

Development Unit 2 Phase 2 – Overview

The Pacific Proving Grounds North Community Plan (“PPGN CP”) was approved by the City of Mesa on September 10, 2012 and governs approximately 484 acres generally located south of the Ray Road alignment, east of Ellsworth Road, north of the future SR24 freeway alignment and west of the Crismon Road alignment (“Cadence”). The PPGN CP established the overall regulatory framework and design vision for a master planned residential community that will draw influence from modern smart growth principles as well as the timeless qualities of quintessential American neighborhoods.

On November 19, 2014, the City of Mesa approved the DUP for Development Unit 2 (“DU2”) for 296.9 acres of the overall 484 acre PPGN CP (“DU2 DUP”). The DU2 DUP provides design guidance for the core residential neighborhoods within Cadence. The approved Land Use Budget for DU2 allows between 750 and 2,200 dwelling units (both single-residence and multi-residence). Phase 1 of DU2 was final platted in 2017 for a total of 575 lots and is currently under construction. 82 additional lots within Parcel J of DU2 Phase 1 were preliminary platted and are planned to be final platted within DU2 Phase 1, for a total of 657 final platted lots within DU2 Phase 1.

DU2 Phase 2 is approximately 135.99 gross acres located within the southern half of DU2. Phase 2 is comprised of residential neighborhoods that will utilize the Community Residential (“CR”) and Community Residential Small Lot (“CRSL”) Land Use Groups as defined within the PPGN CP. Approximately 493 lots will be developed within DU2 Phase 2, thus bringing the total number of lots within DU2 to 1,150, which is in conformance with the established minimum and maximum unit counts as required by the PPGN CP. The overall gross density for DU2 Phase 2 is 3.63 du/ac.

DU2 Phase 2 is planned to include 7 distinct development parcels with 5 different lot sizes. Similar to DU2 Phase 1, the neighborhoods within DU2 Phase 2 are designed to create compact, connected and pedestrian friendly neighborhoods that are linked to distinctive park or open space areas and a comprehensive system of pedestrian pathways and trail paseos. DU2 Phase 2 is comprised of single-residence home parcels (Parcels K, L, N, O, R and S) that have lot sizes varying from 5,375 sf (typ.) to 7,875 sf (typ.), a single-residence parcel that can accommodate a “cluster” product (Parcel Q), and a future public school site as follows:

DU2 Phase 2 Parcel Details					
Parcel	Gross Acres (approx.)	Lot Width	Lot Depth	Lot Area (SF)	Projected Number of Lots
K	19.16	43’	125’	5,375	75
L	19.37	43’	125’	5,375	83
M	15.82	Future School Site			
N	16.56	53’	125’	6,625	71
O	14.59	48’	125’	6,000	69
Q	22.12	Cluster			
R	13.34	63’	125’	7,875	45
S	15.03	63’	125’	7,875	32
TOTAL:	135.98				493

DU2 Phase 2 will also extend the main community collector roadway, Cadence Parkway, from DU2 Phase 1 through DU2 Phase 2 to Crismon Road. Cadence Parkway will be a lushly landscaped, signature roadway corridor that serves as a multi-modal spine for the community. The main entrance to the Cadence community is via Cadence Parkway at Ellsworth Road (located within DU 1). DU2 Phase 2 includes the secondary entrance to Cadence at Cadence Parkway and Crismon Road. Freeway access to the Cadence residential neighborhoods will be available from Crismon Road upon construction of the SR24 Freeway and the Williams Field Road interchange.

An approximately 2.2 acre community activity park is located within DU2 Phase 2 (Parcel L) and is planned as the second prominent community gathering spot. The community activity park is prominently located on the view terminus of the main community collector roadway from Crismon Road and is accessible through pedestrian and bicycle linkages, residential streets, and paseo trails within DU2. The community activity park will include publicly oriented active and passive amenities to provide a welcoming front to the neighborhood. Amenities may include outdoor recreation areas, shade structures and ramadas, play structures, and multi-purpose sports fields or sport courts capable of accommodating a variety of sports.

Each residential neighborhood within Phase 2 will include a small neighborhood park or open space area designed to contribute toward a unique identity for that neighborhood and function as a social gathering space. Each individual neighborhood will further be connected by a system of trails and open spaces, which are a continuation of the pedestrian trail and paseo system established in DU2 Phase 1. This includes multi-modal connectivity to the community center and main recreation park developed in Phase 1. DU2 Phase 2 also includes a freeway paseo trail, averaging 50-feet in width with a minimum width of 25-feet, adjacent to the future SR24 Freeway. The freeway paseo trail is a distinctive pedestrian corridor that allows the residents of Cadence to travel, off-street, between neighborhoods and eventually to the mixed-use development planned within DU1.

Utilities and Infrastructure

Sanitary sewer and domestic water service for DU2 Phase 2 will be in conformance with the previously approved Master Sewer Report and Master Water Report. Updates to these reports will be submitted with the future Subdivision Technical Review (“STR”) application and will include further detail demonstrating that adequate sewer and water service and line sizing will be provided.

Storm water runoff will also be in conformance with the previously approved Master Drainage Report. As part of the STR application, an additional drainage report will be submitted that further demonstrates conformance with the aforementioned Master Reports.

DU2 Phase 2 will include the following roadway infrastructure:

- Construction of the west half of Crismon Road adjacent to DU2 Phase 2.
- Construction of the full cross section for Cadence Parkway through DU2 Phase 2 to Crismon Road.
- Improvements to Williams Field Road to provide a secondary access point to Parcel Q.

Minor Modifications to General Development Standards

As permitted by Section 3.10(a) of the PPGN CP, this preliminary plat application includes requests to modify certain General Development Standards in the CR and CRSL Land Use Groups. These modifications are being requested to accommodate the expected product types, which have become more refined as detailed planning has occurred. The proposed modifications promote greater design flexibility in furtherance of the

vision to create more compact, connected and pedestrian friendly neighborhoods within Cadence. The proposed General Development Standard Modifications are set forth below in redline format.

General Development Standards – Community Residential (CR)				
	CR-9	CR-7	CR-6	Additional Standards
Lot and Density Standards				
Minimum Lot Area (sq ft)	9,000	7,000	5,000 6,000	
Minimum Lot Width – Interior Lot (ft)	63	58	43 48	
Minimum Lot Depth (ft)	100	94	90	
Minimum Lot Depth abutting Arterial Street (ft) ¹	110	100	90	
Building Form and Location				
Maximum Height (ft)	30	30	30	
Minimum Yards (ft) ²				
<ul style="list-style-type: none"> Front (Enclosed Livable Areas, Porches, Side Entry Garages and Porte Cochères) 	10	10	10	
<ul style="list-style-type: none"> Front Entry Garages and Carports – front and side yards 	18 20 ³	18 20 ³	18 20 ³	
<ul style="list-style-type: none"> Interior Side: Minimum either side 	3	3	3	See Chapter 7.4(a), Zero Lot Line Developments
<ul style="list-style-type: none"> Interior Side: Minimum aggregate of 2 sides 	8	8	8	See Chapter 7.4(a), Zero Lot Line Developments
<ul style="list-style-type: none"> Street Side 	10	10	10	
<ul style="list-style-type: none"> Rear Yard⁴ 	10	10	10	
<ul style="list-style-type: none"> Rear Yard Abutting Arterial Street Right-of-Way⁵ & ⁶ 	20	20	20	
Minimum Useable Outdoor Open Space	10%	10%	10%	See Chapter 7.4(b), Minimum Useable Outdoor Open Space
Residential Development Design Standards	See Chapter 7.4(c), Residential Development Design Standards			

¹ If a landscape tract or parkway adjacent to an Arterial street is 10 feet in width or greater, then this standard does not apply and the Minimum Lot Depth standard shall be used.

² All yards are measured from the Property Line unless otherwise noted within this Chapter.

³ Garage and carports must be set back a minimum of 18~~20~~ feet as measured from the back of sidewalk to the face of the garage door.

⁴ Rear yard setback may be reduced to 5 ft for unique home product designs that otherwise fulfill the Residential Development Design Standards and Minimum Useable Open Space requirements, and as approved by the City during the Home Product Review process.

⁵ If a landscape tract or parkway adjacent to an Arterial street is 10 feet in width or greater, then this standard does not apply and the Rear Yard standard shall be used.

⁶ Additional sound attenuation required when total setback distance, including any adjacent landscape tract or parkway, is less than 30 feet from the arterial street right-of-way.

General Development Standards – Community Residential Small Lot (CRSL)						
Standard	CRSL-4.5	CRSL-4.0 ⁷	CRSL-3.0 ⁷	CRSL-2.0 ⁷	Additional Standards	
Lot Standards						
Minimum Average Lot Area of Subdivision (sq ft)	4,500	4,000	3,250	2,500		
Minimum Individual Lot Area (sq ft)	4,000	3,500	2,750	2,000		
Minimum Lot Width –Interior Lot (ft)	36	31	26	26		
Minimum Lot Width – Corner Lot (ft)	41	36	31	31		
Minimum Lot Depth (ft)	85	80	75	70		
Building Form and Location						
Maximum Height (ft)	30	30	30	30		
Maximum Number of Stories	2	2	2	2	A third story may be permitted pursuant to Chapter 7.7(a)(v).	
Minimum Yards (ft) ⁸						
• Front – Building Wall, Side Entry Garage	10	10	10	10		
• Front Entry Garage	18 20 ⁹	18 20 ⁹	18 20 ⁹	18 20 ⁹		
• Front – Porch	7	7	7	7		
• Street Side	10	10	10	10		
• Interior Side: Minimum each side	3	3	3	3	See Chapter 7.4(a), Zero Lot Line Development	
• Interior Side: Minimum aggregate of 2 sides	6	6	6	6	See Chapter 7.4(a), Zero Lot Line Development	
• Rear ¹⁰	10	10	10	10		
• 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	13	13		
Minimum Useable Outdoor Open Space	5%	5%	5%	5%		See Chapter 7.4(b), Minimum Useable Outdoor Open Space
Residential Design Standards	See Chapter 8.7(c), Residential Development Design Standards					

⁷ The minimum lot area in the CRSL LUG is 4,000 square feet. See 7.6 for provisions governing a reduction in the minimum lot area below 4,000 square feet.

⁸ All yards are measured from the Property Line unless otherwise noted within this Chapter.

⁹ Garage and carports must be setback a minimum of 18~~20~~ feet as measured from the back of sidewalk to the face of the garage door.

¹⁰ Rear yard setback may be reduced to 5 ft for unique home product designs that otherwise fulfill the Residential Development Design Standards and Minimum Useable Open Space requirements, and as approved by the City during the Home Product Review process.