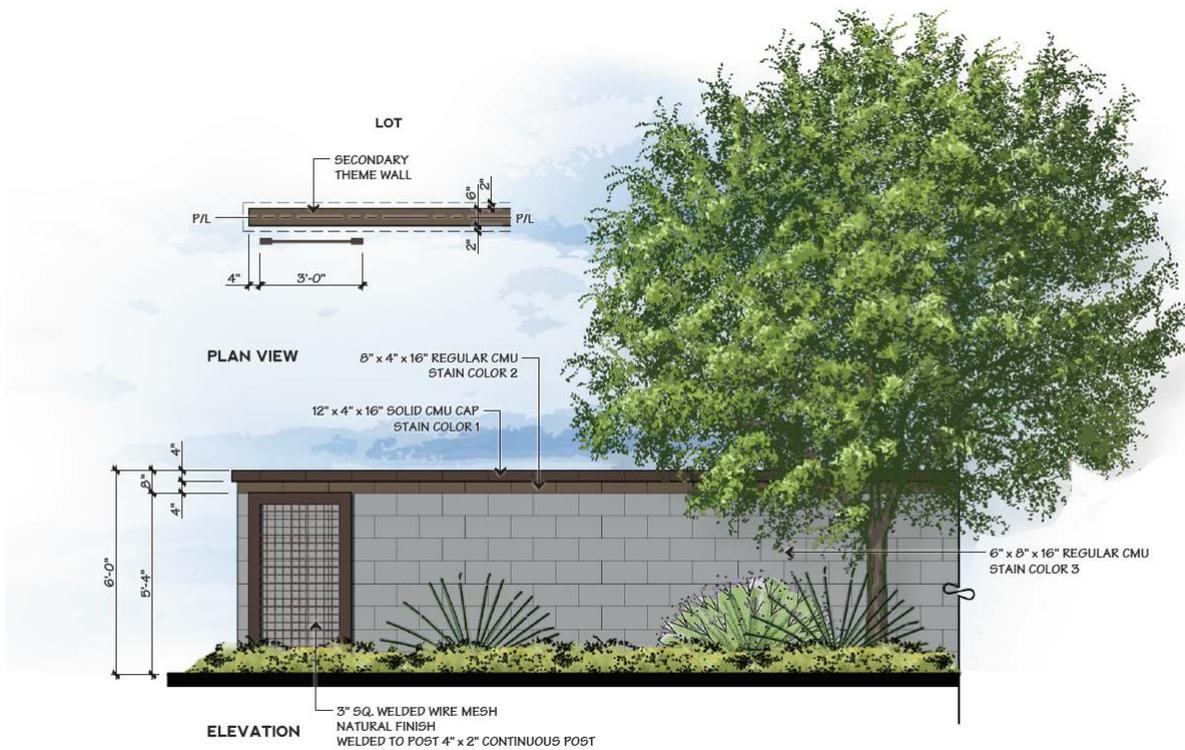


A PRIMARY THEME WALL

SCALE: 3/8" = 1'-0"

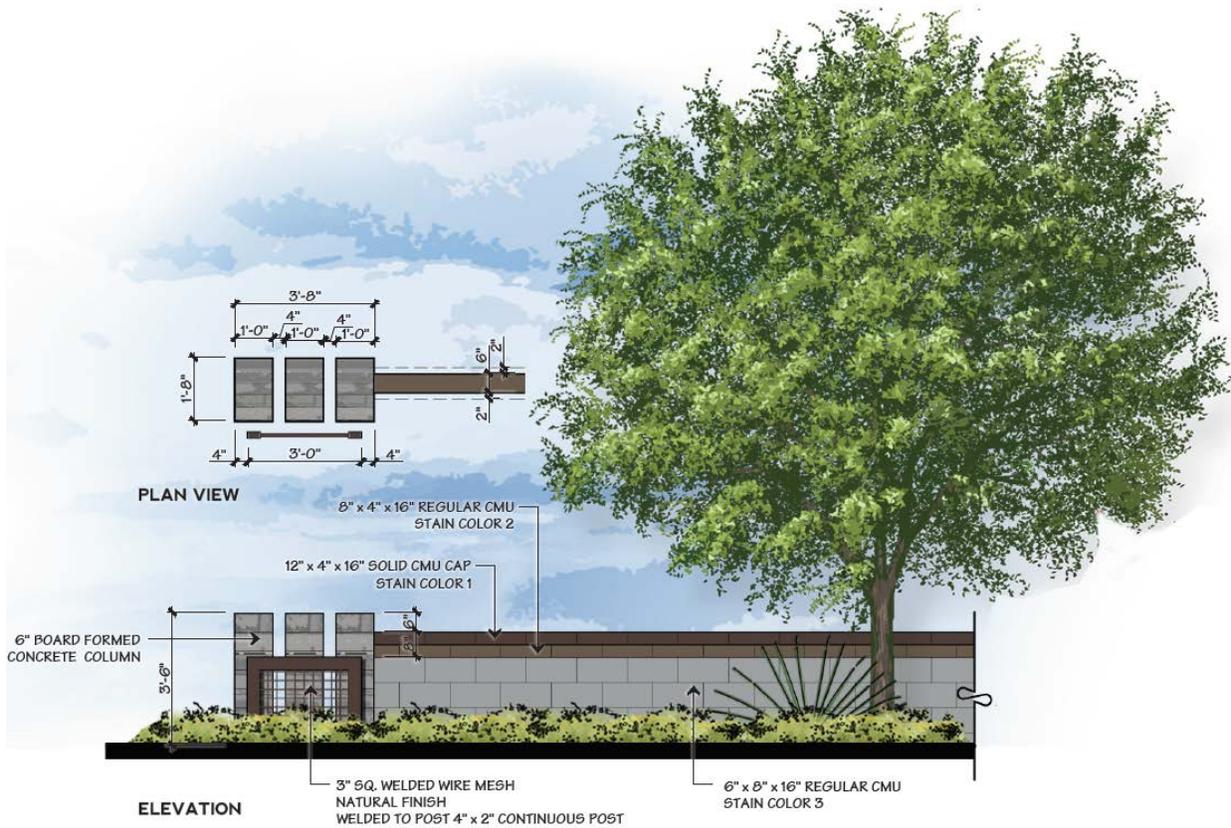
Walls and exterior edges play an integral role in crafting the community identification and character. To define the theme and establish landscape and architectural edge conditions and treatments, the following should be considered:

- ❖ To avoid a continuous “walled” character along the outside perimeter neighborhood edges and the community parkway. The lotting may consider creating open and friendly edges. Special attention should be given to view fencing, low privacy walls, landscape buffers and variable wall alignments.
- ❖ Privacy wall along the periphery of the community shall be of masonry construction of a style compatible with the community theme wall standard design.



B SECONDARY THEME WALL

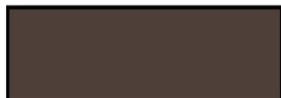
SCALE: 3/8" = 1'-0"



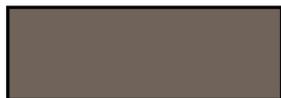
C SCREEN WALL

SCALE: 3/8" = 1'-0"

Materials for elements such as monuments, theme walls, ramadas, and landscape structures will consist of similar materials including columns of board formed concrete with rough-sawn wood materials, and the incorporation of wire mesh panel accent pieces.



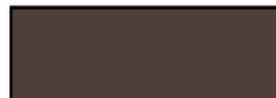
REGULAR CMU (STAINED) COLOR 1
GRAY CMU WITH STAIN
COLOR: SW 6325 - FIREWEED



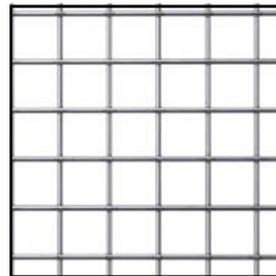
REGULAR CMU (STAINED) COLOR 2
GRAY CMU WITH STAIN
COLOR: SW 9095 - BAKED COOKIE



REGULAR CMU (STAINED) COLOR 3
GRAY CMU WITH STAIN
COLOR: SW 6199 - RARE GRAY



STEEL
PAINTED OR POWDER COATED
COLOR: SW 6325 - FIREWEED



WELDED WIRE MESH
COLOR: NATURAL FINISH

9. NEIGHBORHOOD CRAFTING

DESTINATION has taken the concept that *“the past gives us our identity and the future gives us our promise”* and blended the character of the project to create neighborhoods that are “classic” in nature. The approach to the community design suggests a unique approach away from the “mass produced” garage forward designs to a more environmentally sensitive/community based design.

The use of geometric forms combined with well-articulated pedestrian and vehicular connections, and a balanced mix of compatible uses will help create a vibrant and sustainable community. Such an approach will distinguish Destination from the typical “regular” subdivisions in the East Mesa area.

Below are examples of neighborhoods which have been successful with the Neighborhood Crafting concepts, similar to the community vision of DESTINATION:



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