

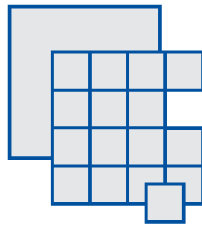
Hawes Crossing - Village 5

Project Narrative

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Real Estate and Land Use Attorneys

On behalf of:

Lennar Homes

Heather Chadwick

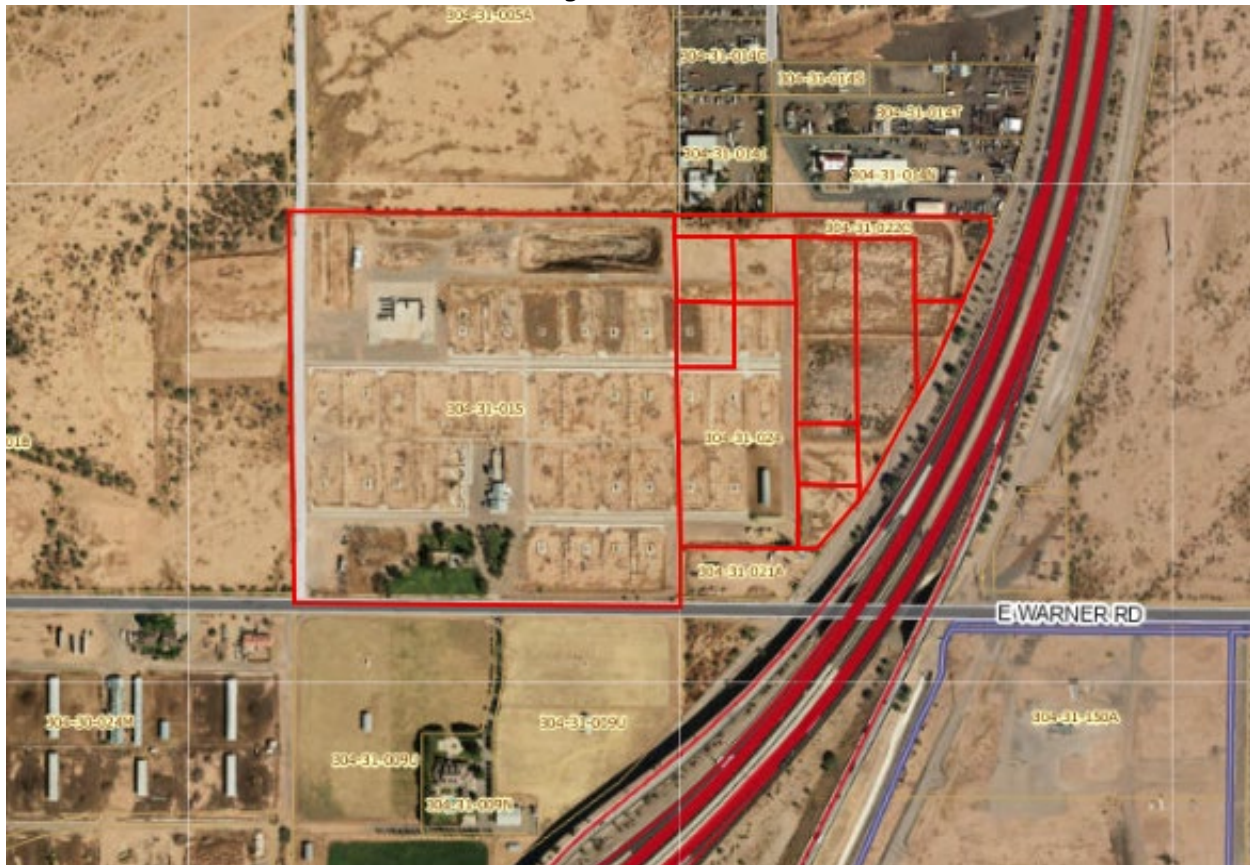
LENNAR®

June 11, 2025

Introduction

Pew and Lake PLC., on behalf of our client Lennar Homes, is pleased to submit this project narrative and related exhibits in support of **(1)** Rezoning, **(2)** Specific Site Plan, **(3)** Council Use Permit, **(4)** Major General Plan Amendment and **(5)** Preliminary Plat approval for Hawes Crossing Village Five, a portion of the existing Hawes Crossing PAD. The subject site consists of Maricopa County parcels 304-31-015, 304-31-006L, 304-31-022C, 304-31-025, 304-31-006W, 304-31-018D, 304-31-016B, 304-31-024, 304-31-006V, 304-31-026, 30431-006P. The subject site is outlined in red on **Image 1** below.

Image 1 – Site Aerial



Existing Conditions

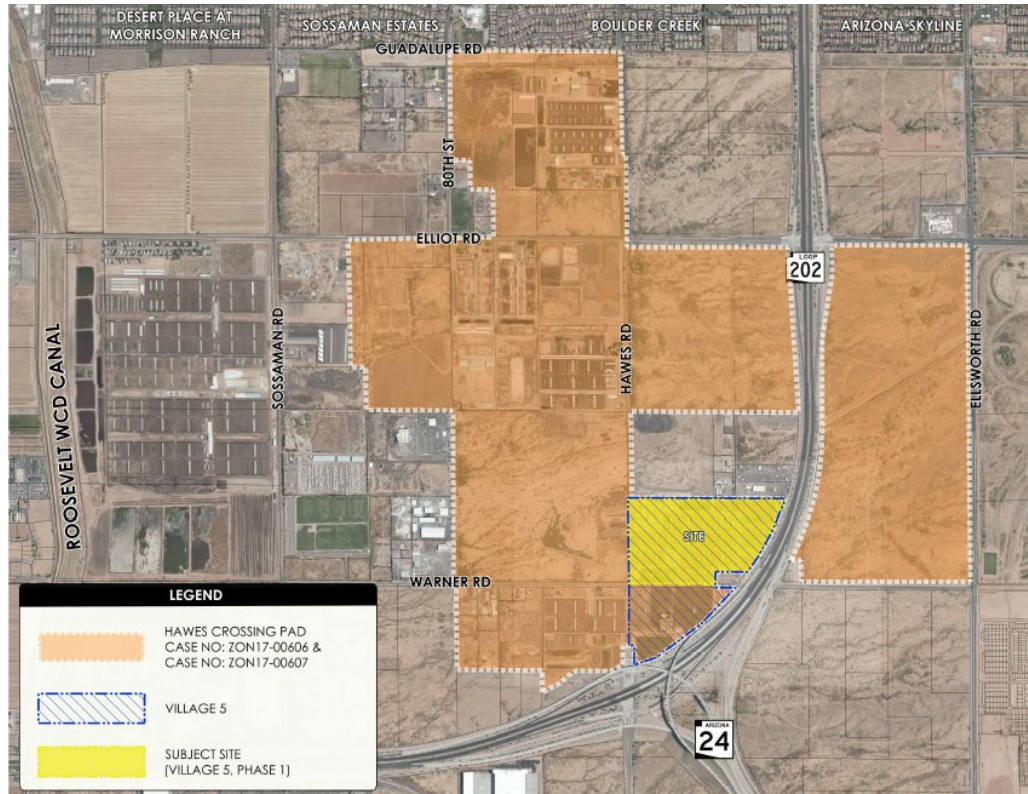
The site is located at the northeast corner of the intersection of Hawes Road and Warner Road and is approximately 60 acres in total. 42.9 gross-acres (41.5 net-acres) in area are designated as residential and approximately 18 acres are designated for General Commercial. **Image 2** on the next page illustrates Village Five in relationship to the overall Hawes Crossing PAD.

The site was previously occupied by a dairy but is now unused. Most of the surrounding properties are located within the City of Mesa as part of the existing Hawes Crossing PAD. There is one County out-parcel adjacent to the southeast corner of the site that was not included in the Hawes Crossing PAD. To the west is Village 6, which is zoned for both commercial and residential uses per the PAD. The residential portion of Village 6 is currently at the preliminary plat stage. North of the site is a County island which is mostly vacant adjacent to the property with some industrial uses. **Table 1** on the next page outlines the relationship to the surrounding area.

Table 1 – Relationship to Surrounding Property

LOCATION	CURRENT OR DEVELOPING USE
Site	Vacant Dairy
North	Vacant / Industrial
East	Vacant Dairy (Village 5 commercial)
South	Dairy Residence (Village 5 commercial)
West	Vacant (Village 6)

Image 2 – Vicinity Map



Existing Zoning and General Plan

The subject site is zoned Planned Area Development (PAD) Residential Small Lot” RSL-2.5 under the Hawes Crossing PAD ZON17-00606 (approved October 2019).

The City of Mesa 2050 General Plan designates the area as Urban Center. Urban Centers are compact, mixed-use areas where many people live, work, and play. Urban Centers contain retail, personal services, public/semi-public uses, entertainment, and recreation facilities, eating and drinking establishments, and convenience services. Limited multi-family residential may be integrated into Urban Centers.

Requests

1) *Rezone with Master Plan Updates*

The applicant is requesting to reconfigure the zoning boundaries that currently define the site. Essentially, the rezoning will simply flip the locations of the commercial and residential areas resulting in improved site circulation and optimal configuration for commercial users. Hawes Village Five proposes minor changes to the following Hawes PAD Exhibits.

Specifically, the request is to rezone the southwest approximately 18 gross acres from RSL-2.5 to General Commercial with a Council Use Permit. (The plan anticipates using 40% of the commercial area for a horizontal mixed-use multi-family, and the remaining 60% for General Commercial uses).

Additionally, a request to rezone the existing 18 acres of General Commercial to RSL-2.5.

As previously stated, the rezoning request will reconfigure the commercial and residential boundaries and resulting in improved circulation for the entire project. **Image 2** below illustrates the existing and proposed zoning.

Image 3 - Rezone

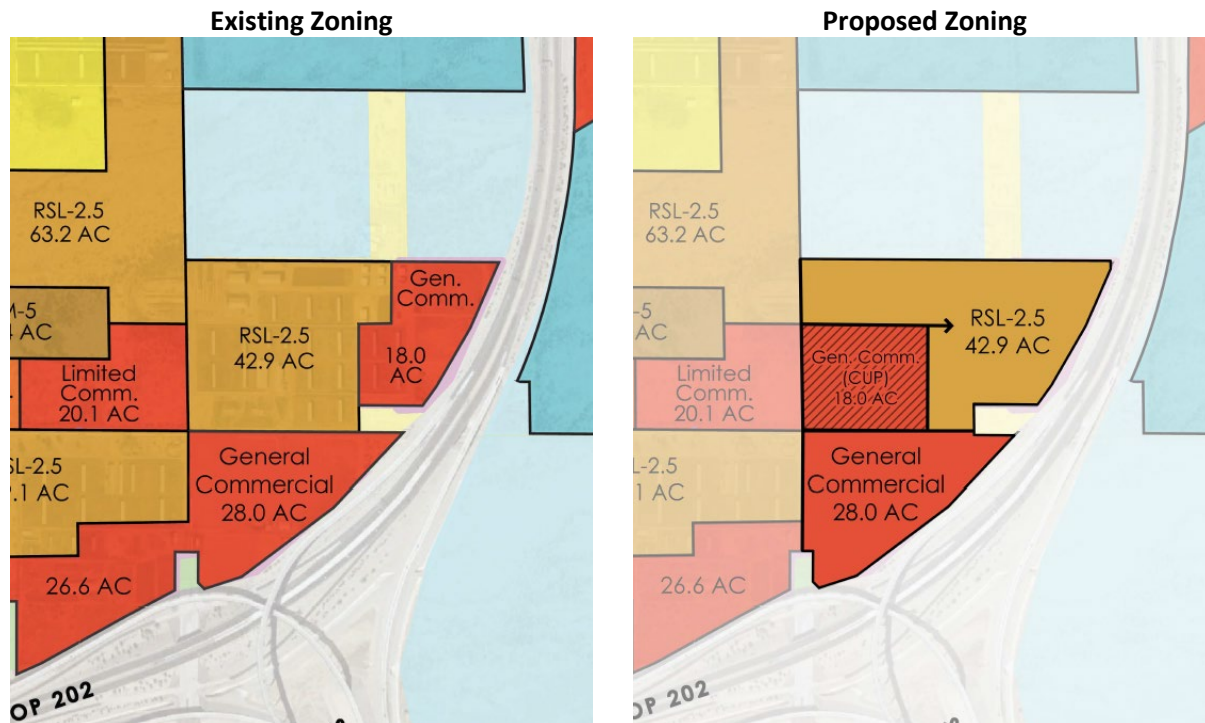


Exhibit F: Proposed Zoning

Reconfiguring the existing RSL 2.5 and the General Commercial. The acreage of each zoning district will remain the same.

Exhibit N: Open Space Master Plan

The Hawes Village 5 Proposed Open Space plan illustrates a centralized Neighborhood park, an Urban Plaza on the NEC of Hawes Road and Warner Road, and deliberate Open Space throughout the site providing optimal neighborhood connection. The Hawes Village PAD Open Space plan and the proposed changes are consistent in Open Space use and acreage.

Exhibit O: Trails Master Plan

The Hawes Crossing PAD Master Trails Plan provides two north/south trails and two east/west trails that provide connections from Hawes and Warner Roads to the residential and commercial portions of the site. The proposed Hawes Village 5 Master Trail Plan update maintains the number of trails and the connectivity with slight changes to the location, due to the proposed rezoning boundaries.

Exhibit R: Circulation Master Plan

Due to the proposed reconfiguration of the RSL 2.5 and General Commercial zoning boundaries, the Hawes Village 5 is proposing an amendment to the Circulation Master Plan. Hawes Village 5 proposes two Community Collector streets with parking (approved with Case No. ZON21-00393). The Community Collectors will run north and east of the Townhomes and provide connection to Hawes and Warner Roads.

Exhibit S: Street Sections

As seen on PAD Exhibit S, Hawes Village 5 is proposed two Community Collector streets (with parking). C2 Community Collector was approved with Case No. ZON21-00393.

Exhibit Q: Approved Plant Palette

The following plants (common name) are proposed as additions to the Hawes Crossing PAD Approved Plant Palette, Leslie Roy Mesquite, Dwarf Myrtle, Petite Pink Oleander, Gold Star Yellow Bells, Yellow Tecoma Stand, White Dwarf Ruellia, Blue Dwarf Ruellia, and Katie Pink Ruellia.

An exhibit illustrating each approved and proposed plan has been provided with this application.

2) Planned Area Development – Deviations

Hawes Village Five is requesting minor deviations to the development standards of the RSL 2.5 and GC Zoning District. The requested deviations are justified by providing a high-quality site plan and diverse housing product that is at an attainable price. The deviations requested in the GC district only apply to the Townhomes.

The overall development has been thoughtfully designed to provide multiple open spaces, large amenity areas, and activated street scenes with Front Doors lining the collector roadway. Additional on-street parking is provided with bump outs that will encourage reduced speeds and provide ample shade along the collector. A bike lane along the collector is provided for a balanced pedestrian community. The neighborhood park includes a pool, tot lot, turf area, multiple ramadas, BBQ area, a dog park, sport court, and butterfly garden. The landscape plan includes over 400 additional plants over what is required. This directly relates to amplifying the open space areas and providing a lush landscape for the community. The community offers 19% of gross open space, which exceeds the required amount of 15% open space.

The minimum prescribed garage dimensions of 20' x 22' are to accommodate two parked vehicles as well as typical home appurtenances such a water heater, trash receptacles, etc. inside the garage. Lennar is proposing a tankless water heater in the alley loaded product, which will mount to the interior garage wall and will not encroach into the space needed for vehicles to park which typically limits the useable depth of the garage to 19 feet. Space will be reserved in the side yard behind a privacy wall for trash receptacles. This proposed alternative form of compliance meets the intent of the prescribed dimensions which is to accommodate two parked vehicles. For the townhome product the width of the garage is larger then required and only 6" less the required depth. The Townhome product utilizes bulk trash pickup, therefore no trash receptables will be stored within the garage. Both products will also feature an 18' driveway. Driveways are not typically provided with small lot alley loaded product. By providing a full driveway the applicant encourages on lot parking.

Table 2 below outlines the requested deviations.

Table 2: Proposed Development Standards

Minimum Dimensions for Residential Enclosed Garages. Enclosed garages serving residential uses shall be constructed to meet the following minimum inside dimensions. 11-32-4.F.2	A double-car garage shall be at least 20 feet wide and 22 feet long.	Alley Loaded: A double-car garage shall be at least 19'4" wide x 19'6" long. Townhomes: A double-car garage shall be at least 21'0" wide x 19'-6" long
11-6-3.A		
Minimum Lot Area	5,000	1,496 ft
Minimum Lot Width (ft.)	50	22'
Minimum Lot Depth (ft.)	100	68'
Maximum Lot Coverage (% of lot)	80%	88%
Minimum Setback along Property Lines or Building and Parking Areas (ft.) Front and Street-Facing Side:	20'	10'
Interior Side and Rear: Adjacent to RS District:		
2-story building	50'	Interior side: 0' Exterior side: 5' Rear: 5'
Interior Side and Rear: Adjacent to Non-Residential District:		
2-story building	30'	Interior side: 0' Exterior: 5' Rear: 5'

3) Specific Plan

The applicant is requesting Specific Site Plan approval with this request. The Hawes Crossing Community is a residential neighborhood that has a common goal of offering a diverse housing product, ample open space, and common themes that honor the agricultural heritage of the area. Village Five will continue to be a complementary component of the overall Hawes Crossing Community.

4) Council Use Permit

The Hawes Crossing PAD only allows multiple residence within the GC zoning district if it is between a minimum of 15 du/ac to a maximum of 25 du/ac and 40% of the gross floor area shall be reserved for commercial land use classifications. In all other cases, when Attached Single-Family Dwellings and/or Multi-Family Residential is a part of a mixed-use development with commercial uses in the same building and/or on the same site, it requires a CUP

- ✓ **As seen on the Specific Site Plan included with this application, the GC Zoning District includes Attached Single-Family dwellings as well as commercial units on the same site. Therefore, this application requests a Council Use Permit.**

A Council Use Permit shall only be granted if the approving body determines that the project conforms to all the following criteria (MZO 11-70-6(D)).

1. Approval of the proposed project will advance the goals and objectives of and is consistent with the policies of the General Plan and any other applicable City plan and/or policies:
 - a. **The proposed project will advance the goals of the Mesa 2040 General Plan by providing a residential area that is safe, clean, and a healthy living environment.**
2. The location, size, design, and operating characteristics of the proposed project are consistent with the purposes of the district where it is located and conform with the General Plan and with any other applicable City plan or policies;
 - a. **The location, size, design, and operating characteristics of the proposed development are consistent with the surrounding area, the General Plan and the Hawes Crossing Planned Area Development.**
3. The proposed project will not be injurious or detrimental to the adjacent or surrounding properties in the area of the proposed project or improvements in the neighborhood or to the general welfare of the City; and
 - a. **The proposed project is consistent with the surrounding neighborhood and will be complementary to the surrounding properties. It will better highlight the diversity in housing options.**
4. Adequate public services, public facilities and public infrastructure are available to serve the proposed project.
 - a. **Public services, public facilities and public infrastructure are available to serve the proposed project. Water, Sewer, Natural Gas, and solid waste collection will be provided by the City of Mesa.**

Furthermore, the proposed development complies with MZO Section 11-31-31(F).

F. Criteria for Review of Council Use Permit. When required, the review of the Council Use Permit shall include a review and determination regarding the following items:

1. The use is found to be in compliance with the General Plan, Sub-Area Plans and other recognized development plans or policies, and will be compatible with surrounding uses; and
 - ✓ **The proposed development is in compliance with the General Plan, Sub-Area Plans, and the Hawes Crossing Planned Area Development.**
2. A finding that a plan of operation has been submitted, which includes, but is not limited to, acceptable evidence of compliance with all zoning, building, and fire safety regulations; and
 - ✓ **A Plan of Operation has been submitted.**
3. A finding that a "good neighbor policy" in narrative form has been submitted, which includes, but is not limited to, descriptions of acceptable measures to ensure ongoing compatibility with adjacent uses; including measures to assure that commercial activity will remain as a viable activity on this site; and
 - ✓ **A Good Neighbor Policy has been submitted.**
4. Evidence that acceptable documentation is present demonstrating that the building or site proposed for the use is in, or will be brought into, substantial conformance with all current City development standards, including, but not limited to, landscaping, parking, screen walls, signage, and design guidelines; and
 - ✓ **The site will be in compliance with the Hawes Crossing PAD.**
5. The overall project conforms to the intent and character of the zoning district and is part of a well integrated mixed-use project.

- ✓ The site will be complementary to the character of the zoning district and will provide a well-integrated mixed-use project by offering ample connections to the future commercial development. As seen on the image 4 below, there are three paved open space trails that connect the Townhomes to the future commercial site. Additionally, several on-street trails surround the commercial development making access to the residential accessible. Furthermore, street sidewalks connect throughout the community.
- ✓ As seen on Image 5 & 6 below, the applicant is providing three pedestrian gates connecting the Townhomes to the commercial site.

Image 4 – Pedestrian connections

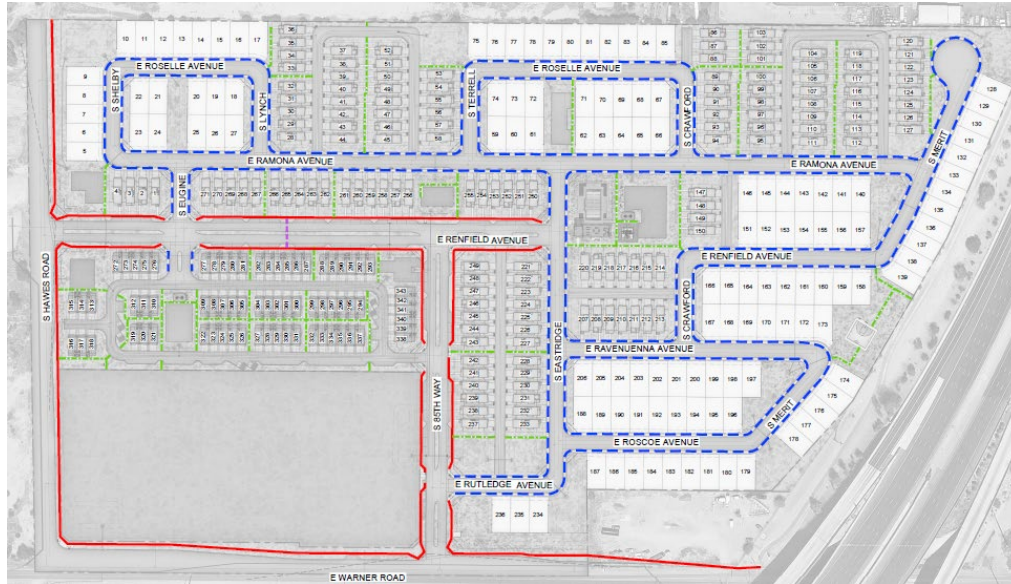


Image 5 - Pedestrian gates between the Townhomes and the commercial site



LEGEND

- PRIMARY THEME WALL, REFER TO DETAIL 1 / SHEET 11
- SECONDARY THEME WALL, REFER TO DETAIL 7 / SHEET 11
- BUILDER/DOOLEY WALL, REFER TO DETAIL 7 / SHEET 10
- POOL FENCE, REFER TO DETAIL 6 / SHEET 11
- DOG PARK FENCE, REFER TO DETAIL 2 / SHEET 11
- THEME WALL COLUMN, REFER TO DETAIL 1 / SHEET 11
- PRIMARY ENTRY MONUMENT, REFER TO DETAIL 2 / SHEET 10
- SECONDARY ENTRY MONUMENT, REFER TO DETAIL 9 / SHEET 11
- DECORATIVE FENCE, REFER TO DETAIL 6 / SHEET 10
- DECORATIVE LOW WALL, REFER TO DETAIL 4 / SHEET 10
- PEDESTRIAN GATE, REFER TO DETAIL 4 / SHEET 11
- WALL ARTICULATION, REFER TO DETAIL 3 / SHEET 10 OR VINE TIE DETAIL BELOW
- TRELLIS STRUCTURE, REFER TO DETAIL 5 / SHEET 10

Image 6 – Pedestrian gates illustrations

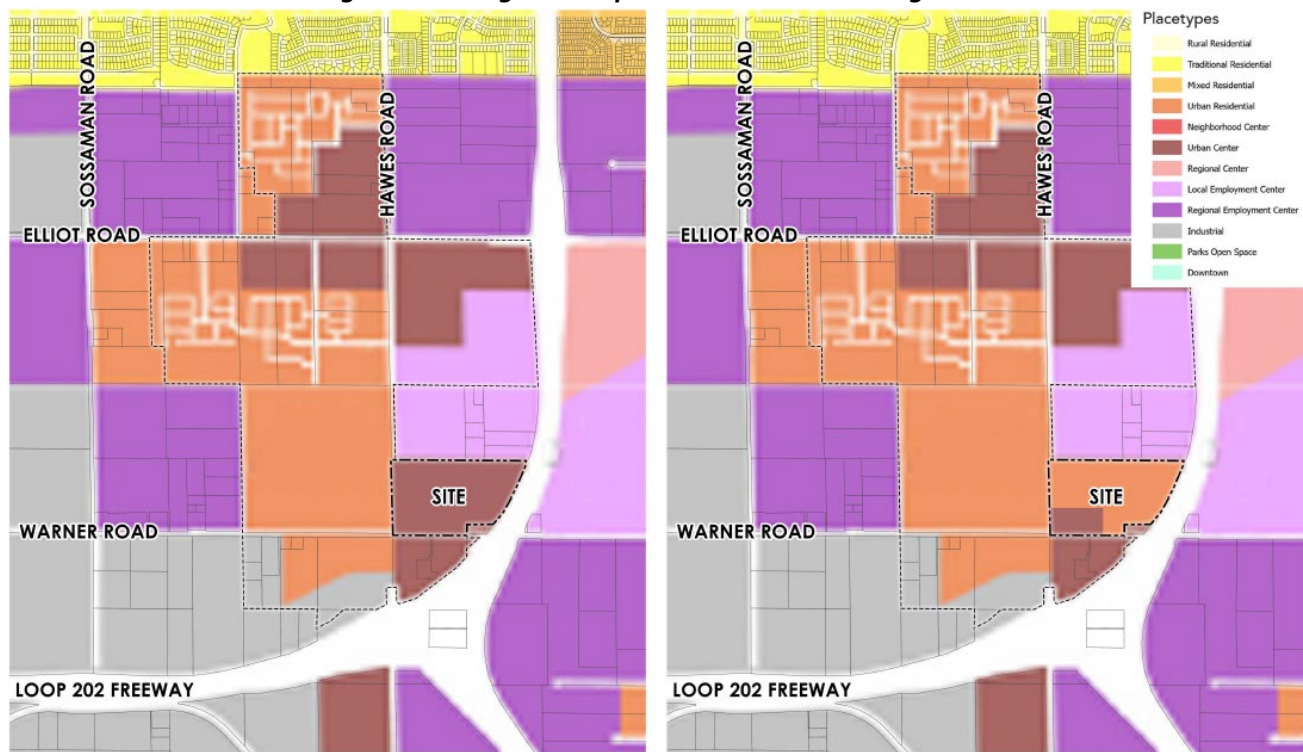


5) Major General Plan Amendment

The City of Mesa 2050 General Plan designates the entire subject site as Urban Center. The principal land uses include Public/Semi Public, Retail, Personal Service, Eating and Drinking Establishments, Entertainment and Recreation, Convenience Services, Business Office, and Medical Facilities.

The approximately 10.8 acres of land in the southwest corner of the site will remain Urban Center. However, the applicant is requesting to Amend the balance of the site (approximately 50.1 acres) from Urban Center to Urban Residential. The Urban Residential designation allows for Single-Family Residential, Multi-Family Residential, Retail, Personal Services, Eating and Drinking Establishments, and Business offices as principal land uses. As seen on the provided site plan, the principal land use of the 42.9 acres is RSL 2.5 Single-Family Residential. See the image on the next page for an illustration of the existing and proposed General Plan designations for the site.

Image 5 – Existing and Proposed General Plan Designations



Major Amendment Factors:

1. Whether the proposed amendment will result in a shortage of land for other planned uses, such as, whether the change will result in a substantial and undesirable reduction in the amount of available land for employment or housing.

- ✓ **The proposed General Plan Amendment will not create a shortage of land because the only different allowed uses between Urban Center and Urban Residential are convenience service and medical office. There is ample land in the surrounding areas that allow for these uses.**

2. Whether events after the adoption of the General Plan have changed the character or condition of the area, making the proposed amendment appropriate.

- ✓ **The proposed amendment is appropriate because it supports the vision of Hawes Crossing.**

3. The degree to which the proposed amendment will impact the whole community or a portion of the community by:

a. Altering acceptable existing land use patterns in a significant way that is contrary to the Vision, Guiding Principles, or Strategies identified in the General Plan.

- ✓ **This amendment will have minimal impact to the community because majority of the allowed uses will remain on the entire site.**

b. Requiring larger or more extensive improvements to roads, sewer, or water systems than are necessary to support the prevailing land uses which may negatively impact development of other lands.

- ✓ **There is not larger or more extensive improvements required to support the amendment.**

c. Adversely impacting existing uses due to increased traffic congestion that is not accommodated by planned roadway improvements or other planned transportation improvements such as nonmotorized transportation alternatives and transit.

- ✓ **There are no adverse impacts to the existing uses.**

4. Whether the proposed amendment is consistent with the Vision, Guiding Principles, or Strategies of the General Plan.

- ✓ **The amendment remains generally consistent with the General Plan because it still supports many of the allowed uses and Urban Center remains on the arterial corner.**

5. Whether the proposed amendment constitutes an overall improvement to the General Plan and the City of Mesa.

- ✓ **The applicant believes that this amendment right sizes the Urban Center portion of the site and supports the overall goals of the General Plan.**

6. The extent to which the benefits of the proposed amendment outweigh any of the impacts identified by these criteria.

- ✓ **The benefits of the proposed amendment are that majority of the allowed uses remain throughout the site. However, considering that this is within the Hawes Crossing Master Plan development, we believe that the reduction of Urban Center is appropriate.**

6) Preliminary Plat

As depicted in the Preliminary Plat included with this submittal, Village Five is a proposed single-family detached and attached residential development with a total of 271 Single Family units and 72 attached Townhome units. The density of the RSL-2.5 area is 6.5 du/ac with 8.0 AC (19%) of Open Space. The Single-Family development will offer a 1-acre neighborhood park and a secondary amenity area.

In the southwest corner of the project there is approximately 18 acres of General Commercial with a Council Use Permit overlay. The CUP will allow for the development of attached Townhomes on 40% of the area, or 7.2 acres. As seen on the included site plan, the Townhomes are proposed on the north end of the General

Commercial area. 72 units are proposed equaling a density of 10.6 du/ac. The Open Space offered on the Townhome site is 1.8 acres (25%) and there are 26 designated guest parking spaces.

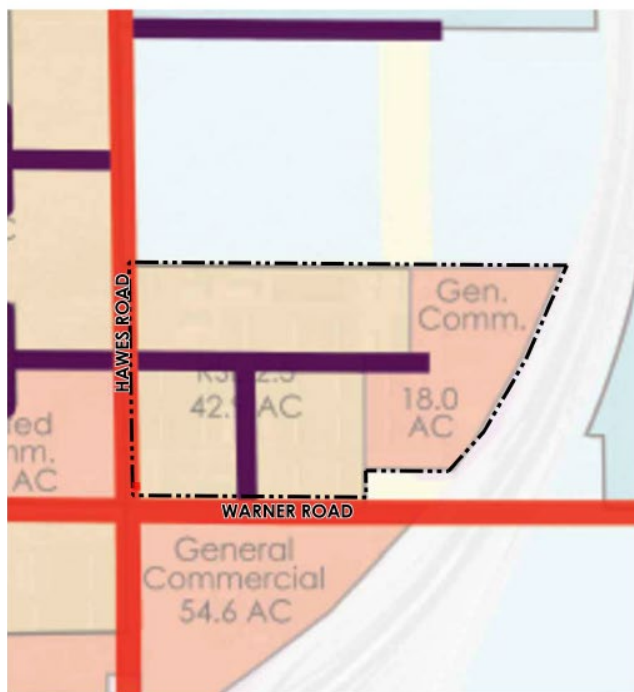
Vehicular Access & Circulation

Village Five incorporates a minor change to the Circulation Master Plan approved as a part of the PAD. Due to the request to relocate the commercial portion of the site from the east side of the site to the southwest portion of the site, the Community Collector road is proposing a slight reconfiguration to best accommodate traffic flows to the commercial and residential sites. **Image 3** on the next illustrates the existing and proposed street plan. As seen on the Street Section exhibit included with this application, the Community Collector will provide on-street parking for optimal site accessibility and connectivity.

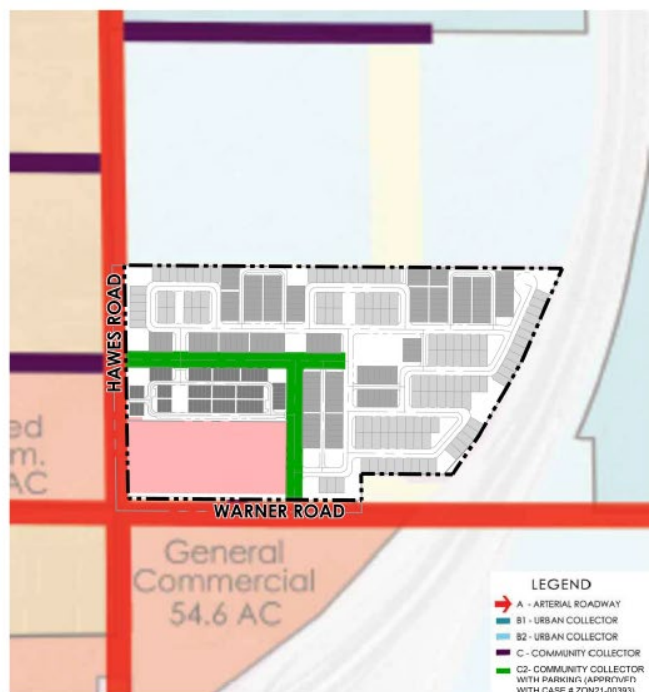
Primary access to Village Five is from the two Community Collector roads at Hawes Road and Warner Road. Offsite roadway improvements for Village Five will include adjacent half-street frontages along Hawes Road and Warner Road. This includes the eastern half-street frontage of Hawes Road from Warner Road to the northern boundary of the site and the northern half-street frontage of Warner Road from Hawes Road east to the Loop 202. It is assumed that Blandford's Village 6 development will construct the western half-street of Hawes Road south to Warner Road.

Image 6 – Street Plan Comparison

EXISTING PAD EXHIBIT R



PROPOSED PAD EXHIBIT R



Parking

Every home within Village Five will have a minimum 18' long drive (face of garage to back of sidewalk or alleyway). All products will also incorporate two-car garages to provide on-lot parking for up to four vehicles. In addition, on-street parking will be allowed on all public local streets. Designated parallel parking spaces have been provided along sections of the Community Collector. On-Street parking will not be allowed on private drive for alley-loaded lots. A parking exhibit has been included to identify the specific parking locations for Village Five to illustrate how parking will be parked on each lot and for the community as a whole. Within

the RSL 2.5 PAD 542 parking spaces are required, but 1084 on-lot parking spaces are provided. There are an additional 72 on-street parking spaces offered for a total of 1,156 spaces. Within the Townhome (GC PAD) community 152 parking spaces are required but 288 on-lot parking spaces are provided with an additional 26 guest parking spaces available.

Open Space, Landscaping & Amenities

The Open Space within Village Five meets the intent of the Open Space Master Plan. The existing Open Space plan identifies one neighborhood park (1-4 acres). The proposed Open Space Plan for Village Five offers a one acre Neighborhood Park, a secondary amenity area, and an extensive amount of additional open space throughout the neighborhood providing connectivity and buffers throughout the site. The Neighborhood Park is centrally located on the site providing access for the entire community. Hawes Village Five is requesting approval of a pool to be located within the neighborhood park. Pools are not on the Hawes Crossing approved amenity list and requires Planning Director approval for Hawes Village Five.

The Urban Plaza will remain on the Commercial portion of the site and is located on the intersection of Hawes Road and Warner Road. The Urban Plaza provides an attractive and welcoming space for the commercial area.

The preliminary Landscape Plan has been included in this application and complies with the approved Hawes Crossing PAD, with the addition of previously mentioned plants. The Landscape Plan identifies the proposed plantings which include trees, shrubs, accents and groundcovers. The proposed landscaping package has been designed to provide low water, drought tolerant, native to Arizona plants where possible and appropriate. Exhibit Q included with this application outlines the specific plants requested to be added to the Hawes Crossing Approved Plant Palette.

A Homeowners Association (HOA) will be created for Village Five. All community open space, amenities, landscape tracts, private infrastructure, and private drives within Village Five will be owned and maintained by the HOA.

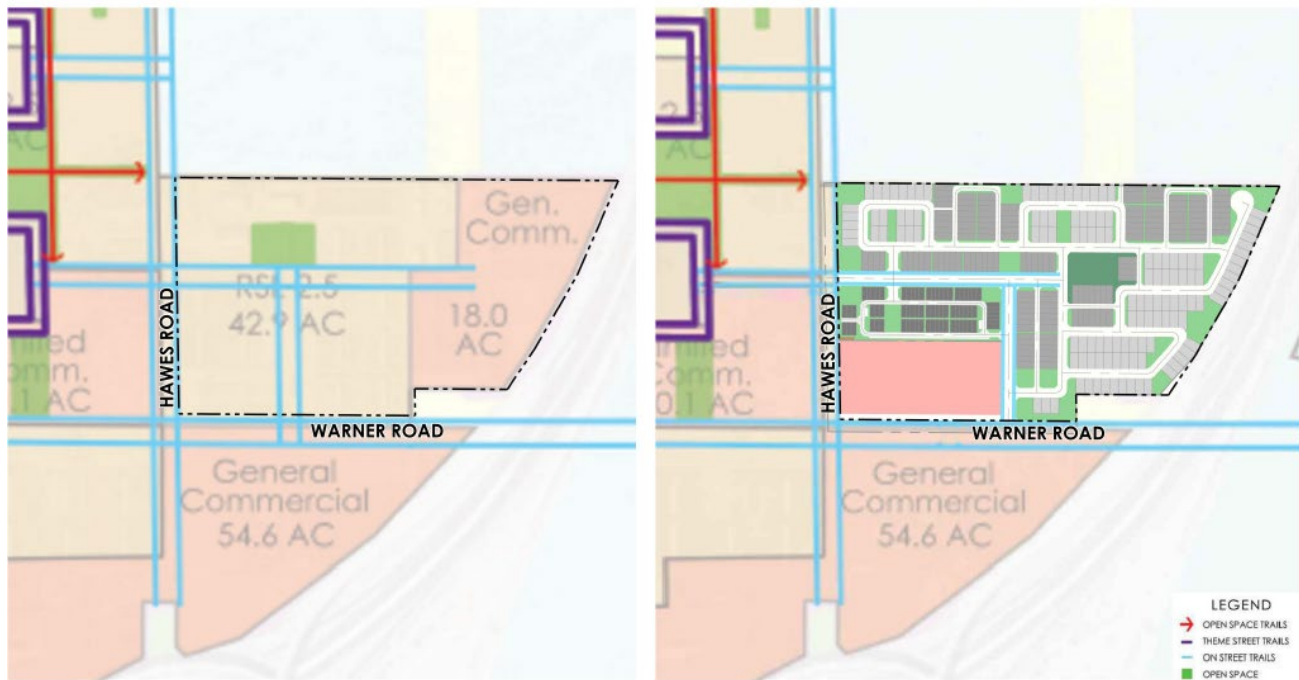
Pedestrian Circulation & Connectivity

An essential component of Hawes Crossing and Village Five is pedestrian connectivity. On Street Trails are provided on the north and south side of east/west Community Collector road and along the east and west side of the north/south Community Collector road. The On Street Trails provide connections to and from the commercial project to the residential areas. In addition, the On Street Trails connect to Hawes Road and Warner Road, which integrate into the overall trail system within Hawes Crossing. **Image 4** below illustrates the existing and proposed On Street Trails.

Image 7 – Trails Comparison

EXISTING PAD EXHIBIT O

PROPOSED PAD EXHIBIT O



Entry Monumentation

Entry monumentation is proposed at the entrance of Collector road A and at the entrance of Collector road B.

Housing Project Description

All housing products proposed for Village 5 have been approved and built in Village 1. To be consistent with those approved, and under construction, it is proposed to amend to allow the same Development Standard deviations and Alternative Compliance as approved in ZON21-00393 (Hawes Crossing Village 1) and ZON23-00432 (Hawes Crossing Village 1 Phase 2). As outlined in the table below, three significantly different home types are proposed across Village 5. These home types include the Casitas, Alley-Loaded homes, and Townhomes.

Home Types	Proposed Quantity	Percentage	Typical Minimum Lot Dimensions	Typical Lot Size
Casitas (Traditional Front-Loaded Single-Family)	128	37%	45' x 86'	3,870 SF
Alley-Loaded	143	42%	30' x 97'	2,910 SF
Townhomes	72	21%	22' x 68'	1,496 SF
Total	343	100%		

These three home types range from 1,724 to 2,679 square feet in floor area. Each of the three home types of Hawes Crossing Village 5 have three floorplan options and three elevation style options. The Casita home types offer the traditional suburban-style front-facing garage design. These homes are designed with a covered entry and are situated on traditional style lots. The Townhome and Alley-Loaded home types are designed with rear-

facing garages that are accessed by a shared alleyway. The Townhomes provide an attached home option while the Alley-Loaded home types are detached and have a useable side yard. Further, the Townhome and Alley-Loaded home types have four unique frontage options that are rare to find across the City of Mesa. These frontage options include the ability to front on

- (1) a large shared open space,
- (2) a shared landscaped walkway,
- (3) a pedestrian oriented street (shared only with other Townhomes or Alley-Loaded home types),
- (4) a traditional suburban street (shared with Casita home types with front-facing garages and driveways).

The table below outlines the diverse housing type and design options across Hawes Crossing Village 5:

Home Types	Floor Plan Options	Elevation Options	Frontage Style Options	Total Floor Plan and Elevation Combinations	Total Floorplan, Elevation, & Frontage Combination Options
Casitas	3	3	1	9	9
Alley-Loaded	3	3	4	9	36
Townhomes	3	3	4	9	36
Total floor plan & elevation combinations:				27	
Total floor plan, elevation, & frontage combinations:					81

Alley Loaded Series

The Alley-Loaded units are 20' wide and between 62'6" and 67' long and situated on 30' x 97' lots. The setbacks are proposed to follow ZON21-0039 and ZON23-00432 and are listed below:

- Front Setback – 12'
- Porch Setback – 7'
- Rear Setback – 15'
- Side Yard Setbacks will be 5'; however, residents will have access to a more functional 10-foot wide side yard by the means of use benefit easements (U.B.E) as shown in the image below.

Each Casita is designed with quality façade materials and unique architectural enhancements such as pop-outs, varying rooflines, enhanced windows, accented shutters, recessed second floors, balconies, porches, accent sills, and other similar enhanced design elements.

The proposed Casita elevations intentionally do not include an enhanced elevation for the garage side of the home. To encourage community safety through design, Lennar does not allow for the garage and driveway to be located closest to the road on corner lots, thus the enhanced garage elevation is not needed.

As outlined in the Alternative Compliance section, each Casita unit seeks Alternative Compliance for eight of the nine Casita elevations for the prescribed street-side window area criteria. One Casita elevation seeks Alternative Compliance for the prescribed front façade window area criteria. Two elevations seek alternative compliance from building materials.

Townhomes

Lennar will utilize four different Townhome elevations that offer 1,312 SF per unit. The Townhomes include a two-car garage, covered porches, and three bedrooms. Typical Plot Plans for each floor plan, including setbacks for each, have been included in this application. These typical plot plans are in conformance with the respective zoning district's development standards and the PAD.

Alternative Compliance

Alternative compliance, per Sec. 11-5-3-B.9 of the Ordinance, is requested as part of this application for the following deviations from the Site Planning and Design Standards.

- I. Sec. 11-5-3(B)(7) regarding primary exterior materials percentages
- II. Sec 11-5-3(B)(6)(d) regarding minimum window area percentages
- III. Sec. 11-5-3(B)(3) regarding dimensions of a covered entry

Sec. 11-5-3-B.9 of the Ordinance states that "Site Planning and Design Standards are not intended to limit creative solutions. Conditions may exist where strict compliance to Site Planning and Design Standards of this Chapter are impractical or impossible, or where maximum achievement can only be obtained through alternative compliance. Each product type and elevation is carefully designed to work together to create a visually interesting and activated streetscape. This section discusses how the proposed designs meet the criteria set forth for approval of alternative compliance in Sec. 11-5-3-B.9.b.

REQUEST #1 – RELIEF FROM TWO EXTERIOR BUILDING TYPES per MZO Section 11- 5-3(B)(7)

- i. **Sec. 11-5-3(B)(7) requires that "Buildings must contain at least two (2) kinds of primary exterior materials distinctively different in texture or masonry pattern, such as brick, stone, integrally tinted and textured masonry block, precast concrete, wood, natural and synthetic stone, stucco and synthetic stucco.**
 - a. **"Any one (1) material must be used on at least 15 percent (15%) of the front façade.**
 - b. **"Where brick or stone veneer is used as wainscoting, it shall be wrapped a minimum of two (2) feet around side walls."**

The proposed Spanish Colonial Style is, by definition, a single primary material and one of the most popular residential styles in Arizona. Therefore, the request is to allow only 1 primary exterior material. While it does

not meet the exact requirement of Sec. 11-5-3(B)(7), it does meet the intent of that section by providing other details that break up the open area of walls and include several details.

Therefore, we believe the proposed design meets the approval criteria listed in Sec. 11-5-3-B.9.b that requires the “proposed alternative is aesthetically more complementary to the site, better fits into the context of the area, improves the overall architectural appeal of the area.”

The Spanish Colonial style achieves this through the following design enhancements:

1. Decorative wrought iron
2. Arched entry opening
3. Decorative tile opening surround
4. Sculpted foam corner trim
5. Increased height at front door
6. Extended sill projection under window
7. Eagle roof tile
8. Coach lights
9. Enhanced garage door, with windows where possible
10. Colonial style shutters
11. Sculpted foam corbels
12. Popouts
13. Decorative recesses (alley-loaded)
14. Decorative gable blocks (casitas)

As outlined in ZON21-00393, Spanish-inspired architectural styles typically use one main façade material and integrate elements such as rails, tiles, accent lights, gable decals etc. to articulate the façade. The prescribed standard for two or more materials is to ensure facades do not appear plain or unattractive. The proposed Spanish-Colonial elevations are appropriately scaled, composed, and articulated to provide a high-quality neighborhood appearance and aesthetically benefit from a simplistic material palette. Further, when considered in conjunction with the proposed Monterey and Craftsman elevations which do include dual material types, the proposed Spanish-Colonial elevations will provide enhanced architectural diversity throughout the community.

REQUEST #2 – RELIEF FROM 10% WINDOW AREA per MZO Section 11- 5-3(B)(6)(d)

- ii. **Sec. 11-5-3(B)(6)(d) requires that “Dwellings located on corner lots shall include windows on the façade facing each street. such window area should constitute at least ten percent (10%) of the façade's area.”**

Alternative compliance is requested for the proposed products which include a wide variety of façades that range in the area covered by windows from 6.0% to 10% (Front) as you can see from the window area calculations that have been added to the revised elevations. There are many factors that influence the amount of window area that is or can be included on a façade.

Window area is also not the ultimate factor in the attractiveness of a façade. A façade with all windows would look like a commercial structure and not work either for the neighborhood or the privacy of the residents. Instead, the window area is also balanced with other design features to create a specific overall style that is in line with the architectural style being followed. Design elements such as trim, shutters, gable roofs, porches,

pop outs, accents, garage doors, lighting, secondary materials, and a need to account for landscaping trees all factor into the amount of area able and desired to be used for windows.

What is important, and where we agree with and meet the intent of the Ordinance, is that the street facing elevations be attractive, include quality materials, provide visual interest, and avoid excessive flat open areas of a single material and color. We believe the proposed elevations, which incorporate all the above-mentioned design elements and more, meet the approval criteria listed in Sec. 11-5-3-B.9.b that requires the “proposed alternative is aesthetically more complementary to the site, better fits into the context of the area, improves the overall architectural appeal of the area” and will create a beautiful aesthetically pleasing streetscape.

REQUEST #3 – VARIATION FROM MINIMUM FRONT STOOP DIMENSION REQUIREMENT per MZO Section 11- 5-3(B)(3)

I. Sec. 11-5-3(B)(3) regarding dimensions of a covered entry

The intent of the 4'x4' prescribed stoop criterion is to orient visitors to a clearly defined entrance to each home. The Spanish Colonial floorplan (2020A) proposes a 2'6" x 5'4" stoop. Although the stoop is 1'6" shallower than prescribed, the entrance to the homes is clearly defined by a projecting architectural bay with interesting chamfered walls that lead to 3 arched windows on the second floor which will be centered over the entrance.

As further outlined in the Alternative Compliance Table the above justifications meet the following Alternative Compliance Criteria of the MZO:

- Section 11-5-3(B)(9)(ii) – Prevailing practices of the surrounding Hawes Crossing Village 1 include the above-mentioned alternative forms of compliance. This amendment seeks conformance with standards previously approved with Phase 1 of Village 1 (per ZON21-00393).
- Section 11-5-3(B)(9)(iii) – Alternative compliance may be considered where it resolves safety concerns.
- Section 11-5-3(B)(9)(iv) – The proposed alternative forms of compliance mentioned above will be aesthetically more complementary to the site, better fit into the context of the area, and improve the overall architectural appeal of the area, than the application of the prescribed MZO criteria.

The table on the next page provides further details on the Alternative Compliance(s) requested for each home. **The corresponding footnotes outline the justification for each Alternative Compliance:**

Home Floor Plan, Elevation Style	Alternative Compliance			Alternative Compliance Notes and Footnote reference.
	Building Materials	Windows	Front Stoop Dimensions	
Casitas				
3522, Tuscan		X		9.6% Streetside (1, A)
3522, French Country		X		7.2% Front (1, A)
3524 Spanish Colonial	X	X		8.2% Streetside (1, A)
3524 Craftsman		X		9.6% Streetside (2, A)
3524 French Country		X		9.3% Streetside (3, A)
3526 Spanish Colonial	X	X		7.4% Streetside (4, A)
3526 French Country		X		6.4% Streetside (5, A)
3526 Craftsman		X		6.9% Streetside (6, A)
Alley-Loaded				
2016 Spanish Colonial	X	X		7.0% Side (7, 13, A, B)
2016 Italianate		X		7.1% Side (7, A, B)
2016 Craftsman		X		7.1% Side (8, A, B)
2019 Spanish Colonial	X	X		6.0% Side (7, A, B)
2019 Craftsman		X		6.3% Side (9, A, B)
2019 Tuscan		X		6.3% Side (7, A, B)
2020 Spanish Colonial	X	X	X	6.7% Side (10, 13, 14, A, B)
2020 Italianate		X		7.3% Side (11, A, B)
2020 Monterey		X		7.2% Side (12, A, B)

Hqvpqvgu"

1. This elevation uses smaller windows paired with accented shutters. The resulting visual appearance is similarly balanced to facades that meet or exceed the prescribed 10% criteria. The windows of this elevation are further articulated by having windowpanes and being situated next to horizontal trim, sculpted sill projections, or sills supported by corbels.
2. This elevation has a quaint sized second story projection with an accented gable roofline that extends above the eave line. The recessed second story of the rear elevation, and three projections of the front elevation are visible and further contribute to aesthetically enhancing the appearance of this streetside elevation.
3. This elevation uses smaller windows paired with accented shutters. The windows of this elevation are further articulated with "six-over-one" windowpanes and molding. The recessed second story (front and rear elevations) also enhance the appearance of this street side elevation.
4. This elevation pairs accented shutters and a sculpted sill projection with the central window to visually break up the appearance of the streetside elevation. The changing rooflines, sculpted wingwall of the front elevation and windows enhanced with windowpanes and molding all together provide a well-defined architectural appearance that enhances the streetscape.
5. There are two different roof projections visible on this elevation. The side-facing gable is accented with lap siding in a contrasting color to the surrounding façade. A quaint-size second story projection as well as accented shutters and enhanced windows further articulate this elevation.
6. This elevation has a quaint-sized second story projection with an accented gable roofline at the top and contrasting color band at the bottom. The main varying gable roofline is accented with shingle siding and a façade banding in contrasting colors to create an interesting street side elevation.
7. The windows are enhanced with windowpanes and molding and are equally spaced to coordinate well with foundation landscaping. The accented shutters, varying roof lines, and projections of the front and rear elevations create further visual interest.
8. The windows are enhanced with windowpanes and molding and are equally spaced to coordinate well with foundation landscaping. The horizontal banding between floors, accented shutters, varying roof lines, and substantial rear first-floor projection aesthetically compensate for the amount of proposed window area.
9. This elevation is apparently different from the other homes by having a simple second-story hipped roof line, a predominant elevation material, tall eight-paned windows with shutters, and wrought-iron potshelf accents. This visually different elevation will add to the aesthetic variety of the community.
10. Lennar has provided well-designed accents on this elevation, including many shutters and enhanced windows on the 2nd floor. The unique curved window and chamfered corner and chamfered eave line of the front elevation are visible from this elevation. The use of shutters in combination with articulated windows results in the same visual weight of the prescribed 10% window coverage.
11. Lennar has provided well designed accents on this elevation, including numerous enhanced windows shutters.
12. This elevation stands out from the rest by having a distinctive horizontal band in a contrasting color between the first and second floor as well as a deep second story balcony on the front façade that is visibly part of the side elevation. This balcony is uniquely accented by 8" exposed wood beams and corbels and spaced composite wood railing. Said components create an enhanced elevations that will add interesting aesthetic variety to the community and sufficiently compensate for the reduction in windows.
13. The single dominant façade material will add to the majority of elevation styles that are comprised of multiple façade materials. The single dominant material is consistent with Spanish architectural design.
14. The intent of the minimum stoop dimensions to clearly identify the front entrance of the home is still achieved through the unique chamfered corners, curved windows, and projected architectural bay over the front door.
15. Typical garage appurtenances will not intrude in the garage space. Consistent with review standards, the reduced proposed garage dimensions better fit into the context of Hawes Crossing Village 1. See Alternative Compliance section of narrative for further Alternative Compliance justification.

- A. The proposed alternative compliance meets the review criteria of Section 11-5-3(b)(iv) by being aesthetically more complementary and improving the overall architectural appeal of Hawes Crossing Village
- B. Lennar does not feel comfortable increasing any size of windows on the bottom floor for safety reasons. None of these windows will be behind a fence and in certain areas would be 10' away from a public sidewalk, trail, or open space. Alternative Compliance is supported to resolve safety concerns, per Section 11-5-3(b)(iii).

Grading, Drainage & Retention

The overall drainage plan for the site was originally contemplated as part of the Hawes Crossing Master Drainage Report prepared by HILGARTWILSON in October 2019, which encompasses a study area of approximately 1,100 acres. The proposed drainage management for Village 5, specifically the Project site at the northeastern corner of Hawes Road and Warner Road, will ultimately comply with this Master Drainage Report.

According to FEMA Flood Insurance Rate Map (FIRM) 04013C2760L, dated October 16, 2013, the site is located within Zone X (Shaded). FEMA defines Zone X (Shaded) as areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

The area surrounding the Project generally drains to the southwest and west at approximately 0.5%. The site was historically used for dairy farming. There are stock ponds located along the eastern boundary of the site that will be filled in, and other dairy infrastructure throughout the site, including a private residence, that will be removed prior to project development. Offsite runoff from undeveloped land along the northern boundary of the Project generally drains west and outfalls just north of the northwestern corner of the site at the Hawes Road alignment. Offsite runoff ponds along the east side of Hawes Road until breaking over Hawes Road and continuing southwest away from the Project. Runoff from the developed parcels along the eastern half of the northern boundary are retained within the parcel limits and does not impact the Project. Considering these conditions, offsite runoff does not impact the Project from the north.

Runoff generated east of the Project within the Loop 202 freeway frontage is managed within the ADOT property limits and does not drain into the Project. There is an unincorporated Maricopa County parcel located at the southeastern corner of the Project between the proposed collector road and Loop 202 that appears to be utilized for vehicle parking and storage. Berming surrounds the northern and western boundaries of this parcel, so runoff from this site ultimately outfalls to the fronting Warner Road right-of-way. It is assumed that this condition will be maintained as part of Project conditions.

For onsite drainage management, 100-year, 2-hour retention will be required in accordance with the City of Mesa design guidelines and standards. This includes the adjacent half-street frontages of Warner Road and Hawes Road. Drywells will be used to dewater the site as there is no regional storm drain infrastructure near the site for bleed-off. Since Village 5 will be designed with required drainage controls and stormwater retention, and the historic outfalls for the site will be maintained, no adverse impacts to downstream property is expected as a result of development. The accompanying Preliminary Drainage Report provides additional details including exhibits and preliminary retention calculations.

Utilities

Water, sewer, natural gas and solid waste collection will be provided by the City of Mesa. Further detail is provided in the preliminary water and wastewater reports included in this application for water and sewer utilities. For the 45' wide lots (casitas) refuse and recycling containers will be placed in front of the homes for pick-up in typical fashion. For the rear-loaded alley lots, refuse and recycling containers will be placed along the alleys for normal trash pick-up. The townhomes will be served by designated trash enclosures. Trash exhibits are provided as attachments.

Water

The site was originally studied as part of the Hawes Crossing Master Water Report prepared by HILGARTWILSON in October 2019. The Hawes Crossing master study encompasses an area of approximately 1,100 acres that consists of up to 4,500 residential units in addition to commercial and industrial uses. Village 5, which is located in the southeastern portion of the master plan study area, falls within City of Mesa Falcon Field service zone. Water for the Falcon Field service zone is sourced from the Salt River Project, the Central Arizona Project, and a network of wells distributed throughout the area. Water treatment is currently provided

by Signal Butte Water Treatment Plant located at the northeast corner of Elliot Road and Signal Butte Road. All water infrastructure to serve the project will be owned and operated by the City.

Existing water infrastructure adjacent to the site includes a 24-inch water transmission main along Sossaman Road, a 30-inch transmission main that is stubbed in Hawes Road just north of the Loop 202, and a 30-inch transmission main in Hawes Road north of the site that is stubbed at the Mesquite Street alignment. It is important to note that various developments in the Hawes Crossing area are either under construction, about to begin construction, or in the design process. It is assumed that the 16-inch water main in Warner Road extending from the 24-inch transmission main along Sossaman Road east to Hawes Road will be completed at the time of Project construction. It is anticipated that this construction will be a shared effort between East Group Properties' Gateway Interchange development, Blandford's Village 6 development, and Landsea Homes' Village 4 development.

Proposed onsite water infrastructure includes an internal looped network of 8-inch water mains. Offsite improvements include extensions of existing water lines in Warner Road and Hawes Road. A 12-inch water main will be extended in east Warner Road from Hawes Road to the site's eastern boundary. A 30-inch transmission main will be extended north in Hawes Road from Warner Road to the proposed collector alignment, where it is assumed that a 30-inch transmission main will be stubbed as part of Blandford's Village 6 development. The accompanying Preliminary Water Report provides additional details including exhibits and preliminary water demand calculations.

Wastewater

The Hawes Crossing Master Wastewater Report, which was prepared by HILGARTWILSON in October 2019, provides an overall analysis of the existing wastewater infrastructure as well as the required wastewater improvements to serve the 1,100-acre study area. Village 5 is located within the City of Mesa wastewater service area and is served by the Greenfield Water Reclamation Plant (WRP). All wastewater infrastructure to serve the project will be owned and operated by the City.

Existing wastewater infrastructure adjacent to the site includes a 54-inch sewer trunk main along the Roosevelt Canal and a 24-inch sewer main between the Roosevelt Canal and Sossaman Road that is under construction. It is important to note that various developments in the Hawes Crossing area are either under construction, about to begin construction, or in the design process. It is assumed that the 24-inch sewer main in Warner Road between Sossaman Road and 80th Street and the 18-inch sewer main from 80th Street to Hawes Road will be completed at the time of Project construction. It is anticipated that this construction will be a shared effort between Taylor Morrison's Village 2 development (Sossaman Road to 80th Street) and Landsea Homes' Village 4 development (80th Street to Hawes Road).

The site will be served by an internal network of 8-inch sewer mains that outfall to the proposed offsite improvements. Proposed offsite improvements include an 18-inch sewer main in Warner Road extending from Hawes Road east to an existing manhole just west of the Loop 202 and a 10-inch and 8-inch sewer main extending north from Hawes Road in Warner Road to the northern boundary of the Project. The accompanying Preliminary Wastewater Report provides additional details including exhibits and preliminary wastewater demand calculations.

Phasing

The residential portion of Village Five and all associated improvements (both on-site and off-site) are planned to be developed in a single phase. The commercial portion will develop at a later date. The south half of Warner road will develop with the contiguous commercial development to the south.

Conclusion

Village Five has been thoughtfully designed to be a complementary addition to the Hawes Crossing PAD. The diverse housing styles, multitude of floorplans, amenities, and amplified open spaces provide a high-quality community that promotes social interaction while preserving a safe and attractive environment. The changes proposed from the plans approved as part of the PAD are wholly in line with the intent of the PAD and further the goals of Hawes Crossing.