



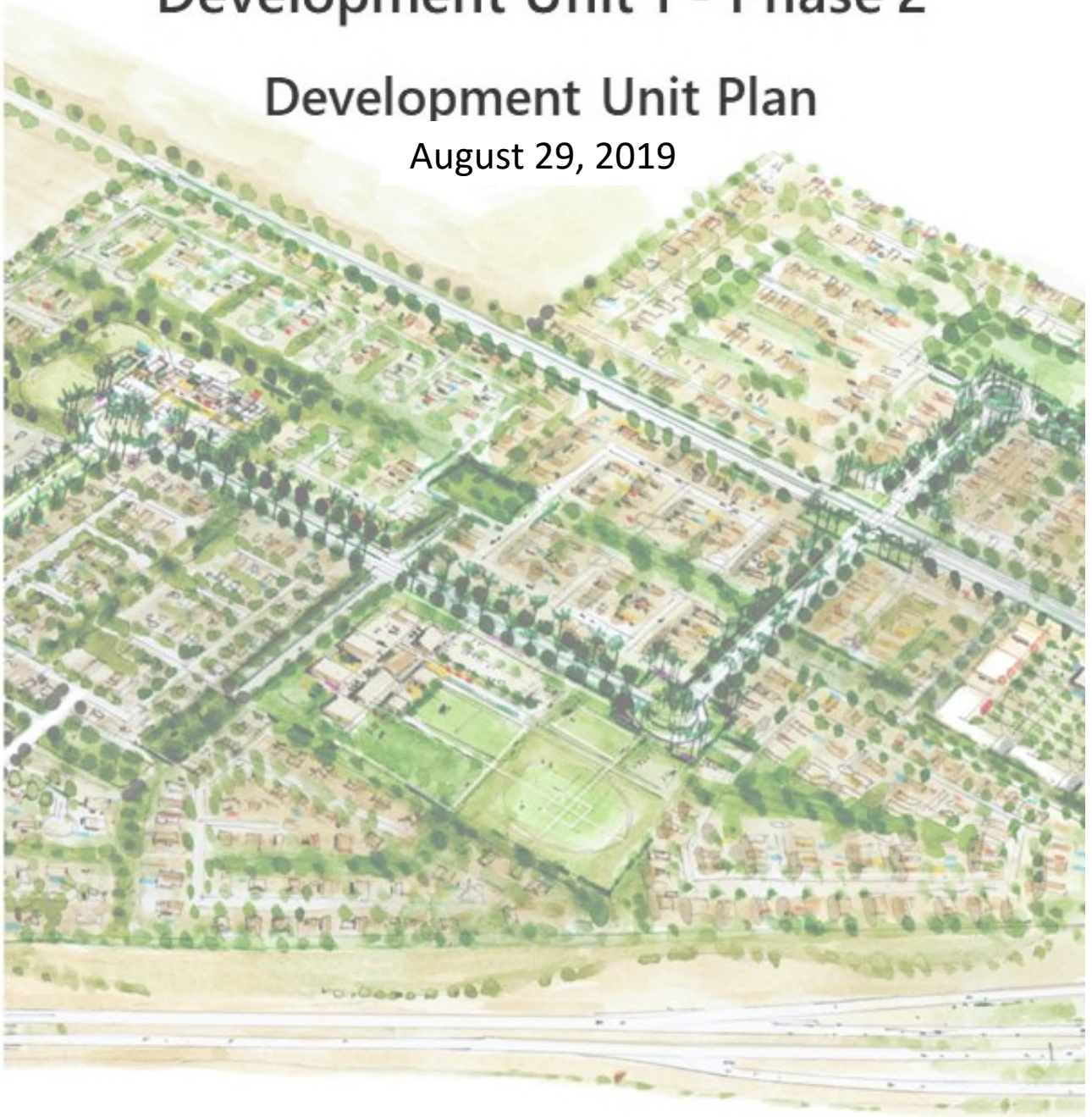
# Cadence

AT GATEWAY

## Development Unit 1 - Phase 2

### Development Unit Plan

August 29, 2019



HARVARD INVESTMENTS  
A HILL COMPANY

# Cadence at Gateway

## Development Unit 1, PHASE 2 – Development Unit Plan

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# Section 1 | Development Unit 1, Phase 2 - Overview

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## 1.1. Introduction and Purpose

As required by Section 3 of the Pacific Proving Grounds North (now “Cadence”) Community Plan (“Cadence Community Plan”), the Development Unit 1 Development Unit Plan (“Development Unit 1 DUP”) guides development for approximately 60.4 acres within the overall 484 acre Cadence community (see [Exhibit 1.1 – Community Map](#) and [Exhibit 1.2 – Development Unit Map](#)). As allowed by the Cadence Community Plan, and as approved by the City of Mesa Planning Director, the Development Unit 1 DUP is being processed in phases. This document constitutes the Development Unit 1 DUP for Phase 2 (“DU1 Phase 2 DUP”) and governs approximately 27 gross acres within DU1 as shown on [Exhibit 1.3 – DU1 Phase 2 Map](#). Development Unit 1 is the mixed-use core within Cadence and will include non-residential uses such as retail or employment and higher density residential uses, both multi-residence and single-residence, which will be integrated into the larger Cadence community through common site design and architectural elements as well as open space and pedestrian connectivity systems.

**Administration of the Development Unit Plan.** Cadence is subject to the terms and provisions of the Cadence Community Plan, which establishes the regulatory framework for development of the overall community. The Cadence Community Plan sets forth a hierarchy of governing documents as outlined below.

**Community Plan.** The Cadence Community Plan is the initial planning and regulatory document that establishes the overall project vision, regulatory framework, administrative procedures, and development controls including land use groups, permitted uses, general development standards, a land use budget, and general design guidelines and concepts. The Cadence Community Plan also includes the master plans for public infrastructure and divides the master plan into distinct Development Units (“DU”), which represent the various phases or development areas within the project. The core regulatory components of the Cadence Community Plan are the unique development standards and planning processes that will be used to govern all future development.

**Development Unit Plans.** Development Unit Plans (“DUPs”) represent the second level of planning and establish a more detailed planning framework that is specific to each DU within the overall Community Plan. A DUP will include detailed design guidelines specific to each DU, the general location and approximate acreage for each LUG to be used, and updates to master infrastructure reports, as necessary. A DUP may also include refinements to the General Development Standards and modifications to Engineering Standards, if approved by the City Engineer and/or City Traffic Engineer, or designee.

**Site Plans and Subdivision Plats.** The final level of planning includes Site Plan and Design Review for all non-single residence projects and Subdivision Plat review for all single residence and non-single residence projects within Cadence that are subject to subdivision approval through the City of Mesa. Site Plans and Subdivision Plats establish the specific location of each allowed LUG, details of individual parcels, including lot layout and building placement as appropriate, Development Parcel Allocations, and must demonstrate compliance with requirements of both the Community Plan and the applicable DUP.

The DU1 Phase 2 DUP has been developed in furtherance of the goals and objectives set forth in the Cadence Community Plan and promotes cohesive and high quality development that achieves the vision for Cadence as a compact, connected and pedestrian friendly community through the creation of more detailed design guidelines and design vision. This document, along with the Cadence Community Plan, shall be used as a guide for all development within DU1 Phase 2. Except where specifically noted, this DUP is not intended to create highly prescriptive or regulatory requirements that dictate a particular style or layout, but instead establish a refined set of performance criteria that encourage diversity and creativity in site planning and architectural design with the specific intent to further the overall vision for the community. These performance criteria establish a baseline for the expected quality and level of design. It is the burden of the developer to justify any deviation from these design guidelines and the design vision set forth herein.

The Cadence community is intended to evolve over time in response to needs of the community and the market. The DU1 Phase 2 DUP is intended to be a dynamic document that will evolve with the community

and may require amendments from time to time. All amendments to the approved DU1 Phase 2 DUP shall be processed in the manner set forth within the Cadence Community Plan. In the event the DU1 Phase 2 DUP is amended in a manner that makes previously approved and completed improvements no longer compliant, such improvements shall be considered grandfathered, non-conforming uses. Pursuant to Section 3.2 of the Cadence Community Plan, which provides that the City of Mesa Zoning Ordinance governs zoning requirements, development standards, and regulatory processes that are not specifically articulated within the Cadence Community Plan, the expansion or alteration of non-conforming uses is subject to the provisions of Chapter 36, Non-Conforming Uses, Structures, and Lots, of the City of Mesa Zoning Ordinance.

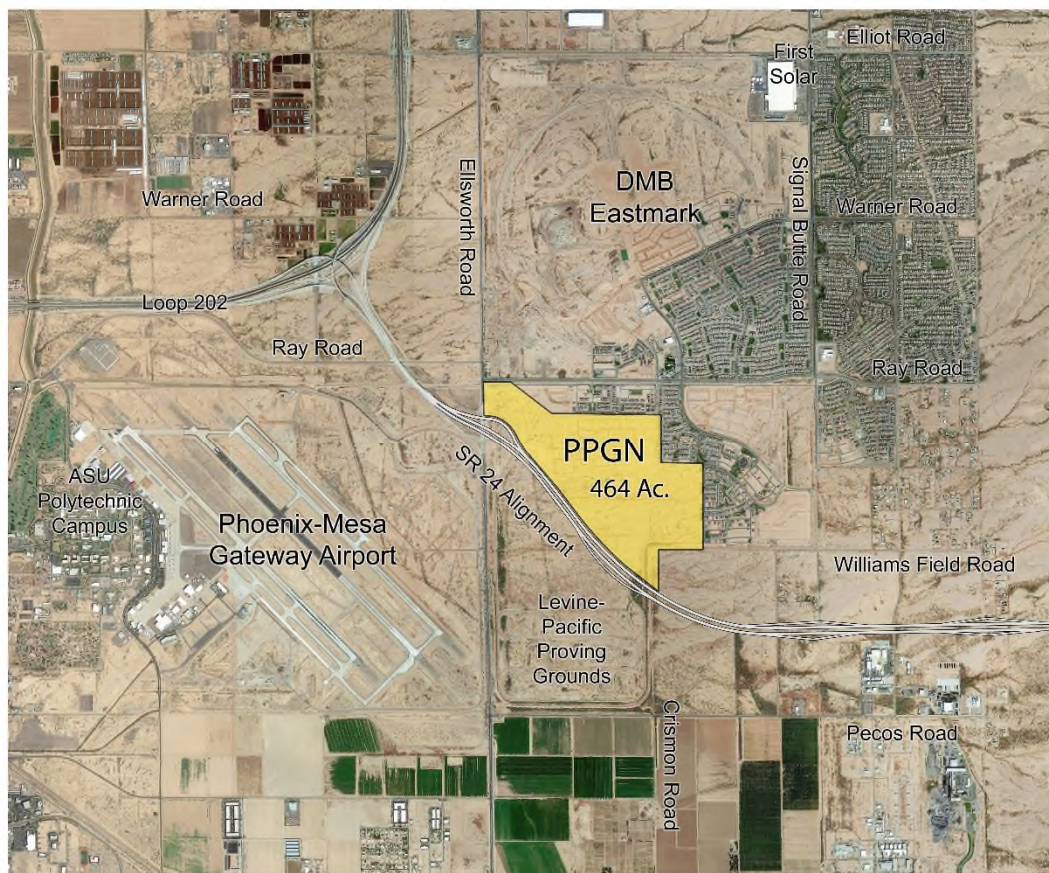


## 1.2. Site and Context

### Regional Context.

Cadence is comprised of 484 acres that was formerly part of the General Motors Proving Grounds. The Cadence property is located in the southeastern portion of the City of Mesa planning area and is generally bounded by Ellsworth Road to the west, the Williams Gateway Freeway alignment (SR 24) to the south, Signal Butte Road to the east and the Powerline Floodway Channel and Ray Road alignment to the north (*see Exhibit 1.1, Community Map*). Notable neighboring land uses include the Phoenix-Mesa Gateway Airport and the Eastmark master planned community. Development Unit 1 is located at the gateway to Cadence at Cadence Parkway and Ellsworth Road. (*see Exhibit 1.2, Development Unit Map*). DU1 Phase 2 is comprised of the western approximately 27 acres of Development Unit as shown on *Exhibit 1.3 – DU1 Phase 2 Map*.

**Exhibit 1.1 – Community Map**

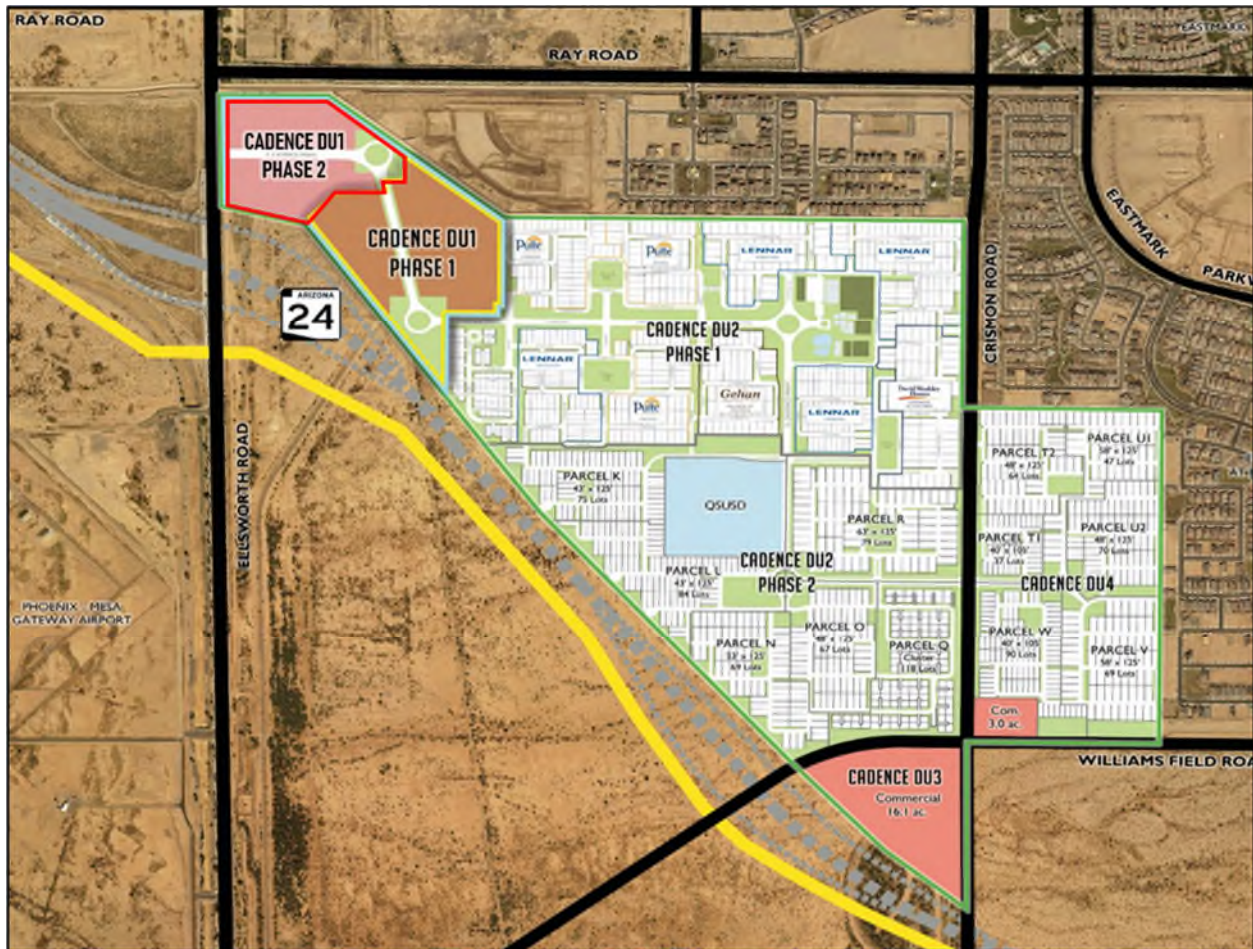


## Exhibit 1.2 – Development Unit Map





Exhibit 1.3 – DU1 Phase 2 Map





## 1.3. New Traditional Community Vision

### Definition of a New Traditional Community.

Cadence has been planned as a New Traditional Community that reflects a modern, marketable and livable community planning ideal drawing influence from modern smart growth principles as well as uncomplicated and timeless American neighborhoods that are designed to respond to the core needs of residents. In a New Traditional Community, the simplicity of these early American neighborhoods has been combined with modern smart growth principles such as compact, walkable neighborhoods, dynamic streetscapes that have a positive influence on the public realm, strong connectivity through pedestrian and bicycle systems to maximize mobility, integrated and accessible open space, and community amenities within walking distance. The result is a modern planning ideal that responds to consumer and market expectations and fulfills municipal planning goals. This New Traditional Community planning ideal is the basis for community design at Cadence and is intended to be a flexible, adaptable planning framework that responds to both market needs and varying types of development.

## 1.4. Development Unit 1 - Character

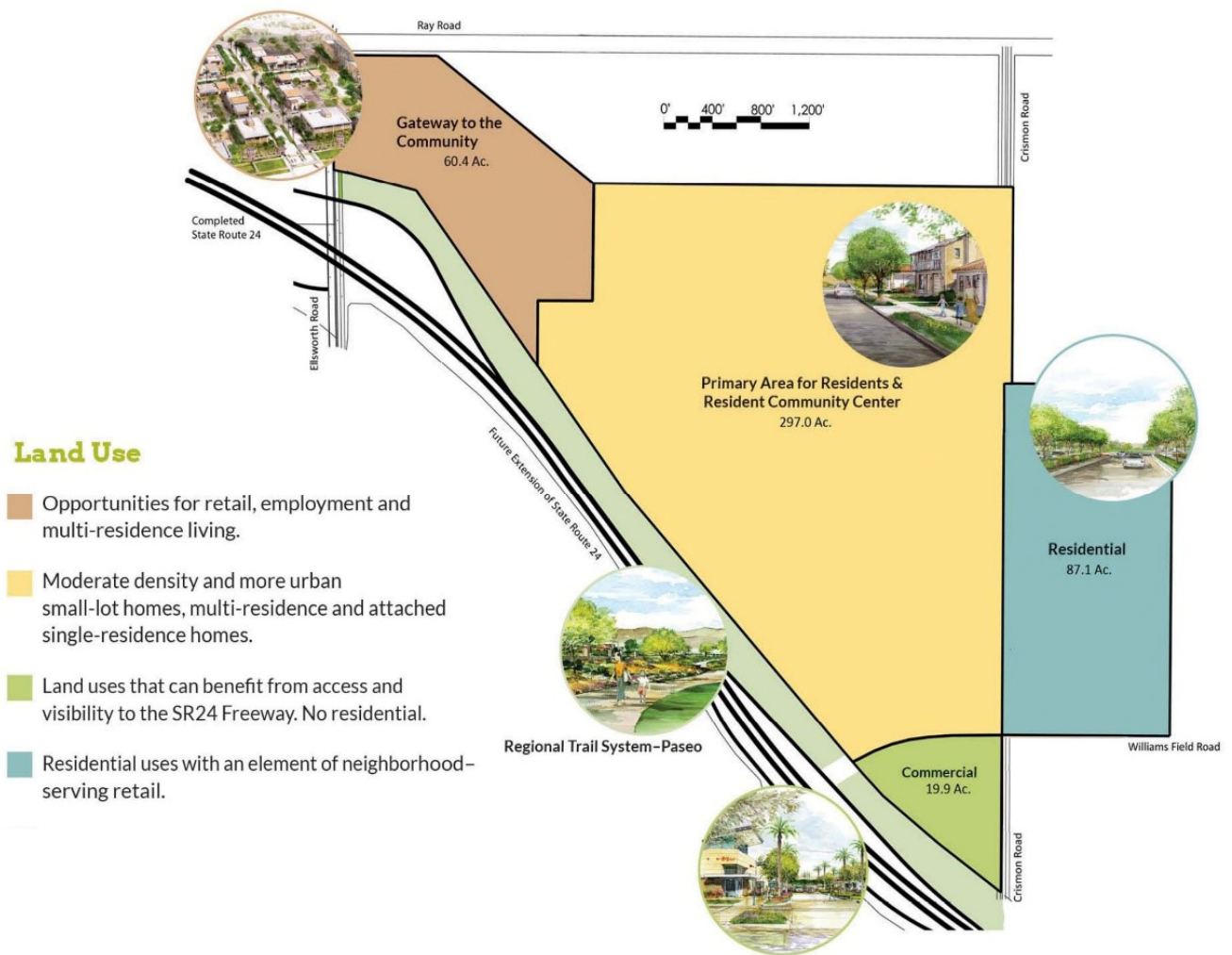
DU1 is the gateway to the Cadence community and provides primary access to the community including regional accessibility to the SR24 and Loop 202 Freeways. The development character for DU1 will be defined by a strong mix of uses including a significant non-residential component that may include retail and employment uses as well as transitional single-residence development and the highest density residential opportunities within Cadence. The development framework for DU1 provides significant dwelling unit and non-residential building area allocations to allow the opportunity for a transition to a more intense urban environment over time as the area matures. Non-residential development will be encouraged to strategically incorporate pedestrian friendly design characteristics that are balanced with the needs of specific users. Specific land uses allowed within DU1 include retail, employment, high density residential and single-residence development. Retail and mixed-use development opportunities are planned to take advantage of visibility and access to regional transportation corridors, including Ellsworth Road, the Loop 202 Freeway and the future SR24 Freeway. The primary entrance to DU1, Cadence Parkway, has been designed to provide the best possible access and visibility into the site given the constraints imposed by close proximity to the SR24 Freeway interchange to the south and Ray Road to the north. Higher density residential development within DU1 will be horizontally integrated with the planned non-residential uses. Development within DU1 will extend and enhance the community-wide network of pedestrian corridors, reinforcing Cadence as a connected and walkable community.

The land use fabric within Development Unit 1 as a whole will be organized as a series of development nodes that include two urban villages (“Urban Villages”) (DU1 Phase 1) located within the eastern portion of DU1, and intended to be developed with higher density residential uses, and two commercial, mixed-use centers (DU1 Phase 2) located within the western portion of DU1. Both phases of DU1 will be designed to blend into the larger Cadence Community through connectivity corridors, open space systems and design cohesiveness.

## **DU1 Phase 2.**

DU1 Phase 2, located in the northwest portion of the Cadence community, is comprised of two development parcels, totaling 27 gross acres, located along Cadence Parkway with frontage on Ellsworth and Ray Roads. DU1 Phase 2 is strategically located at the strongest commercial area in the trade area, immediately east of Ellsworth and south of Ray Road and less than one-quarter mile from the SR24 interchange. DU1 Phase 2 is positioned to attract and retain high-caliber retail and restaurant offerings along with opportunities for employment uses, hospitality and other neighborhood service and convenience uses. Initial development within DU1 Phase 2 will respond to current market conditions and the needs of the community. As contemplated within the Cadence Community Commercial, development will intensify over time as the larger trade area matures. The planning framework for DU1 Phase 2 will be structured to allow future redevelopment and intensification of the commercial areas. Development within DU1 Phase 2 will be designed to integrate with the New Traditional Community context of the adjacent higher density residential development within DU1 Phase 1 and through pedestrian connectivity systems, consistent design themes, and architecture that provides emphasis on engaging the streetscape. Non-residential development within DU1 Phase 2 will promote the following core design characteristics:

- Support the vision of the Cadence residential project's architectural design principles.
- Protect and enhance the character and quality of commercial areas while maintaining and strengthening a recognizable identity and character of building design.
- Mitigate the negative visual impacts arising from the scale, bulk and mass inherent to commercial buildings and centers.
- Strengthen the pedestrian environment internally on the site and externally to the adjacent residential and surrounding area through strong pedestrian connectivity systems and architecture that engages the street.
- Provide flexibility to respond to the unique characteristics and constraints inherent to commercial development and to evolving commercial development configurations.
- Promote building designs and practices that are adaptable to multiple uses for extended building lifecycles.
- Encourage outdoor dining and patio space for restaurant tenants that promotes outdoor living and community engagement.





## 1.5. Planning Framework

The New Traditional Community Concept within Cadence will be implemented within DU1 Phase 2 by utilizing a planning framework that is built upon Cadence's four core structural elements. The core structural elements are:

- **Neighborhoods:** Compact, Connected and Walkable Neighborhood Design.
- **Streets and Pedestrian Systems:** Active Streetscapes and Interconnected Pedestrian Systems.
- **Parks and Open Space:** Parks and Open Space as Community Focal Points.
- **Architecture:** Purposeful Architectural Design.

An integral component of the Cadence planning framework is to establish a community whose form, functions, and activities are highly connected resulting in natural transitions from land use to land use throughout the community. Connectivity and integration will occur at many levels and is a primary aspect of the overall design.

**Neighborhoods.** The residential neighborhoods within Cadence are a cornerstone component of the overall community design, providing diversity of housing opportunities complemented by integrated commercial centers.

The residential neighborhoods within Cadence will take on a wide variety of development forms, including traditional single-residence (Residential Neighborhoods), medium density residential (attached or detached), bungalow or villa style single-residence for rent, or more traditional high density, multi-story residential apartments or condominiums (Urban Residential Neighborhoods). The Residential Neighborhoods within Cadence (Development Units 2 and 4) largely include single-residence development and medium density residential development, such as small lot residential or cluster developments, characterized by block patterns with tree-lined streets highlighted by focal neighborhood parks or gathering spaces. Development types within Urban Residential Neighborhoods (DU1 Phase 1) may also include higher density single-residence or duplex for-rent villas or bungalows, or high density enclaves of apartments or condominiums that may include more traditional two and three-story development forms or higher intensity, multi-story urban form. The creation of natural, connected transitions between differing land uses is a primary neighborhood planning goal within Cadence. The existing residential neighborhoods within Cadence have established a strong pedestrian connectivity framework that is a key element of the transition between types of residential development and other land uses. Development within DU1 Phase 2 will extend these connectivity and transition elements to ensure non-residential development is accessible, integrated and designed as an extension of the larger community.

**Streets and Pedestrian Systems.** Cadence Parkway has been designed to function not only as a movement corridor, but also as an integral component of the public realm designed to contribute to the overall sense of place and social life of the community. Within DU1 Phase 2, Cadence Parkway is the primary vehicular transportation corridor providing access through the community and to the planned commercial centers. Cadence Parkway is also designed to extend and enrich the open space system and network of pedestrian pathways throughout the Cadence community. A comprehensive sidewalk system has been developed that is interconnected to the off-street pedestrian and bicycle pathways. These pathways are designed to promote walkability and provide an amenity for the residential neighborhoods while forging strong links to surrounding land uses within Cadence. Pedestrian networks within the commercial areas will be designed to enhance connectivity to the larger community, provide safe movement corridors, create an active streetscape and enhance opportunities for outdoor dining and gathering spaces. These pedestrian networks within DU1 Phase 2 will be connected to the Cadence Parkway pedestrian pathways to facilitate accessibility to other neighborhoods, to the Freeway Paseo Corridor, and between land uses throughout Cadence.

**Parks and Open Space.** The parks and open space system within Cadence is designed as the nucleus of the Cadence community and reinforces neighborhood structure and community identity. The commercial areas within DU1 Phase 2 will contain community gathering spaces such as plazas, outdoor dining and seating areas. These community social spaces will be connected to pedestrian corridors that provide access both locally and to the larger Cadence community. DU1 Phase 2 represents a transition from the higher density residential development form in the Urban Villages of DU1 Phase 1. The amenities and open space areas may take on a more urban form and provide destinations for social gatherings and informal social interaction as part of the commercial experience.

**Architecture.** Building architecture plays an important role in creating the backdrop for the public places and the streetscape within the Cadence community, but is equally important in establishing the overall community identity. Architecture within Cadence will promote core architectural values that place strong emphasis on function, durability and visual appeal.

***Function:*** Building designs will be based on simple building blocks and roof forms that have a direct relationship to internal functionality. Building layout will be designed to foster neighborliness and social interaction among community residents while providing privacy for individual residents. Shade elements, which may include landscaping, will be strategically integrated into the building design to provide protection from the desert sun.

***Timelessness:*** Building articulation, materials, landscaping and color schemes will have a relationship to the desert southwest and be selected to create a sense of timelessness and enduring quality within the community.

**Visual Appeal:** Non-residential buildings will be designed to complement the traditional design elements and architecture used in the residential neighborhoods, and will include design elements with a local flavor complemented by well-articulated outdoor spaces and landscape design. Buildings will be designed to enhance a compact, walkable community design and landscaping will play an important role in creating the overall visual landscape. The built form within DU1 Phase 2 may include a mix of single story or multi-story structures and will utilize varying building forms, building orientation and roof lines to provide diversity along the public edges, such as Cadence Parkway.





## 1.6. Compatibility with Phoenix-Mesa Gateway Airport

The Phoenix–Mesa Gateway Airport is a prominent contextual feature that guides development within Cadence. Development of Cadence is specifically intended to compliment and support the current and planned operations at the Airport. DU1 Phase 2 will comply with the airport compatibility measures set forth within the Cadence Community Plan.



## Section 2 | Land Use Plan

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### 2.1. Land Use Group Summary and Location

Development within DU1 Phase 2 represents the gateway into the Cadence community. DU1 Phase 2 is expected to develop predominantly utilizing the Community Commercial (“CC”) land use group. The Community Mixed Use (“CMU”) land use group is also allowed within DU1 Phase 2 along with limited amounts of Community Residence (“CR”), Community Multi-Residence (“CMR”), and Community Residence Small Lot (“CRSL”). Each allowed land use group may be utilized anywhere within DU1 Phase 2 up to the maximum allowable percentage of gross land area as set forth within the Cadence Community Plan (see *Table 2a below*), subject to minimum and maximum residential dwelling unit and non-residential gross floor area limits (see *Table 2b below*).

The complete Land Use Budget for Cadence is included in Chapter 5 of the Cadence Community Plan. The development standards for each Land Use Group are contained within the Cadence Community Plan in Chapter 7 for residential land uses and Chapter 8 for non-residential land uses. DU1 Phase 2 may be phased if market conditions warrant.

**Table 2a – Land Use Group Percentages**

	CR and/or CRSL*	CMR*	CC	CMU
<b>Development Unit 1</b> <b>60.4 acres</b>	20% 12.08 ac	65% 39.26 ac	65% 39.26 ac	100% 60.4 ac

\* Maximum aggregate percentage of CR, CRSL & CMR cannot be more than 65%.

**Table 2b – Dwelling Unit and Floor Area Allocations**

	Acres	Residential Dwelling Units		Gross Floor Area Non-Residential*	
		Minimum	Maximum	Minimum	Maximum
<b>DU 1</b>	60.4	300	700	350,000	550,000

\*Pursuant to the Cadence CP, the Minimum Gross Floor Area for Non-Residential development does not have to be satisfied with the initial phases of development within a DU (see Chapter 3.8(c)(6)).

## Section 3 | Development Parcel Allocation

### 3.1. Development Parcel Overview

The Land Use Budget included in Chapter 5 of the Cadence Community Plan sets forth minimum and maximum residential units and non-residential gross floor area for each Development Unit within the overall project. As each DUP is approved, and as development progresses, the minimum and maximum residential units and non-residential gross floor area must be allocated within each DU and to individual development parcels. The initial development parcel allocation for DU1 Phase 2 occurs at the time of DUP approval. Subsequent allocations may occur as development parcels are subdivided, and allocations may be transferred among development parcels and Development Units, subject to the provisions in Chapter 5 of the Cadence Community Plan. As required by Chapter 5 of the Cadence Community Plan, the official Development Parcel Allocation for Cadence shall be kept and recorded as Appendix 19.4 to the Cadence Community Plan. Please refer to Appendix 19.4 of the Cadence Community Plan for the most current approved Development Parcel Allocation. The initial Development Parcel Allocation for DU1 Phase 2 is included below for reference.

Development Unit	Parcel Acreage	Land Use Group	Residential Dwelling Units	Non-Residential G.F.A.
<b>Development Unit 1</b>				
DU1 - Overall	60.4		Min: 300 Max: 700	Min: 350,000 Max: 550,000
Phase 1	33.26	CMR	530	0
Phase 2	27.14	CC**	50	80,000*
<b>TOTAL</b>	<b>60.4</b>		<b>580</b>	<b>80,000*</b>

*\* Pursuant to the Cadence Community Plan, the Minimum Gross Floor Area for Non-Residential development does not have to be satisfied with the initial phases of development within a DU (see Chapter 3.8(c)(6)).*

*\*\*A small portion of DU 1 Phase 2 may be allocated as CMR to accommodate potential boundary line shift between DU1 Phases 1 and 2. The Development Parcel Allocation for DU1 Phases 1 and 2 will be adjusted accordingly at the time of Site Plan review.*



## Section 4.1 | Community Design & Character

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Development within DU1 Phase 2 will continue to expand on the core tenets of Cadence's New Traditional Neighborhood design concepts and will further the primary planning goal of establishing a community whose form, functions, and activities are highly connected and integrated resulting in a natural transition from neighborhood to neighborhood and from land use to land use. The design concepts and standards discussed below will be used to ensure consistency and compatibility throughout the community. Development types allowed within DU1 Phase 2 represent a diverse range of land use and lifestyle options, including traditional single-residence neighborhoods, urban residential neighborhoods or commercial and mixed-use centers; provided, however, that development within DU1 Phase 2 is anticipated to be commercial and mixed-use in nature with limited urban residential development. Traditional single-residence neighborhoods, while an allowed land use group on a limited basis within DU1 Phase 2, are not an anticipated development type.

### 4.1(a) Urban Residential Neighborhood Design Concepts

Urban Residential Neighborhoods within DU1 Phase 2, if developed, will continue the transition from the primary residential core located within Development Unit 2 and the Urban Villages within DU1 Phase 1. Similar to the single-residence neighborhoods, Urban Residential Neighborhoods will be planned to create a compact and walkable environment that diversifies housing opportunities within Cadence. Each urban residential development parcel will include amenities, open space areas and social gathering spaces exclusively for its residents but will also be connected to the larger Cadence community through visual and physical connectivity corridors, including strategically designed access to the Cadence Parkway pedestrian pathways. Urban Residential Neighborhoods will have walkable neighborhood layouts and will include outdoor spaces and amenity areas, both public and private, strategically located and contribute towards creating a socially interactive community.



The following establishes the site planning and neighborhood design standards to guide the organization and layout of Urban Residential Neighborhoods within DU1 Phase 2. Specific site layout standards and development standards for the various residential land use groups are included in Section 7 of the Cadence Community Plan.

#### **Scale and Layout.**

A basic component of the New Traditional Community concept is a compact and walkable development pattern. This pattern of development is achieved through pedestrian scaled building layout and circulation patterns that provides multiple travel options and foster opportunity for social interaction. DU1 Phase 2 will employ the following design standards for the scale and layout of neighborhood blocks:

- a. Pedestrian Scale Block and Building Lengths. Small lot single-residence or town home developments should take on block patterns similar to the residential neighborhoods in Development Units 2 and 4 with block lengths or clusters of buildings broken up by streets, private access ways, pedestrian corridors or open space nodes every 500 to 600 feet. Enclaves of apartments or condominiums, or single-residence for-rent bungalows or villas, should be arranged to create a walkable environment and should adopt a modified grid or cluster layout if appropriate and functional for the product type.
- b. Orientation of Residential Units. Configure residential units to front public streets, primary entryways, pedestrian corridors, walkways, green spaces and open spaces. For residential units not adjacent to a public street, provide pedestrian circulation in the form of private walkways or clearly delineated paths of travel from the sidewalk to the entryway.
- c. Building Layout. Vary building placement and orientation to increase variation in facades and create more articulated building edges.

## **Streetscape**

Streetscapes within DU1 Phase 2 are important public spaces that will be designed to bring community residents together. The neighborhood streetscapes include the public areas outside residential units, including front yard areas, sidewalks, trails and open spaces along the streets and the street itself. Streetscapes will be developed to encourage pedestrian activity by using the following standards:

- a. Visually Narrow Streetscape. Neighborhood streets and private access ways should include design elements that reinforce a pedestrian-scale environment such as strategic use of shade elements with prominent pedestrian sidewalk areas. Where appropriate, buildings should be designed to address the street at the ground level with doors, porches, courtyards or front walks.
- b. Streetscape Shade. Streets, private access ways and sidewalks will be shaded to encourage pedestrian activity and comfort. Shade trees and ornamental plants should be used to define the edges of private residential spaces and increase visual interest to both the public and private realms.

- c. Parking Areas. For development types with internal public streets, on-street parking is encouraged. For development types with centralized resident parking, parking areas should be treated as outdoor rooms and designed as a meaningful component of the overall site design with thought given to landscaping, the relationship to buildings and pedestrian accessibility. Guest parking should be conveniently located and spaced throughout the development.
- d. Driveways. Driveways, whether individual or in clusters, should be designed to minimize conflicts with pedestrian routes. A pedestrian access path separate from the driveway should be provided whenever possible. When the driveway is used as the primary pedestrian access to individual dwellings, a distinguishable path should be articulated.
- e. Public Neighborhood Landscape. Public neighborhood landscape areas, including front yard and common areas, open space and park areas, and rights-of-way, will be controlled and defined by specific plant and tree palettes, tree planting locations and maintenance expectations to assure the neighborhoods are both attractive and designed with a cohesive theme to sustain value and visual appeal long term.

### **Open Spaces and Community Gathering Areas**

Neighborhood amenity areas and open spaces will be provided to encourage social interaction and provide a sense of identity to each neighborhood using the following standards:

- a. Open Space and Amenity Areas. Building clusters and residential units will be organized to be conveniently accessible to a community amenity or other open space area or plaza that functions as a strong organizing element for the site layout.
- b. Walking Distance to Open Spaces. As a general rule, residential units must be within 300 feet of an open space area (including community parks, neighborhood parks, passive open space areas, off-street community trails or paseos).

### **Linkages and Land Use Transitions**

The Urban Residential Neighborhoods will be designed to reinforce integration and connectivity throughout Cadence. Land use integration will be achieved through the use of shared vehicular access, circulation and pedestrian linkages that facilitate social interaction. The following standards will be used to accomplish this objective:

- a. Land Use Integration.
  - i. Continuity between Urban Residential Neighborhoods and other neighborhoods within Cadence, and the future commercial areas within Development Unit 1, will be achieved through the use of a consistent pattern of landscaping, shading

elements, decorative paving, street furniture, architectural themes, and pedestrian connectivity systems.

- ii. Differing land uses will be designed to transition from one to another by minimizing hard edges – either visually or physically. This may be accomplished through varying site design techniques, such as establishing pedestrian corridors or open spaces along the edges of differing land uses, orienting the activity areas within these transitions zones or maintaining visual openness through the use of view fencing within gated areas.
- iii. Cadence Parkway establishes a consistent streetscape theme throughout Cadence and should be used as the primary connectivity corridor between the various land uses within Development Unit 1.

- b. Linkages to Future Mixed-Use and Commercial Areas. The Urban Residential Neighborhoods should be designed with emphasis on creating opportunities for walkability and visual connections to the mixed-use and commercial core areas within DU1 Phase 2.
- c. Perimeter Walls. Perimeter walls within Urban Residential Neighborhoods are allowed and may be necessary for marketability, privacy and security. Perimeter walls should provide visual openness where most meaningful (and may be solid in other areas for screening or privacy) and include distinct architectural characteristics that complement the architecture on the property. Perimeter walls will provide opportunities for pedestrian access and connectivity to established community pathways and open spaces areas.

## 4.1(b) Residential Neighborhood Design Concepts

Traditional residential development is not an anticipated development type within DU1 Phase 2, but if developed on a limited basis should be designed to be compatible with the Urban Villages in DU1 Phase 1. Such neighborhoods are planned to create a compact and walkable environment. Individual residential neighborhoods should be conveniently located within walking distance of an open space, park or other community gathering element, which are designed to encourage social interaction among residents. Residential neighborhoods should employ compact block lengths, tree-lined streetscapes, and easy pedestrian access to recreational amenities. Outdoor spaces, both public and private, will be strategically located and contribute towards creating a socially interactive community.





The following establishes the site planning and neighborhood design standards to guide the organization and layout of residential neighborhoods within DU1 Phase 2. Specific site layout standards and development standards for the residential land use groups are included in Section 7 of the Cadence Community Plan.

### **Neighborhood Scale and Layout**

A basic component of the New Traditional Community concept is a compact and walkable development pattern. This pattern of development is achieved through shorter block lengths and a grid street pattern that provides multiple travel options and gives more opportunity for social interaction. Residential neighborhoods within DU1 Phase 2 will employ the following design standards for the scale and layout of neighborhood blocks:

- d. Compact Block Lengths. Block lengths (the distance along a block face from one intersection to another) are encouraged to be less than 500 feet in length.
- e. Neighborhood Identity Element. Each neighborhood area will have an identifying or organizing element such as a small park, open space, or recreational facility, which may be shared with other neighborhoods, to provide a place for nearby residents to gather and foster a sense of place for each neighborhood.
- f. Cul de Sacs. Cul de sacs should be used minimally and strategically to provide connections, or 'windows' to open spaces areas and pedestrian trails.

### **Neighborhood Streetscape**

Streetscapes for residential neighborhoods within DU1 Phase 2 are important public spaces that will be designed to bring community residents together. The neighborhood streetscapes include the public areas outside resident's front doors, such as front yards, sidewalks, trails and open spaces along the streets and the street itself. Streetscapes will be developed to encourage pedestrian activity by using the following standards:

- f. Visually Narrow Streets. Neighborhood streets will be both visually narrower and shorter in length than traditional suburban standards to promote slower vehicular speeds and a more intimate streetscape. Elements such as tree-lined streets with prominent pedestrian sidewalk areas and on-street parking may be used to help visually narrow the street. The utilization of a grid pattern for neighborhood layout and compact block lengths that are generally 500' or less will be used to create shorter street and block lengths.
- g. Streetscape Shade. Streets and sidewalks will be shaded to encourage pedestrian activity. An emphasis on shade elements, such as landscaping, trees or shade structures, will be

provided at key nodes where pedestrian activity is more likely to occur, such as at the confluence of sidewalks and trails, and near open space or recreation areas.

- h. On-Street Parking. On-street parking is encouraged within residential neighborhoods, provided that the local street cross section accommodates such parking.
- i. Public Neighborhood Landscape. Public neighborhood landscape areas, including front yards, open space and park areas, and right-of-way, will be controlled and defined by specific plant and tree palettes, tree planting locations and maintenance expectations to assure the neighborhoods are both attractive and designed with a cohesive theme to sustain value and visual appeal long term. Specific landscape theme and planting palettes will be developed prior to the submittal of initial improvement plans.

### **Neighborhood Parks and Open Spaces**

Neighborhood parks and open spaces will be provided within each neighborhood to encourage social interaction and provide a sense of identity to each neighborhood using the following standards:

- c. Neighborhood Parks. Each neighborhood will be conveniently accessible to a park or other open space amenity that functions as a strong organizing element and community identifier. Individual neighborhoods may share a park or open space amenity to further encourage social interaction between residents. Each neighborhood park will have a unique design theme that will also be used to help establish an identity for that neighborhood area as a whole. Neighborhood parks will be strategically and centrally located to act as a strong visual identity element for the neighborhood and ensure convenient access for residents.
- d. Homes Fronting on Parks. Neighborhood parks and community parks should be framed with public streets, to the extent feasible, and residential units along those streets will front onto these open spaces. Rear yards should not abut parks or active recreation areas except in very unique design circumstances.
- e. Walking Distance to Open Spaces. As a general rule, residential units shall be within 300 feet of an open space area (including community parks, neighborhood parks, passive open space areas, off-street community trails or paseos).

## Neighborhood Linkages

To form a unified, pedestrian-friendly community of new traditional neighborhoods, residential neighborhoods will be designed with natural transitions from one to another. The following standards will be used to accomplish this objective:

- d. Neighborhood Integration. Continuity between residential neighborhoods will be achieved through the use of a consistent pattern of landscaping, shading elements, decorative paving, street furniture, architectural themes, and pedestrian connectivity systems. Further, differing land uses will be planned to transition seamlessly from one to another while minimizing hard edges. A cohesive palette of public streetscape elements should be utilized throughout Cadence.
- e. Neighborhood Linkages. The sidewalk system along streets, supplemented with off-street trails and trails through open space areas, will provide connections between neighborhoods, larger community parks, the community recreation center, and commercial and mixed-use areas.
- f. Perimeter Walls. Perimeter walls around entire residential neighborhoods are strongly discouraged and will only be allowed as an exception to the rule. Where necessary for privacy in individual yards, or for screening or security, perimeter walls can be used and will be designed with distinct architectural characteristics that complement the architecture on the property.
- g. Neighborhood Connections. Each residential neighborhood should have at least two connections to two different streets.

## PPGN Core Neighborhood Characteristics





#### 4.1(c) Non-Residential and Mixed-Use Design Concepts

Commercial and mixed-use areas within DU1 Phase 2 will be designed such that they create a unique sense of place and identity for the community and provide opportunities for pedestrian activity and social interaction. Freestanding pads are allowed and should be integrated into the overall site design in a manner that encourages and facilitates pedestrian connections between adjacent buildings, street frontages and pedestrian oriented areas on the site, allowing users to park once and conveniently visit multiple destinations. Primary project entrances or high traffic internal nodes should be designed to visually accentuate the vehicular and pedestrian experience. These areas should be designed to support the overall architectural character and theme of the project and can include enhanced landscape, signage, lighting and/or hardscape. Commercial and mixed-use areas will be designed as an integral component of overall land use fabric and should create connections between Cadence and the larger community.



The following site planning principles and design standards are applicable to non-residential and mixed-use development within DU1 Phase 2.

##### Site Plan Scale and Layout

- a. Street Pattern and Layout. A clear pattern of streets and driveways will be used to break down the scale of non-residential projects and reinforce the concept of a walkable community. This pattern of streets and driveways will include pedestrian, bicycle and vehicular linkages between non-residential areas, adjacent activity areas and residential areas.
- b. Transitions to Residential Neighborhoods. Non-residential and mixed-use areas will be designed to transition to adjacent residential areas. Buildings will be sited to reinforce the circulation pattern along the street and promote pedestrian activity.
- c. Intensification Over Time. The pattern of streets and parking should allow for intensification of the site over time.

## Neighborhood Streetscape

- a. Visually Narrow Streets and Drive Aisles. Internal streets and drive aisles will be both visually narrower and shorter in length than traditional suburban standards to promote slower vehicular speeds and a more intimate streetscape. Elements such as tree-lined streets and drive aisles with prominent pedestrian sidewalk areas, and on-street parking will help visually narrow the street scene.
- b. Streetscape Shade. Streets and sidewalks will be shaded to encourage pedestrian activity. Shade elements may include trees, landscape or shade structures.
- c. On-Street Parking. On-street parking is strongly encouraged along public roadway corridors or drive aisles that are designed to accommodate such parking.

## Parks, Open Space, and Community Activity Areas

- a. Community Spaces. Plazas, courtyards, pocket parks, and other open space areas will be designed as an integral part of non-residential and mixed-use areas to promote a pedestrian friendly community and create active gathering places. Sidewalk seating areas, outdoor patios and outdoor dining areas are considered community spaces.

## Neighborhood Linkages

- a. Pedestrian Connectivity. Continuous pedestrian pathways will be provided to connect all development components with the sidewalks along the public streets. Active ground level uses will be oriented towards the pedestrian ways and sidewalks.
- b. Land Use Integration. The integration of non-residential and mixed-use areas with neighboring land uses, including residential neighborhoods, will be achieved through thoughtful site design that minimizes hard edges between projects and promotes a sense of seamlessness throughout the community. Traditional neighborhood design principles that encourage pedestrian activity and promote variety and interest along the street will be utilized to achieve this goal.
- c. Building Variety. Buildings will be oriented to create pedestrian connections, create outdoor activity areas and reduce impact of parking separating uses.
- d. Large Scale Commercial Development. All large scale commercial buildings (i.e. grocery stores, theatres, fitness centers, home improvement stores, wholesale club stores, etc.) shall have façades that are designed to minimize the mass of the building through the use of design elements such as a variety in building form, massing and articulation. Pedestrian green spaces or other community spaces shall be incorporated into the site

design to promote pedestrian scale development and integrate the building structure into the overall community character and design.

### **Site Development**

- a. Parking Areas. Surface parking lots should be designed as outdoor “rooms” that are spatially defined by buildings, open space areas and other site features, such as landscaping, shade and screening from street view.
- b. Service Areas. Service and loading areas must be oriented away from public and pedestrian intensive areas, and screened from public view.

## Section 4.2 | Street Design and Transportation Plan

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### Street Design Concepts

Streets within Cadence are designed as a core component of the overall planning framework and are integral to the New Traditional Community concept. Street design within Cadence is based upon the “Great Streets” concept, which recognizes that streets are an important public place that are a critical component of overall place-making and should be designed to provide equal access to all modes of transportation as well as place an emphasis on the importance of pedestrian activity along the street.

Cadence Parkway is the signature roadway corridor within Cadence and includes a tree-lined streetscape with a network of focal roundabouts that act as both a formal terminus for each internal roadway segment and as an important community identity element. Cadence Parkway is the central pedestrian spine that provides accessibility between all development units within Cadence. Within Development Unit 1, Cadence Parkway is anticipated to be the only public street corridor and will act as an organizing element for individual urban residential neighborhoods and mixed-use and commercial centers to be developed along its frontage.

### Street Types

The roadway system within DU1 Phase 2 may include two Cadence’s main public roadway classifications, 1) Community Collectors and 2) Local Streets, as well as a system of private streets or access ways. The hierarchy of internal streets gives structure to the overall community and is designed to provide efficient vehicular circulation to the perimeter regional transportation corridors, including Ellsworth, Crismon and Williams Field Roads, and the future SR24 freeway. Access to individual developments within DU1 Phase 2 will be accomplished through connections to Cadence Parkway.

***Community Collectors.*** The Community Collector, Cadence Parkway, has been developed as a signature design element within Cadence and forms the backbone of the vehicular and pedestrian circulation system. The Community Collector is comprised of a series of straight, formal roadway segments punctuated by focal roundabouts that act as both a formal terminus for each internal roadway segment and as an important community identity element. The Community Collector is two lane median separated roadway within Development Units 2 and 4 that transitions to a four-lane median separated roadway within Development Unit 1. Landscape areas are planned immediately back of curb along the streets and provide a generous canvas for community themed landscaping and street trees. Sidewalks are set back a minimum of ten feet from the back of curb to provide a safe pedestrian environment that encourages walking throughout the community. On-street parking is not allowed along Cadence Parkway.



**Local Streets.** Local Streets are the primary street type within the single-residence neighborhoods throughout Cadence and will connect individual homes, buildings and community amenities. Local Streets are designed to accommodate significant pedestrian traffic and provide sidewalk connections to community amenities such as parks, open spaces and pedestrian trails. Local Streets may include on-street parking, which will contribute to visually narrowing the street corridor.

**Private Streets and Access Ways.** Within individual commercial or mixed-use centers, private streets, access ways and parking circulation routes may be used to provide internal access to throughout the project and to individual buildings or units. While no specific Cadence cross-section exists for these private streets or access ways, such access corridors will be designed to foster pedestrian accessibility and connectivity.

## Traffic Impact Analysis

As part of the Cadence Community Plan, a Master Traffic Impact Analysis (“Master TIA”) was prepared and approved by the City of Mesa in September 2014. A revised Master TIA was prepared in coordination with the Development Unit Plan for Development Unit 2 to reflect a reduction in overall density. The Master TIA analyzes the entire Cadence development plan based on maximum allowable densities and estimates traffic generation and traffic distribution and establishes lane configurations and traffic control needs both internal to Cadence and at adjacent intersections and roadways. No changes in density or anticipated land uses are proposed with Development Unit 1 Phase 2 and an update to the Master TIA is not required.

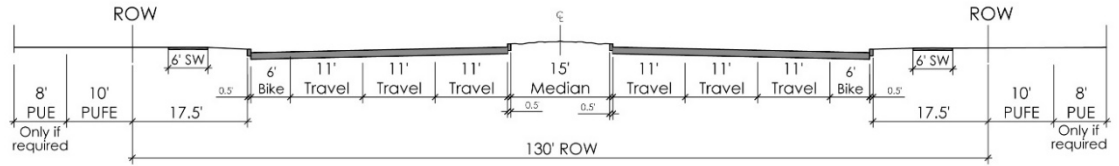
## Community Street Cross Sections

Specific street cross sections for Cadence were approved as part of the Cadence Community Plan. Updated cross sections were included with the Development Units 2 and 4 DUPs to provide additional development options for the Community Collector and Local Streets. Specifically, these cross sections provide an option where the right-of-way is located back of curb (See [\*Exhibit 4.2.1 – Community Cross Sections\*](#)). Project specific implementation of the alternate cross sections is subject to review and approval by the City Engineer or designee pursuant to Chapter 3.12(c) of the Cadence Community Plan.

## Exhibit 4.2.1 – Community Street Sections

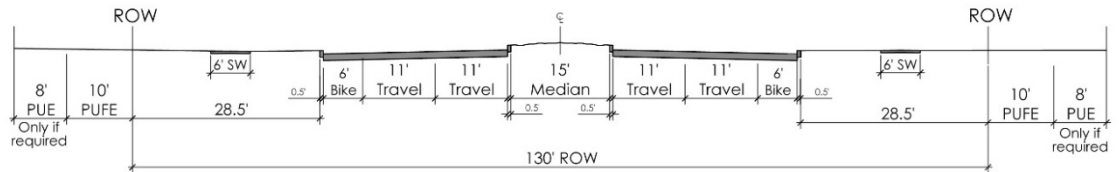
### A2

Arterial Roadway  
(6 Lane)  
Williams Field Road  
& Crismon Road



### B1

Arterial Roadway  
(4 Lane)  
Crismon Road

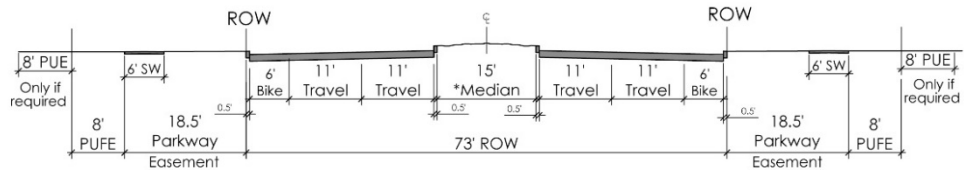


### C

Community Collector  
(4 Lane)

\*Medians may be located within a private tract with a PUE or Parkway Easement in certain locations upon review and approval by the Engineering Department.

\*\* Parkway width may vary when sidewalk is detached.

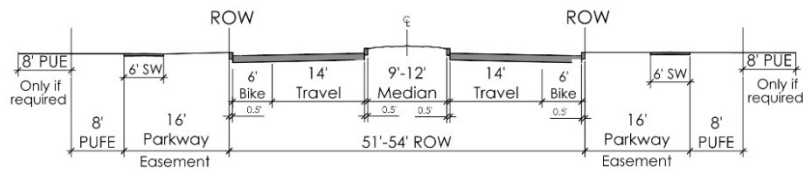


### D

Community Collector Road &  
Neighborhood Entry (2 Lane)

\*Medians may be located within a private tract with a PUE or Parkway Easement in certain locations upon review and approval by the Engineering Department.

\*\* Parkway width may vary when sidewalk is detached.

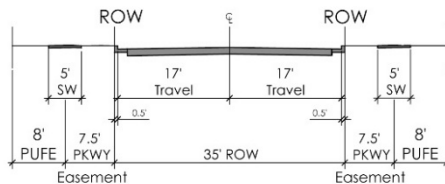


### E

Local Street

\*On Street Parking Allowed

\*\* Parkway width may vary when sidewalk is detached.

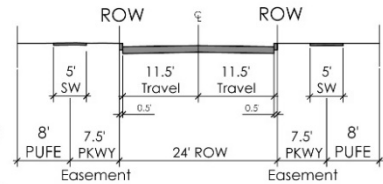


### F

Local Street

\*\* Parkway width may vary when sidewalk is detached.

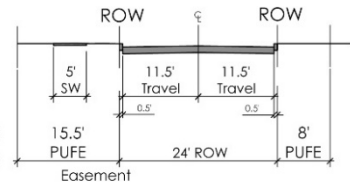
On Street Parking not allowed



### G

Local Street

On Street Parking not allowed



## Section 4.3 | Social Spaces, Parks and Trails

Cadence is planned to be designed with a series of parks, social spaces and open space areas designed to serve as the social nucleus of the community. The community spaces reinforce neighborhood structure and community identity by providing important public and private activity centers and gathering spots that are connected by a comprehensive system of pedestrian linkages. Commercial and mixed-use areas within Cadence will include open space areas, plazas, community spaces and other resident serving amenities such as direct pedestrian linkages to the larger trail and open space system. Any residential development within Cadence will include open space areas, parks, community spaces and other resident serving amenities such as direct pedestrian linkages to the larger trail and open space system as appropriate for the specific product type. Development within the residential neighborhoods within Cadence have been designed to generally be within 300 feet of a park, open space or trail connection. Open spaces and community social spaces within commercial and mixed-use areas will be incorporated as appropriate based on the specific uses developed. Social spaces, pedestrian nodes, outdoor dining and seating areas will be incorporated throughout the commercial and mixed-use areas within DU1 Phase 2, including connectivity to the larger pedestrian network throughout Cadence. Depending on the land uses developed, some or all of the following types of parks and open spaces will be developed within DU1 Phase 2: i) Focal Parks, ii) Neighborhood Parks, iii) Pocket Parks, iv) Social Gathering Areas, v) Community Plazas and vi) Trail and Paseo Network.

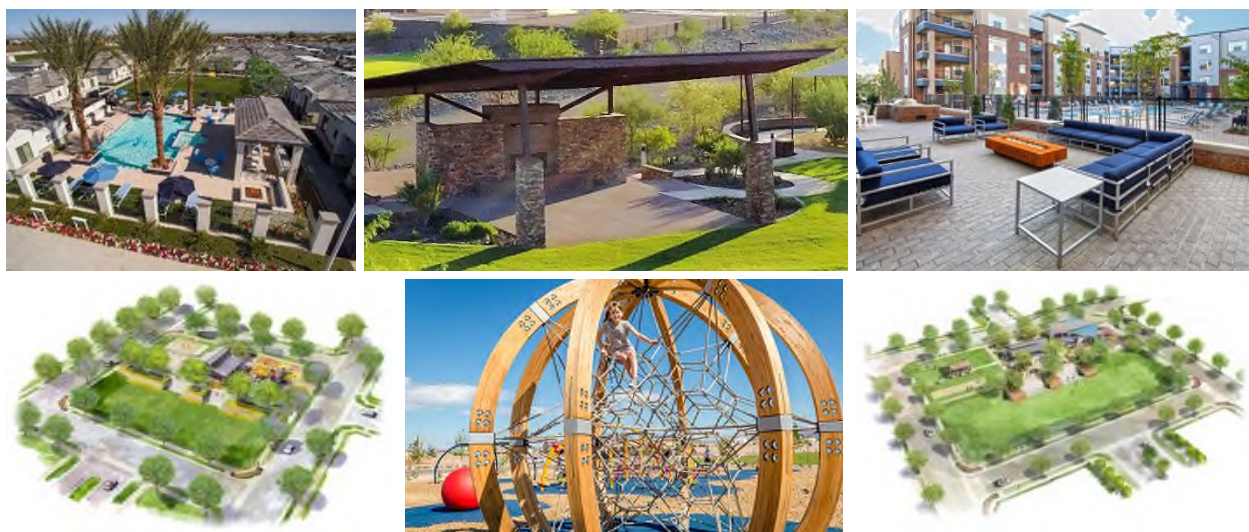


## **Focal Parks**

Two Focal Parks are located within the Development Unit 1 adjacent to the roundabouts on the view termini of the community collector, Cadence Parkway. The Focal Parks are passive open space areas that serve an important role as signature community identification elements in concert with the iconic roundabouts along Cadence Parkway. The Focal Parks will be accessible through pedestrian linkages, community streets, and linear park and paseo trails and will have passive landscaped open spaces and may include a street side trail and informal seating areas.

## **Urban Residential Neighborhoods - Social Gathering Areas**

Urban Residential Neighborhoods within DU1 Phase 2 will include Social Gathering Areas designed to be the outdoor “living room” for individual development projects and designed to serve the needs of surrounding residents. Each project within an Urban Residential Neighborhood will include park areas, plazas, playgrounds, social gathering spots or other types of amenities of an appropriate size, number and scale to match the type of development. These areas will play an important role in establishing the social fabric of the community and should have a strong presence by utilizing design concepts such as open edges, streets or sidewalks ringing the open space area, residences or buildings fronting on open space areas and generous uses of trees, landscaping and other shade elements. Generally, Social Gathering Areas, similar to Neighborhood Parks in Residential Neighborhoods, will be located near community entries or along other view corridors. Amenities within these areas may include passive amenities such as seating, fountains, fire pits or shade structures and active amenities such as play structures, bocce ball or sport courts, dog parks or multi-purpose lawn areas and outdoor kitchen facilities. Social Gathering Areas may also include community center facilities or buildings if appropriate for the type and scale of development. There is no prescriptive formula for the type or number of amenities, but instead these items will be selected as appropriate for the scale and type of development.





## **Residential Neighborhoods – Neighborhood Parks and Pocket Parks**

Traditional Residential Neighborhoods developed within DU1 Phase 2 will include Neighborhood Parks and Pocket Parks as amenity areas. These parks are often located at the view termini of neighborhood entries or other key connectivity corridors. Neighborhood Parks range in size from one to four acres and will be developed within any traditional Residential Neighborhoods developed within DU1 Phase 2. Neighborhood Parks will act as neighborhood gathering spots and social centers. The Neighborhood Parks will be strategically located at neighborhood entries or at central locations within neighborhoods and will act as a strong identification element for each neighborhood. Importantly, residential homes will be designed and sited to front onto the Neighborhood Parks so that the parks become a natural extension of private open space areas and integral to the social structure of each neighborhood.

Pocket Parks are used within Residential Neighborhoods as a complement to Neighborhood Parks and will function as intimate open space areas designed to serve individual neighborhoods. Pocket Parks will generally be  $\frac{1}{4}$  to  $\frac{1}{2}$  acre in size and located near secondary neighborhood entries or adjacent to linear parks and paseos. All pocket parks will have passive open spaces and may include open turf areas and desert planting.

### ***Potential Recreational Uses***

Neighborhood Parks will be individually designed for each neighborhood and will include some combination of passive open spaces, ramadas, shade structures, playground areas, open turf play areas and sport courts. Other unique amenities may include outdoor dining areas, formal and informal seating areas and community gardens. Pocket Parks will be more passive in nature, but could include small play structures, formal and informal seating areas, open turf areas and community gardens.

### ***Sidewalk and Trail Connections***

Neighborhood Parks and Pocket Parks will be connected to the larger open space and trail system and accessible through pedestrian linkages, residential streets, and linear park and paseo trails. Connections to the larger community will be made through on-street sidewalk and off-street trail connections to the arterial roadway network.

### ***Parking***

Larger Neighborhood Parks will include parallel parking on the street at the perimeter of the park. Smaller Neighborhood Parks and Pocket Parks that are located in close proximity to adjacent residential will not include dedicated parking areas.

## **Non-Residential and Mixed-Use Areas - Community Plazas**

Commercial and mixed-use development areas within DU1 Phase2 will be designed to include appropriately scaled plazas, outdoor patios, pedestrian nodes and open space areas that will serve as both formal and informal community gathering spots. Community plazas will be both active and passive and may include

elements such as seating areas and shade, outdoor dining amenities, water elements and gardens, or simple hardscape. Community Plazas will be designed to contribute to an active streetscape and a sense of place and should benefit both the commercial tenants and the general public. Outdoor plazas may incorporate outdoor furniture and other amenities. Design components should be compatible with the project architecture and site design of the balance of the Cadence community

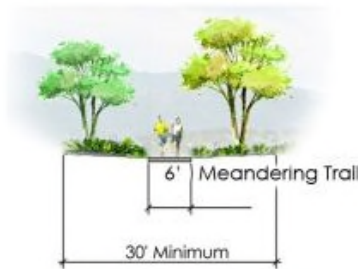


### **Pedestrian Connectivity – Trail and Paseo Network**

A continuous system of landscaped on-street sidewalks, and off-street trails and paseos will provide interconnectivity throughout the Cadence and will extend and enrich the community-wide parks and open space system. Within Development Unit 1, Cadence Parkway is the primary pedestrian corridor and includes a comprehensive on-street sidewalk system designed to ensure uninterrupted connectivity throughout the community and to destinations outside of Cadence. The Cadence Parkway pedestrian network will be enhanced with connections to the internal sidewalk and trail systems within the Residential Neighborhoods, Urban Residential Neighborhoods and commercial or mixed-use centers developed within Development Unit 1. A transitional connection will be established between the Freeway Paseo Trail within Development Unit 2, the Cadence Parkway pedestrian pathway and the internal pedestrian networks within individual developments. The Freeway Paseo Trail terminates at DU1 Phase 1 and transitions to a more urban pedestrian sidewalk and connectivity system. The trail types that may be utilized in DU1 Phase 2 include Internal Road Trails, Perimeter Road Trails, and Community Paseo Trails.

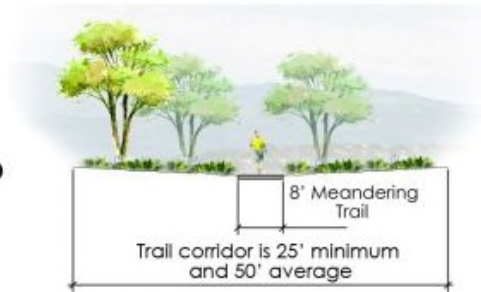


### Community Paseo Trail



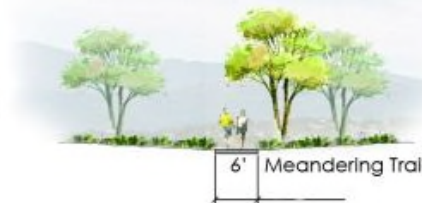
The Community Paseo Trail will serve as off street, non-vehicular connections through the community. This trail system serves to physically and visually tie the various neighborhoods and Development Units together while also providing regional open space connectivity. The internal paseo trail network will be designed to provide safe and convenient connections between open spaces and land uses.

### Freeway Paseo



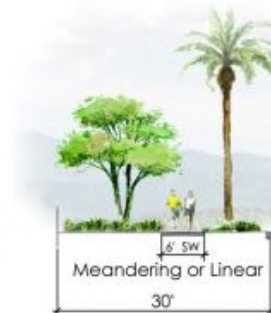
Freeway Paseo Trails will predominately serve as a passive open space buffer trail. This trail system serves to physically tie the freeway adjacent neighborhoods together while also providing regional open space connectivity. The Freeway Paseo trail network will be designed to provide safe and convenient connections between open spaces and land uses.

### Community Park Trails



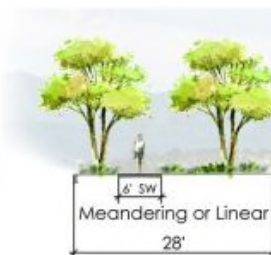
Meandering Community Park Trails work directly with all of the Community Park designs. This trail system serves to physically tie the park system to the adjacent neighborhoods and paseo trail connectivity. Park trails will be designed to provide safe and convenient connections between open spaces and land uses.

### Internal Road Trail



The Internal Roadway Trails connect all community neighborhoods and land uses along the Community Collector Roads. All Parks, paseos, and neighborhoods can be accessed by the linear pathways. The trails will be placed between formal landscape areas to provide shade in a safe pedestrian environment.

### Perimeter Road Trail



Perimeter Road Trails connect to nearby communities and meander along major arterial or collector roadways. This trail system may connect to neighborhoods and paseo trails adjacent to the major roadways.

## Conceptual Pedestrian Trails

## Section 4.4 | Architectural Design and Character

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Building architecture plays an important role in creating the backdrop for the public places and the streetscape within the Cadence community, but is equally important in establishing the overall community identity. Architecture within Cadence will promote core architectural values that place strong emphasis on function, timelessness and visual appeal.

The core architectural values for Cadence - Function, Timelessness and Visual Appeal - will be employed in the design of all structures within the community as implemented through the following architectural design concepts. Architectural diversity is strongly encouraged throughout the community. There is no singular architectural style that is representative of Cadence's architectural vision. Specific development standards for each land use and building type are located within the Cadence Community Plan. Compliance with these guidelines and the additional requirements of the Cadence Community Plan related to architectural design will be evaluated during Home Product Review for single residence homes and during Site Plan Review for all other buildings.

### 4.4a Multiple Residence Architectural Design Concepts

Multiple residence and residential mixed-use buildings are encouraged in transitional locations throughout Cadence, adjacent to vehicular thoroughfares, and within mixed-use areas. Multiple residence development may encompass a wide variety of development forms including higher density single-residence (attached or detached), bungalow or villa style single-residence for rent, or more traditional high density, multi-story residential apartments or condominiums. Multi-residence development is envisioned as an integral part of the overall community fabric and will continue the fabric of pedestrian friendly streets and provide an appropriate scale transition to single-residence neighborhoods. Clustering of multiple residence structures will help create activity centers and density of residents necessary to support commercial, restaurants and other amenities in designated mixed-use centers. The specific design guidelines and development standards governing multiple residence structures are included within Section 7.8 the Cadence Community Plan. The following architectural design concepts should be employed where appropriate for the specific type of multi-residence development.





### Building Entries

- Primary entryways should be clearly identifiable and connected to the larger pedestrian network by a clearly defined walkway. Entryways should incorporate signifying elements such as landscaping, porches or courtyards and canopies or other shade elements.
- The primary entryway for residential units or buildings that front a public street or access way should be accessible from the street or access way.
- Ornamental low-level lighting should be incorporated along pedestrian paths and entrances for security.

### Form and Massing

- Unique building materials, accent colors or other design elements should be utilized at buildings corners to articulate the façade and create visual interest.
- Variations in building height, building orientation, building form or architectural treatment should be employed to prevent a static and repetitive streetscape.



- Buildings should be appropriately scaled to enhance the pedestrian environment. Multi-story buildings should incorporate varied roof lines at the upper floors through the use of sloping roofs, modulated building heights, gables, dormers, and innovative architectural techniques such as rooftop patios or other architectural enhancements.

### **Building Façade**

- Employ architectural details to enhance scale and interest by breaking up the facade into distinct planes.
- Provide windows on building facades that front on public streets, private driveways, and internal pedestrian pathways.
- Utilize different textures, colors, materials, distinctive architectural treatments and landscape screening elements to add visual interest while avoiding blank facades.
- Changes in material should be purposefully employed and in a manner corresponding to variations in building mass.
- Windows and balconies should be designed such that they enhance privacy for individual residents.

### **Private Outdoor Spaces**

- Private outdoor spaces for each residential unit should be sized to create usable spaces may take the form of small interior yards, balconies, courtyards and roof decks.
- Private outdoor spaces should be designed to maximize privacy.

## 4.4b Single Residence Architectural Design Concepts

Traditional single residence neighborhoods within DU1 Phase 2 will employ the following architectural design guidelines. Additional development standards governing single residence development are included within Section 7 the Cadence Community Plan.



**Street Presence.** Homes will be designed as distinctive buildings that compose, as a group within an individual block, a cohesive street presence. Homes must be well detailed and articulated, and will incorporate the following design concepts:

**Front Elevations.** Front elevations must incorporate a combination of the following design elements sufficient to achieve the overall architectural design goals of Function, Timelessness and Visual Appeal:

- Front elevation outdoor living spaces, such as a front porch, patio or entry courtyard.
- Garage located within the rear half of the lot.
- Traditional roof forms such as sloping roofs with gables, hips and dormers or flat roofs forms that respect regional architectural heritage.

- A principal or feature window that is recessed a minimum of 12" behind the plane of the wall in which the window is located.
- A signature architectural or design element that provides unique identity to the home, such as a focal front entry, highly detailed window treatment and articulation, or unique garage door design or treatment.

#### **Side Elevations.**

- Side elevations of homes adjacent to streets or community open space areas, such as neighborhood parks, shall be one story in height. Alternatively, for two-story homes, such side elevations may have a one-story element along the exposed lot line and the length of the one-story element should be at least 25% of the total side elevation length.
- If more than 25% of a side elevation is exposed and not screened by a solid wall, then the side elevation shall include upgraded architectural details consistent with those required for the front elevation.
- Door and/or window openings are required on side elevations and shall be articulated.

#### **Rear Elevations.**

- Rear elevations adjacent to streets or community open space areas shall include articulation to the building mass that consists of a minimum of one of the following:
  - Variation in roof planes.
  - Second story balcony or roof deck with or without a roof element. Roof elements must be consistent in design with the main portion of the building.
  - Covered patio with a roof treatment consistent in design with the main portion of the building.
  - Principal or feature window.
- Two-story rear elevations next to streets or community open space shall have architectural treatments consistent with the front elevation.
- Door and window openings are required on rear elevations and shall be articulated.

#### **Corner Lots.**

- Homes on corner lots must be sited and designed to present an attractive elevation to both street frontages employing design strategies that include landscaping elements, house massing, architectural detailing, and wrap-around porches.

- Perimeter wall fences on corner lots that encompass part of the side yard shall not be closer than 20 feet to the front elevation.
- A landscape area is required between a perimeter wall fence on a corner lot and the adjacent public sidewalk and street.

**Terminus Lots.** Homes on lots that terminate streets or view corridors should be designed to take advantage of site-specific conditions and should be particularly well composed and articulated.

**Garage Treatment.** Garage doors are an architecturally important element of the home. Design treatments such as stepping back garage doors from the main front elevation, splitting up garages, articulating garage doors, and creatively addressing where cars are parked can help minimize the dominance of the garage, but also incorporate the garage as a meaningful component of both the building and the streetscape. Specific standards regarding garage door setbacks are included in Section 7.7(a)(i).

- The architectural design of garage doors must contribute to a visually interesting street frontage.
- Garage door treatments must reflect the architectural style of the home.
- A variety of compatible garage door designs must be utilized throughout an individual neighborhood block to contribute towards streetscape diversity.
- All garage doors must be recessed a minimum of 12" from the face of the exterior of the garage wall. Pop outs may not be used to achieve the 12" recess.
- No more than two garage doors may face the street, although one may be a two-car garage door. Additional garages must be side loaded or set behind the front façade of the home.
- Garage doors should not be a dominant design features and shall generally comprise less than 50% of the front façade of a house.

#### **Front Porches, Courtyards and Public Spaces.**

- Utilize shaded, usable front porches, patios or entry courtyards to encourage activity within the public realm of the front yard and that contribute meaningfully towards creating a socially interactive street. Specific requirements for useable outdoor open space are in Section 7.4(b) of the Cadence Community Plan.
- Encourage house designs that have active use areas at the front of the house to increase use of the front porch, patio, or courtyard.

#### **Variation and Diversity.**

- Each block shall contain a variety of floor plans and building elevations to create a diverse streetscape. A minimum separation of at least three lots should be maintained for any

model with similar elevation, colors or materials. A minimum of three different floor plans and three different architectural styles must be offered for each product line.

- A mix of single, one and one-half, and two-story buildings should be integrated within each block.
- A mix of materials, colors and façade treatments shall be employed within each residential neighborhood block. A minimum of three distinct color schemes must be offered for each architectural style.

**Roof Forms.** A variety of roof forms and roof materials will be used within each block length to promote diversity within the streetscape. Roof forms should be functional and purposeful in design.

- A wide variety of roof materials is encouraged. Roof materials such as mission, barrel or s-tiles and standing seam metal roofs are encouraged. Flat roofs are allowed if respectfully designed in response to regional architectural character. A minimum of two different roof tile options in at least two different color schemes must be offered for homes with tile roofs.
- Pitched roofs pitches should range from 3:12 to 8:12, but any other desired pitch is allowed. Flat roofs must have a minimum 24" parapet wall. Rake and eave overhangs must be a minimum of 24".
- Flat roofed areas, which may include roof parapet patios, must be internally drained, or surfaced drained behind a parapet wall to an area not visible from the street. Scuppers or continuous openings for sheet flow are not allowed if visible from the street.
- Rooftop equipment is not allowed in single-residence structures (except for photovoltaic and solar water heating systems) and must be architecturally integrated within the volume of the building and not visible from public streets.
- Photovoltaic and solar water heating systems are encouraged and should be integrated into the roof or building form through color, pitch or distance above the roof surface.

**Building Height and Massing.** Building height and massing must be designed to reinforce a cohesive and visually interesting streetscape by incorporating the following design techniques.

- Changes in volume, building plane, sloping roofs or porches should be used to reduce the perceived scale of the structure.
- Basic architectural shapes and volumes, and uncluttered architectural details are encouraged.

**Building Materials and Color.**

- Building materials and colors should reflect the architectural character or historical reference of the home.
- Variety in buildings materials and colors is encouraged within a neighborhood, but should also compliment the natural desert environment. A minimum of three distinct color schemes must be offered for each architectural style.
- A simple and harmonious application of materials is encouraged. Materials changes should occur when there is a change in volume or plane, or other logical change.



#### 4.4c Non-Residential Architectural Design Concepts

Non-residential buildings within DU1 Phase 2 may comprised of neighborhood-serving or regional commercial and employment uses and community amenities or may include more intense mixed-use development. Non-residential uses are expected to extend the pattern of meaningful open space and pedestrian areas that are a hallmark of community design within Cadence. Non-residential site planning and building design should contribute meaningfully to the creation of distinctive sense of place. Site design will strongly focus on “placemaking,” or creating a unique sense of place, as a primary design goal. Commercial site design principles will create the structural skeleton and framework for the overall streetscape within DU1 Phase 2 and will place emphasis on creating large scale patterns of urban form along with well-organized pedestrian and vehicular activities that minimize conflict. Commercial site design principles will reinforce planning and design objectives for the surrounding community and neighborhood. Examples include the provision of interconnected open space, definition of visual gateways, safe pedestrian interconnections and direct vehicular linkages. Commercial site design principles will be used to enhance the roadway circulation system by providing well-organized on-site circulation as well as safe access points that do not inhibit primary roadway vehicular circulation. Specific development standards for non-residential land uses are included within Section 8 of the Cadence Community Plan. The following architectural design concepts must be addressed for all non-residential development.



## **Cohesive Site Design**

- Buildings will be designed to contribute to the larger spatial composition and identity of the overall development.
- A clear pattern of streets and pedestrian corridors should be used to break down the scale of the project and to provide pedestrian, bicycle and vehicular linkages to adjacent activity areas.
- Surface parking lots should be designed as outdoor “rooms” that are spatially defined by buildings, open space areas and other site features and should generally be located to the sides and rear of buildings.
- The pattern of streets and surface parking should allow for intensification of the site over time.
- Continuous pedestrian pathways will be provided to connect all development components and with the sidewalks along the public streets. Active ground level uses will be oriented towards the pedestrian ways and sidewalks.
- Plazas, courtyards, pocket parks, and other open space areas will be designed as an integral part of the development to promote a pedestrian friendly community and create active gathering places.
- Service and loading areas must be oriented away from public and pedestrian intensive areas, and screened from public view.

## **Building Facades and Elevations**

- Brand buildings or formulaic “stand-alone” solutions are strongly encouraged to incorporate design themes consistent with the overall project design theme and should also include strong landscape and other streetscape or design elements that help integrate the building into the surrounding development pattern.
- Buildings should have a clear architectural relationship with one another, employing common high-quality building materials or architectural elements, while creating diversity and interest.
- Buildings must include four-sided architecture. Window trim, window recesses, cornices, belt courses, changes in material, or other design elements, should be incorporated into the façade to create an integrated composition. Architectural features of the front façade shall be incorporated into the rear and side elevations.
- Building entries should be easily identifiable and carefully placed in conjunction with the overall pedestrian pathway system.
- Building elevations should employ awnings, canopies, recesses or arcades to provide shade and shelter, and create architectural interest across the length of the building.
- Retail buildings should include transparent storefronts and display windows to create visual interest.

- Small-scaled retail or other ‘storefront’ design features are encouraged along the face or side of larger retail structures, such as big box users, to promote diversity and promote a pedestrian scale.
- Vary exterior building walls in depth and/or direction. Building walls shall exhibit offsets, recesses, or projections with enough depth to create shadow lines and interest, a repeated pattern of offsets, recesses, or projections of smaller depth in a well-integrated composition.

### **Roof Form**

- Provide architectural interest at the skyline and accentuate appropriate building elements. Vary building height so that a significant portion of the building has a noticeable change in height; or roof forms are varied over different portions of the building through changes in pitch, plane, and orientation.

### **Building Form and Massing**

- Buildings should be appropriately scaled to create pedestrian friendly and inviting public spaces.
- Building mass should be broken up to reduce the visual impact of larger buildings. Variations in building mass should be used to create an attractive, pedestrian friendly building elevation at the street level.
- Unless constrained otherwise, buildings should have a strong visual and pedestrian relationship to the street and should be clustered around and connected to public space.
- Where buildings are required to be set back from the street, such as large scale commercial buildings, a strong pedestrian connection should be provided to the street edge to promote connectivity to the community pedestrian connectivity system.

### **Adaptable Design**

- Building design should be flexible to accommodate resource efficient change over time and permit reuse by other tenants. Highly specialized buildings suitable for only one tenant are discouraged.

### **Automobile Service Station Design Guidelines**

The following Automobile Service Station Design Guidelines replace and supersede any Automobile Service Station Design Guidelines included within the Cadence Community Plan.

**Architecture.** The intent of the following architectural guidelines is to encourage creative architecture that is responsive to local and regional context and contributes to the aesthetic identity of the community.

- Building design should take into consideration the unique qualities and character of the surrounding area (refer to the Cadence Community Plan for additional information).
- Building elements that speak to the desert environment and climate, such as, architectural shade devices, a strong relationship to the ground plane, deeply recessed windows and the use of materials and textures that are associated with the region are encouraged to define the project identity with the Arizona Sonoran Desert.
- Buildings that derive their image solely from applied treatments intended to promote corporate identity are discouraged.
- The design of stand-alone automobile service stations and convenience stores should conform to the dominant existing or planned character of the surrounding neighborhood. This can be accomplished through the use of similar forms, materials and colors.
- The design of a facility that occupies a pad or portion of a building within a larger commercial center should be designed to reflect the design elements of that center.
- Building accents should be expressed through differing materials and/or architectural detailing and not through applied finishes such as paint.
- Building colors should emphasize earth tones. The use of highly reflective or glossy materials should be limited and will not be appropriate in all contexts.
- All display items for sale should occur within the main building or within designated areas that are screened from public streets.

***Canopy Design.***

- Integration of canopy to building and site walls is desirable. Multiple canopies or canopies that express differing architectural masses are encouraged.
- Canopy height, as measured from the finished grade to the lowest point on the canopy fascia, should not exceed 13'- 9". The clearance height of canopies should be clearly indicated on the structure or through use of a headache bar. The overall height of canopies should not exceed 17'.
- Canopy ceiling should be textured or have a flat finish, glossy or highly reflective materials are not recommended.
- Lighted bands or tubes or applied bands of corporate color are discouraged.

***Pump Islands.*** Pump island designs should be well organized and consolidated to minimize visual clutter. Pump island components consist of:

- Fuel dispensers
- Refuse containers
- Automated payment points
- Safety bollards
- Other appurtenances

- # CANOPY AND PUMP ISLANDS
- HEIGHT RELATIONSHIPS:
- 
- The diagram illustrates the vertical dimensions of a gas station canopy and pump island. A vertical scale on the right indicates heights from 0 to 17 feet. Key height markers include: 0' (Curb), 5' (Automobile), 13'-6" (Bottom of Fascia), 15' (Ceiling), and 17' (OVERALL HEIGHT). The canopy structure is shown with a flat top and a sloped fascia. The pump island is positioned under the canopy. A fuel dispenser and payment point are shown on the pump island, with a trash receptacle and window wash area below it. A person is shown standing next to a car at the pump. A note indicates that the opaque light lens should be flush with or recessed in the ceiling, with a maximum depth of 12 inches.
- OVERALL HEIGHT
- 17'
- 15' Ceiling
- 13'-6" Bottom of Fascia
- Motor home (Typical)
- 10'
- 5' Automobile
- Bollards
- 0' Curb
- 12" Max
- OPAQUE LIGHT LENS FLUSH WITH, OR RECESSED IN, CEILING
- FUEL DISPENSER AND PAYMENT POINT
- TRASH RECEPTACLE WINDOW WASH

***Landscape Design.*** Landscaping should be integral to the overall design concept and should be carefully planned to serve more than one purpose. The intent of these guidelines is to ensure that landscape design contributes to the overall appearance and function of the site.

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- Landscaping should be provided near the primary building to anchor it to the surrounding environment and to soften the structure. In-ground landscaping should comprise the majority of the landscaping requirement. Raised planters are acceptable when designed to accentuate the architecture and or create pedestrian seating areas.
- Trees should be used throughout paved areas and along pedestrian pathways to provide shade, to reduce heat build-up and to cut glare.
- A landscape buffer should be provided to buffer and screen facilities uses from any adjacent residential uses.
- Landscaping shall comprise a minimum 10 percent of the site area, exclusive of required setbacks, and include an irrigation system that is permanent, below-grade, and activated by automatic timing controls.

**Lighting.** Site lighting of automobile service stations and convenience stores should enhance the visual environment for users while providing the following: illuminance levels appropriate for the visual task, reasonable uniformity ratios, and minimal glare and light trespass.

- Avoid competing light levels and maintain balanced light levels on-site and between adjacent properties. The exterior lighting design must take into account the background lighting levels, lighting from other sources, and characteristics of the surrounding area.
- Recommended illuminance level guidelines and uniformity ratios established by the Illumination Engineering Society of North America (IESNA) in the most current IESNA Recommended Practice or Design Guide should also be incorporated for lighting designs.
- Direct and reflected glare and excess site brightness should be minimized.
- Minimize light trespass beyond property lines. The maximum horizontal illuminance at grade and the maximum vertical illuminance at five feet above grade should not exceed IESNA recommended practice for light trespass.
- Canopy Lighting Maintained average horizontal illuminance at grade (directly under the canopy) should not exceed 30 foot-candles and should conform to IESNA recommended practices. On properties subject to the Environmentally Sensitive Lands (ESL) overlay, the maintained average horizontal illuminance at grade should not exceed 20 foot-candles and should conform to IESNA recommended practices.
  - All luminaires should be a full cut-off design, aimed downward and away from the property line.
  - Maintained average horizontal illuminance at grade should not exceed 5 foot-candles and should conform to IESNA recommended uniformity ratios. On properties subject to the Environmentally Sensitive Lands (ESL) overlay, the maintained average horizontal illuminance at grade should not exceed 2.5 foot-candles and should conform to IESNA recommended practices.



- All luminaires should be recessed or shielded so the light source is not directly visible from the property line.

**Location.** Maximum number of Automobile Service Stations permitted at an intersection is a total of two.

**Minimum Frontage.** Minimum frontage of 100 feet is required on each adjacent public street.

**Screening.** Any service bays for accessory vehicle repairs shall be screened in accordance with the requirements of Automobile/Vehicle Repair, Minor in Chapter 9.6(b) as set forth in the Cadence Community Plan.

**Signage/Corporate Identification.** Automobile Service Station and convenience store signage plans should reflect a balance between allowing adequate signage for business identification while protecting the visual aesthetic of the Cadence streetscapes. Other forms of branding or business identity not falling under the sign ordinance will be viewed as architectural elements and features.

- Business identity, either by awnings, accent bands, paint or other applied color schemes, signage, parapet details, or materials should not be the dominant architectural feature. The architecture of the building should be viable and appropriate for its location and use regardless of the business identity.
- All signage should be architecturally integrated with their surroundings in terms of size, shape and lighting so that they do not visually compete with architecture of the building and design of the sight. Signs should be integrated such that they become a natural part of the building façade.
- When multiple corporations share one site, signs should be integrated as one unit to create shared identity for the property to the extent permitted by the ordinance or be located and/or designed as a package where signs do not visually compete with each other.
- Ground mounted monument signs are encouraged over canopy fascia signs.
- New construction design should anticipate signage. Designs should provide logical sign areas, allowing flexibility for new users as the building is re-used over time.
- Signs composed of individual letters are encouraged. Back lit or indirectly lit individual letters are desirable.
- Visible raceways and transformers for individual letters are discouraged.

## Section 4.5 | Landscape Character

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### Landscape Character

The landscape character envisioned for the Cadence consists of a balanced blend of lush, desert appropriate plant materials arranged in formal and informal patterns along straight and meandering sidewalks, with emphasis on shade and color along the street. Landscape design will be integrated with building design and take into consideration the intended use of the space.

#### **Yard and Common Area Landscaping**

Front yards and common areas, in both single and multi-residence developments, serve a dual function and deserve particular attention. These spaces act as both habitable outdoor space for residents and as a visual amenity for the neighborhood and passers-by. Landscaping in these areas should be visually interesting, sustainable, and relatively easy to maintain. Turf grass should be used strategically for limited visual effect or functional purposes. Shade trees may be used to screen blank building facades and shade driveway and parking areas. A diversity of desert appropriate plants is encouraged to provide seasonal color, texture, foliage interest and screening capabilities. Trees within front yards should be located to maximize canopy coverage and shade potential.

#### **Shading of Southern and Western Walls**

Trees should be used on southern and western wall exposures to maximize shading of buildings. Trees selected for such use in these areas will be ones whose typical mature height will be sufficient to provide shading.

#### **Open Space and Amenity Area Landscaping**

Landscaping in parks, open spaces, amenity areas and along pedestrian corridors should include a diversity of desert appropriate plants materials and strategic use of trees to create nodes of shade. Turf should be used only where functionally appropriate for event lawns or playfields, useable open spaces and as a complement to shaded nodes.

#### **Groundcover**

All exposed and unpaved natural soil within developed areas will be planted with turf, groundcover or covered with decomposed granite. Turf will be sensitively used in deference to the desert environment, but may be strategically used as part of the community streetscape and at community entries as well as within both passive and active open space and recreation areas.

## Streetscape Furniture

Benches, trash receptacles, shade structures, landscape lighting and paving materials contribute significantly to the character and amenity of the public environment. These elements will be incorporated where appropriate along community streets and in public areas. A consistent style of public streetscape elements will be used throughout Cadence to reinforce the overall community theme.



## Landscape Standards

The specific landscape standards for use throughout Cadence are included in Chapter 14 of the Cadence Community Plan. These standards include minimum plant sizes and quantity, standards for parking area landscaping, foundation base landscaping and streetscape landscaping.

## Landscape Plant Palette

The following plants are approved for use in all areas throughout Cadence.

### TREES

#### BOTANICAL NAME

#### COMMON NAME

Acacia aneura 'Mulga'

Acacia Aneura

Acacia greggii

Catclaw

Acacia rigidula

Blackbrush Acacia

Bachcharis salicifolia

Seep Willow

Callistemon viminalis

Bottle Brush Tree

Carya sp.

Pecan

Celtis reticulata

Canyon Hackberry

Cercidium (see Parkinsonia)

Palo Verde

Chilopsis linearis

Desert Willow

Chilopsis linearis 'Bubba'

Desert Willow

Chilopsis linearis 'Lucretia Hamilton'

Desert Willow

Chilitalpa tashkentensis

Chilitalpa

Cupressus arizonica

Arizona Cypress

Dalbergia sissoo

Indian Rosewood

Franxinus uhdei (Wenzig) Lingelsh

Shamel Ash, Tropical Ash

Franxinus velutina

Arizona Ash

Fraxinus velutina 'Bonita'

Bonita Ash

Fraxinus velutina 'Fan-tex'

Fan-tex Ash

Gleditsia tricanthos inermis

Honeylocust

Jacaranda acutifolia / Jacaranda mimosifolia

Jacaranda

Juglans major

Arizona Walnut

Juniperus monospermus

One Seed Juniper

Olea europea 'Wilsonii'

Wilsonii Fruitless Olive

Olneya tesota

Ironwood

Parkinsonia floridum

Blue Palo Verde

Parkinsonia hybrid 'Desert Museum'

Desert Museum Palo Verde

Parkinsonia microphyllum

Foothills Palo Verde

<i>Pinus eldarica</i>	Afgan Pine, Eldarica Pine
<i>Pinus halepensis</i>	Aleppo Pine
<i>Pistacia atlantica</i> x <i>Intergerrima</i>	Red Push Pistache
<i>Pistacia vera</i> L.	Pistachio
<i>Populus fremontii</i>	Cottonwood
<i>Prosopis glandulosa</i>	Honey Mesquite
<i>Prosopis</i> hybrid 'Phoenix'	Phoenix Mesquite, Argentine Mesquite, Thornless South American Mesquite, Chilean Mesquite
<i>Prosopis pubescens</i>	Screwbean Mesquite
<i>Prosopis velutina</i>	Velvet Mesquite
<i>Quercus emoryi</i>	Emory Oak
<i>Quercus virginiana</i>	Live Oak
<i>Rhus lancea</i>	African Sumac
<i>Salix exigua</i>	Coyote Willow
<i>Salix gooddingii</i>	Goodding's Willow
<i>Tipuana Tipu</i>	Tipu
<i>Ulmus parvifolia</i>	Chinese Elm
<i>Ulmus parvifolia</i> Allee	Chinese Elm Allee, Chinese Elm Bosque
<i>Vitex agnus-castus</i>	Chaste Tree
<i>Brahea armata</i>	Mexican Blue Palm
<i>Chamaerops humilis</i>	Mediterranean Fan Palm
<i>Phoenix canariensis</i>	Canary Island Date Palm
<i>Phoenix dactylifera</i>	Date Palm
<i>Washingtonia filifera</i>	California Fan Palm, Hybrid Fan Palm (wide trunk)
<i>Acacia willardiana</i>	Palo Blanco
<i>Bauhinia blakeana</i>	Hong Kong Orchid Tree
<i>Bauhinia lunaroides</i>	Anacacho Orchid
<i>Caesalpinia cacalaco</i>	Cascalote
<i>Cercis canadensis</i> v. 'Mexicana'	Mexican Redbud
<i>Chorisia speciosa</i>	Silk Floss Tree
<i>Citrus</i> sp.	Citrus Tree
<i>Cordia boissieri</i>	Texas Olive
<i>Cupressus sempervirens</i>	Italian Cypress
<i>Diospyros texana</i>	Texas persimmon
<i>Fraxinus greggii</i>	Littleleaf Ash
<i>Nerium oleander</i> 'Sister Agnes'	Giant White Oleander
<i>Lagerstroemia indica</i>	Crape Myrtle
<i>Laurus nobilis</i>	Bay Laurel
<i>Pistacia lentiscu</i>	Mastic Tree



<i>Pithecellobium flexicaule</i>	Texas Ebony
<i>Pithecellobium mexicanum</i>	Mexican Ebony
<i>Pithecellobium pallens</i>	Tenaza
<i>Plantanus wrightii</i>	Arizona Sycamore
<i>Prunus armeniaca</i>	Apricot
<i>Prunus cerasifea</i>	Purple Leaf Plum
<i>Prunus persica</i>	Peach
<i>Pyrus calleryana</i> 'Bradford'	Bradford Pear
<i>Pyrus kawakamii</i>	Evergreen Pear
<i>Quercus suber</i>	Cork Oak
<i>Sophora japonica</i>	Japanese Pagoda Tree
<i>Sophora secundiflora</i>	Texas Mountain Laurel
<i>Thevetia peruviana</i>	Mexican Oleander

## SHRUBS

### BOTANICAL NAME

### COMMON NAME

<i>Abutilon palmeri</i>	Indian Mallow
<i>Acacia craspedocarpa</i>	Leather Leaf Acacia
<i>Alyogyne huegelii</i>	Blue Hibiscus
<i>Ambrosia abrosoides</i>	Giant Bursage
<i>Ambrosia deltoidea</i>	Bursage
<i>Anisicathus quadrifidus</i>	Mountain Flame
<i>Atriplex canescens</i>	Fourwing Saltbrush
<i>Atriplex lentiformis</i>	Quail Bush
<i>Buddleia marrubifolia</i>	Woolly Butterfly Bush
<i>Buxus m. japonica</i>	Japanese Boxwood
<i>Caesalpinia gilliesii</i>	Mexican Bird of Paradise
<i>Caesalpinia mexicana</i>	Yellow Bird of Paradise
<i>Caesalpinia pulcherrima</i>	Desert Bird of Paradise
<i>Calliandra californica</i>	Red Fairy Duster
<i>Calliandra eriophylla</i>	Native Fairy Duster
<i>Callistemon citrinus</i> 'Little John'	Little John
<i>Carissa grandiflora</i> 'Compacta'	Natal Plum
<i>Cassia artemisoides</i>	Silver Cassia
<i>Celtis pallida</i>	Desert Hackberry
<i>Cordia parvifolia</i>	Littleleaf Olive
<i>Dalea frutescens</i>	Black Dalea
<i>Dalea pulchra</i>	Indigo Bush

Dodonaea viscosa	Hopbush
Dodonaea viscosa 'Purpurea'	Purple-leafed Hopbush
Encelia farinosa	Brittlebush
Ephedra viridis	Mormon Tea
Ericameria laricifolia	Turpentine Bush
Euphorbia biglandulosa	Gopher Plant
Gaura lindheimerii	Whirling Butterflies 'white'
Hibiscus rosa-sinensis	Hibiscus
Hyptis emoryi	Desert Lavender
Jasminum sambac	Jasmine
Justicia californica	Chuparosa
Justicia spicigera	Mexican Honeysuckle
Larrea tridentata	Creosote
Leucophyllum sp.	Sage (small)
Leucophyllum sp.	Sage (large)
Leucophyllum frutescens	Texas Ranger
Leucophyllum frutescens 'Compacta'	Texas Ranger
Leucophyllum laevigatum	Chihuahuan Sage
Leucophyllum laevigatum 'Rio Bravo'	Chihuahuan Sage
Leucophyllum zygophyllum 'Cimarron'	Cimarron Texas Ranger
Lycium andersonii	Wolfberry
Lycium fremontii	Wolfberry
Myrtus boetica	Twisted Myrtle
Myrtus communis	Myrtle
Nerium oleander Dwarf	Dwarf Oleander
Nerium oleander	Common Oleander
Perovskia atriplicifolia	Russian Sage
Psilostrophe cooperi	Paperflower
Rhus ovata	Sugarbush
Rhus virens	Evergreen Sumac
Rosmarinus officinalis 'Huntington Carpet'	Upright Rosemary
Ruellia brittoniana	Ruellia
Ruellia peninsularis	Baja Ruellia
Russellia equisetiformis	Coral Fountain
Salvia coccinea	Scarlet Sage
Salvia greggii	Autumn Sage
Salvia leucantha	Mexican Bush Sage
Sambucus mexicana	Mexican Elderberry
Senna covesii	Desert Senna

Simmondsia chinensis	Jojoba
Tecomaria capensis	Cape Honeysuckle
Tecoma stans	Yellow Tecoma Stans
Tecoma stans 'Orange Jubilee'	Orange Tecoma Stans
Vauquelinia californica	Arizona Rosewood
Vigueria deltoidea	Goldeneye
Xylosma congesta 'Compacta'	Compact Xylosma
Ziziphus obtusifolia	Grey Thorn

## ACCENTS

### BOTANICAL NAME

### COMMON NAME

Agave americana 'Marginata'	Century Plant
Agave bovicornuta	Cowhorn Agave
Agave desmenttiana	Agave
Agave geminiflora	Twin Flowered Agave
Agave parryi 'Truncata'	Parry's Agave
Agave schidigera 'Durango Delight'	Durango Delight Agave
Agave vilimoriana	Octopus Agave
Agave sp.	Agave
Aloe barbadensis	Yellow Aloe
Aloe x 'Blue Elf'	Blue Elf Aloe
Aloe sp.	Aloe
Asclepias subulata	Desert Milkweed
Asparagus densiflorus 'foxtail'	Asparagus Fern
Carnegiea gigantea	Saguaro
Cereus peruvianus	Night Blooming Cereus
Cycas revoluta	Sago Palm
Dasyllirion quadrangulatum	Toothless Desert Spoon
Dasyllirion texanum	Green Desert Spoon
Dasyllirion wheelerii	Desert Spoon
Dietes bicolor	Fortnight Lily
Echinocactus grusonii	Golden Barrel Cactus
Echinocereus engelmannii	Hedgehog Cactus
Eremophila glabra	Mingenew Gold
Eremophila maculate	Valentine Shrub
Eremophila hygrophana	Blue Bells Shrub
Eremophila prostrata 'outback sunrise'	Outback Sunrise
Erigeron divergens	Fleabane

Euphorbia antisyphilitica	Candelilla
Ferocactus wislizenii	Native Barrel Cactus
Fouquieria splendens	Ocotillo - seed grown
Hemerocallis sp.	Daylily
Hesperaloe funifera	Giant Hesperaloe
Hesperaloe nocturna	Night blooming hesperaloe
Hesperaloe parviflora	Yellow/Red Yucca
Hesperaloe parviflora var 'Brakelight'	Brakelight Red Yucca
Lophocereus schottii fa. Monstrosus	Totem Pole Cactus
Manfreda masculosa	Manfreda
Opuntia sp.	Prickly Pear
Opuntia acanthocarpa	Buckhorn Cholla
Opuntia basilaris	Beavertail Prickly Pear
Opuntia engelmannii	Native Prickly Pear
Opuntia ficus-indica	Indian Fig Prickly Pear
Opuntia fulgida	Chainfruit Cholla
Opuntia santa-rita	Purple Prickly Pear
Opuntia spinosior	Cane Cholla
Pachycereus marginatus	Mexican Organ Pipe
Pedilanthus macrocarpus	Lady Slipper
Rosa sp.	Rose
Stenocereus thurberi	Organ Pipe Cactus
Strelitzia reginae	Tropical Bird of Paradise
Trachelospermum jasminoides	Star Jasmine
Yucca aloifolia	Spanish Bayonet
Yucca baccata	Banana Yucca
Yucca pallida	Pale Leaf Yucca
Yucca recurvifolia	Curve Leaf Yucca
Yucca rostrata	specimen
Yucca rupicola	Twisted Leaf Yucca
Common Succulents	Common Succulents (in pots or defined beds)
Common Fruits and Vegetables	Edible Garden Plants (in pots or defined beds)

## PERENNIALS and GROWDCOVERS

### BOTANICAL NAME

Acacia redolens  
Baileya multiradiata  
Bulbine frutescens

### COMMON NAME

Prostrate Acacia  
Desert Marigold  
Bulbine

Convolvulus cneorum	Bush Morning Glory
Dalea captata 'Sierra Gold'	Dalea
Dyssodia acerosa	Shrubby Dogweed
Dyssodia pentachaeta	Dogweed
Echinacea purpurea	Coneflower
Eschscholzia californica sp. Mexicana	Mexican Gold Poppy
Gazania rigens 'Sun Gold'	Gazania sp.
Lantana camara 'New Gold'	Lantana
Lantana montevidensis	Lantana
Lantana camara 'Radiation'	Lantana
Lavender sp.	Lavender
Lippa nodiflora	Frogfruit
Liriope muscari	Lilyturf
Lupinus sparsiflorus	Desert Lupine
Melampodium leucanthum	Blackfoot Daisy
Penstemon parryii	Parry Penstemon
Penstemon sp.	Penstemon
Portulacaria afra	Elephant Food
Ratibida columnifera	Mexican Hat
Rosmarinus officinalis Prostratal	Prostrate Rosemary
Sphaeralcea ambigua	Desert Globemallow
Sphagneticola trilobata	Yellow Dot
Setcreasea pallida	Purple Heart
Tetranauris acaulis	Angelita Daisy
Verbena gooddingii	Native Verbena
Verbena pulchella	Verbena
Zephryanthes candida	White Rain Lily
Common Annuals (to season)	Colorful Annuals (in pots or defined beds)

## GRASSES

### BOTANICAL NAME

### COMMON NAME

Aristida purpurea	Purple Three Awn
Bouteloua curtipendula	Sideouts Grama
Bouteloua gracilis	Blue Grama
Bouteloua gracilis 'Blond Ambition'	Blond Ambition Blue Grama
Cynodon dactylon Hybrid	Hybrid Bermunda
Distichlis spicata	Saltgrass
Lolium sp.	Rye Grass (seasonal only)

Muhlenbergia capillaris	Regal Mist
Muhlenbergia lindheimeri	Lindheimer's Muhly
Muhlenbergia rigens	Deergrass
Muhlenbergia rigens 'Nashville'	Nashville Deergrass
Nolina sp.	Beargrass
Paspalum Vaginatatum	Seashore Paspalum
Sporobolus airoides	Alkali Sacaton
Sporobolus cryptandrus	Sand Dropseed

## VINES

### BOTANICAL NAME

### COMMON NAME

Antigonon leptopus	Queen's Wreath Vine
Bougainvillea spp.	Bougainvillea
Campsis radicans	Trumpet Vine
Ficus pumila	Creeping Fig Vine
Gelsemium sempervirens	Caroline Jasmine
Hardendergia violacea	Lilac Vine
Lonicera japonica 'Halliana'	Hall's Honeysuckle
Macfadyena unguis-cati	Cat's Claw
Mascagnia macroptera	Yellow Orchid Vine
Parthenocissus sp. Hacienda	Hacienda Creeper
Passiflora caerulea	Passion Vine
Podranea ricasoliana	Pink Trumpet Vine
Rosa banksiae	Lady Banks Rose
Solanum jasminoides	White Potato Vine
Trachelospermum jasminoides	Star Jasmine
Vigna caracalla	Snail Vine
Vitis sp. 'Roger's Red'	Roger's Red Vine (grape)

## PROHIBITED PLANT LIST

### BOTANICAL NAME

### COMMON NAME

Baccharis sarathroides	Desert Broom
Brassica tournefortii	Saharan Mustard
Bromus rubens	Red Brome grass
Casuarina species	Beefwood
Centaurea melitensis	Malta Starthistle
Chamaecyparis species	False Cypress



Cynodon dactylon	Common Bermuda Grass
Grevillea robusta	Silk Oak
Pennisetum ciliare	Buffel Grass
Tamarix aphylla	Tamarisk or Salt Cedar
Olea Europea	Swan Hill Olive
Morus Alba	White Mulberry

## Section 4.6 | Community Lighting Design and Character

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### Community Lighting

Community lighting is an important public streetscape element that helps define community character and creates an attractive environment while establishing a sense of safety and security. A compatible lighting scheme will be utilized throughout DU1 Phase 2 and Cadence as a whole. Lighting standards must comply with those specifically set forth within the Cadence Community Plan, the City of Mesa Zoning Ordinance, and the Outdoor Light Control Ordinance of the City of Mesa. Perimeter arterial streets will be illuminated per the City of Mesa standards.

Lighting throughout the Cadence community will focus on two key goals: 1) Provide a safe and comfortable night environment along key community roadways, trails and public spaces, and 2) create an enticing ambient setting that invites outdoor activity well into the Sonoran desert evening.

The lighting concept for the Cadence community will complement the thoughtful and formal structure of the community design and respect the New Traditional values that define Cadence. The details and application of lighting will be integrated with the landscape, hardscape, pathways and streets, and will reflect the appropriate amount of detail while not being the center of attention or detracting from landscape design. Outdoor lighting character within the interiors of the Cadence community will be a very low light, non-glow environment with an emphasis on safety and ambience.

Lighting character within DU1 Phase 2 will generally fall into one of the following lighting character types.

#### **Round-A-Bout Feature Lighting**

The signature round-a-bouts, which are passive focal open space areas within the community, include landscape and feature lighting that subtly enhances the round-a-bout design elements and enhances the both the pedestrian and vehicular experience along the roadway system.

#### **Entry Lighting**

Lighting at commercial and mixed-use development entrances, if desired, will generally be ambient in character and may include streetscape, pedestrian, landscape, wall and monument and architectural lighting while promoting visibility and safety.

#### **Collector Road Lighting**

Lighting along Cadence Parkway will be consistent throughout the community and include an appropriate combination of roadway lighting, pedestrian lighting and landscape lighting to provide a safe yet intimate environment along this important community corridor.

### **Open Space and Pedestrian Pathway Lighting**

Open space areas, social gathering areas, neighborhood parks and pedestrian pathways may be illuminated if intended for nighttime use or if desired as part of the community lighting scheme. Lighting will be functionally appropriate with an emphasis on providing security while maintaining privacy for nearby residential units.

### **Parking Area Lighting**

Lighting within parking areas and driveways in non-residential areas will be designed to create a safe and functional environment for pedestrian traffic. The maximum height for parking area lighting fixtures should be appropriate for the surrounding context but should generally not be greater than 25 feet except where unique circumstances warrant consideration of a taller fixture. Pedestrian level lighting will be provided along defined pedestrian pathways. Driveways are not required to be lit, but ambient and landscape lighting is encouraged.



## Section 4.7 | Community Signage Design and Character

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### Community Signage

Community signage within Cadence is an important component of the overall community theme and identity and relates to all aspects of the built environment. Signage plays a vital role in communicating to residents and visitors alike, both at the pedestrian level and along roadway corridors. The base signage standards and criteria for Cadence are those set forth in the Mesa Zoning Ordinance except as modified within the Cadence Community Plan and as approved through the Cadence Master Comprehensive Sign Plan. All permanent signage within Cadence must be reviewed and approved as part of the Master Comprehensive Sign Plan or an Individual Comprehensive Sign Plan. Certain temporary signs are subject to approval of a Temporary Comprehensive Sign Plan. Specific standards for all signage types within Cadence are outlined in Chapter 15 of the Cadence Community Plan and within the approved Master Comprehensive Sign Plan for Cadence.

### Community Signage Design and Character

As with all aspects of design throughout Cadence, the design character of Community Signage shall reflect the New Traditional vision of the overall community theme, which reflects a modern planning ideal that draws influence from uncomplicated and timeless American neighborhoods. Signage may reflect an eclectic design aesthetic not limited to one single style or font, and may include both traditional and modern design elements. The following general design standards are applicable to all signs:

- Sign colors must complement both the adjacent buildings and surrounding site design.
- Signs should provide simple, understandable color contrasts between base materials and letter fonts to promote readability.
- Signs must be scaled to fit appropriately on the surface or wall in which it is intended. Scale and proportion are important to allow successful readability while not overpowering a street scene or building design.
- Signs may be internally or externally lighted.
- Sign lighting must be manageable via hour control.
- The use of exposed neon is limited to commercial uses and must be approved as part of a Comprehensive Sign Plan.
- Sources of signage light must not be visible except where lighting is an integral part of the signage design, and only as approved as part of a Comprehensive Sign Plan.
- Reverse pan channel sign lighting is allowed provided the light source is hidden and evenly distributed.
- Signs shall be unique and well designed to reflect the outstanding nature of the Cadence community.

### **Prohibited Signage or Design Specifications**

- Signs not approved as part of a Comprehensive Sign Plan.
- Reflective materials and trimming.
- Plexiglas backing material.
- Front lighted acrylic letters.
- Roof mounted signs.
- Change panel configurations.
- Exposed electrical wiring, conduit and connections.
- Hand painted letters
- Inflatable signs or other attention grabbers.
- Neon “open” or “closed” signs.
- Paper/vinyl letters, decals or printed temporary signs.
- Freestanding, blinking kinetic or arduous signs.
- Signs with any offensive graphic depiction or verbal material.

## Section 4.8 | Sustainability Principles

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### Sustainability

Planning principles that advocate for a sustainable community are integral to the New Traditional Community concept and are an important foundational element of the Cadence Community Plan. Development within Cadence will advance sustainability through both land planning principles and building techniques and methodology. The following sustainability measures will be incorporated as appropriate and where feasible. Specific design guidelines and development standards that help implement these sustainability principles are incorporated throughout the DU1 Phase 2 DUP and within the Cadence Community Plan.

#### Economic Viability

**Marketability:** Cadence will encourage the use of sustainability strategies and technologies that homebuilders can incorporate to increase the affordability of homes. This may include the use of new technologies, energy efficient building methods and materials, and green building techniques.

**Local and Regional Economy:** Major employment areas are planned in close proximity to DU1 Phase 2 and south of the future SR24 Freeway. Development within DU1 Phase 2 will be in close proximity to these employment opportunities, including significant regional employers, and transportation corridors thus promoting a regional “live, work, play and recreate” environment. Via Cadence Parkway out to Ellsworth Road the SR24/Loop 202, and the multiple off-site street connections to regional transportation corridors, DU1 Phase 2 provides ready and convenient access to the major street network to reduce travel distances and time to move from home to work and back. Final design of the street system and neighborhoods within DU1 Phase 2 will continue to develop these connections.

**Stability Through Diversity:** Diversity in housing types, densities and lot sizes will be offered and will provide a wide spectrum of living opportunities that appeal to a diverse socioeconomic and demographic cross section.

#### Resource Efficiency

**Land Use:** A compact, pedestrian-oriented development form that helps reduce urban sprawl is a primary planning goal within Cadence. A mix of housing types and sizes will be developed to accommodate a strong demographic cross-section of residents. Further, the Cadence Community Plan is designed to encourage a mix of non-single residence land uses that includes high density residential, commercial and employment.



**Transportation:** Streets will be designed to take into consideration the needs of pedestrians and will incorporate “Great Streets” concepts. Bike and pedestrian connectivity will be provided throughout the community, including convenient and secure areas for bike and scooter parking to encourage alternative modes of transportation.

**Water:** Efficient use of water will be encouraged through landscaping techniques such as low water use plant selection and efficient irrigation systems. Water efficient toilets, showerheads, faucets, clothes washers and dishwashers will be strongly encouraged as a community standard.

**Building Materials:** The use of recycled, local or regionally produced building materials will be encouraged along with the reuse or recycle of construction waste. Fluorescent and LED lighting is encouraged along with high performance windows, insulation and HVAC systems. Builders will be encouraged incorporate LEED or other green building techniques and strategies (such as Energy Star or Home Energy Rating System standards). Some specific energy efficiency and environmentally-friendly building techniques that builders may offer include:

- MERV8 air filtration system
- Low VOC interior paint
- CRI-green label carpet and pad
- Central vacuum system, promoting indoor air quality by carrying dust-laden air directly to canister in garage
- 100% Fluorescent lights throughout the home - interior and exterior
- Occupancy sensors
- Advanced programmable thermostat
- Radiant barrier roof sheathing
- Energy-efficient HVAC air conditioners
- Innovative attic insulation made from recycled material that enhances energy efficiency and promotes cleaner air and increased noise reduction
- Dual Low-E spectrally selective glass windows, which reduce heat and ultraviolet (UV) rays and provide optimal insulation
- Recycled cellulose insulation — R-38 Attic & R-19 Wall System
- Solar-ready components to Arizona utility company specifications
- Roof integrated solar electric powered system generating solar electricity for your home (on select homes and exteriors)
- ENERGY STAR® low-water, energy-saving, front-loading washing machines and dryers
- ENERGY STAR® refrigerator
- ENERGY STAR® dishwasher
- Tankless water heater with control panel for temperature adjustments

- CRI-green label carpet and pad made from recycled material in choice of designer-selected colors
- Engineered wood that resists warping, splitting and shrinking, while preserving our forests
- Low-fiber flooring using materials from quickly rejuvenating managed forests eliminates carpet fibers that harbor dust mites, pet dander and other allergens, improving indoor air quality
- Water saving faucets, dramatically cutting water usage while maintaining desired water pressure
- Low-flow toilets which use half the water as regular toilets
- Water-sensing irrigation valve (climate-controlled)
- Reverse osmosis water system at kitchen
- Tankless water heater
- On-demand water recirculation pump at tankless water heater

As an allowed alternative to meet the requirements of the City's adopted Energy Code, builders may choose to utilize an alternate HER's rating. Documentation of the intent to meet the alternate rating must be submitted at the time of Home Product Review and the builder must commit to third party inspections during construction.

## Response to Context and Location

***Open Space:*** A continuous community open space system that includes a balance of passive and active open spaces areas is a signature design feature of the Cadence community. Open space areas will be conveniently accessible from all areas within the community, including as a general rule of thumb that every resident will be within 300' of a park, open space area or trail. In the commercial and mixed-use areas, this could include pedestrian nodes, outdoor dining and seating and community plazas. Compact and efficient development forms allow more opportunities for community open space areas throughout the community.

***Solar Intensity and Temperature:*** Solar orientation will be considered to maximize efficiency within buildings. This includes consideration regarding the solar orientation of single residence lots as well as individual buildings. Thoughtful consideration in the selection of building materials and colors is encouraged to reduce overall heat gain. Shade for outdoor activity areas such as connecting walkways, gathering areas and courtyards is strongly encouraged and may be supplemented with a variety of design elements and landscaping for a cooling effect.

***Landscaping:*** Landscaping guidelines encourage the utilization of low water, desert appropriate plant materials to provide natural shade and cooling.

## Section 5 | Modified General Development Standards

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### Overview

Minor modifications to the General Development Standards for Cadence are allowed pursuant to Sections 3.1(b), 3.9(a)(ii) and 3.10(a) of the Cadence Community Plan. The Cadence Community Plan is intended as a flexible regulatory tool with its cornerstone being the ability to tailor development controls to the specific needs and evolution of the project. The proposed modifications are responsive to specific development types allowed within DU1 Phase 2. The intent of these development modifications is to provide high quality product that is response to the needs of Cadence's developers and builders and to increase overall home-buying choices within Cadence.

### Modified Standards

The following modified General Development Standards are allowed within DU1 Phase 2 subject to Administrative Approval by the Planning Director. Any such Administrative Approval will supersede any conflicting standards within the Cadence Community Plan or the Mesa Zoning Ordinance. A request to utilize any of the below noted Modified General Development Standards must be submitted to the Planning Director for review and approval at the time of Site Plan, Design Review or Home Product Review, as appropriate.

#### Modifications to Section 7 Cadence Community Plan

1. **Garage Frontage and Location.** A modification to **Section 7.7(a)(i)** of the Cadence Community Plan to allow garage door frontages that exceed 50% of the front façade and to allow three-car front load garages on lots less than 75' in width.
2. **Driveway Width.** A modification to **Section 7.7(a)(iv)** of the Cadence Community Plan to allow a driveway width that exceeds nineteen (19) feet and up to a maximum of twenty-eight (28) feet. The requested relief is specific to single-residence floors plans that include a three-car front-load garage on a lot less than 75' in width.
3. **Building Separation.** A modification to **Section 7.8** of the Cadence Community Plan (General Development Standards Table for Community Multi Residence) to allow a minimum building separation between buildings on the same lot of ten (10) feet for horizontal multi-residence development projects (i.e. single-residence for rent bungalows, villas or cluster style residences).
4. **Side and Rear Building Setback.** A modification to **Section 7.8** of the Cadence Community Plan (General Development Standards Table for Community Multi Residence) to allow a minimum side and rear building setback of ten (10) feet when adjacent to the Community-Residence (CR) Land

Use Group for horizontal multi-residence development projects (i.e. single-residence for rent bungalows, villas or cluster style residences).

### **Modifications to Section 13 of the Cadence Community Plan**

1. **Interior Garage Dimensions.** A modification to **Section 13.4(f)** of the Cadence Community Plan to allow minimum interior garage dimensions of 19'-4" wide by 20' deep for two car garages on lots that are 50' in width or less.
2. **Minimum Required Parking.** A modification to **Section 13.3(A), Table 13.3: Required Parking Spaces By Use**, of the Cadence Community Plan to allow a minimum required parking standard for Multi Residence (Typical) development, including horizontal multi-residence development projects (i.e. single-residence for rent bungalows, villas or cluster style residences), of less than 2.1 spaces per dwelling unit.

## Section 6 | Water, Wastewater and Drainage Master Plans

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### Master Report Updates

The Master Drainage Study, Master Water Report, and Master Wastewater Report as approved in conjunction with the Cadence Community Plan anticipated and evaluated the types and densities of development proposed within DU1 Phase 2. Updates to these master reports are not required at this time. Updates to the master reports, if needed, and specific water, sewer and drainage reports will be prepared in the future, as required by the City of Mesa, in conjunction with specific development proposals.