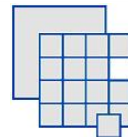


PAD Amendment: ZON18-00933

DESTINATION at *Gateway* 2.0



Submitted by:



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On behalf of:
Freedom Communities

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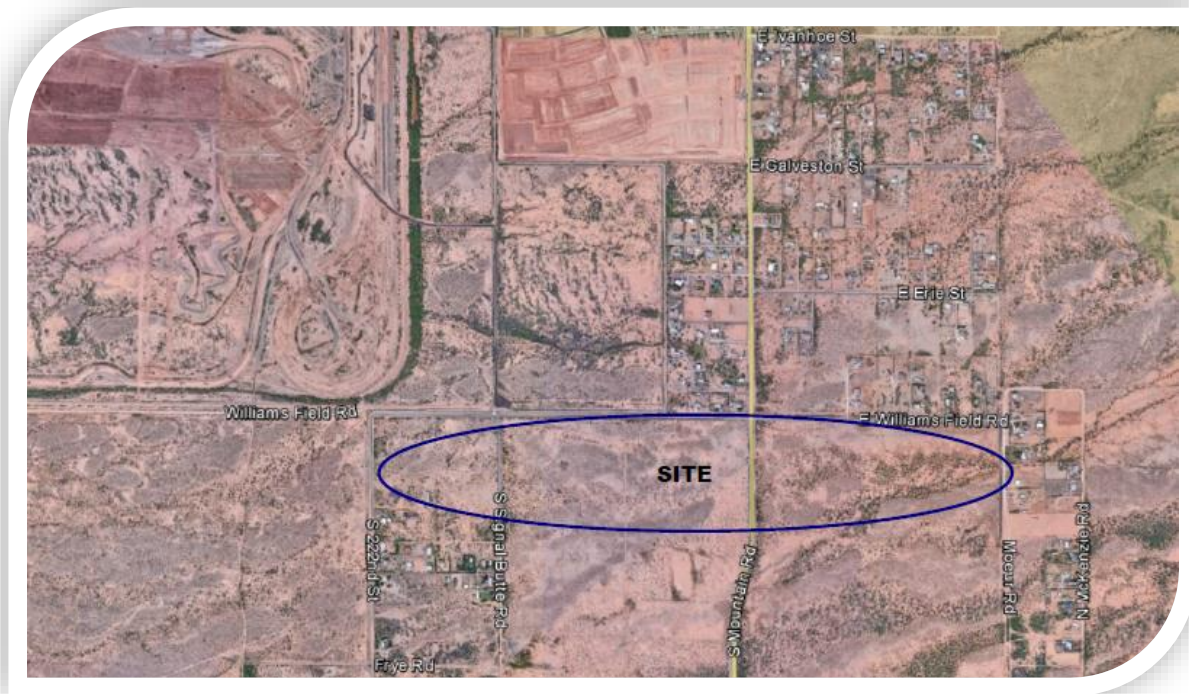
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Introduction

Pew & Lake, PLC, on behalf of Freedom Communities, is pleased to submit this narrative statement in support of the PAD amendment and Preliminary Plat 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: This PAD amendment and



Preliminary Plat is filed on the 198 acres located east of Signal Butte Road and South of Williams Field Road. All previous approvals for the property west of Signal Butte Road do not change.

Development Requests

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

- ❖ **PAD Amendment rezoning** of approximately 198 acres from **PAD Amendment:** PAD Overlay Amendment from underlying residential zoning districts of RSL 4.5, RS-6, and RS-7 to the same zoning designations with amended development standards,
- ❖ **Site Plan** approval, and

Site Background & Context

The subject parcels have been assembled, which has created an opportunity for a **single comprehensive and cohesive development plan**. The original Destination project consisted of an assembly of sixteen parcels under the ownership of the Demuro and Groh families and Aspire Properties as shown in the table below:

<i>APN</i>	<i>Current Zoning</i>	<i>Approx. AC (Gross)</i>	<i>Owner of Record</i>
304-34-017U	Destination PAD	28.59 AC	Groh Revocable Trust
304-34-028			
304-34-031			
304-34-029B			
304-34-029A	Destination PAD	1.46 AC	
304-34-032A			
304-34-021V	Destination PAD	171.81 AC	Demuro Properties
304-34-021W			
304-34-021U			
304-34-021Z			
304-34-021X			
304-34-932			
304-34-021N	Destination PAD	14.07 AC	
304-34-021R			
304-34-202	Destination PAD	21.44 AC	Aspire Properties LLC
304-34-056		14.99 AC	
		252.36 AC	

Since the Annexation, General Plan Amendment and Rezoning cases approved in 2018 (ANX17-00253, ZON18-00142, -00143 and -00247), the parcels have been reconfigured slightly. Shown on the next page, are the current DESTINATION parcels. Those shown with “no change requested” are west of Signal Butte Road and are not subject to this PAD Amendment and Site Plan Review request. The original PAD modifications and development standards apply to those parcels as well.

<i>APN</i>	<i>Current Zoning</i>	<i>Approximate Acreage</i>	<i>Owner of Record</i>
304-34-021V	RS-6 PAD	.63	Demuro Properties
304-34-021W	RS-6 PAD	17.39	Demuro Properties
304-34-021U	RS-6 PAD	18.22	Demuro Properties
304-34-021Z	RS6 and RSL 4.5 PAD	38.17	Demuro Properties
304-34-021X	No change requested	n/a	n/a
304-34-932	RS-7 PAD and RS-6 PAD	78.08	Demuro Properties
304-34-021N	No change requested	4.75	Demuro Properties
304-34-021R	No change requested	4.74	Eugene Demuro Trust
304-34-202A	RS-6 PAD	18.24	SB CLB 18, LLC
304-34-202B	RS-6 PAD	18.19	Tres Points, LLC
304-34-017U	No change requested	n/a	n/a
304-34-028	No change requested	n/a	n/a
304-34-031	No change requested	n/a	n/a
304-34-029B	No change requested	n/a	n/a
304-34-029A	No change requested	n/a	n/a
304-34-032A	No change requested	n/a	n/a
		198 +/- acres	

- Zoning boundary lines do not follow exact lot lines, but are approximately as described above.

Surrounding Properties

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.

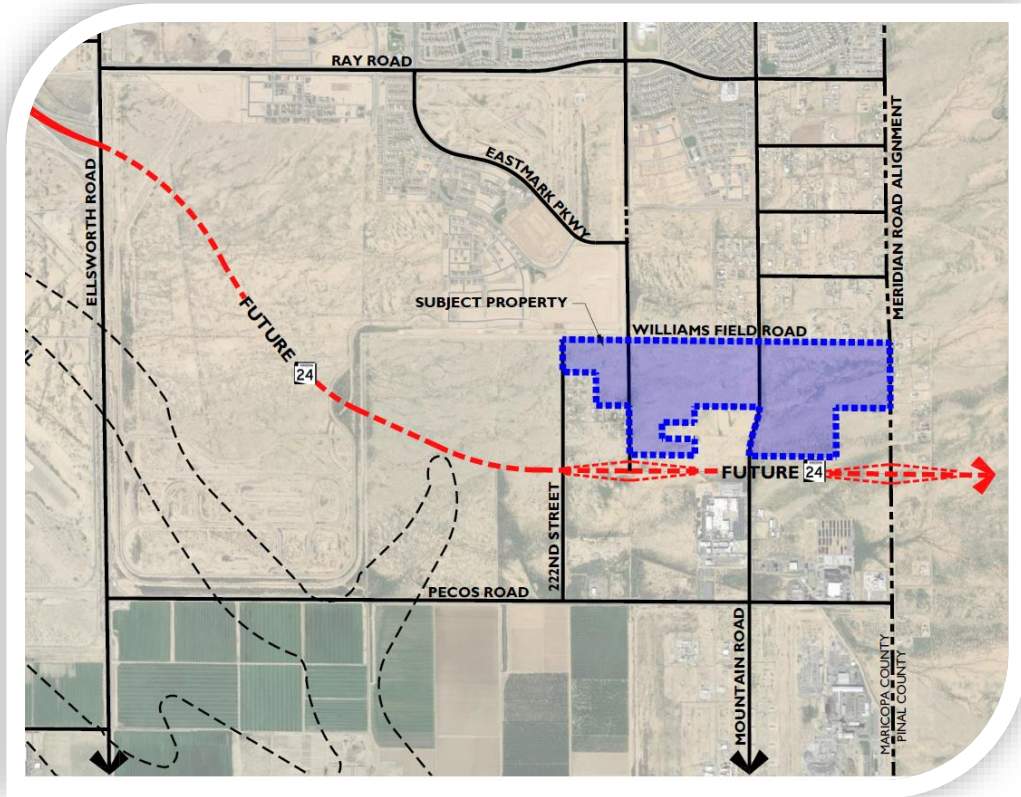


Figure 1 Project Location

General Plan History

As a result of the approval of a General Plan Amendment in 2018, (ZON18-00142) the existing General Plan Character for the property is Neighborhood Suburban. The proposed PAD Amendment and Preliminary Plat requests are consistent with the existing General Plan.

Compatibility with Non-Residential Land Uses

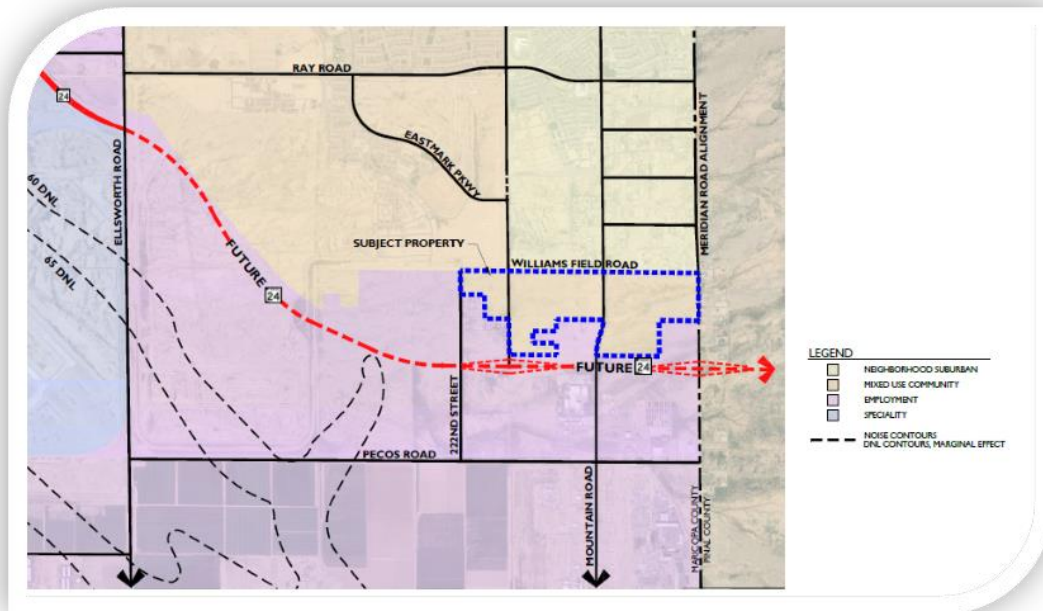


Figure 2: Existing & Proposed General Plan Character Areas

DESTINATION complements 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.

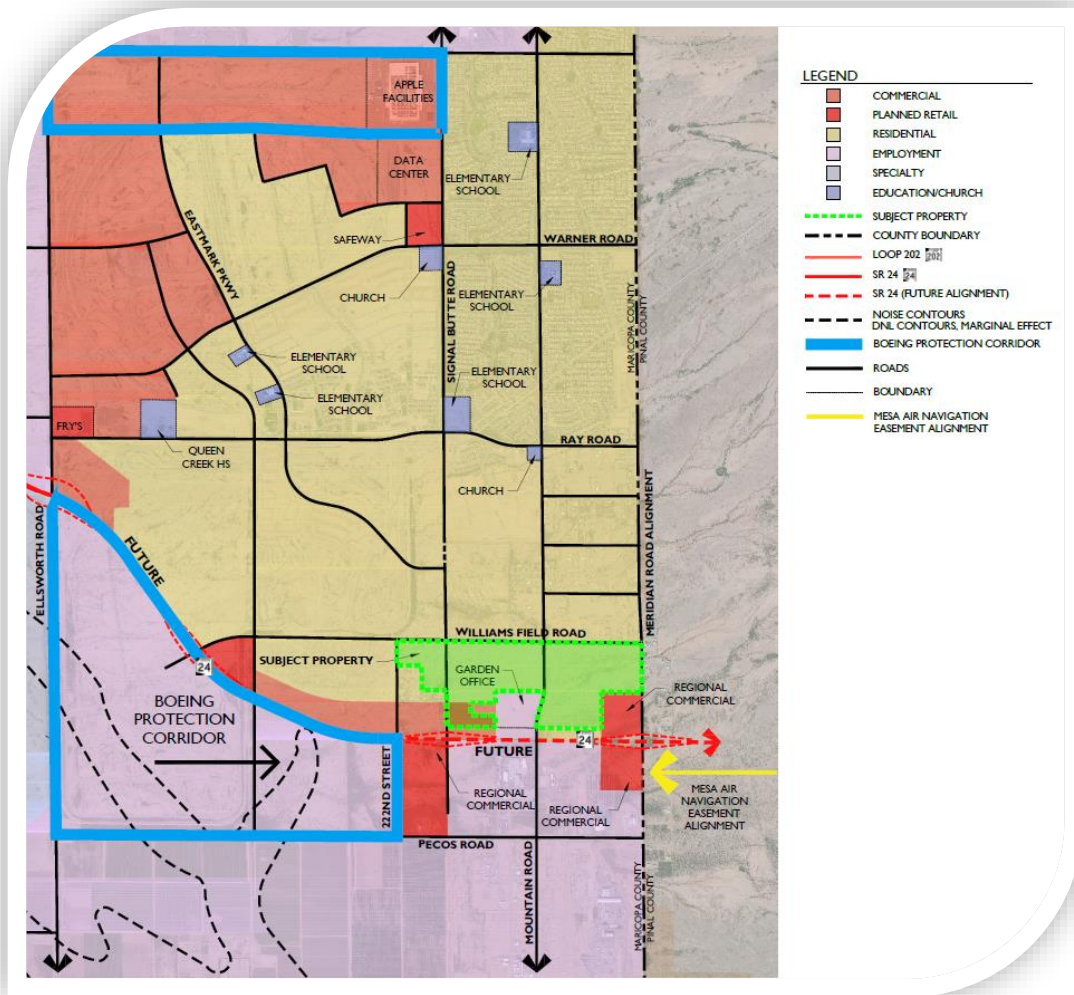


Figure 3 Surrounding Non Residential Land Use Map

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.

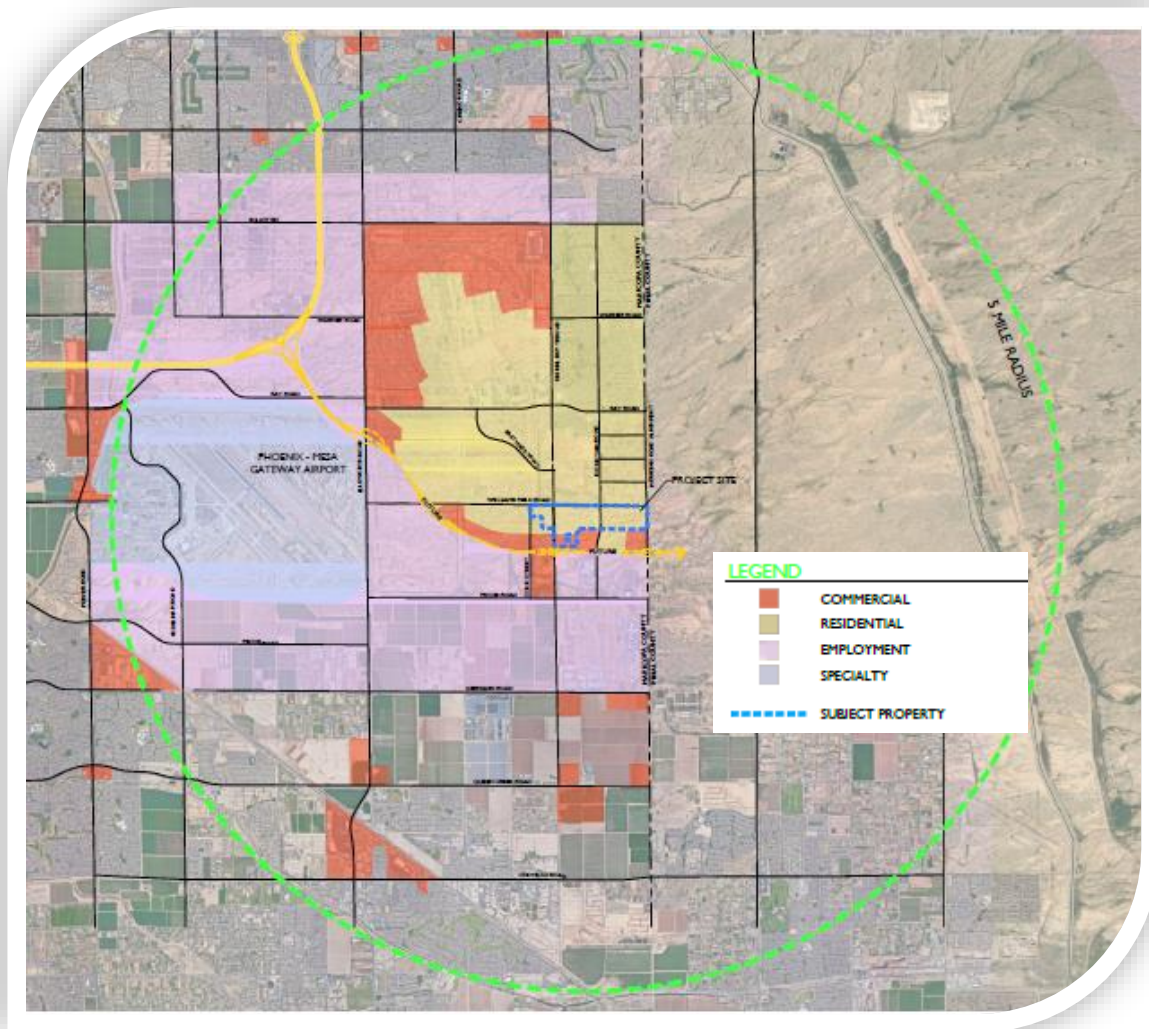


Figure 4 Five-Mile Radius Land Use Map

Gateway Airport Compatibility

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). The property owner has worked with the City of Mesa on an Avigation Easement that will be recorded against the property at the time of final plat.

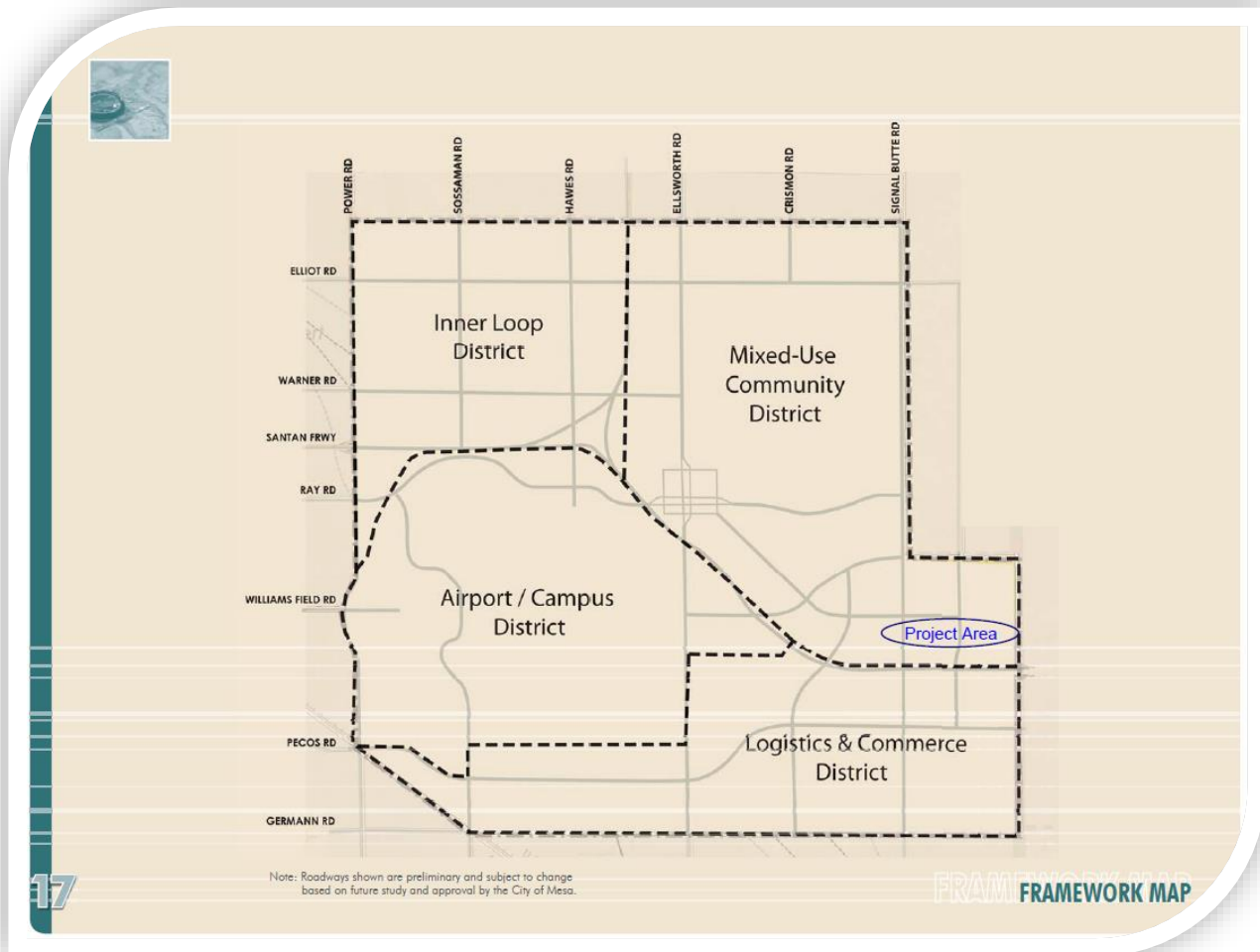


Figure 5: Framework Map of the Mesa Gateway Strategic Development Plan

General Plan Consistency

As approved in the 2018 Minor General Plan Amendment case (Ordinance No. 5450), DESTINATION at Gateway is a residential development proposal that is designated as a "Neo-Traditional" Neighborhood Character Area Sub-type. Neo-Traditional 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 twenty to fifty-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.**

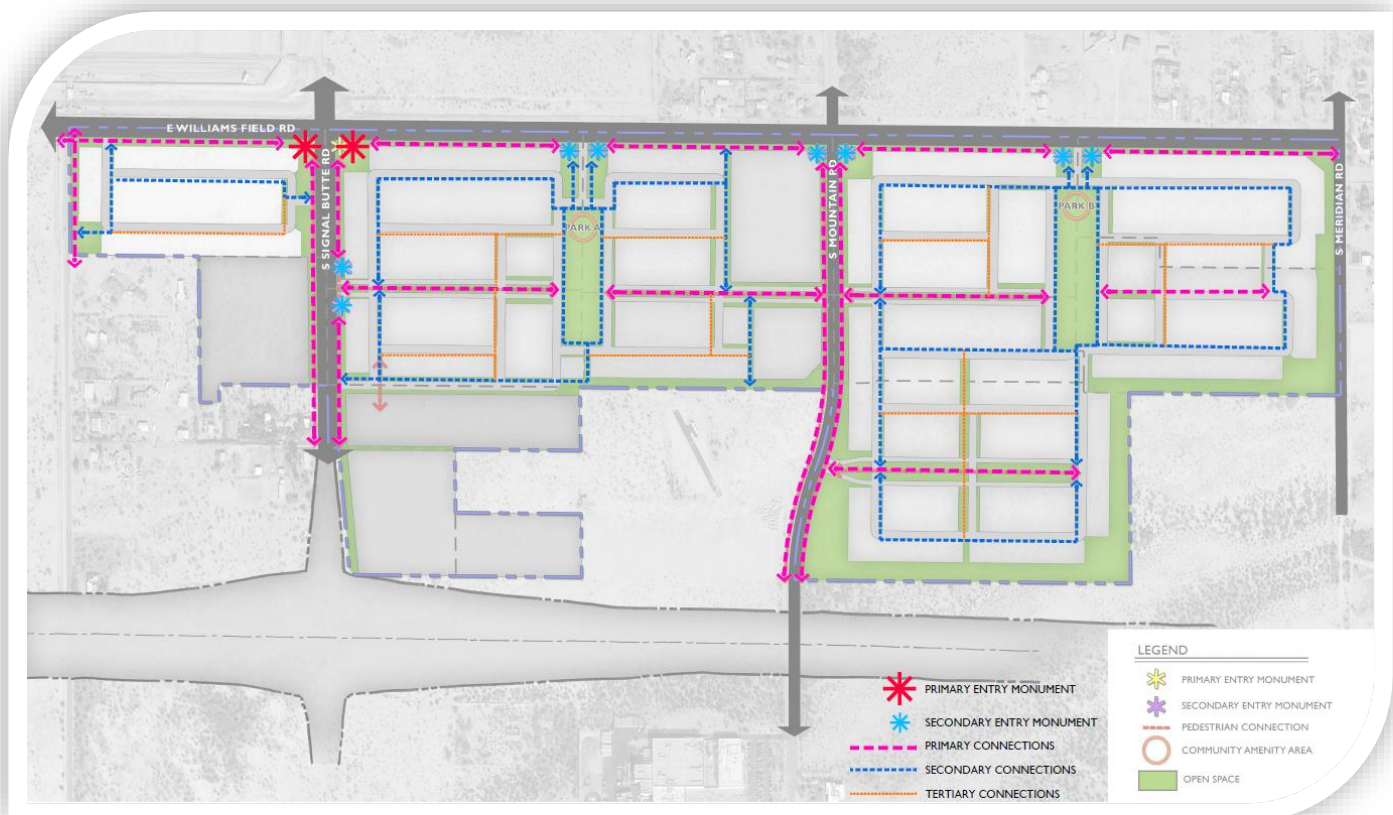


Figure 6 DESTINATION Circulation & Community Space

- ❖ *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.

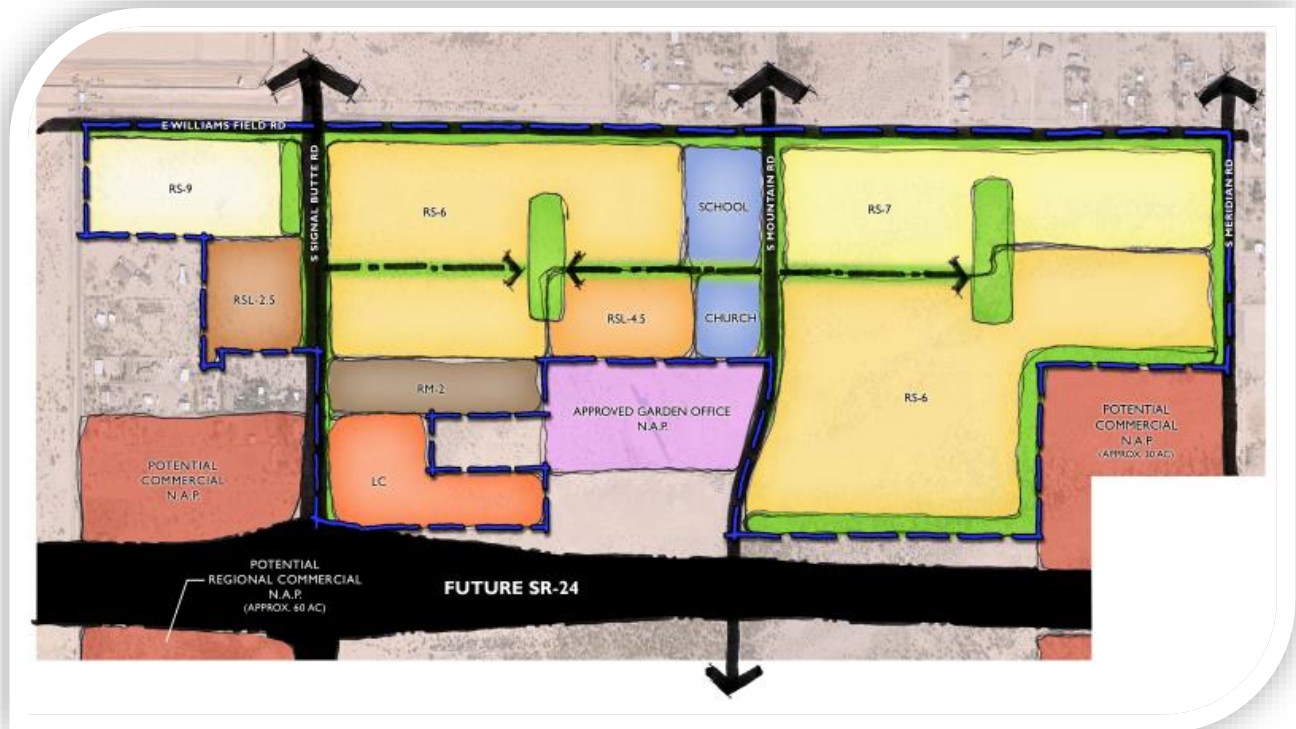


Figure 7 DESTINATION & Surrounding Land Uses

- ❖ *Homes are setback from the front property line (between 15 feet and 25 feet) 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 and the Neo-traditional land use development objectives.
- ❖ *Sidewalks typically on both sides of the street.*
 - Six-foot wide sidewalks on both sides of major collector and arterial roads will be provided (e.g. Signal Butte, Mountain Road, Williams Field) and five-foot wide sidewalks on both sides of local residential streets will be provided.

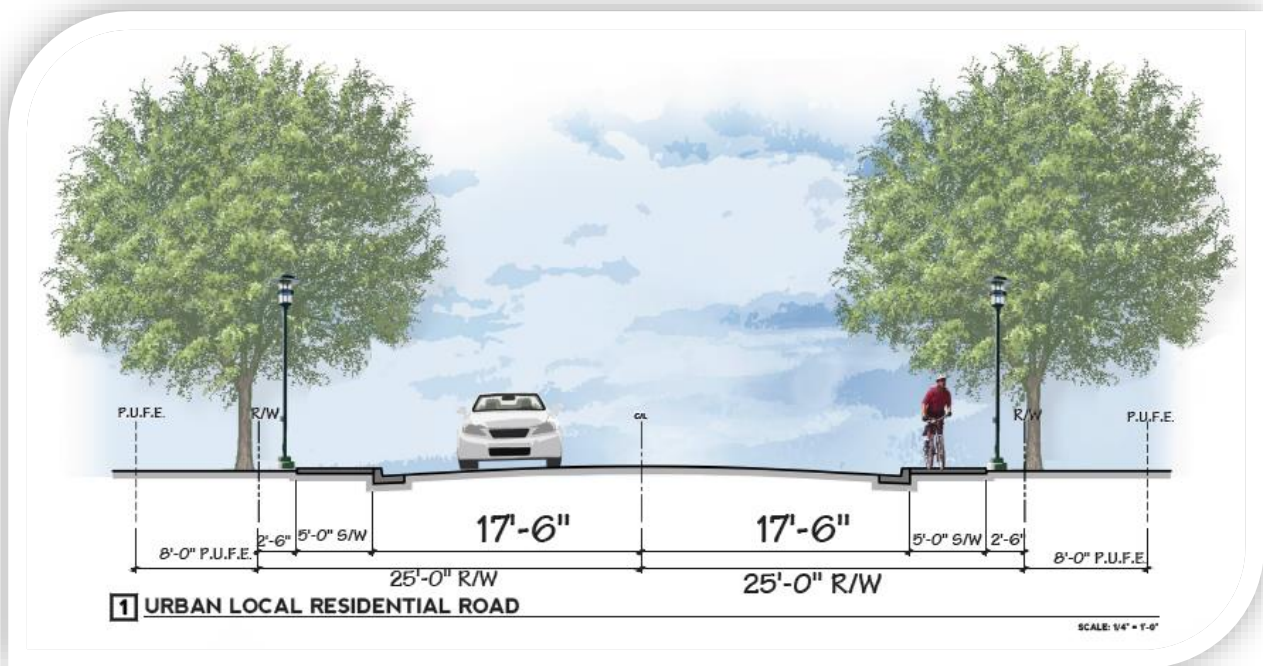


Figure 8 Typical DESTINATION Street Section

- ❖ *In new subdivisions, use of cul-de-sacs is limited, block faces are typically less than 600 feet and block perimeters are typically less than 2000 feet.*
 - DESTINATION does not use cul-de-sacs in the subdivision design. This design choice, as suggested by Senior Planning Staff, gives rise to a

rectilinear subdivision with longer block faces. When possible, the orientation of some lots have been rotated to provide neighborhood interest and meaningful interaction with open space. The range of block faces and perimeters provided meet the intent of the neighborhood form discussed in the General Plan which mentions only “typical” lengths of each.

“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 included in the DESTINATION at Gateway development:

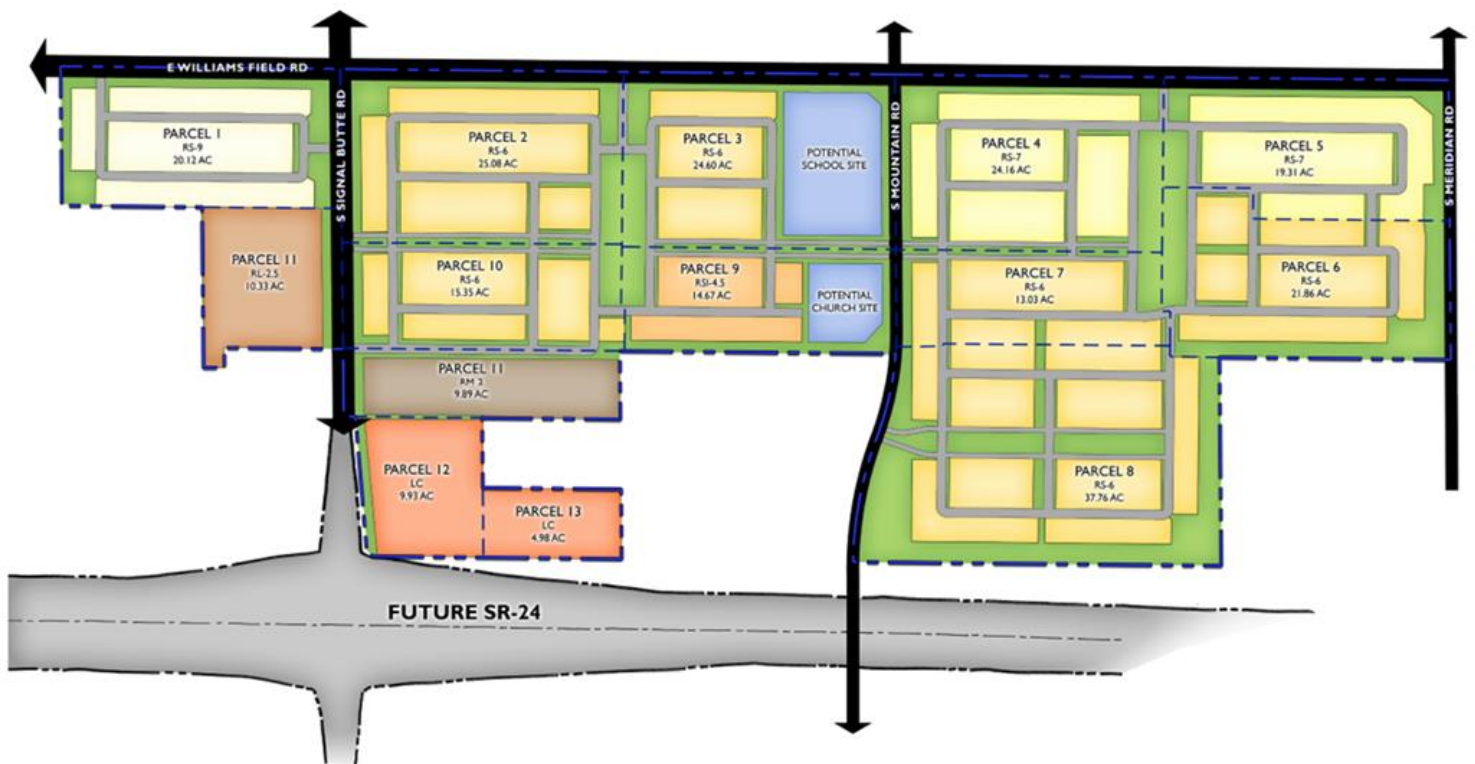


Figure 9 DESTINATION Conceptual Site Plan

❖ *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*

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 10 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 are DESTINATION at Gateway's focal point and 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.

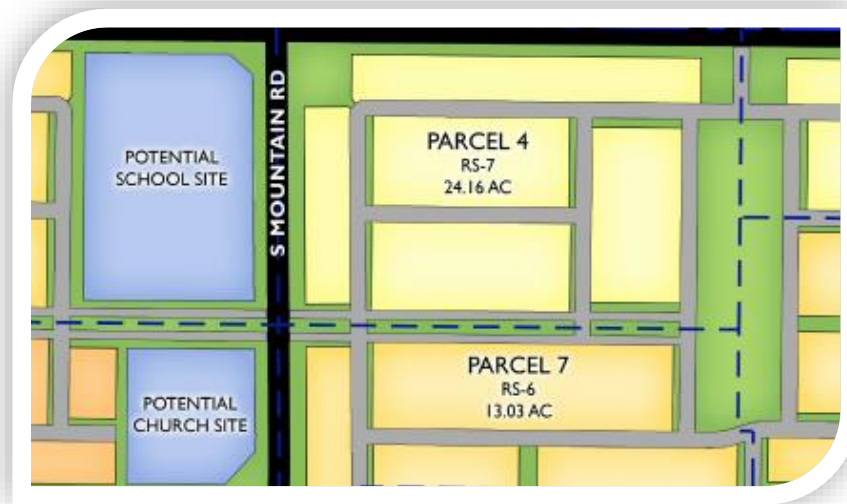


Figure 11 Example of Project Community Facilities

❖ *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 12: 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 13 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.

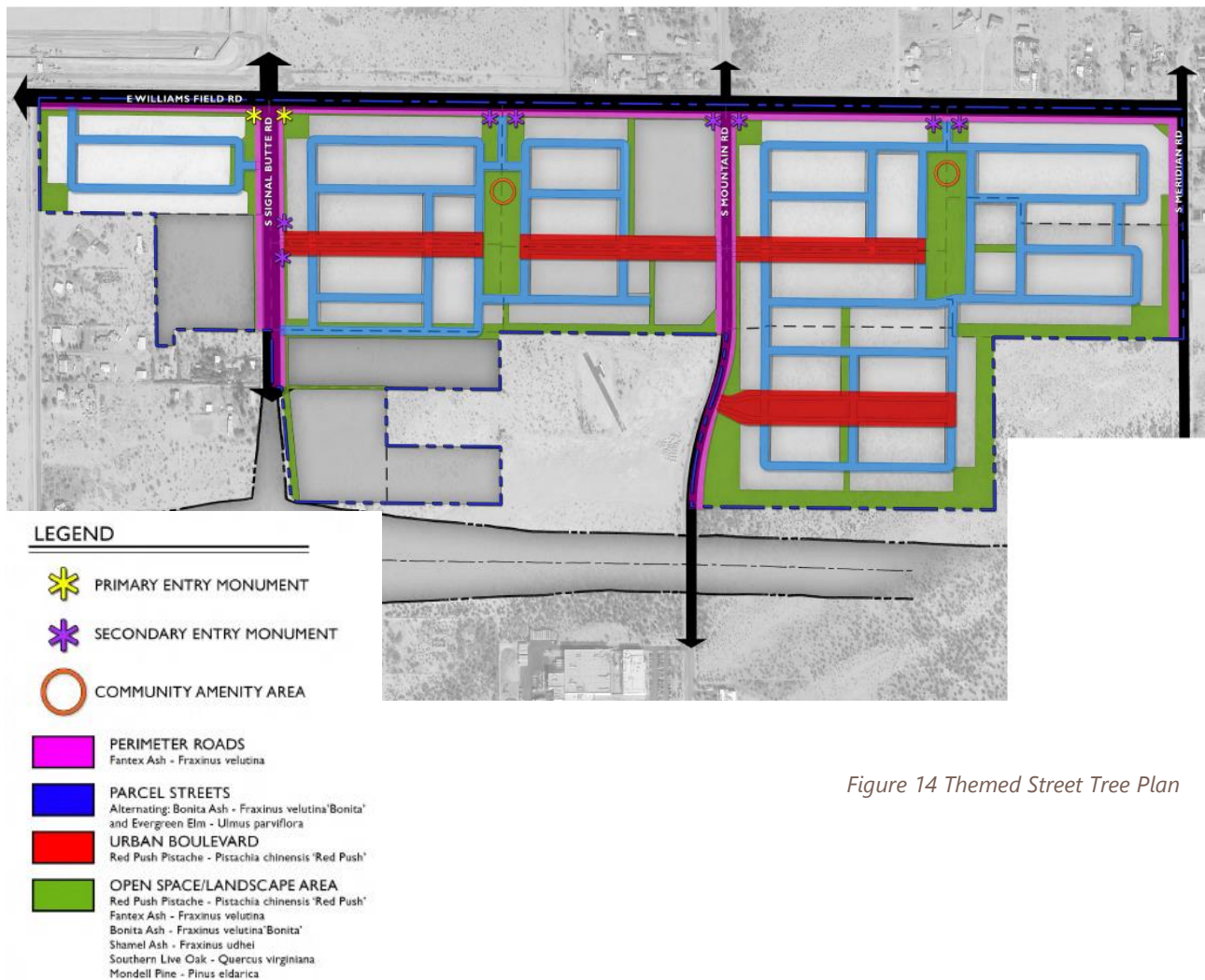


Figure 14 Themed Street Tree Plan

PAD Zoning Amendment

The subject property is currently zoned as a PAD Overlay with underlying zoning of RM-2, RSL 2.5, RSL 4.5, RS-6, RS-7, RS-9 and LC. The PAD Amendment request encompass a further enhancement and refinement of the original zoning approved by the Mesa City Council for a majority of the Property and carry forward the next step in implementing the zoning and eventual development of the property.

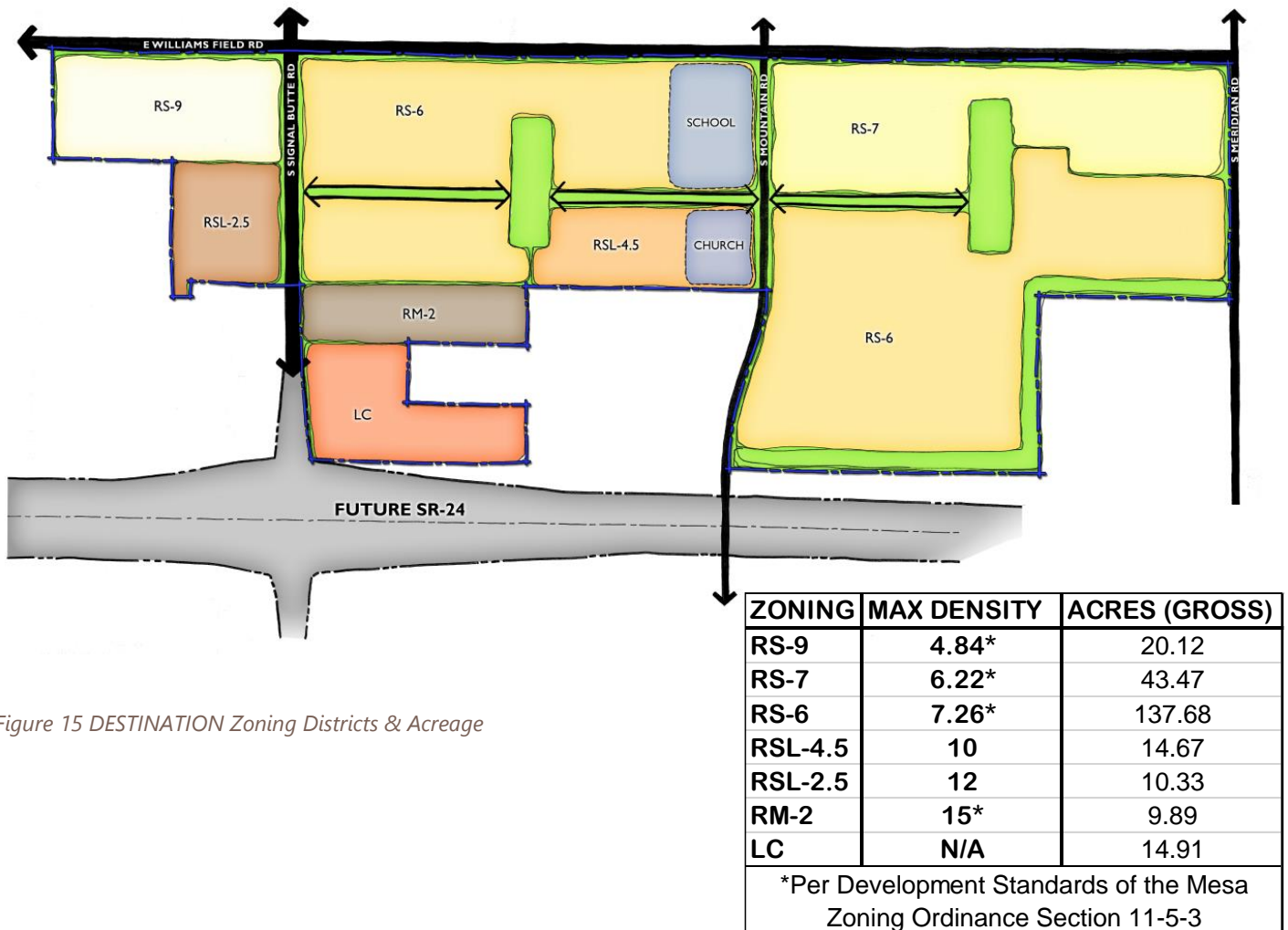


Figure 15 DESTINATION Zoning Districts & Acreage

Development Plan & Community Vision Guidelines

The entire DESTINATION at Gateway development 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. This proposed amendment to the PAD and Preliminary Plat takes the next logical step of platting and developing the 198 acres located south of Williams Field Road and east of Signal Butte Road. Single-family homes for Destination at Gateway will range in lot sizes from the smaller 2,500 square foot lots up to 9,000 square feet. The proposed Preliminary Plat that is submitted with this application is for the single family residential land east of Signal Butte and South of Williams Field Road. A future plat for the balance of the property will be submitted at a later date. 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 A**.

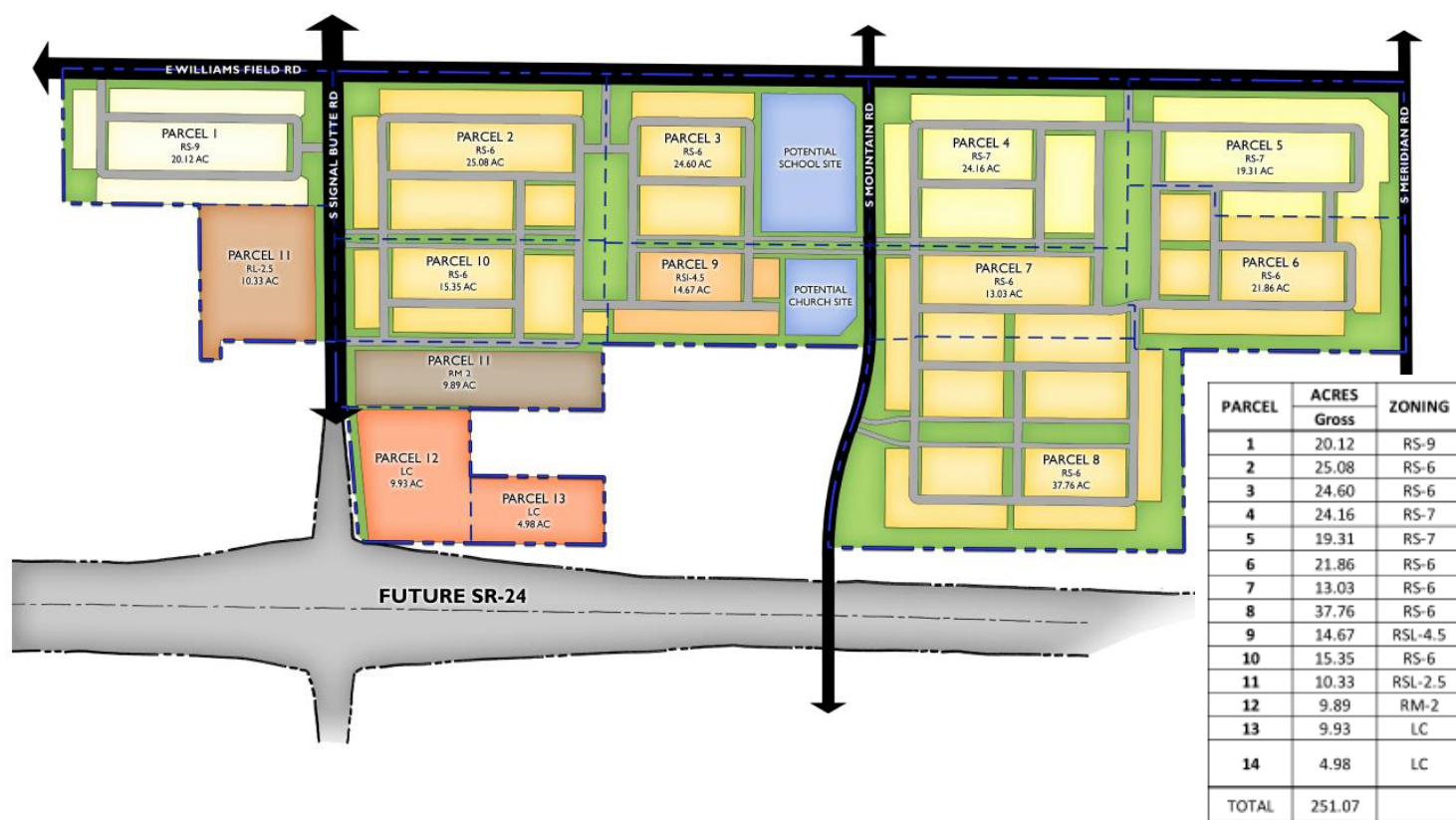


Figure 16 DESTINATION Conceptual Site Plan

PAD with Conceptual Plan

Consistent with City of Mesa PAD Zoning Code provisions for a two-step PAD Review process (Section 11-22-5(B)), DESTINATION at Gateway specifically requests Site Plan approval. This proposal consists of graphical representations and illustrative depictions of one way for the community to develop which meets the purposes and intent of a conceptual development plan for more than 221 acres, 198 acres of which is being platted with this request. The listed zoning categories, acreage and depicted boundaries are established with the Site Plan Exhibit.

The proposed site plan and preliminary plat are consistent with this plan and the project's Vision Guidelines. Such examples include, but are not limited to the following: street layout may not be identical to what is shown, a school or church may need to locate to a different site in the community, or the configuration of a park may be modified.

Furthermore, DESTINATION at Gateway will comply with all City development codes and regulations, except as modified within the PAD. If not otherwise specified in the PAD or Vision Guidelines, the underlying zoning district standards should be applied.

Single-Family 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 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.

The PAD modifications for DESTINATION are shown in the chart on the next page. In sum, we are requesting reductions in the side-yard setbacks for the RS-6 and RS-7 zoning districts. Similarly, we are requesting an increase in the minimum lot coverage for these same underlying zoning districts. As shown on the Development Standard chart, these requests are offset by the increases we are proposing in the lot depths of all residential parcels, and an increase in the lot widths for four of the parcels.



Modified Street Section

DESTINATION at Gateway will have dedicated public streets throughout the entire community. Under separate application and approvals by the City's Engineering Department, specific modifications to the City's typical collector street section will be requested for the "Boulevard" road.

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 PUF, 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.

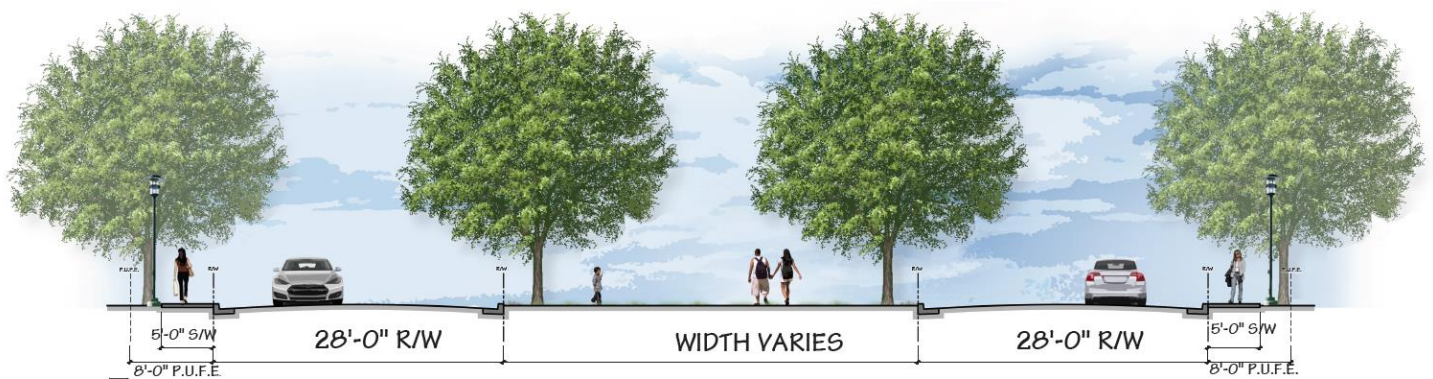


Figure 17 Proposed Boulevard Street Section

The proposed DESTINATION "Boulevard" street section most closely resembles the City's residential paved 40 foot wide collector street section, with no medians. This modified street section is intended to be a public road, with the exception of the privately maintained and held landscape tracts.

Design Review

As provided for in PAD two-step process provisions, Design Review approvals are not included with this application and will be requested at time of development of any given phase; however, general design expectations and standards are included in the DESTINATION at Gateway Community Vision Guidelines that accompany this rezoning request.

A builder has been chosen for the parcels that are the subject of this PAD Amendment application. The chosen builder is designing a new line of homes specifically for the DESTINATION community. As such, there are no elevations or floorplans provided with this application. However, the builder has provided Lot Fit Diagrams indicating the standards they will design to on each of the lot sizes within DESTINATION. In addition to complying with the Community Vision Guidelines, it is agreed that the elevations and floorplans provided at a later date will comply with the City of Mesa's requirements for garage sizes, driveway lengths, building setbacks, lot coverage and garage widths. Accordingly, elevations and floorplans will be approved through the Administrative Design Review process.

Phasing

DESTINATION is anticipated to be developed in a several phases, subject to City of Mesa approvals. Each "Parcel" delineated on the Site Plan is conceptually a phase, the order of which has not yet been determined. With this PAD Amendment request, we are paving the way for the initial development of ten of the residential parcels.



Appendix A

Community Vision Guidelines



