

GREENFIELD

1544 N Greenfield Mesa AZ



Mesa's canals have unfortunately been ignored and hidden by development over the past many decades. This project integrates and celebrates the canals as a precious resource and treats them like rivers running through Mesa, adding shade trees, buildings, and green spaces that connect to this precious resource. Our hope is to one day have "canal view" be a major feature on real estate listings.

Following up on the success of The Alan project, 1544 N Greenfield brings additional luxury townhome living to Mesa, meeting a need for the "middle housing option." The 2-story and 3-story townhomes provide views of Mesa's mountains and the canal, while also providing space for growing families and professionals to thrive.

Due to the irregular shape of this bypassed property, a narrow triangle, it is necessary to seek approval of a Planned Area Development Overlay, in addition to the requested rezoning to RM-3. The requested deviations have allowed us to design a site that provides the required access for waste and fire while achieving over 350 SF of open area per unit. This is a result of high-quality design in the townhome unit design and the site layout.

11-22-1: - PAD Criteria

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

The project proposes a central amenity area with a pool and ramada as well as a dog park located near the canal.

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

Within the development, a private street provides access to each of the homes.

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

The site is currently vacant and has limited natural character, but the highlight of the project is the Canal that runs alongside it.

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

This development takes advantage of existing infrastructure, reducing the need for further city infrastructure projects and expanding the tax base that supports the existing infrastructure.

- E. *Sustainable property owners' associations;*

This project will be held under single ownership.

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

Maintenance will be provided by single ownership.

- G. *Single or multiple land use activities organized in a comprehensive manner and designed to work together in common and in a synergistic manner to the benefit of both the project and the neighboring area.*

The project provides a single use (residential), placing more potential users near work, recreation, and commercial opportunities.

While it is not required that the project meet the criteria for Superior Design as listed in MZO 11-31-32: - Superior Design, we are including the criteria here to demonstrate how the project

- A. **Holistic Approach to Project Design.** *Varied, high-quality, regionally-appropriate building materials, used in distinctive building forms, building massing and detailing that result in a note-worthy example of holistic site design, architecture, Landscaping and signage; and*

The project design uses stucco with varying textures and colors. The primary color is white, which reflects the sunlight to maintain a more comfortable texture within the units and the site. The elevations also use metal panel for the projecting balconies, which was well received by the Design Review Board. The project contains two-story and three-story buildings as well as a shade structure in the amenity area. While the building sizes vary, they are tied together through their colors and the stucco textures for a holistic project design.

- B. **Responsive Approach to Site and Sub-Area Context.** *Architectural and landscape architecture details and features that reflect the character defined in Sub-Area Plans or the General Plan's placetype urban design characteristics, that are harmonious with adjacent development patterns, integrate with the physical conditions of the immediate site, and create a unique sense of place; and*

On the West side of the project runs a canal. Increasingly, the canal network is seen as a public amenity where people can exercise and even travel in a safer and more comfortable environment than the typical city street. The design of the project recognizes the potential of the canal as an amenity and aims to enhance it further. It does this by having the majority of units looking towards the canal (eyes on the street) for safety and using low profile view fencing rather than the high and opaque walls often used along the canal. The project site is identified as Urban Center and nearby are the place types: Neighborhood center, Mixed Residential, and Local Employment Center. Placing a residential use with a proposed density of 15.5 DU/Acre will place more households near existing businesses.

- C. **Sustainable Design.** *Site design, architecture and Landscaping features that address the local climate to reduce summer sun penetration and provide summer sun shade protection for pedestrians, promote energy and water conservation, promote the preservation or creation of Open Space, provide for and encourage the use of multiple modes of transportation, utilize existing infrastructure, and create the opportunity for social interaction; and*

The site's shape is by no means optimal for orienting the buildings for reduced heat gain, but the design responds to this by using overhangs, recessed balconies, and vertical fins both perpendicular and parallel to the building to increase the amount of shade and to reduce sun penetration. As previously mentioned, the primary color is white to reflect heat. To create more shade for pedestrians, the sidewalk along

Greenfield Rd has been set back from the street so that planting may occur on both sides of the walkway. An amenity area is placed centrally as a courtyard with the two-story units facing it directly and the three-story units having a convenient walkway to it so that social interaction is encouraged.

D. Exceeds Standards. *Provision of details and features that exceed the criteria and standards specified in Sections 11-5-3, 11-5-5, 11-6-43, 11-6-4 (AS applicable), 11-7-3, 11-8-5, 11-8-6 and Chapters 30 through 34, where applicable; and*

The project's design exceeds standards in various ways; we'd like to highlight some here:

- The requested Rezone allows for 20 DU/ac, however, the site only proposes a density of 15.5, which is only half a unit over the maximum density of RM-2.
- The total open space requirement is 5,250 SF. This minimum requirement is exceeded by 204% for a total of 10,750 SF across the site.
- With the requirement of 2.1 parking spaces/unit, the total required amount of parking provided exceeds the minimum by twelve spaces to accommodate visitors.
- Fire and Solid waste require a minimum drive aisle width of 20'. This width has a buffer built into it as vehicles are not 20' wide. Nonetheless, in coordination with city departments, some balconies have been reduced in order to ensure that plenty of maneuverability area is provided.

E. Great Public Spaces. *Details and features that create attractive, comfortable environments for pedestrians; ensure safe, useful and well-integrated open or public spaces; and include high quality amenities.*

The triangular central amenity courtyard serves as the heart of the community. It is an inviting, shaded oasis designed for comfort and social connection. The pool, shaded seating areas, and landscape zones are all visually tied to the adjacent walkways, encouraging movement and casual encounters. The amenity layout draws inspiration from the geometry of nearby airfields, with subtle angular paths and lighting patterns that nod to Mesa's aviation heritage while maintaining a human scale. Public and semi-public spaces are defined by clear sightlines, generous tree canopies, tactile paving, and warm lighting that ensure safety and comfort. The result is a cohesive environment where architecture, landscape, and community life merge seamlessly—an embodiment of Mesa's vision for superior design.

In Mesa, higher density may occur at major intersections with changes being gradual. Located at the intersection of the RWCD and Greenfield Road, the project creates a courtyard with the 2 story townhomes and locates an amenity space in the center.

The landscape architecture for this irregularly shaped, bypassed parcel has been designed to create comfortable common and private open space, shaded areas and screen the sights and sounds from the street. There are more trees and plants provided than are required by code. See Plant Calculations on the Landscape Architecture sheet.

As this project is in an Overflight Zone, all the provisions in MZO 11-19-5 will be satisfied.

There is a transition from Multifamily to Industrial on the north side. Our understanding is that Multifamily to Industrial zoning is preferred to SFR to Industrial. The height of the buildings are set up to give views over the north side and balance the height, as well as block sounds from the North. The provided trees will act as an additional buffer.

This site was zoned originally for residential, not LI like the rest of the triangle between the canal and Greenfield. Zoning maps suggest that the industrial area begins at McClellan.



Greenfield RM-3 PAD Request Table			
Standard	RM-3 Req.	Provided	Rational Key
Setbacks	East 20' North 15'/floor West 15'/floor	10'-8" 15'-0" 10'-0"	1 2 3,5
Landscape Yards	North 15' East 20' West 15'	0'-0" 10'-8" 0'-0"	2 1 3,5
11-5-5 Min Separation Between Buildings on Same Lot	35' (3-Story)	8'-0"	4
Maximum Lot Coverage (% of lot)	70%	73%	6
Adjacent Garages	Max. 3	5	7
11-32-8(A) Bicycle parking	8	0	8
11-33-3(A)(4) Required Number of Plants	1 Tree/25' = 23 6 Shrubs/25' = 138	4 Trees 56 Shrubs	9, 10
11-33-3(B)(2)(c) Adjacent Property Line Perimeter Landscaping	3 trees/100' = 27 20 shrubs/100' = 178	15 trees 102 shrubs	11

1. Front-setback yard reduction request- Transportation adds an additional 10' to the ROW, however, it is unlikely that Greenfield will receive any improvements requiring widening due to the angled intersection of the canal. No improvements are currently planned. This means that while the front setback is reduced, there is an additional ten feet between the buildings and the street on account of the unused ROW width. Reducing the width of the setback is what allows the central amenity area to be the size that it is.
2. Due to the property's odd shape, a reduction was required to the north setback in order to accommodate the drive aisles per Transportation, Solid Waste and Fire standards. Despite this, we've been able to provide larger private open areas for the units along the North property line. Reducing the setback was instrumental in our ability to design an amenity space that exceeds MZO requirements and place it centrally.
3. We are showing a reduced setback along the canal so that the units are against it and make the canal more integrated into the design. In the development standards for Single Family, the setback may be measured from the center line of the canal path. We believe that this would be appropriate for this development as well.

4. The townhome buildings are placed close together, but this is appropriate for the scale of these attached townhome units. Additionally, having the buildings close together provides shade for the walkways and the nearby buildings. This is important in our climate.
5. Placing the western units close to the canal is both a result of requirements from transportation and fire as well as the design intent to place units near the canal so that it is visible from the units fronting it. Despite the reduction in private open space depth, each unit has 375 sf of private open space, well over the 120 sf private space requirement.
6. In order to accommodate vehicular circulation, public and private, a large amount of paving is required, and, in this project, it has put us over the maximum lot coverage by 3%. Even with this amount of coverage, we have provided double the amount of required open space, so the excess lot coverage is not at the expense of open space.
7. The two-story units feature architectural breaks between the garage doors, but having the two-story units along Greenfield Rd. resulted in less space for landscaping and the units encroaching on the PUF. By switching to 3-story units, we've avoided encroaching on the PUF, given more room to landscaping along Greenfield and moved the sidewalk to the outside of the units for a better pedestrian experience.
8. Residents will likely store their bicycles in the private garages that are provided. Should guests visit with bikes, residents would likely offer their garage as a parking space for the duration of the guests' visit.
9. Reducing the front setback as explained in point 1 has led to a reduction in the amount of landscaping provided along the street frontage within private property. This has been mitigated by placing the required landscaping within the generous ROW. MZO 11-33-2(P) only requires "non-vegetative ground cover and low-use water plants" By using the ROW as landscaping area, the required planting counts are exceeded.
10. Due to maintenance, trees and shrubs within private patios are not allowed to be counted in the landscape count. That doesn't mean that planting cannot occur there, only that it may not be officially counted. Because of this, landscaping is not shown in the patios, except those units at the end which are accessible. In the amenity areas and at the project entrance, dense landscaping is provided. If the units were setback from the property lines, less private space would be available. The private patios are one of the features of attached townhomes that aren't seen in most multifamily developments.
11. With the various setback requirements, the typical building envelope is pushed to the center of the property with paving and landscaping surrounding it. When this development pattern is viewed at the neighborhood scale, we see a building, paving, a

building, paving, so on and so forth. Pre-auto and human-scaled cities are not like this. In those cities, buildings are closer together which, among other things, provide interest for pedestrians. On this site plan, and many of our others, the buildings are closer to the property lines and a lot of the landscaping and parking is integrated into the interior of the site, creating a more urban development pattern. By reducing the landscape setback, we are able to create this more urban pattern. Despite this reduction, there is still open space between the building and the property line, it is simply used as private open space and therefore, may not be counted towards the landscape setback.

In summary, this is a high-quality project that meets a need in the City of Mesa. And despite the challenges of an irregular shape and many encumbrances, the number of requested deviations is few and more than offset by the quality and amount of open area provided.